



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, May 18, 2021 at 7:30 a.m.

#### MEETING LOCATION

Join Via Cisco Webex Meeting

<https://tempe.webex.com/tempe/onstage/g.php?MTID=eb801c80d4b1b13d01976ff063a04cb7d>

Event password: Mmq2JFJSP23

United States Toll+1-408-418-9388

Access Code/Event Number: 187 747 7942

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.	JC Porter, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve the April 20, 2021 meeting minutes.	JC Porter, Commission Chair	Action
<b>3. Request to Name a Bicycle Crossing after Joe Pospicil</b> The Commission will be asked whether or not to support installing a sign near the bicycle crossing at Broadway Road and Sierra Vista Drive after Joe Pospicil.	Brianne Fisher, City Manager's Office	Action
<b>4. Board &amp; Commission Roles &amp; Responsibilities</b> Staff will provide an overview of the roles and responsibilities of the Transportation Commission.	Kara DeArrastia, City Clerk's Office	Information
<b>5. Mobility Hubs</b> Staff will provide an update on the project and public input process for the Mobility Hubs Plan.	Robert Yabes, Engineering & Transportation	Information
<b>6. Transportation Demand Management Plan (TDM)/Transportation Management Association (TMA)</b> Staff will provide an update on the projects and public input process for the TDM/TMA plans.	Robert Yabes, Engineering & Transportation	Information
<b>7. Last Mile Delivery Technology Programs</b> Staff will provide information about last mile technology programs.	Robert Yabes, Julian Dresang Engineering & Transportation	Information
<b>8. Upcoming Transportation Public Meetings &amp; Announcements</b> Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information

<b>9. Future Agenda Items</b> Commission may request future agenda items.	JC Porter, Commission Chair	Information
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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 Meeting of the Transportation Commission**  
**April 20, 2021**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, April 20, 2021, 7:30 a.m. via Cisco Webex.

**(MEMBERS) Present:**

Jeremy Browning  
Alana Chavez Langdon  
John Federico  
Brian Fellows  
Pam Goronkin  
David Sokolowski  
JC Porter

John Christoph  
David A. King  
John Kissinger  
Peter Schelstraete  
Bobbie Cassano  
Susan Conklu  
Dawn Hocking

**(MEMBERS) Absent:**

Paul Hubbell

**City Staff Present:**

Abel Gunn, Transportation Financial Analyst  
Laura Kajfez, Neighborhood Services Specialist  
Amanda Nelson, Public Information Officer  
Marilyn DeRosa, Engineering & Transportation Director  
Eric Iwersen, Transit Manager  
Cathy Hollow, Traffic Engineer  
Julian Dresang, Deputy Engineering & Transportation Director  
Braden Kay, Sustainability Director

Bonnie Richardson, Principal Planner  
Robert Yabes, Principal Planner  
TaiAnna Yee, Public Information Officer  
Sue Taaffe, Senior Management Assistant  
Shauna Warner, Neighborhood Program Manager  
Sam Stevenson, Senior Planner  
Chase Walman, Planner II

**Guests Present:**

Jessica Parks  
Hannah Belec

Commission Chair JC Porter called the meeting to order at 7:32 a.m.

**Agenda Item 1 – Public Appearances**

Hannah Belec spoke about agenda item #6, Streetscape & Transportation Enhancement (STEP) Program. Ms. Belec spoke about the public input process and indicated that she lives on College Avenue, which is designated a bicycle boulevard. She expressed her support for the STEP manual allowing for streets with schools adjacent to them and designated bicycle boulevards to have more consideration when implementing traffic control devices.

**Agenda Item 2 – Minutes**

JC Porter introduced the minutes of the March 9 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner Brian Fellows  
**Second:** Commissioner Pam Goronkin

**Decision:** Approved by Commissioners

Jeremy Browning  
Alana Chavez Langdon  
John Federico  
Brian Fellows  
Peter Schelstraete  
Pam Goronkin

John Christoph  
David A. King  
David Sokolowski  
Susan Conklu  
John Kissinger

**Abstain:** JC Porter and Dawn Hocking

**Agenda Item 3 – Welcome New Commissioner Dawn Hocking**

JC Porter welcomed newly appointed Commissioner Dawn Hocking. Ms. Hocking introduced herself and provided information about her experience. JC Porter also provided a brief overview of the roles of Commissioners.

**Agenda Item 4 – Bike Hero**

Commissioners were provided the list of Bike Hero Nomination applications for 2021. Discussion ensued about the six nominations.

A motion was made to select John Dollar as the 2021 Bike Hero.

**Motion:** Commissioner Brian Fellows  
**Second:** Commissioner Dawn Hocking

**Decision:** Approved by Commissioners

Jeremy Browning  
Alana Chavez Langdon  
John Federico  
Brian Fellows  
Peter Schelstraete  
JC Porter

David A. King  
David Sokolowski  
John Kissinger  
David Sokolowski  
Dawn Hocking  
Bobbie Cassano

**Nay:** Susan Conklu, Pam Goronkin

**Abstain:** John Christoph

A motion was made to select Melissa Mahon as the 2021 Bike Hero.

**Motion:** Commissioner Jeremy Browning  
**Second:** Commissioner Brian Fellows

**Decision:** Approved by Commissioners

Jeremy Browning  
Alana Chavez Langdon  
John Federico  
Brian Fellows  
Peter Schelstraete  
JC Porter

David A. King  
David Sokolowski  
John Kissinger  
Dawn Hocking  
Bobbie Cassano  
Pam Goronkin

**Nay:** Susan Conklu

**Abstain:** John Christoph

**Agenda Item 5 – Long-Term Transit Fund Plan and Service Changes**

Eric Iwersen and Sam Stevenson provided an updated and recommendations for balancing the transit fund.

Presentation topics included:

- Transit fund balancing strategy
- Public feedback summary
- Proposed service reductions
  - Span of service (numerous routes)
  - Orbit Mercury frequency
  - Orbit Saturn and routes 62 and 66, eliminate 65
- Transit asset advertising
- Bus service contract study
- Orbit and bus fleet updates
- New shelter designs
- Next steps

Discussion included advertising, accessibility of Orbit for people with disabilities, transit shelters (and homeless), bio fuel, Orbit Saturn, funding scenarios, and span of service reductions.

A motion was made to support the October 2021 service changes recommended by staff.

**Motion:** Commissioner Pam Goronkin

**Second:** Commissioner Dawn Hocking

**Decision:** Approved by Commissioners

Jeremy Browning  
Alana Chavez Langdon  
Brian Fellows  
Peter Schelstraete  
JC Porter  
Pam Goronkin

David A. King  
David Sokolowski  
John Kissinger  
David Sokolowski  
Dawn Hocking  
Bobbie Cassano

**Nay:** John Federico, John Christoph

A motion was made to support conducting a study of potential revenue for advertising on transit assets (larger buses, streetcar and rail platforms only) with the understanding that staff must present the results of the study to the Transportation Commission before any final determinations have been made.

**Motion:** Commissioner John Christoph  
**Second:** Commissioner Bobbie Cassano

**Decision:** Approved by Commissioners

Jeremy Browning  
Alana Chavez Langdon  
Brian Fellows  
Peter Schelstraete  
JC Porter  
Pam Goronkin  
John Christoph

David A. King  
David Sokolowski  
John Kissinger  
David Sokolowski  
Dawn Hocking  
Bobbie Cassano  
John Federico

### **Agenda Item 6 – Streetscape & Transportation Enhancement (STEP) Program**

Cathy Hollow provided an update on the Streetscape & Transportation Enhancement (STEP) Program. Topics included:

- Existing manual content
- Manual goals and policies
- Process for approvals
- Peer cities
- Next steps

Discussion included benchmarks and raised intersection standard details.

### **Agenda Item 7 - Potential Joint Meetings with Other Boards and Commissions**

Commission Chair JC Porter provided an update regarding ongoing discussions with the Chair of the Sustainability Commission. One crossover agenda topic of interest is Prop 400 and both Chairs will continue to communicate about the possibility of holding a joint meeting.

### **Agenda Item 8- Upcoming Transportation Public Meetings & Announcements**

Staff will send the Commissioners a list of upcoming public meetings. John Christoph inquired about the bike lanes that were removed on University Drive at the light rail crossing. Staff commented that the bike lanes in that area will be restriped once ASU's development project is completed.

### **Agenda Item 9 – Future Agenda Items**

Brian Fellows asked if the last mile delivery technology programs agenda item was the same agenda topic as personal delivery devices, and staff confirmed that it is the same. The following future agenda items have been previously identified by the Commission or staff:

- May 11 OR May 18
  1. Mobility Hubs
  2. Open Streets/Transportation Demand Management Plan/Transportation Management Association
  3. Last Mile Delivery Technology Programs
  4. Request to Name a Bicycle Facility after Joe Pospicil
- June 8
  1. Speed Enforcement
  2. ADA and Sidewalk Infrastructure
  3. Transit Shelter Design

- 4. Country Club Way Bike and Pedestrian Improvement Project
- July 13
  - 1. Streetcar Construction Update
  - 2. Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Update
  - 3. Electrification of Buses
  - 4. Character Area 1 Plan
- August 10
  - 1. Long-Term Transit Fund Plan and Service Changes
  - 2. Transit Security Update
  - 3. North/South Rail Spur MUP
  - 4. Budget Update
  - 5. Scottsdale Road Bike Lanes
- September 14
  - 1. Crosswalk Signal Countdown & Signal Detection for Bicycles
  - 2. Fare Collection System
- October 12
  - 1. Annual Report
  - 2. Commuter Rail Study/ MAG Commuter Rail Plan
  - 3. AZ State Rail Plan/AZDOT Phoenix-Tucson Corridor Plan
  - 4. Streetscape Transportation Enhancement Program
  - 5. Transit Shelter Design
- November 9
  - 1. Annual Report
- December 14
  - 1. Long-Term Transit Fund Plan and Service Changes
  - 2. Mobility Hubs – Robert
  - 3. Transportation Demand Management Plan/Transportation Management Association
- TBD: BRT Study
- TBD: Bike Bait (once program resumes)

The next meeting is scheduled for May 18, 2021.

The meeting was adjourned 9:14 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen and Cathy Hollow

# MEMORANDUM – ISSUE REVIEW SESSION



**TO:** Transportation Commission  
**THROUGH:** Marilyn DeRosa, Engineering and Transportation Director  
**FROM:** Brianne Fisher, Mayoral Aide  
Isaac Chavira, Interim Deputy Engineering Transportation Director  
**DATE:** May 18, 2021  
**SUBJECT:** Naming Request Committee

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## **PURPOSE:**

The requesting entity consist of four Tempe residents requesting the City of Tempe bicycle crossing located at the intersection of South Sierra Vista Dr. and East Broadway Road be renamed “Joe’s Crossing.” Currently, the sign is presented as a photo of a bicycle with the word “crossing”.

## **BACKGROUND INFORMATION:**

### Requesting Entity Summary (see Attachment 1):

The requesting entity have highlighted Joseph (Joe) Pospicil’s impact on the City of Tempe, ranging from addressing parking and congestion issues, serving as a member of the Neighborhood Advisory Committee (2007-2012), and actively attending City Council meetings on a routine basis. The Requesting Entity states that Joe’s public service helped reduce congestion along Aepli Drive north of Broadmor Elementary School, making the surrounding area safer for children and neighbors. In the Requesting Entity’s summary, it is claimed that Joe’s most tangible impact is the “no parking” sign seen along Aepli Drive (pictures found in Attachment 1).

The Requesting Entity emphasized how Joe left a positive mark on the City of Tempe before passing away in 2015. Joe is a veteran of United State Air Force. The bicycle crossing in question is in the vicinity of Joe’s old residence.

### Procedures for Naming of City Facilities (Resolution R2017.96):

Tempe City Council adopted a revision to the procedures for naming of city facilities in 2017. An outline of those procedures is provided below.

When the Naming Committee reviews a request, the following guidelines are to be applied:

1. The requesting entity should not be the same as the proposed facility name
2. The proposed facility name should not be similar to any existing City facility name
3. The connection between the contribution of the individual and the City facility should be compelling and thoroughly explained
4. The naming request should contain information supporting the affiliation between the individual and the City
5. The naming request should summarize the individual’s contributions through outstanding community service, involvement, or dedication beyond an ordinary interest level that clearly resulted in tangible benefits to the City. Examples of tangible benefits to the City may include:
  - a. An enhanced well-being and quality of life for City residents
  - b. Preservation of the City’s history
  - c. Contributions toward the acquisition, development, or conveyance of land, buildings, structures or other amenities to the City or community
  - d. Local, state or national recognition for work in public service that directly impacted the City
  - e. An act of heroism
  - f. Any other contribution that resulted in tangible benefits to the City or City residents
6. The naming request shall not include a proposed facility name for an individual who has been convicted of a felony involving moral turpitude



7. When submitting a naming request for a deceased individual, the individual must have been deceased at least five years
8. When submitting a naming request for a City of Tempe elected official or employee, it shall be five years of the end of that individual's service or employment
9. Development or construction of improvements such as public art, living infrastructure, interpretive displays, monuments, etc. shall be considered separately from the naming request and must undergo the appropriate evaluation by the applicable City Department to ensure the suitable commitment of resources. Examples of evaluations include consideration in the annual budget, commission review, public outreach, ongoing maintenance costs, required permits and insurance, etc. The requesting entity must include enough detail in their submittal for thorough consideration, including detailed funding plans.
10. Excludes corporate sponsorships

Current Bicycle Crossing Signage:

The crossing sign requested for renaming is considered a mid-block crossing as it does not serve vehicle traffic on the north or south sides. Generally, the standards identified in the Manual on Uniform Traffic Control Devices for the installation of street name signs (including signalized crossings) include the requirement to use upper- and lower-case lettering, the requirement for retro reflectivity or illumination, the requirement for the background and font color, as well as guidance on the size of the lettering based on the speed limit of the roadway.(see below). Guidance is not provided on the naming of crossings. However historically, the city has named mid-block crossings according to surrounding features/multi-use paths for which they provide a crossing (i.e – Western Canal Path, Kyrene Canal Path). At the time of design and with no adjacent features, Transportation staff looked to other communities who had similar signage for consistency purposes. In research, the city of Tucson was identified as having a similar crossing and the crossing sign was indicated as “Crossing”. Based on this finding, the city moved forward with the sign indicating the signalized “Crossing”.

**MUTCD Standards:**

2D.43 - 03 The lettering for names of streets and highways on Street Name signs shall be composed of a combination of lower-case letters with initial upper-case letters

2D.43 -14 The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The color of the legend (and border, if used) shall contrast with the background color of the sign.

2D.43 -18 The only acceptable alternative background colors for Street Name (D3-1 or D3-1a) signs shall be blue, brown, or white. Regardless of whether green, blue, or brown is used as the background color for Street Name (D3-1 or D3-1a) signs, the legend (and border, if used) shall be white. For Street Name signs that use a white background, the legend (and border, if used) shall be black.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

Approving the request would result in a new sign, costing \$2900 for (4) new face replacements. This price includes material and labor.

**POTENTIAL ALTERNATIVES:**

Alternative #1

Install a plaque near the bicycle crossing that identifies the positive impact Mr. Pospicil had.

Alternative #2

Install a sign or memorabilia near Broadmor Elementary School (where he had the most “impact” according to the Requesting Entity Summary).

Alternative #3

Install a sign on the traffic signal upright that identifies Mr. Pospicil and his contribution to the crossing.

**NAMING COMMITTEE RECOMENDATIONS:**

The Naming Committee recommended honoring Joseph (Joe) Pospicil's with a plaque/sign that is visible, near the bicycle crossing and honors Mr. Pospicil.

**ATTACHMENTS:**

**Attachment 1: Requesting Entity Summary Request**

**Attachment 2: City of Tempe Naming Policy**

**Photo Exhibit Pages 4-5**

Photo Exhibit

Attachment 3: Bicycle Crossing Facing West



Attachment 4: Bicycle Crossing Facing East



February 4, 2020  
Tempe, Arizona

Carla Reece  
City Clerk of Tempe  
31 E. 5th St.  
Tempe, AZ 85281

RECEIVED  
2020 FEB -4 AM 9:26  
CITY OF TEMPE  
CITY CLERK'S OFFICE

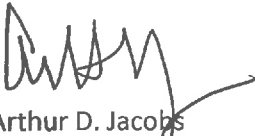
Dear Ms. Reece:

Per Exhibit A to Resolution No. R2017.96, enclosed a naming request for Joseph Pospicil Jr.

We understand submission is on July 1 and January 1; in this instance because two of the four are in our 80s. Our thoughts are in the event if we were unable to deliver in June 2020, this naming request would be in your office.

We do not expect any actions until sometime after you deliver this to the Mayor and Council in July 2020.

Thank you for understanding.



Arthur D. Jacobs  
1155 W. Elliot Road, APT 1030  
Tempe, Arizona 85284

Enclosures

1. Naming Request
2. Proof of Consent

We, the 4, of the former Five, are recommending the naming of the City Bicycle Crossing at East Broadway. The requesting entity was formerly known as "The Five." The remaining Four are: Dean Short, age 74, a retired janitor from Arizona State University; Richard Peterson, age 82, United States Air Force Veteran; John Altman, age 86, United States Army Veteran; and Arthur D. Jacobs, United States Air Force Veteran. All four of this group reside in Tempe, Arizona.

We propose that the named "JOE's and the word "Crossing".



(Bicycle) Crossing on Broadway west of Rural Road be Crossing. The sign presently is marked with a Bicycle This sign and is located on Broadway a few yards from



the street named Sierra Vista....

Joseph Pospicil Jr's Activity, Impact, and Enhancement of the life for City residents:

TEMPE WAS Joe's HOMETOWN! MAYOR MARK MITCHELL IN A PROCLAMATION SAID THIS ABOUT JOE:

"Mr. Joseph Pospicil was an active member of the community and was always looking at ways to improve the City of Tempe by helping to clean up the city, address parking issues and congestion. Mr. Joseph Pospicil's public service to the citizens of the City of Tempe included serving as a member of the Neighborhood Advisory Commission from March, 2007 to Dcccember, 2012, and helping to strengthen the character of neighborhoods across the city; and, JOE rarely missed a City Council Issue Review Session or Regular Council Meeting and made significant contributions to the city." Yes, Joe served on the Neighborhood Advisory Commission for five (5) years.

To amplify on the Mayor's statement, Joe was most instrumental in eliminating traffic congestion and parking in the corridor of Aepli Drive and El Camino in the area of the Broadmor School. Joe's persistence in this matter got the job done. This photo on El Camino is an example of Joe's efforts, namely, to preclude parking on the street during the Broadmor School



hours.

Joe's persistence in making the Broadmor school area safer for our school children, safer for the neighborhood residences, as well as for the parents who drove to and from the school to drop off and pick up their children was above reproach. Joe's efforts remain today, as is evidence by the "No Parking sign shown in the photo! This remains a most tangible benefit to both the City and its residents. Several such signs are on both east and west sides of El Camino. Two additional photos are attached.

Joe also provided guidance to the city to assure that renter's tax was paid to the City for rental property. His approach to this problem was innovative. The impact of this effort made certain that landlords were paying their fair share to the City coffers. This is another tangible benefit to both the City and its City residents.

Joe worked many weekends to help cleanup unsafe yards surrounding the homes of a variety of residences in Tempe. Again, Joe did this on his own time and was instrumental in making several residences safer for the inhabitants including their children, as well as for the surrounding neighbors. Joe even provided his vehicle as a source for taking loads of "junk" to the dump.

Joe spent hours at City Council meetings, all on his own time. As a matter of fact, during special council meetings, those that were held during working hours, Joe would use his vacation time to attend such meetings. During his presence Joe presented recommendations which improved management of the City.

The most unique aspect of Joe is that he voluntarily did these projects with a smile. Joe left his positive mark in this town. Finally, Joe was the quiet man, who did his volunteer work, **VOLUNTARILY**, and who did not **EXPECT KUDUS!**

Joseph Pospicil Jr. has been deceased for five (5) years.



His deceased date is July 8, 2015. Joe is a veteran of the United States Air Force.

In closing, we believe the said Bicycle Crossing is in the vicinity of Joe's former neighborhood. Louise Whitmer, Joe's sister, has these practical memories about her brother Joe, they are: "to be aware is to be informed," "always keep some people's numbers in your phone so that you remember not to answer when they call," "and in regards to our name, Pospicil is definitely not Smith." Thus, we Four decided to name a site in Tempe, Joe's, and not Joe's surname, Pospicil, which at times, comes out as "popsicle."



No Parking Sign on El Camino





Bicycle CROSSING sign on Broadway west of Rural Road

## ARTICLE III. - NUMBERING OF BUILDINGS AND NAMING OF STREETS

## Sec. 25-36. - Uniform numbering system established.

There is hereby established a uniform system for numbering buildings fronting on all streets, avenues and public ways in the City, and all houses and other buildings shall be numbered in accordance with the provisions of this article.

(Code 1967, § 8-6)

## Sec. 25-37. - Base lines for dividing City.

Salt River shall constitute the base line which will divide the City into northern and southern parts. Hereafter, all streets north of this base line and running generally in a northerly-southerly direction shall be considered "North" streets, and likewise all streets south of this base line and running generally in a northerly-southerly direction shall be considered "South" streets. Mill Avenue shall be considered the base line which divides the City into east and west parts. Hereafter, streets east of this base line and running in a generally easterly-westerly direction shall be considered "East" streets and likewise streets west of Mill Avenue and running in a generally easterly-westerly direction shall be considered "West" streets.

- (1) Each building north of Salt River and facing a street running in a northerly direction shall carry a number indicating its location north of such base streets.
- (2) Each building south of the north-south base line and facing a street running in a southerly direction shall carry a number and address indicating its location south of such base streets.
- (3) Each building east of Mill Avenue, and facing a street running in an easterly direction shall carry a number and address indicating its location east of such base street.
- (4) Each building west of Mill Avenue and facing a street running in a westerly direction shall carry a number and address indicating its location west of such base street.
- (5) All buildings on diagonal streets shall be numbered the same as buildings on northerly and southerly streets if the diagonal runs more from the north to the south, and the same rule shall apply on easterly and westerly streets if the diagonal runs more from the east to the west.

(Code 1967, § 8-7)

## Sec. 25-38. - Basis for assigning numbers.

The numbering of buildings on each street shall begin at the base line. All numbers shall be assigned on the basis of one (1) number for each twenty (20) feet of frontage along the street. Grid lines, as shown on the property numbering map, indicate the point at which numbers will change from one hundred (100) to the next higher hundred. All buildings on the south of east-west streets and east of north-south streets shall bear odd numbers, and likewise all buildings on the north side of east-west streets and west of north-south streets shall bear even numbers.

- (1) Where any building has more than one (1) entrance serving separate occupants, a separate number shall be assigned to each entrance serving an occupant.
- (2) The building shall be assigned the number of the twenty (20) foot interval in which the main entrance of the building falls. In measuring the twenty (20) foot intervals of street frontage, if the main entrance of the building falls exactly upon the line which divides a twenty (20) foot interval from the next higher

interval, either the number of the lower interval or the number of the next higher interval will be assigned to that entrance.

- (3) A multiple-family dwelling having only one (1) main entrance shall be assigned only one (1) number, and separate apartments in the building will carry a letter designation such as A, B, C, in addition to the number assigned to the main entrance of the building.
- (4) The duplex houses having two (2) front entrances shall have a separate number for each entrance. If both entrances fall within the same increment, either the preceding number or next highest number shall be used for one (1) entrance number, and the interval number in which the entrances fall shall be used for the other entrance.

(Code 1967, § 8-8)

#### Sec. 25-39. - Buildings facing short streets.

All buildings facing streets not extending through to the base line shall be assigned the same relative numbers as if the street had extended to the base line.

(Code 1967, § 8-8.1)

#### Sec. 25-40. - Directional designation.

In addition to the numbers placed on each house or other building as heretofore provided, all streets, avenues and other public ways within the City are hereby given the following directional designation.

- (1) All streets north of Salt River and running in a generally northerly direction are given the direction "North" as part of the street name.
- (2) All streets south of Salt River and running in a generally southerly direction are given the direction "South" as part of the street name.
- (3) All streets east of Mill Avenue and running in an easterly direction are given the direction "East" as part of the street name.
- (4) All streets west of Mill Avenue and running in a westerly direction are given the direction "West" as part of the street name.

(Code 1967, § 8-8.2)

#### Sec. 25-41. - Number assignment; placement on buildings.

- (a) There shall be assigned to each house and other residential or commercial building located on any street, avenue or public way in the City, its respective number under the uniform system provided for in this article. When each house or building has been assigned its respective number or numbers, the owner, occupant or agent shall place or cause to be placed upon each house or building controlled by him the number or numbers assigned under the uniform system as provided in this article.
- (b) Such numbers shall be placed on all appropriate existing buildings within thirty (30) days after the assignment of a permanent number. Placement on buildings shall conform to Chapter 11, Article II of this Code.

(Code 1967, § 8-8.3; Ord. No. 97.14, 11-20-97)

#### Sec. 25-42. - Plat book.

For the purpose of facilitating correct numbering, a plat book of all streets, avenues and public ways within the City showing the proper numbers of all houses or other buildings fronting upon all streets, avenues or public ways shall be kept on file in the office of the Engineering and Transportation Director. These plats shall be open to inspection of all persons during the office hours of the Engineering and Transportation Director. Duplicate copies of such plats shall be furnished to the engineer and building inspector by the Engineering and Transportation Director.

(Code 1967, § 8-8.4; Ord. No. 2001.17, 7-26-01; Ord. No. 2010.02, 2-4-10; Ord. No. O2019.03, § 11, 2-28-19)

Sec. 25-43. - Duties of Engineering and Transportation Director.

It shall be the duty of the Engineering and Transportation Director to inform any applicant of the number or numbers belonging to or embraced within the limits of any such lot or property as provided in this article. In case of conflict as to the proper number to be assigned to any building, the Engineering and Transportation Director shall determine the number of such building. Final approval of any structure erected, repaired, altered or modified shall be withheld by the Community Development Director until permanent and proper numbers have been affixed to such structure.

(Code 1967, § 8-8.5, Ord. No. 97.20, 4-10-97; Ord. No. 2001.17, 7-26-01; Ord. No. 2010.02, 2-4-10; Ord. No. O2019.03, § 11, 2-28-19)

Sec. 25-44. - Approval required for new street names.

Everyone submitting a subdivision plat to the Development Review Commission for their approval shall show the proper names of any and all streets and these street designations shall be approved by the Development Review Commission before such new streets are officially named. Street name suggestions may originate with the party submitting the plat under the guidance of the Community Development Director.

(Code 1967, § 8-8.7; Ord. No. 97.20, 4-10-97; Ord. No. 2001.17, 7-26-01; Ord. No. 2006.01, 1-5-06; Ord. No. 2010.02, 2-4-10)

Sec. 25-45. - Changing, renaming or naming existing streets.

The Mayor and Council by resolution may change, rename or name an existing or newly established street within the limits of the City at any time upon recommendation of the Development Review Commission and after consultation with the County Court or County Planning Commission, if any, and any other governmental agency directly affected thereby.

(Code 1967, § 8-8.8; Ord. No. 2006.01, 1-5-06)

Secs. 25-46—25-60. - Reserved.

RESOLUTION NO. R2017.96

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, APPROVING REVISIONS TO THE PROCEDURES FOR NAMING OF CITY FACILITIES

WHEREAS, the City Council of Tempe adopted written procedures for naming of City facilities, including parks, buildings, structures and rights of way (except for streets and alleys) in 2012 by Resolution No. 2012.130; and

WHEREAS, the City of Tempe desires to revise these procedures to further the establishing of fair and consistent procedures for naming of City facilities;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

1. That the procedures for naming of City facilities as set forth on *Exhibit A*, attached hereto and incorporated herein by this reference, is hereby approved and adopted.
2. That should the need arise, the Mayor or his designee is hereby authorized to execute any documents that may be necessary to carry out the purpose of this resolution.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, THIS 14th day of September, 2017.

  
Mark W. Mitchell, Mayor

ATTEST:

  
Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:


  
Judith R. Baumann, City Attorney

EXHIBIT A to Resolution No. R2017.96

**Procedure for Naming of City Facilities**

**Purpose:**

This document establishes a process for naming a City facility in recognition of an individual or organization, and includes procedures to follow when completing a naming request.

**Definitions:**

“City facility,” any building, structure or property owned by the City of Tempe and any City right-of-way ~~excluding the naming of City streets and alleys~~ (the naming of which is governed by Chapter 25, Article III of the Tempe City Code). City facility shall include City administrated programs;

“Individual,” a natural person whose name is submitted as part of, or in whole, as a proposed facility name;

“Organization,” a group or association of individuals who are joined together either formally or legally;

“Felony,” an offense involving moral turpitude for which a sentence to a term of imprisonment in the custody of any state within the United States or the Federal Bureau of Prisons is authorized by a law of any state, or the United States;

“Naming guidelines,” suggested information to include in any City facility naming request;

“Naming request,” the City facility naming request and all supporting documentation;

“Proposed facility name,” the City facility name that the requesting entity proposes be adopted by the City Council;

“Requesting entity,” the individual, entity, or group that is initiating the naming request;

“Supporting documentation,” any documents used to support the naming guidelines.

**The following information must be included in any City facility naming request:**

- 1) Current City facility name and street address;
- 2) Requesting entity and contact information;
- 3) Proposed facility name;

- 4) A written summary that includes information about the individual in the proposed facility name. The summary should explain how the individual's contribution relates to any one or more of the guidelines listed in the following section;
- 5) Proof of consent to the proposed facility name by the individual for whom the City facility is to be named or, in the case of a deceased individual, proof of consent of a family or legal representative.

**The following guidelines apply to any naming request:**

- 1) The requesting entity should not be the same as the proposed facility name;
- 2) The proposed facility name should not be similar to any existing City facility name;
- 3) The connection between the contribution of the individual and the City facility should be compelling and thoroughly explained;
- 4) The naming request should contain information supporting the affiliation between the individual and the City;
- 5) The naming request should summarize the individual's contributions through outstanding community service, involvement, or dedication beyond an ordinary interest level that clearly resulted in tangible benefits to the City. Examples of tangible benefits to the City may include:
  - a. An enhanced well-being and quality of life for City residents;
  - b. Preservation of the City's history;
  - c. Contributions toward the acquisition, development, or conveyance of land, buildings, structures or other amenities to the City or community;
  - d. Local, state or national recognition for work in public service that directly impacted the City;
  - e. An act of heroism;
  - f. Any other contribution that resulted in tangible benefits to the City or City residents.
- 6) The naming request shall not include a proposed facility name for an individual who has been convicted of a felony involving moral turpitude.
- 7) When submitting a naming request for a deceased individual, the individual must have been deceased at least 5 (five) years.

- 8) When submitting a naming request for a City of Tempe elected official or employee, it shall be after five (5) years of the end of that individual's service or employment.
- 9) Development or construction of improvements such as public art, living infrastructure, interpretive displays, monuments, etc. shall be considered separately from the naming request and must undergo the appropriate evaluation by the applicable City Department to ensure the suitable commitment of resources. Examples of evaluations include consideration in the annual budget, commission review, public outreach, ongoing maintenance costs, required permits and insurance, etc. The requesting entity must include enough detail in their submittal for thorough consideration, including detailed funding plans.
- 10) Excludes corporate sponsorships.

### **Re-Naming:**

The City Council reserves the right to re-name any City facility previously named, if it is determined that it is in the best interest of the community that the facility should no longer bear its current name. The City Manager shall remove the name from any City facility if the person for whom the facility was named has been subsequently convicted of a felony. If a name is removed from a facility, it shall immediately revert to its previous name, until the City Council approves a new name.

### **Procedure:**

The requesting entity shall deliver the naming request, in writing, to the City Clerk's Office. Naming requests are reviewed twice per calendar year with due dates of January 1 and July 1. The City Clerk shall determine if the naming request is complete and, if so, shall submit the naming request to the Mayor. The Mayor shall convene an ad hoc Naming Committee to review the naming request per the guidelines and report its recommended action to the City Council. The Naming Committee shall be made up of eleven (11) members, including the current chair, or their designee, of the 1) Tempe Arts and Culture Commission; 2) Library Advisory Board; 3) Neighborhood Advisory Commission; 4) Transportation Commission; 5) Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board; 6) Tempe Human Relations Commission; 7) Tempe Historic Preservation Commission; 8) Mayor's Youth Advisory Commission; 9) city staff member; 10) member at large – teen; and, 11) member at large. The members at large will be selected by the Mayor and shall not be currently serving on a city board or commission. The Naming Committee shall be staffed by the City Manager or designee.

Naming requests recommended by the Naming Committee shall be forwarded to the City Council for consideration. Naming requests not recommended by the Naming Committee will be forwarded to the City Clerk's Office for notification of the applicant. Naming requests, specific to individuals or organizations, not recommended for approval by the Naming Committee or City Council shall not be resubmitted for a minimum of twenty-four (24) months.



~~The requesting entity shall deliver the naming request to the City Clerk. The City Clerk shall determine if the naming request is complete and, if so, shall submit the naming request to the Mayor for assignment to the appropriate Board, Commission or Committee. The Board, Commission, or Committee so assigned shall review the naming request and report its recommendation action to the City Council.~~

Approval by City Council Resolution shall accomplish the naming of the City facility.



Ms. B. Louise Whitmer  
5753 Overland Way  
Placerville, CA 95667-7602

SACRAMENTO CA 957

JAN 2020 PM 7 L



AD Jacobs  
1155 W Elliot Rd  
Apt 1030  
Tempe AZ 85284

052004-115285



Jan 26, 2020

The City of Tempe has my consent & permission for the naming of a facility within the City in honor of my brother Joe Pospicil.

Louise Pospicil Whitmer  
5753 Overland Way  
Placerville CA 95667

**RESOLUTION NO. R2017.96**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF TEMPE, ARIZONA, APPROVING REVISIONS TO THE  
PROCEDURES FOR NAMING OF CITY FACILITIES**

WHEREAS, the City Council of Tempe adopted written procedures for naming of City facilities, including parks, buildings, structures and rights of way (except for streets and alleys) in 2012 by Resolution No. 2012.130; and

WHEREAS, the City of Tempe desires to revise these procedures to further the establishing of fair and consistent procedures for naming of City facilities;

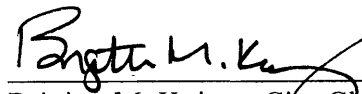
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

1. That the procedures for naming of City facilities as set forth on *Exhibit A*, attached hereto and incorporated herein by this reference, is hereby approved and adopted.
2. That should the need arise, the Mayor or his designee is hereby authorized to execute any documents that may be necessary to carry out the purpose of this resolution.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, THIS 14th day of September, 2017.

  
Mark W. Mitchell, Mayor

ATTEST:

  
Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

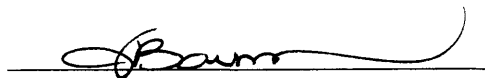
  
Judith R. Baumann, City Attorney

EXHIBIT A to Resolution No. R2017.96

**Procedure for Naming of City Facilities**

**Purpose:**

This document establishes a process for naming a City facility in recognition of an individual or organization, and includes procedures to follow when completing a naming request.

**Definitions:**

“City facility,” any building, structure or property owned by the City of Tempe and any City right-of-way excluding the naming of City streets and alleys (the naming of which is governed by Chapter 25, Article III of the Tempe City Code). City facility shall include City administrated programs;

“Individual,” a natural person whose name is submitted as part of, or in whole, as a proposed facility name;

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**The following information must be included in any City facility naming request:**

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**The following guidelines apply to any naming request:**

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  - d. Local, state or national recognition for work in public service that directly impacted the City;
  - e. An act of heroism;
  - f. Any other contribution that resulted in tangible benefits to the City or City residents.
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**Re-Naming:**

The City Council reserves the right to re-name any City facility previously named, if it is determined that it is in the best interest of the community that the facility should no longer bear its current name. The City Manager shall remove the name from any City facility if the person for whom the facility was named has been subsequently convicted of a felony. If a name is removed from a facility, it shall immediately revert to its previous name, until the City Council approves a new name.

**Procedure:**

The requesting entity shall deliver the naming request, in writing, to the City Clerk's Office. Naming requests are reviewed twice per calendar year with due dates of January 1 and July 1. The City Clerk shall determine if the naming request is complete and, if so, shall submit the naming request to the Mayor. The Mayor shall convene an ad hoc Naming Committee to review the naming request per the guidelines and report its recommended action to the City Council. The Naming Committee shall be made up of eleven (11) members, including the current chair, or their designee, of the 1) Tempe Arts and Culture Commission; 2) Library Advisory Board; 3) Neighborhood Advisory Commission; 4) Transportation Commission; 5) Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board; 6) Tempe Human Relations Commission; 7) Tempe Historic Preservation Commission; 8) Mayor's Youth Advisory Commission; 9) city staff member; 10) member at large – teen; and, 11) member at large. The members at large will be selected by the Mayor and shall not be currently serving on a city board or commission. The Naming Committee shall be staffed by the City Manager or designee.

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Approval by City Council Resolution shall accomplish the naming of the City facility.

# Naming Request Submission & Recommendations



**Tempe**  
Making waves in the desert



# City of Tempe Naming Policy Background



## 2017 Procedures for Naming City Facilities

Naming Committee is made up of eleven members, including the Chair or designee of the following Boards and Commissions:

1. Tempe Arts and Culture Commission
2. Library Advisory Board
3. Neighborhood Advisory Commission
4. Transportation Commission
5. Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board
6. Tempe Human Relations Commission
7. Tempe Historic Preservation Commission
8. Mayor's Youth Advisory Commission
9. Resident at-large youth
10. Resident at-large
11. City staff

# Naming Policy Background



## Requirements of Committee

- Committee is to review naming request for the following:
  - Connection between contribution of the individual and the City facility should be compelling and thoroughly explained
  - Request should contain information supporting the affiliation between the individual and the City
  - Naming request should summarize individuals contribution though outstanding community service, involvement or dedication beyond an ordinary interest level that results in tangible benefits to the city.

# Requesting Entity

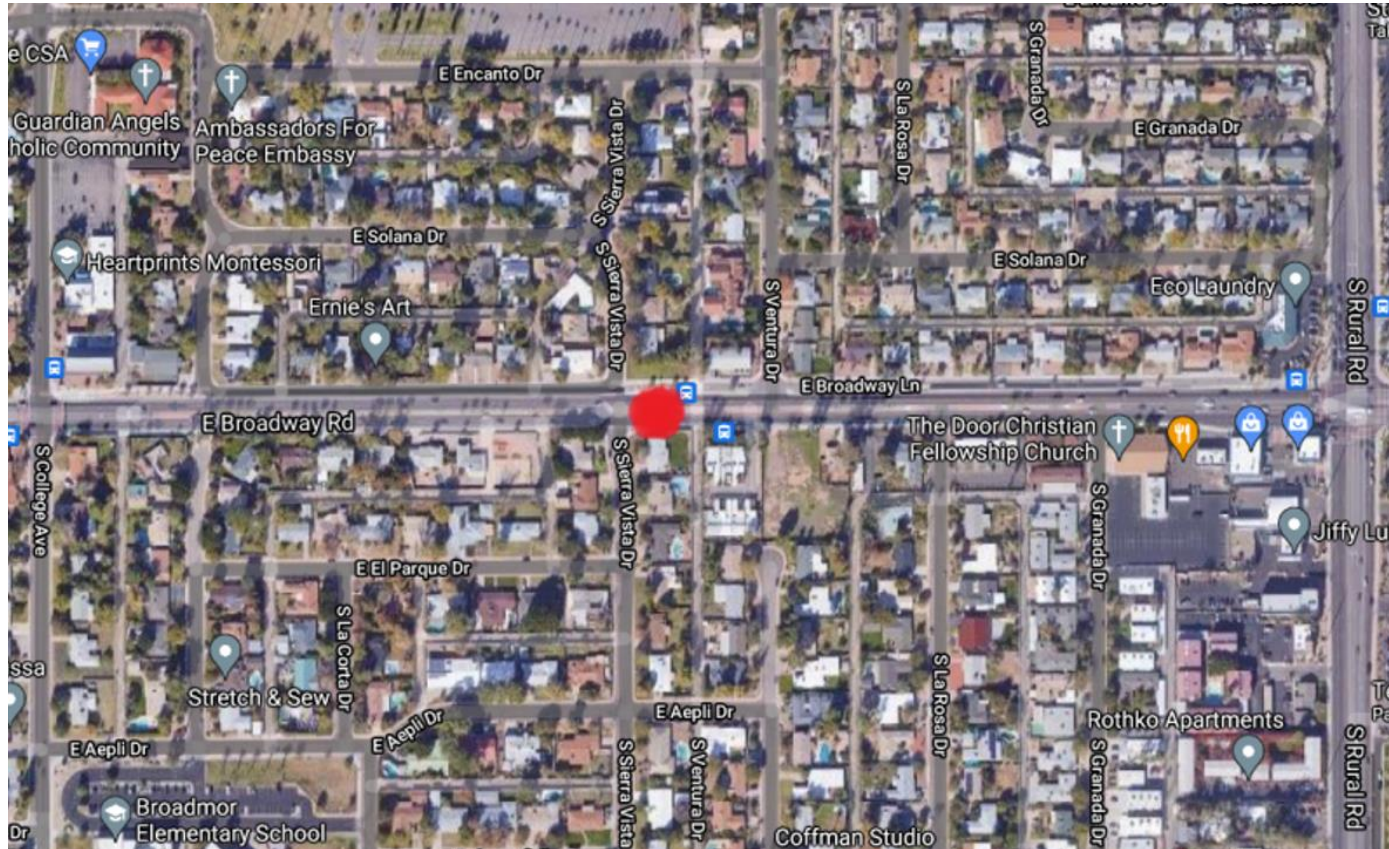


## Naming Request

- Requesting the City of Tempe bicycle crossing located at the intersection of South Sierra Vista Dr. and East Broadway Road to be renamed “Joe’s Crossing”
- Currently, the sign is presented as a photo of a bicycle with the word “crossing”



# Between College and Rural on Broadway Rd.



# Requesting Entity



## Summary of Individuals Contribution

- Served as a member of the Neighborhood Advisory Committee (2007-2012)
- Actively attended City Council meetings
- Helped reduce congestion along Aepli Drive north of Broadmor Elementary School, making the surrounding area safer for children and neighbors

**“No Parking”  
sign seen along  
Aepli Drive**



# Technical Background



## Signage

- Mid-block crossing and does not serve vehicle traffic on the north or south sides
- Manual on Uniform Traffic Control Devices standards for installation of street name signs (including signalized crossings) requirements.

## Projected Costs

- Approving the request would result in a new sign, costing \$2900 for (4) new face replacements. This price includes material and labor.

# Naming Committee Direction



Alternatives include:

- Install plaque near the bicycle crossing that identifies the positive impact Mr. Pospicil has
- Install a sign or memorabilia near Broadmor Elementary School (where he had the most “impact” according to the Requesting Entity Summary)
- Install a sign on the traffic signal upright that identifies Mr. Pospicil and his contribution to the crossing.

## Consensus

- The Naming Committee recommended honoring Joseph (Joe) Pospicil’s with a plaque/sign that is visible, near the bicycle crossing and honors Mr. Pospicil.

# Your Roles and Responsibilities as a Commissioner:

Presented to the Transportation  
Commission

May 18, 2021



**Tempe**

Making waves in the desert



# Transportation Commission Powers and Duties (Tempe City Code, Ch. 2, Art. V, Div. 8, Sec. 2-250)

- (1) Suggest to the Mayor and City Council qualified and interested persons eligible for appointment for commission vacancies;
- (2) Consult, through the chair of the commission, with the Engineering and Transportation 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 Engineering and Transportation Department;
- (3) Prepare and submit an annual report to the City Manager and City Council including applicable Council committees;



# Transportation Commission Powers and Duties (Tempe City Code, Ch. 2, Art. V, Div. 8, Sec. 2-250)



Advise and make recommendations to the City Council and assist city departments and the City Manager...

- (4) 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) 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;

# Transportation Commission Powers and Duties (Tempe City Code, Ch. 2, Art. V, Div. 8, Sec. 2-250)



Advise and make recommendations to the City Council and assist city departments and the City Manager...

- (6) on transportation plans, projects and ordinances, including but not limited to:
  - a. 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. periodically review and update the transportation elements of the city's general plan;
  - c. provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and
  - d. promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation

# Transportation Commission Powers and Duties (Tempe City Code, Ch. 2, Art. V, Div. 8, Sec. 2-250)



- (7) Advise and recommend to the City Council and assist city departments and the City Manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;
- (8) Provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and meet all federal and other guidelines for public involvement in transportation projects where applicable; and
- (9) Take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.

# Roles and Responsibilities of your Staff Liaison



The Engineering and Transportation Department or a designated staff representative shall serve the Transportation Commission in an advisory capacity (Tempe City Code, Ch. 2, Art. V, Div. 8, Sec. 2-245(b)).

The Staff Liaison's role is to establish and maintain a positive working relationship with members, act as a link to other City departments, and facilitate interaction. Their responsibilities include:

- Preparing meeting agendas with input from the Commission chair.
- Distributing the agenda packet to Commissioners in advance of the meeting.
- Posting agendas on the City's website and sending them to the City Clerk for posting on the electronic display board outside the City Chambers.
- Preparing meeting minutes.
- Ensuring that meetings are held in accordance with the Arizona Open Meeting Law.

# Roles and Responsibilities of your Staff Liaison



- Serve as a resource to Commissioners.
- Serve as the liaison between the Commission and the Mayor's Office regarding activities.
- Establish bylaws and meeting procedures.
- Distribute information and logistical support.
- Offer advice and counsel to Commissioners.
- Report concerns and progress to City management.
- Provide guidance regarding the most effective way to present recommendations to the City Council, City management, and the community.

# Practice Civility and Decorum in Discussions and Debate



- Difficult questions, tough challenges to a particular point of view, and disagreement with ideas and information are legitimate elements of a free democracy in action. Be respectful of diverse opinions.
- Participate actively in the meetings.
- Be familiar with the basic rules of parliamentary law.
- Respect the rights of others.

# Always Maintain Appropriate and Professional Conduct



- Address your remarks to the Commission as a whole, and not to City staff or any member of the general public.
- Address only items that are listed on the agenda.
- Do not advocate for or against candidates for City Council and/or ballot or initiative measures or make any other expression for the purpose of influencing the outcomes of elections.



## The Following Types of Conduct are Prohibited:



- Personal, impertinent, or slanderous remarks, including profanity.
- Becoming boisterous during the meeting.
- Making unauthorized remarks, as well as clapping, stomping of feet, yelling, or any similar demonstrations.
- Any other disorderly conduct or behavior that disrupts, disturbs, or otherwise impedes the orderly conduct of the Commission meeting.



# City of Tempe Values



Tempe creates outstanding value for those we serve through shared vision, superior service and sustainable practices.



## People

We appreciate the talents of each person and encourage responsible decision making at the most appropriate level. We recognize the importance of personal and professional development.



## Integrity

We are honest, accountable and trustworthy.



## Respect

We welcome individual and professional differences and treat everyone with dignity, courtesy and sensitivity.



## Creativity

We encourage imaginative problem solving, innovation, resourcefulness and responsible risk taking.



## Quality

We provide superior services and are committed to continuous improvement. We are attentive to the changing needs of the people we serve.



## Openness

We are accessible and work as a team by sharing information, ideas, resources and responsibility.



## Diversity

We promote diversity in the workforce to meet the needs of a diverse community. We recognize that with diversity comes strength.

# Resources



- Tempe City Code:  
[https://library.municode.com/az/tempe/codes/city\\_code?nodeId=CH2AD\\_ARTVBOCOET\\_DIV8TRCO](https://library.municode.com/az/tempe/codes/city_code?nodeId=CH2AD_ARTVBOCOET_DIV8TRCO)
- *You as a Public Official*: <http://www.azleague.org/114/Publications>
- Arizona Attorney General, Agency Handbook:  
<https://www.azag.gov/outreach/publications/agency-handbook>
- Board and Commission Member Resources (includes City of Tempe *Ethics in Our Workplace Handbook*):  
<https://www.tempe.gov/government/city-clerk-s-office/boards-and-commissions/board-and-commission-member-resources>
- City of Tempe Mission and Values:  
<https://www.tempe.gov/government/city-manager-s-office/mission-and-values>

# Questions



## Staff Liaison:

Sue Taaffe

(480) 350-8663

[sue\\_taaffe@tempe.gov](mailto:sue_taaffe@tempe.gov)

**City Clerk's Office**

(480) 350-8947

[clerk@tempe.gov](mailto:clerk@tempe.gov)

**City Attorney's Office**

(480) 350-8403

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Isaac Chavira, Interim Deputy Engineering and Transportation Director (480-350-8349)  
Robert Yabes, Principal Planner (480-350-2734)

**DATE:** May 18, 2021

**SUBJECT:** Mobility Hubs Project Update

---

## PURPOSE

The purpose of this memo is to provide the Commission with an update on the Mobility Hubs Plan.

## 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.

## BACKGROUND

In 2020, city staff applied for close-out funds from the Maricopa Association of Governments to conduct a plan for a new system of Mobility Hubs in Tempe. A Mobility Hub is a place where people can connect to multiple modes of transportation to make their trip as safe, convenient, and reliable as possible. These Mobility Hubs will create a network of locations that provide residents and visitors with transportation choices that can reduce the amount of single occupancy vehicle trips in Tempe. The mobility hubs will provide first and last mile connections to local and regional transit trips. Mobility Hubs are a type of transportation demand management (TDM) strategy; therefore, the Mobility Hubs Plan and the TDM & TMA Plan have a coordinated public and stakeholder outreach effort. The TDM & TMA Plan is described under a separate memo.

## PROJECT UPDATE

A Mobility Hub is a designated location where people can access multiple modes of transportation to make their trips as convenient, safe and reliable as possible. Mobility Hubs can include bicycle and electric bike rentals, scooters, personal delivery devices, car rentals and charging stations, and they will be designed to be flexible enough to accommodate other upcoming mobility devices. Mobility Hubs will create a network of locations that provide residents and visitors with transportation choices that can be as accessible as the car and can reduce the amount of single occupancy vehicle trips. Mobility Hubs will provide potential solutions to first and last mile accessibility issues.

The Mobility Hubs Plan is divided into three primary Tasks:

- Task 1 – Management & Stakeholder/Public Engagement (**Ongoing**)
- Task 2 – Active Transportation Trip Demand, System Potential, Hub Sites, Hub Amenities and Hub Designs (**Ongoing**)
- Task 3 – Draft and Final Plan

The project team started meeting with the Technical Working Group on March 24, 2021. The Technical Working Group was attended by representatives from Maricopa Association of Governments, Arizona Department of Environmental Quality, Valley Metro, Arizona State University, Downtown Tempe Authority and Arizona Department of Transportation. The first meeting of the Stakeholder Group on March 30, 2021, was attended by employers, property managers, developers, community organizations, City of Tempe Commission representatives and mobility-as-a-service providers. The intent of the meetings is to have constructive dialogue that will guide how best to implement Mobility Hubs throughout the city. Project staff will continue to reach out to all participants to make sure any major concerns related to the project are included in the discussion. The second round of stakeholder engagement will occur in fall 2021.

## NEXT STEPS

As part of Task 1, the required public engagement will be held on May 22 and May 26, 2021, and the Mobility Hub Survey will continue until May 31, 2021. Meeting information and access details are available at the dedicated website: [tempe.gov/MobilityHubs](https://tempe.gov/MobilityHubs).

- **Saturday, May 22**  
9:30 to 10:30 a.m.  
[WebEx - Join](#)  
Password: TIM
- **Wednesday, May 26**  
Noon to 1 p.m.  
[WebEx – Join](#)  
Password: TIM
- **Mobility Hub Survey (Ongoing) ends May 31, 2021.** The survey is available at: [tempe.gov/MobilityHubs](http://tempe.gov/MobilityHubs).

#### **RECOMMENDATION OR DIRECTION REQUESTED**

This item is for information only and does not require action by the Transportation Commission.

#### **FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

The Mobility Hubs Plan received funding from the Maricopa Association of Government in the amount of \$105,041. The City of Tempe Transit Fund provided a local match of \$6,349.

#### **ATTACHMENTS**

1. PowerPoint
2. TDM/TMA/MU Fact Sheet

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Isaac Chavira, Interim Deputy Engineering and Transportation Director (480-350-8349)  
Robert Yabes, Transportation Planning Manager (480-350-2734)

**DATE:** May 18, 2021

**SUBJECT:** Transportation Demand Management and Transportation Management Association Plan

---

## PURPOSE

The purpose of this memo is to provide the Commission with an update on the Transportation Demand Management (TDM) and Transportation Management Association (TMA) projects.

## 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 3.27: Achieve a Travel Time Index average at or below 1.25 along major streets during rush hour traffic with no individual segments exceeding 2.0.

## BACKGROUND

In several recent City of Tempe planning efforts (e.g. Climate Action Plan, NOVUS Small Area Transportation Study, and Urban Core Master Plan), Transportation Demand Management was identified as a set of solutions to be advanced by the city to allow for sustained growth while managing the associated demands of traffic.

In 2019, city staff applied for and received a grant from the Maricopa Association of Governments to conduct an implementation plan that would operationalize TDM in Tempe. The formerly titled *Urban Core Alternative Transportation Implementation Plan* was envisioned to include both a TDM Plan and a TMA Plan. The TDM Plan would guide the City in how to institutionalize TDM in City processes. The TMA Plan would include a feasibility study and an operations plan for a new organization to assist and partner with the business community in TDM efforts.

## PROJECT UPDATE

TDM programs may include application of strategies or policies to reduce the travel demand or to redistribute that demand in space or in time. TDM provides residents, employees and visitors with information and incentives to use transportation modes other than single-occupancy vehicles, thus encouraging more efficient use of the transportation system, reducing peak period automobile use, lowering levels of congestion, reducing automobile dependence, and increasing multi-modal trips. TDM is a cost-effective alternative to increasing transportation system capacity, while also improving workforce recruitment/retention, as well as environmental, public health and transportation safety conditions. TDM strategies are intended to prevent, reduce and mitigate traffic impacts on the transportation system, neighborhood livability safety, and the environment, while reducing transportation system costs.

A TMA is an organized group that applies TDM strategies to facilitate the movement of people and goods in an area. TMAs vary in their size, organization, membership, and services offered, but their goal is to allow businesses to pool their resources to support commuter transportation strategies. TMAs are typically created as non-profit corporations that provide services to property owners, employers and employees. Funding for TMAs is primarily through member dues with supporting funds through federal/regional grants and local agencies. TMAs are an effective way to connect property owners, employers, employees and government agencies in a shared goal of promoting alternatives to single-occupant commuting, thereby reducing the number of vehicles using the transportation system during its most congested hours.

The TDM & TMA Plan project is divided into three primary Tasks:

- Task 1 – Management & Stakeholder/Public Engagement (**ONGOING**)

- Task 2 – Transportation Demand Management (TDM) Evaluation & Plan (**ONGOING**)
- Task 3 – Transportation Management Association (TMA) Evaluation & Plan

The project team started meeting with the Technical Working Group on March 24, 2021. The Technical Working Group was attended by representatives from Maricopa Association of Governments, Arizona Department of Environmental Quality, Valley Metro, Arizona State University, Downtown Tempe Authority and Arizona Department of Transportation. The first meeting of the Stakeholder Group on March 30, 2021, was attended by employers, property managers, developers, community organizations, City of Tempe Commission representatives and mobility-as-a-service providers. The intent of the meetings is to have constructive dialogue that will guide how best to implement Mobility Hubs throughout the City. Project staff will continue to reach out to the all participants to make sure any major concerns related to the project are included in the discussion. The second round of stakeholder engagement are scheduled for fall 2021.

### **NEXT STEPS**

As part of Task 1, the required public engagement will be held on May 22 and May 26, 2021, and the TDM/TMA Survey will continue until May 31, 2021. Meeting information and access details are available at the dedicated website: [tempe.gov/TDM](https://tempe.gov/TDM).

- **Saturday, May 22**  
9:30 to 10:30 a.m.  
[WebEx - Join](#)  
Password: TIM
- **Wednesday, May 26**  
Noon to 1 p.m.  
[WebEx – Join](#)  
Password: TIM
- **TDM/TMA Survey (Ongoing) ends May 31, 2021.** The survey is available at: [tempe.gov/TDM](https://tempe.gov/TDM).

### **RECOMMENDATION OR DIRECTION REQUESTED**

This item is for information only and does not require action by the Transportation Commission.

### **FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

The TDM & TMA Plan (formerly titled Urban Core Alternative Transportation Implementation Plan) received grant funding from the Maricopa Association of Government in the amount of \$179,200. The City of Tempe Transit Fund provided a local match of \$35,840.

### **ATTACHMENTS**

1. PowerPoint
2. TDM/TMA Fact Sheet



# **TDM and TMA Plan & Mobility Hubs Plan**

**Shannon Scutari - Scutari and Company**  
**Jim Townsend – Wilson & Company, Inc.**  
**Sasha Jovanovich-CR Associates**

Transportation Commission  
May 18, 2021





## ● Overview

## ● Presentation

- Transportation Demand Management
- Transportation Management Association
- Mobility Hubs

## ● Next Steps, Q&A



## 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.

3.27: Achieve a Travel Time Index average at or below 1.25 along major streets during rush hour traffic with no individual segments exceeding 2.0.




## Sustainable Growth & Development

4.18: Reduce community Greenhouse Gas (GHG) emissions by 80% of 2015 levels by 2050 and achieve community carbon neutrality by 2060.



## Sustainable Tempe

-  The City of Tempe is dedicated to growing a sustainable city alongside community stakeholders to be resilient for our future. Tempe is taking action to reduce emissions and cultivate resilience by focusing on the guiding principles of fiscal responsibility, enterprise, equity, engagement, and effectiveness.



## **TDM & TMA Plan**

-  Transportation Demand Management (TDM) Evaluation & Plan
-  Transportation Management Association (TMA) Evaluation & Plan

## **Mobility Hubs Plan**

-  Active Transportation Trip Demand, System Potential, Hub Sites, Hub Amenities, and Hub Designs
-  Draft and Final Plan

# What do these projects accomplish?



- **Accomplish community sustainability goals and growth demands.**
- **Establish partnerships for private/public collaboration for transportation/mobility.**
- **Strategically assist at the scales between the Region and the Employment Site.**
  - **Transportation Demand Management (TDM)** – enhances system efficiency and promotes use of multi-modal investments.
  - **Transportation Management Associations (TMA)** – creates a forum for collaboration.
  - **Mobility Hubs** – provides the infrastructure for a variety of transportation choices.

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

# TDM

Transportation Demand Management



## ● **Transportation Demand Management (TDM)**

- Application of strategies aimed at improving efficiency and effectiveness of the transportation system
- Targeted policies focused on balancing land use and transportation

## ● **Results**

- Reduces travel demand, VMT and congestion (focuses on reducing single occupancy vehicle trips)
- Redistributes travel demand (routes and travel times)
- Provides travel choices and options
- Supports a healthier community
- Increases safety
- Improves air quality
- Provides healthy economic conditions
- Supports employers' recruitment/retention, sustainability and public relations goals



# TDM Examples (infrastructure)



## Public transportation



# TDM Examples (infrastructure)



- Bicycle parking and support facilities (lockers, showers, repair)



# TDM Examples (infrastructure)



## Shared micro-mobility parking



# TDM Examples (infrastructure)



## Car share parking (often with electric charging)



# TDM Examples (infrastructure)



## Convenient passenger pick-up and drop-off



# TDM Examples (infrastructure)



- Travel and trip planning information
- Comfortable waiting areas
- Wayfinding to surrounding destinations
- Kiosks, retail, mobile services, delivery lockers





## Incentives:

- Transit passes
- Rideshare programs
- Parking cash out
- Guaranteed ride home

## Policies:

- Land use patterns
- Strategy compliance
- Enforcement
- Telework / Compressed Work Week / Flex Schedule



## Context Considerations:

- Region\*
- City
- Neighborhood, District, or Corridor
- Employment Site\*
- Residential Site

\* Existing TDM programs in the region





## TDM Strategies Have Impact

- National research shows that TDM strategies can reduce vehicle miles traveled by the following percentages\*

\*Based on data from the research report, “Quantifying Greenhouse Gas Mitigation Measures,” by the California Air Pollution Control Officers Association. August 2010



**MARKETING/EDUCATION**  
1% - 5%  
Motivating people with information and incentives to modify travel behavior.



**PARKING MANAGEMENT**  
2% - 7%  
Managing parking supply and demand, encouraging turnover of parking spaces and use of other modes of travel.



**CAR SHARING**  
1% - 2%  
Using car-sharing services to easily rent a car only when you need one.



**CARPOOLING**  
1% - 15%  
Encouraging and facilitating the sharing of rides. A vehicle is twice as efficient with two people in it!



**TRANSIT SUBSIDIES**  
3% - 10%  
Encouraging use of public transit with financial incentives.



**VANPOOLS/SHUTTLES**  
1% - 13%  
Sharing rides on steroids – great for longer commutes not served by public transit.



**ORDINANCES**  
5% - 15%  
Using policy to incorporate TDM strategies into developments and employer commute programs.



**TELECOMMUTING**  
1% - 5%  
Working from home takes away the dreaded commute entirely!



**LAND USE**  
5% - 20%  
Reducing the need to travel by vehicle through land use policy.

# What TDM is About



- Shifting priority away from driving alone
- Collaborating with employers and residents
- Improving travel options
- Educating people about their travel options



# TMA

Transportation Management Association  
(a TDM strategy)



## ● Transportation Management Association (TMA)

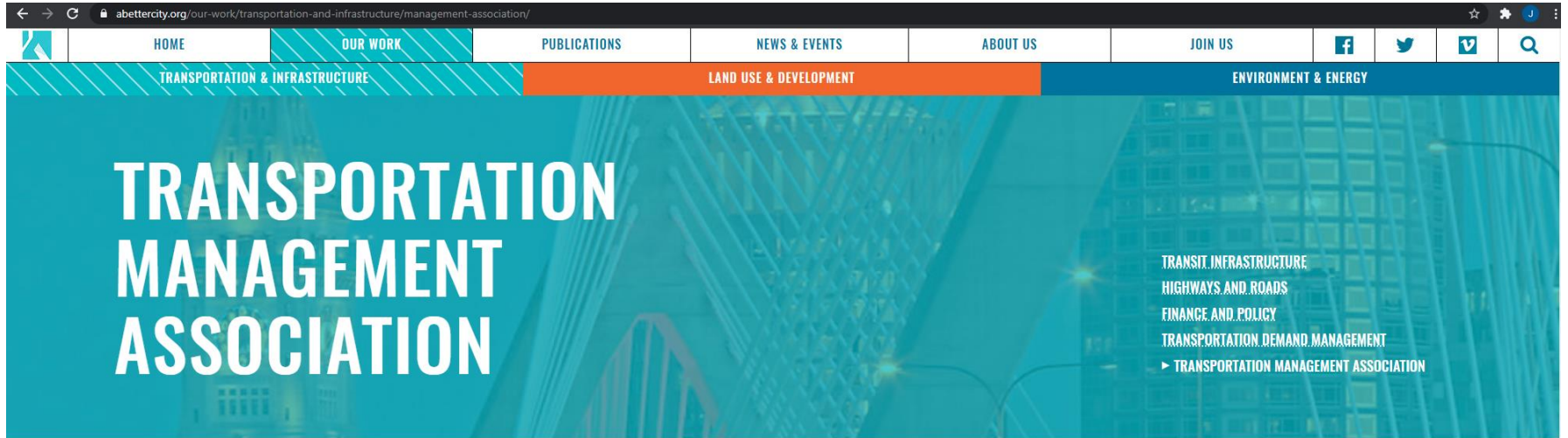
- Provide the institutional framework
- Support for TDM programs and services
- Establishes public-private partnerships
- Can be custom-designed to local needs

## ● Results

- Technical and policy resource
- Pool resources
- Commute strategist



# TMA Example (community oriented)



A Transportation Management Association (TMA) is a non-profit membership organization made up of employers, developers, and property managers working together to address transportation, air quality, and commuter issues in a defined geographic area.

## WHY IT'S IMPORTANT

TMA services can help reduce the number of drive-alone commuters, minimize vehicle emissions, and improve access to transportation options.

# TMA Example (member led)



Quarterly meetings of the Board of Directors feature discussions on major issues concerning the business community and focus on A Better City priorities.

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New England Market Director  
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**Lawrence S. DiCara, Esq.**  
Attorney  
Lawrence S. DiCara, P.C.

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Wellington Management

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MetLife

**Brian Swett**  
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Arap

**Kleo Taliadouros**  
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Ameresco

**Tom Tilas**  
Vice President  
AECOM

**Tom Walsh**  
General Manager  
Renaissance Boston Waterfront Hotel

**David Wilkinson**  
Senior Director  
Tishman Speyer

# TMA Example (results focused)



IMAGINE A BRIGHT FUTURE

## MAKE IT A REALITY

We employ technical expertise and research capabilities to develop solutions and amplify member voices by convening and building consensus among a broad range of stakeholders.

### ACTIVITIES & INITIATIVES

- Conduct independent research and analysis that drives public-policy initiatives and infrastructure investments
- Develop consensus between the public and private sectors to foster the Boston region's economic competitiveness and growth
- Advocate for the business community to city and state agencies and legislators
- Engage a broad range of stakeholders to influence change
- Facilitate joint initiatives among our members to achieve mutual goals and strategic objectives
- Convene thought leaders from across the Boston region to educate, connect, and engage

### FOCUS AREAS

#### Transportation & Infrastructure

Well-managed and funded regional transportation infrastructure is critical to economic vitality and growth. It is a top criteria considered when businesses and skilled workers make location decisions.

#### Land Use & Development

Strategies for land development, zoning, access, environmental regulations, and transit-oriented development support critical components of an integrated, effective approach to regional growth. Public realm enhancements and strategies that create high quality and vibrant street scenes.

#### Energy & Environment

A clean, reliable, and affordable energy supply is essential for long-term economic growth. Mitigating climate change and incorporating resilience into decision-making ensures lasting and competitive investments.

### WAYS TO ENGAGE

**Advisory Committees:** Advise, shape, and engage in developing the work plan and policy priorities for each focus area.

**Working Groups:** Collaborate with a small group of members to provide feedback and devise innovative solutions.

**Member Engagement Events:** Attend member-only topic-focused briefings to highlight major initiatives, policies, and innovations.

### ADDITIONAL PROGRAMS

#### Transportation Management Associations

Promote commuter programs and services, develop commuter mobility strategies, and encourage sustainable transportation solutions to reduce congestion, provide climate mitigation and improve air quality in the Greater Boston region.

#### Seaport Leadership Group

The Seaport Leadership Group (SLG) includes a diverse array of stakeholders located in the South Boston Waterfront Seaport area, including major tenants, employers, and representatives of dozens of large and small businesses. The SLG's guiding principle is to advocate for and support the implementation of transportation systems and related public realm improvements in the Seaport district that serve employees of large and small businesses, residents, and visitors. The group also reviews climate resiliency strategies.

#### Emerging Leaders

An opportunity for young professionals from A Better City member companies to engage in programs related to transportation & infrastructure, land use & development and the energy & environment. Program participants are nominated by their company and attend events including speaker-orientated presentations featuring lead policy makers and experts from the business community, guided tours, and social events to encourage professional networking.

#### Greenway BID

The Greenway Business Improvement District (BID) is comprised of property owners abutting the Greenway Parks and is managed by A Better City. Together, the BID contributes to a portion of the park maintenance and horticulture costs, while also controlling funds for Greenway enhancement projects.



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

# Mobility Hubs

(a TDM strategy)



# Mobility Hubs Working Definition



- Mobility Hubs are places which combine the resources of multiple modes of transportation together in one physical location, designed to help reduce the need for vehicle ownership and single occupancy driving trips.





# Five Mobility Hub Contexts to be Envisioned



- Gateways to major destinations/transit centers
- Neighborhood park locations
- Park and ride facilities
- Curbside locations
- Private developments

# Five Mobility Hub Contexts to be Envisioned



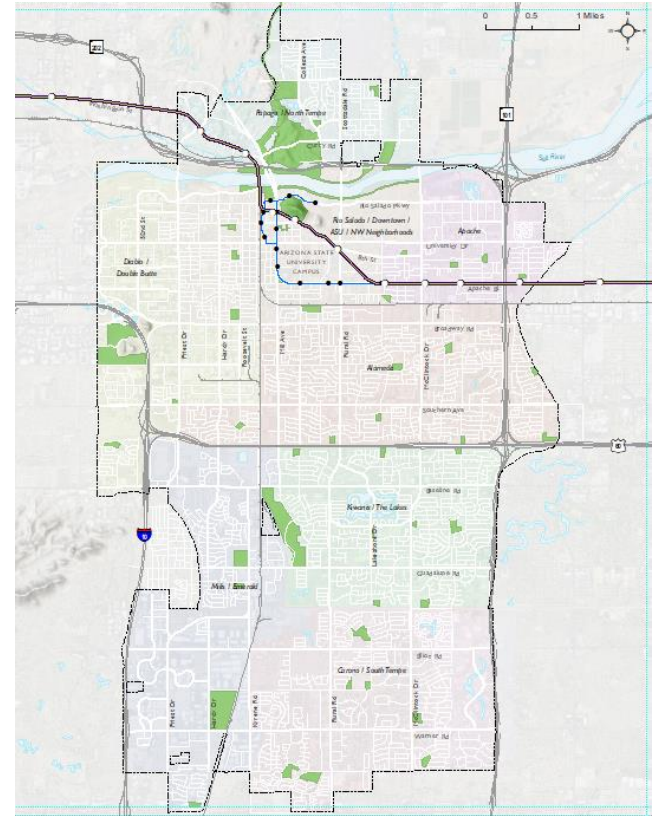
## ● Gateways to major destinations/transit centers



# Five Mobility Hub Contexts to be Envisioned



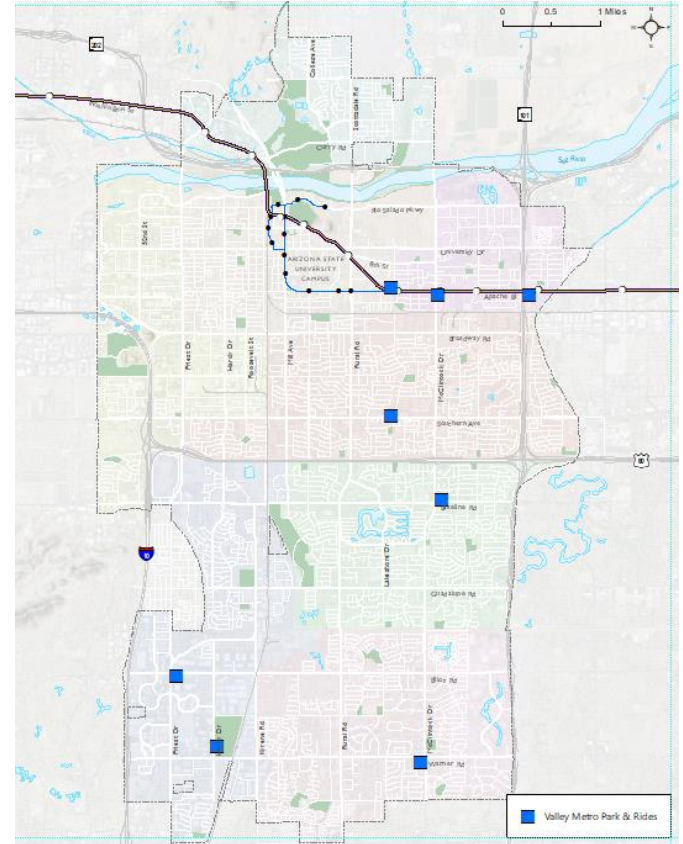
## ● Neighborhood park locations



# Five Mobility Hub Contexts to be Envisioned



## Park and ride facilities



# Five Mobility Hub Contexts to be Envisioned



## ● Curbside locations



# Five Mobility Hub Contexts to be Envisioned



## Private developments





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

# Next Steps

TDM, TMA and Mobility Hubs



## ● **May 22, 2021 at 9:30 a.m.**

● **Join the meeting at [tempe.webex.com](https://tempe.webex.com)**

● **Event number: 187 578 0828**

● **Event password: TIM**

● **Audio conference: To receive a call back, provide your phone number when you join the event, or call the number below and enter the access code. United States Toll +1-408-418-9388**

● **Access code: 187 578 0828**


● **May 26, 2021 at noon**

● **Available on Either Project Webpage**

**[www.tempe.gov/TDM](http://www.tempe.gov/TDM) or [www.tempe.gov/mobilityhubs](http://www.tempe.gov/mobilityhubs)**



## **May 26, 2021 at noon**

-  **Join the meeting at [tempe.webex.com](https://tempe.webex.com)**
-  **Event number: 187 004 9898**
-  **Event password: TIM**
-  **Audio conference: To receive a call back, provide your phone number when you join the event, or call the number below and enter the access code. United States Toll+1-408-418-9388**
-  **Access code: 187 004 9898**

 **Available on Either Project Webpage**  
[www.tempe.gov/TDM](http://www.tempe.gov/TDM) or [www.tempe.gov/mobilityhubs](http://www.tempe.gov/mobilityhubs)



## ● **Online Community Survey**

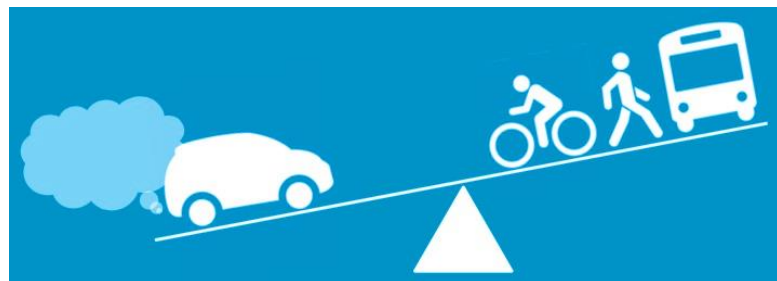
- Travel Behavior, Preferences, and Parking
- Locations and Destinations
- Programs and Amenities
- Demographic Data

### ● **Available on Either Project Webpage**

[www.tempe.gov/TDM](http://www.tempe.gov/TDM) or [www.tempe.gov/mobilityhubs](http://www.tempe.gov/mobilityhubs)



- Shannon Scutari, Consultant, [shannon@scutariandcompany.com](mailto:shannon@scutariandcompany.com)
- Robert Yabes, Transportation Planning Manager, [Robert\\_Yabes@tempe.gov](mailto:Robert_Yabes@tempe.gov)
- [www.tempe.gov/TDM](http://www.tempe.gov/TDM)
- [www.tempe.gov/mobilityhubs](http://www.tempe.gov/mobilityhubs)



Source: Mobility Lab

**With its centralized location, proximity to ASU and lively community, Tempe attracts visitors, businesses and events. This can naturally result in unintended challenges – such as traffic congestion – that can impact quality of life. Understanding that we cannot completely build our way out**

**of existing and future traffic volumes, Tempe is developing strategies that will lead to sustainable solutions for the city’s transportation system. The process starts with preparing implementation plans for a Transportation Demand Management (TDM) program and Mobility Hubs.**

TDM programs provide residents, employees and visitors with information, assistance and incentives to use alternative transportation modes instead of driving alone. These programs encourage a more effective use of the transportation system by increasing the availability and use of alternative modes. These include:

- Tempe’s investments in rail and bus transit, and bike and pedestrian facilities
- Regional vanpool and carpool programs
- Alternative work plans, such as staggered work hours, telecommuting/telework, and a compressed work week

TDM programs provide cost-effective ways to increase mobility options, reduce resident and employee transportation costs, traffic and commute times, and improve workforce recruitment/retention, air quality, public health and transportation safety.

## TDM strategies work!

National research shows that TDM strategies can reduce vehicle miles traveled.

Just a 10% reduction in car usage during peak travel times exponentially decreases traffic congestion and the damaging environmental impacts that result.

The City of Tempe applied for and received funding from the Maricopa Association of Governments to develop a program to implement Mobility Hubs and prepare a TDM strategy, which will also include a plan for organizing a new Transportation Management Association (TMA).



**MARKETING/EDUCATION**  
1% - 5%  
Motivating people with information and incentives to modify travel behavior.



**PARKING MANAGEMENT**  
2% - 7%  
Managing parking supply and demand, encouraging turnover of parking spaces and use of other modes of travel.



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Using car-sharing services to easily rent a car only when you need one.



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**TELECOMMUTING**  
1% - 5%  
Working from home takes away the dreaded commute entirely!



**LAND USE**  
5% - 20%  
Reducing the need to travel by vehicle through land use policy.

# MOBILITY HUBS

A Mobility Hub is a designated location where people can access multiple modes of transportation to make their trip as convenient, safe and reliable as possible. Mobility Hubs will create a network of locations that provide residents and visitors with transportation choices that can be as accessible as the car and can reduce the amount of single occupancy vehicle trips. Mobility Hubs are a type of TDM strategy.



## What is a Mobility Hub?

A place where people can connect to multiple modes of transportation to make their trip as safe, convenient and reliable as possible.

Graphic source: City of Minneapolis, MN

# TRANSPORTATION MANAGEMENT ASSOCIATIONS

A Transportation Management Association (TMA) is an organized group that uses TDM strategies to help the movement of people and goods in an area. TMAs vary in size, organization, membership and services offered, but their goal is to allow businesses to pool resources to support commuter transportation strategies. Funding for TMAs usually comes from member dues with supporting funds from federal/regional grants and local agencies.

Tempe's TMA Plan will include an operations plan for a new organization to assist and partner with the business community in TDM efforts.



Graphic source: City of Monterey, CA

# PUBLIC INVOLVEMENT

Public meetings will be held in summer and fall 2021 to get ideas and input on draft TDM and Mobility Hub plans for Tempe. Stakeholder advisory groups will help guide the process and shape the TDM and Mobility Hubs plans.

The TDM and Mobility Hubs plans are aligned with the Tempe City Council's priorities to create a 20-minute city, reduce travel time along major streets during peak travel periods and reduce community greenhouse gas emissions.

For more information on TDM, visit [tempe.gov/TDM](https://tempe.gov/TDM).  
For more information on mobility hubs, visit [tempe.gov/MobilityHubs](https://tempe.gov/MobilityHubs).

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Isaac Chavira, Interim Deputy Engineering and Transportation Director (480-350-8349)  
Robert Yabes, Principal Planner (480-350-2734)

**DATE:** May 18, 2021

**SUBJECT:** Last Mile Delivery Technology Program

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## **PURPOSE**

The purpose of this memo is to provide the Commission with an update on the Santa Monica Zero Emissions Delivery Zone.

## **CITY COUNCIL STRATEGIC PRIORITY** **Sustainable Growth & Development**

4.18: Reduce community Greenhouse Gas (GHG) emissions by 80% of 2015 levels by 2050 and achieve community carbon neutrality by 2060.

## **BACKGROUND AND PROJECT DESCRIPTION**

The City of Tempe Transportation Commission requested staff to research the Zero Emissions Delivery Zone for the City of Santa Monica, California.

The pandemic has exacerbated last-mile delivery issues that have plagued cities in recent years, including air pollution and congested roadways, bike lanes and curbsides. The recent rise in deliveries is anticipated to add 36% more delivery vehicles in inner cities by 2030, according to the World Economic Forum, which would add 11 minutes to daily commutes and increase emissions by 30% until 2030.

Santa Monica in partnership with the Los Angeles Cleantech Incubator (LACI), has launched a voluntary Zero Emissions Delivery Zone (ZEDZ). The partners will test a number of innovations within the area, aimed at helping to create local green jobs and improve quality of life, including: electric micromobility solutions, medium and light-duty e-delivery vehicles for goods, and "first-in-the-nation" commercial medium-duty electric truck-sharing and charging available for small businesses.

ZEDZ is roughly 1 square mile in the heart of the City of Santa Monica. The area roughly bounded by Wilshire Blvd on the north, Lincoln Blvd on the east, Dewey Street (City boundary) on the south, and the Pacific Ocean on the west. The zone covers ZIP codes 90401, 90405, and 90403 and is home to 15,850 residents, and two primary commercial districts—Downtown Santa Monica (including Third Street Promenade) and Main Street—that together employ roughly 28,900 workers in a wide range of industries. These areas welcome millions of annual visitors, and are hubs of commercial, social and institutional activity, providing the perfect showcase for cities across the nation on how to adopt a zero emissions delivery zone. The zone is scheduled to operate until the end of 2021.

The Zero Emissions Delivery functions by giving priority curb access to zero emission last-mile delivery vehicles, like cargo-equipped e-scooters and e-bikes, light-duty and medium-duty electric vehicles, and sidewalk delivery robots. Stakeholders in this pilot currently include six delivery partners, such as IKEA and FoodCycle LA, eleven advisory partners, such as the Southern California Association of Governments and LA Metro, and eleven technology providers. To support the current pilot participants and encourage others to join, the ZE Delivery Zone will provide priority curb access for zero emission delivery vehicles in select loading areas in the zone. The pilot zone brings together over 15 partners including Ikea, Axlehire, Guayaki, AlSCO Uniforms, Foodcycle, Shopify, and REEF Technologies to voluntarily deploy and test zero emission modes for last mile delivery in Santa Monica's Downtown, Main Street and Ocean Park neighborhoods. Technology from Automotus will monitor and analyze all vehicle activity in each curb zone while protecting privacy; collecting anonymized data for studying impact on delivery efficiency, safety, congestion, and emissions and making real-time parking availability data available to ZE Delivery Zone drivers.



By deploying and demonstrating technologies needed for zero emissions delivery zones, Santa Monica and LACI will explore how best to meet operational needs, create local green jobs, and improve quality of life. Innovations will include:

- o Multiple electric micromobility solutions or food and parcel delivery;
- o Medium-duty and light-duty electric delivery vehicles for goods; and
- o First-in-the-nation commercial medium-duty electric truck- sharing & charging available for local small businesses.

LACI received grant funding from the Governor's Office of Business and Economic Development, with some of that funding spent on staffing and \$10,000 directed to the city to help with costs like signage and staff time. Ultimately, the city plans to create replicable operations that cities can duplicate, preventing other localities from experiencing the same learning curve or pain points, she said.

**RECOMMENDATION OR DIRECTION REQUESTED**

This item is for information only and does not require action by the Transportation Commission.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

**This is a research project and has only incurred staff time as project cost.**

**ATTACHMENTS**

1. PowerPoint

# Zero Emissions Delivery Zone

Tempe Transportation Commission  
May 18, 2021



# Zero Emissions Delivery Zone



- **Partnership Between Los Angeles Cleantech Incubator (LACI) and City of Santa Monica**
- **1 Square mile**
- **15,850 Population**
- **28,900 Employees**
- **Includes:**
  - **Downtown Santa Monica,**
  - **Third Street Promenade and**
  - **Main Street**
- **Santa Monica ZEDZ initiative is grant funded by the Governor's Office of Business and Economic Development**

# Goals of Santa Monica ZEDZ



- Provide a blueprint for cities to adopt zero emissions delivery zones and provide best practices for other zero emissions zones.
- Provide economic opportunity to small businesses and individuals through access to zone benefits
- Immediate benefits to the local community such as reduced air pollution, GHG emissions, noise and congestion, as well as improved safety.
- Provide ahead of the curve learnings to delivery companies for zero emission delivery zone operations by working hand in hand with the project implementation team.
- Immediate benefits to the local community such as reduced air pollution, GHG emissions, noise and congestion, as well as improved safety.



- Micromobility for food and parcel delivery
- Heavy-duty, medium-duty and light-duty electric delivery vehicles
- Commercial electric vehicle car sharing
- Priority zero emission loading zones and curb management
- Mobile charging applications for delivery

# Santa Monica and LACI Strategy



## SANTA MONICA ZERO EMISSIONS DELIVERY ZONE A LACI PILOT

### LAST-MILE DELIVERY SOLUTIONS

**MICROMOBILITY FOR LAST-MILE DELIVERY**

Smaller form factors like e-scooters and e-bikes equipped with cargo for food and parcel delivery.

**CURB MANAGEMENT FOR ZE DELIVERY**

Zero-emission delivery prioritization of select loading zones to optimize delivery, reduce congestion, and improve safety.

**LIGHT-DUTY AND MEDIUM-DUTY EVS**

Electric vehicle fleets and commercial electric vehicles for rent for delivery in the Zero-Emissions Delivery Zone.

**SIDEWALK DELIVERY ROBOTS**

Remote-operated delivery robots for contactless food and parcel delivery.

**VOLUNTARY ZERO-EMISSIONS DELIVERY ZONE**

# Who is Participating in the ZE Delivery Zone ?



The following companies will voluntarily deploy and test zero emission modes for last mile delivery in Santa Monica's Downtown, Main Street and Ocean Park neighborhoods.

- Ikea,
- Axlehire,
- Guayaki,
- AlSCO Uniforms,
- Foodcycle,
- Shopify, and
- REEF Technologies

# Who is Participating in the ZE Delivery Zone ?



The tech providers include LACI startups:

- Automotus,
- Maxwell Vehicles
- Axlehire,
- Circuit, and
- FreeWire



# Who is Participating in the ZE Delivery Zone ?



## Collaborating Companies:

- Kiwibot,
- Tortoise,
- Rollo,
- Blue Systems,
- Fluid Truck,
- Motiv Power Systems,
- Nissan,
- ROUSH CleanTech, and
- Lighting eMotors.



- LACI Founded as an economic development initiative by the City of Los Angeles and its Department of Water & Power (LADWP), LACI is recognized as one of the most innovative business incubators in the world by UBI. In the past seven years, LACI has helped 78 portfolio companies raise \$221M in funding, \$220M in revenue, create 1,750 jobs, and deliver more than \$393M in long term economic value.
- The Los Angeles Cleantech Incubator (LACI), a private nonprofit organization, is creating an inclusive green economy by unlocking innovation (working with startups to accelerate the commercialization of clean technologies), transforming markets (through partnerships in transportation, energy and sustainable cities) and enhancing communities (through workforce development, pilots and other programs). .



● Thank you.

Please email:

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# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Isaac Chavira, Interim Deputy Engineering & Transportation Director  
**DATE:** May 18, 2021  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 9

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## **PURPOSE:**

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

## **RECOMMENDATION OR DIRECTION REQUESTED:**

This item is for information only.

- June 8
  1. Speed Enforcement
  2. ADA and Sidewalk Infrastructure
  3. Country Club Way Bike and Pedestrian Improvement Project
  4. Title VI Major Service Change and Service Equity/Fare Equity Policy
- July 13
  1. Streetcar Construction Update
  2. Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Update
  3. Electrification of Buses
  4. Character Area 1 Plan
  5. Open Streets
- August 10
  1. Long-Term Transit Fund Plan and Service Changes
  2. Transit Security Update
  3. North/South Rail Spur MUP
  4. Budget Update
  5. Scottsdale Road Bike Lanes
- September 14
  1. Crosswalk Signal Countdown & Signal Detection for Bicycles
  2. Fare Collection System
  3. Transit Shelter Design
  4. Climate Action Plan
- October 12
  1. Annual Report
  2. Commuter Rail Study/ MAG Commuter Rail Plan
  3. AZ State Rail Plan/AZDOT Phoenix-Tucson Corridor Plan
  4. Streetscape Transportation Enhancement Program
- November 9
- December 14
  1. Long-Term Transit Fund Plan and Service Changes
  2. Mobility Hubs – Robert
  3. Transportation Demand Management Plan/Transportation Management Association
- TBD: BRT Study
- TBD: Bike Bait (once program resumes)