



## PUBLIC MEETING AGENDA

### Transportation Commission

**MEETING DATE**

Tuesday, March 15, 2022 at 7:30 a.m.

**MEETING LOCATION**

Join Via Cisco Webex

<https://tempe.webex.com/tempe/onstage/g.php?MTID=e9ebcd443a3c71b268fa169a47e59de29>

Event password: maWstDTS722

United States Toll+1-408-418-9388

Access Code/Event Number: 2484 487 0679

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 meeting minutes from the February 8 and 16, 2022 meetings.	JC Porter, Commission Chair	Action
<b>3. Mobility Hubs/Transportation Demand Management and Transportation Management Association</b> Staff will provide an update on the development of the plans.	Robert Yabes, Engineering & Transportation Department	Information
<b>4. Transit Security Update</b> Staff will present FY 20/21 transit security statistics.	Trent Luckow, Tempe Police Department	Information
<b>5. Vision Zero</b> Staff will provide an update on the Vision Zero Plan.	Cathy Hollow and Ellie Volosin, Engineering & Transportation Department	Information
<b>6. Department &amp; Regional Transportation Updates</b> Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information
<b>7. Future Agenda Items</b> Commission may request future agenda items.	JC Porter, Commission Chair	Information

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.



**Minutes**  
**City of Tempe Meeting of the Transportation Commission**  
**February 8, 2022**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, February 8, 2022 at 7:30 a.m. via Cisco Webex.

**(MEMBERS) Present:**

Jeremy Browning  
Bobbie Cassano  
Susan Conklu  
Brian Fellows  
Pam Goronkin  
Dawn Hocking  
John Christoph  
Paul Hubbell

David A. King  
JC Porter  
Peter Schelstraete  
David Sokolowski  
Alice Bimrose  
Amanda Nelson  
Alana Chavez Langdon

**(MEMBERS) Absent:** None

**City Staff Present:**

Eric Iwersen, Interim Deputy Engineering & Transportation Director  
Shauna Warner, Neighborhood Services Manager  
Marilyn DeRosa, Engineering & Transportation Director  
Julian Dresang, Deputy Engineering & Transportation Director  
Robert Yabes, Principal Planner  
Chase Walman, Senior Transportation Planner  
TaiAnna Yee, Public Information Office3  
Bonnie Richardson, Principal Planner

Laura Kajfez, Neighborhood Services Specialist  
Brianna Fisher, Climate Plan Manager  
Able Gunn, Transportation Financial Analyst  
Lyle Begiebing, Transportation Planner  
Cathy Hollow, Principal Civil Engineer  
Sam Stevenson, Senior Transportation Planner  
Trent Luckow, Sergeant  
Sue Taaffe, Senior Management Assistant

**Guests Present:**

John Federico  
Randy Dittberner  
Audra Koester Thomas  
Kelly Choulieu

Mike James  
Daniel Fuentes  
Marion Choulieu

Commission Chair JC Porter called the meeting to order at 7:35 a.m.

**Agenda Item 1 – Public Appearances**

Marion Choulieu spoke about agenda item # 7 – Scottsdale Road Bike Lanes. She stated that the design needs to include protected bike lanes especially since the city has a Vision Zero initiative.

Kelly Choulieu spoke about agenda item # 7 – Scottsdale Road Bike Lanes. She stated that the project needs to include protected bike lanes not just green paint on the bike lanes. The Climate Action Plan and Vision Zero both support alternative modes including safe bicycle facilities.

### **Agenda Item 2 – Minutes**

JC Porter introduced the minutes of the January 4, 2022 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner Dawn Hocking

**Second:** Commissioner Pam Goronkin

**Decision:** Approved by Commissioners

Jeremy Browning  
Bobbie Cassano  
Brian Fellows  
Pam Goronkin  
Dawn Hocking  
John Christoph  
Paul Hubbell

David A. King  
JC Porter  
Peter Schelstraete  
David Sokolowski  
Alice Bimrose  
Amanda Nelson

### **Agenda Item 3 – Climate Action Plan**

JC Porter referred to the letter in the packet and asked for discussion which included:

- Adding a statement about quantitative data to determine how well the policies are working.
- Defining what VMT means.
- Clarifying that getting people to stop driving altogether is unrealistic.
- Softening the language that implies that the Council is not committed enough to the plan.

Due to confusion amongst staff, two versions of the letter were circulated and as such, Chair JC Porter tabled the vote on this agenda item for a future meeting.

### **Agenda Item 4 – Proposition 400E**

Audra Koester Thomas made a presentation about Proposition 400E. Topics included:

- Introduction to MAG
- Building a regional transportation plan (RTP)
  - 2050 and the future
  - Goals
  - Performance-based process
  - Proposed investment plan
- Next steps

Discussion included commuter rail, status of the voting process, BRT investments, federal funding opportunities, and types of projects included in the plan.

### **Agenda Item 5 - Streetscape and Transportation Enhancement Program**

Cathy Hollow and Randy Dittberner made a presentation about the Streetscape and Transportation Enhancement Program (STEP). Topics included:

- Background
- Peer city data
- Follow-up from Oct. 21 Council meeting:
- Support from owners or renters

- Support percentages needed

Discussion included the 85<sup>th</sup> percentile threshold, scatter charts to include date and time data, and staff's ability to use its discretion if there is a safety issue.

A motion was made to support the staff recommendation for the STEP/Neighborhood Traffic Calming Guide process that everyone in the project area (renter and owner) can vote, all votes are weighed equally and the approval thresholds for traffic calming devices.

**Motion:** Commissioner John Christoph

**Second:** Commissioner Brian Fellows

**Decision:** Approved by Commissioners

Susan Conklu  
Bobbie Cassano  
Brian Fellows  
Pam Goronkin  
Dawn Hocking  
John Christoph  
Paul Hubbell

David A. King  
JC Porter  
Peter Schelstraete  
David Sokolowski  
Alice Bimrose  
Amanda Nelson  
Alana Chavez Langdon

#### **Agenda Item 6- Transit Security Update**

For the sake of time, Chair JC Porter moved this agenda item to a future meeting.

#### **Agenda Item 7- Scottsdale Road Bike Lane Project**

Chase Walman addressed the concerns of the members of the public who spoke about the lack of protected bike lanes in the project design and informed them that the latest design does include protected bike lanes. For the sake of time, Chair JC Porter moved this agenda item to a future meeting.

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

None

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

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

- March 8 or March 15
  - Mobility Hubs/Transportation Demand Management Plan/Transportation Management Association
  - Vision Zero/Speed Limits
  - Bus Operations Study
- April 12
  - Tempe Adaptive Streets Implementation Design Guide
  - North/South Rail Spur MUP
  - Bike Hero
- May 10
  - Crosswalk Signal Countdown & Signal Detection for Bicycles
  - Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Traffic Data Counts Update
  - Regional/State Rail Update
- June 14 – Cancel?
- July 12 - Cancel?

- August 9
- September 13
- October 11
  - Annual Report
- November 8
- December 13
- TBD: Bus Rapid Transit Study
- TBD: Bike Bait Program (once program resumes)
- TBD: Commuter Rail Study/MAG Commuter Rail Plan
- TBD: AZ State Rail Plan/AZDOT Phoenix-Tucson Corridor Plan
- TBD: Personal Delivery Devices
- TBD: All Aboard Arizona

The next meeting is scheduled for February 16, 2022.

The meeting was adjourned 9:31 a.m.

Prepared by: Sue Taaffe  
Reviewed by: Eric Iwersen



**Minutes**  
**City of Tempe Meeting of the Transportation Commission**  
**February 16, 2022**

Minutes of the meeting of Tempe Transportation Commission held on Wednesday, February 16, 2022 at 7:30 a.m. via Cisco Webex.

**(MEMBERS) Present:**

Jeremy Browning  
Bobbie Cassano  
Susan Conklu  
Brian Fellows  
Pam Goronkin  
Dawn Hocking

David A. King  
JC Porter  
David Sokolowski  
Alice Bimrose  
Amanda Nelson  
John Christoph

**(MEMBERS) Absent:**

Paul Hubbell  
Alana Chavez Langdon

Peter Schelstraete

**City Staff Present:**

Eric Iwersen, Interim Deputy Engineering & Transportation Director  
Marilyn DeRosa, Engineering & Transportation Director  
Robert Yabes, Principal Planner  
Chase Walman, Senior Transportation Planner  
TaiAnna Yee, Public Information Office3  
Bonnie Richardson, Principal Planner  
Sue Taaffe, Senior Management Assistant

Laura Kajfez, Neighborhood Services Specialist  
Brianna Fisher, Climate Plan Manager  
Able Gunn, Transportation Financial Analyst  
Lyle Begiebing, Transportation Planner  
Cathy Hollow, Principal Civil Engineer  
Sam Stevenson, Senior Transportation Planner

**Guests Present:**

John Federico

Riley Pass

Commission Chair JC Porter called the meeting to order at 7:31 a.m.

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Climate Action Plan**

JC Porter referred to the letter in the packet and asked for discussion which included:

- Electric vehicles
- Vehicle miles travelled
- Intent of the letter

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John Christoph made a motion to approve the letter with the following language added. “Tempe has made headway on electrifying the city’s fleet, however committing to a fully electrified fleet would put Tempe on the map for future electric vehicle policy, programs, and projects”

**Motion:** Commissioner John Christoph

**Second:** Commissioner David Sokolowski

**Decision:** Approved by Commissioners

Bobbie Cassano  
Brian Fellows  
Pam Goronkin  
Dawn Hocking  
John Christoph

David A. King  
JC Porter  
David Sokolowski  
Alice Bimrose  
Amanda Nelson

**Nay:**

David King  
Jeremy Browning

**Agenda Item 3- Scottsdale Road Bike Lane Project**

Chase Walman presented the design concepts for the Scottsdale Road Bike Lane Project. Topics included:

- Project history
- Existing conditions
- 60% design
- Typical cross section
- Bike lane buffer
- Next steps

Commission discussion included channel devices, safety of buffered vs. wider bike lanes, bike lane maintenance, candlesticks, buffered vs, protected bike lanes, gutter, pedestrian fencing, and the Scottsdale BRT plan.

The next meeting is scheduled for March 15, 2022.

The meeting was adjourned 8:24 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Eric Iwersen, Interim Deputy Engineering and Transportation Director (480-350-8810)  
Robert Yabes, Transportation Planning Manager (480-350-2734)

**DATE:** March 15, 2022

**SUBJECT:** Transportation Demand Management, Transportation Management Association, and Mobility Hubs Plans

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## PURPOSE

The purpose of this memo is to provide the Commission with an update on the Transportation Demand Management, Transportation Management Association, and the Mobility Hubs Plans.

## 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.
  - 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.

## BACKGROUND

In 2020, city staff applied and received a grant from the Maricopa Association of Governments (MAG) to develop a plan for a Transportation Demand Management (TDM,) Transportation Management Association (TMA), and Mobility Hubs (MH) Plans for the City of Tempe. 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. 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 number of single occupancy vehicle trips in Tempe. The mobility hubs will deliver the first and last mile connection to local and regional transit trips. Mobility Hubs are a type of transportation demand management strategy; therefore, the Mobility Hubs, TDM, and TMA Plans have had a coordinated public and stakeholder outreach effort.

## PROJECT UPDATE

The project has successfully enlisted the support and expertise of regional agencies as part of the Technical Advisory Group. Staff from Maricopa Association of Governments (MAG), Valley Metro (VM), Arizona Department of Environmental Quality (ADEQ), Arizona State Parking and Transit (ASU), Downtown Tempe Authority (DTA), Arizona Department of Transportation (ADOT), and Maricopa County Trip Reduction Program are project participants. These stakeholders represent all the agencies that are responsible for transportation, air quality, and sustainability programs in the state and region. The second dialogue with the Technical Advisory Group was conducted on February 9, 2022. The working group continued to very supportive of the project.

As part of the project development process, various community members representing the development community, property owners, board and commission members, social service agencies, Arizona State University, and Downtown Tempe Authority were interviewed individually to solicit specific recommendations that need to be included both plans. The second meeting with the Community and Employer Stakeholders was completed on February 23, 2022. Below are some takeaways from the interviews and meetings:



- Overall enthusiasm for TDM, TMA, and Mobility Hub options
- Emphasis on educating residents and visitors will be key to the success of any proposed options
- Must incentivize business owners/users, instead of mandating changes
- “Connectivity,” “accessibility,” “convenience,” and “location” were common terms
- Mobility Hubs would work best within a ¼ mile of other hubs/transit options
- Consider first level parking structures for potential sites for Mobility Hubs
- Climate in Arizona is a concern, amenities at Mobility Hubs must consider heat/sun
- Express bus routes/lanes
- Start conversations regarding TDM strategies/MH locations with the developers at “phase one” of a project
- Make parking more expensive/difficult
- Business owners will be interested in the ROI for Mobility Hubs
- Employees showed less interest in cash incentives for using alternative modes in some cases, but showed greater interest in getting compensation for not using assigned parking spot
- Improvement of existing bicycle and pedestrian infrastructure would help increase interest/usership
- Potential resource: The Association for Commuter Transportation (ACT)
- These efforts can increase mobility and improve quality of life and environment in Tempe
- They can make getting around Tempe without a car easier
- We need to provide more complete (and real time) information
- Look for ways to support multiple user groups and tie into & support regional efforts
- Key Mobility Hub elements include comfortable waiting areas, secure bicycle parking and convenient transit

The project also had conducted the second round of public meetings on January 25 and 29, 2022. The project also provided an online comment venue that was open beginning from January 2, - February 8, 2022. Key takeaways from the public meetings:

- Many are open to using other transportation options than driving alone
- Bicycle, pedestrian, rideshare, and transit modes are used by respondents
- Pockets within Tempe have convenient transportation choices.
- These efforts can increase mobility and improve quality of life and environment in Tempe
- They can make getting around Tempe without a car easier
- We need to provide more complete (and real time) information
- Look for ways to support multiple user groups and tie into & support regional efforts
- Key Mobility Hub elements include comfortable waiting areas, secure bicycle parking and convenient transit

Below are the results of the survey regarding TMA from January 25 ,2022 to February 8, 2022:

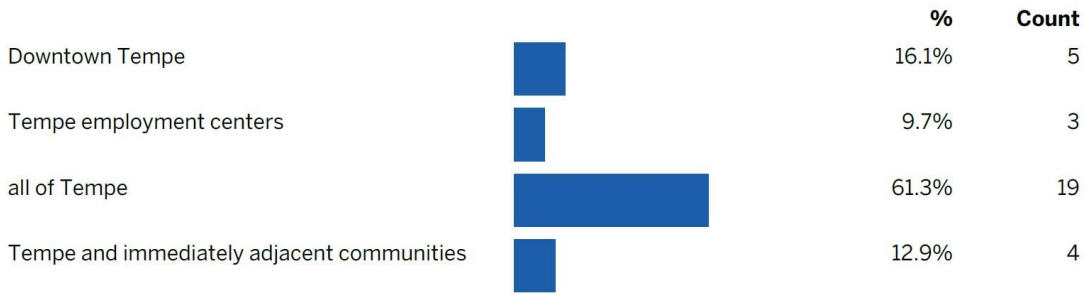
QUESTION 1

**What programs and services should the Transportation Management Association (TMA) focus on in its first years of operation?**

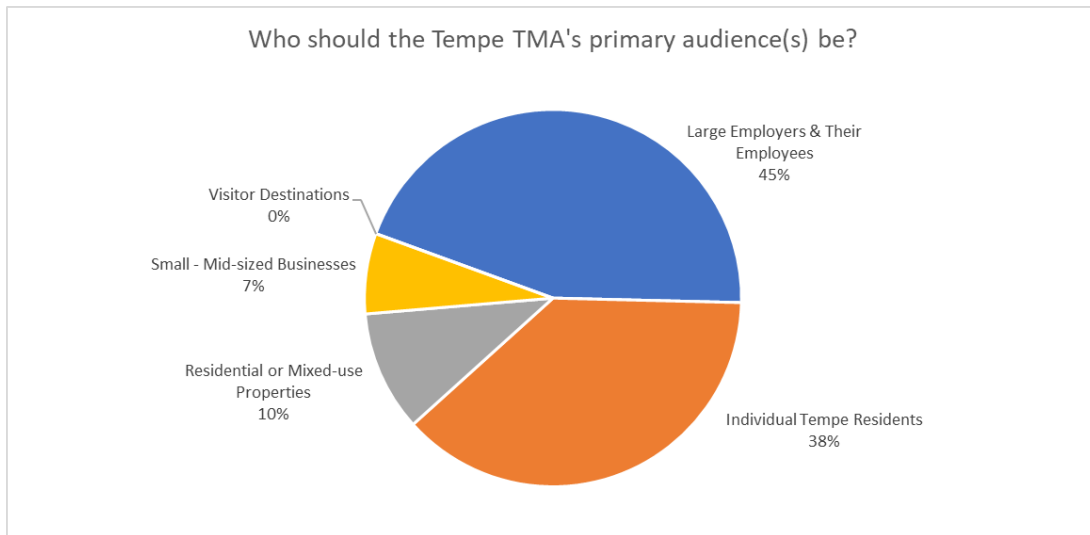


QUESTION 2

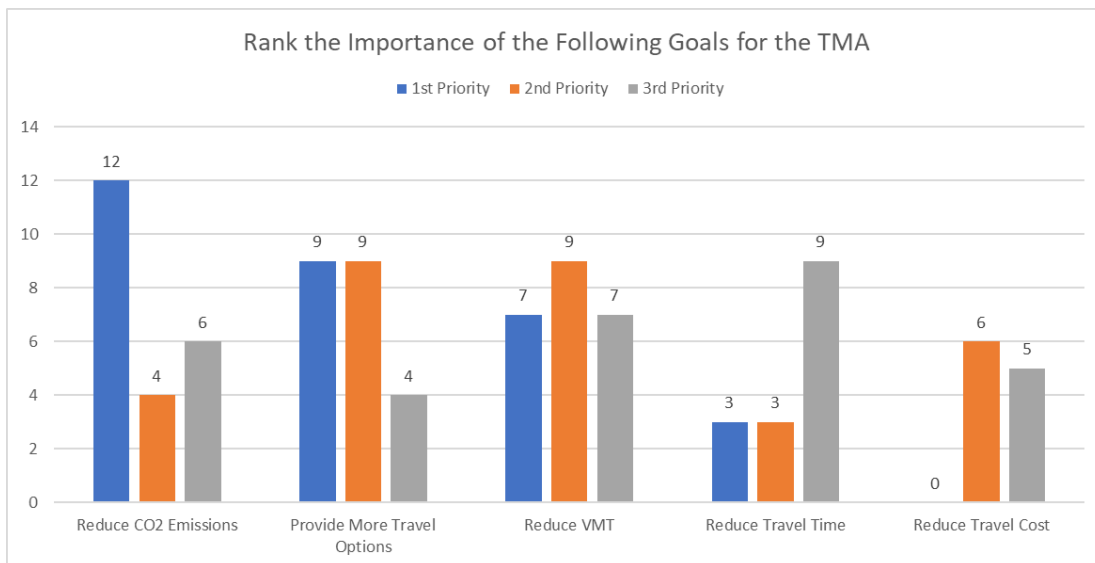
What area should the Tempe TMA serve?



Question 3:



Question 4:



Project documents are available at: [www.tempe.gov/tdm](http://www.tempe.gov/tdm) and [www.tempe.gov/mobilityhubs](http://www.tempe.gov/mobilityhubs)

**SCHEDULE**

- Public Meeting (Virtual) and Open House Jan. 25 & 29, 2022
- Tempe Chamber of Commerce February 2, 2022
- Technical Working Group February 9, 2022
- Tempe Development Review Commission February 22, 2022
- Community & Employer Stakeholders February 23, 2022
- Tempe City Council Subcommittees February 2022
- Tempe Transportation Commission March 8, 2022
- Tempe Sustainability Commission March 14, 2022
- Tempe City Council March 24, 2022

**RECOMMENDATION OR DIRECTION REQUESTED**

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

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

The TDM and TMA Plans (formerly titled Urban Core Alternative Transportation Implementation Plan) received grant funding from MAG in the amount of \$179,200. The City of Tempe Transit Fund provided a local match of \$35,840. The Mobility Hubs Plan also received funding from the MAG in the amount of \$105,041. The City of Tempe Transit Fund provided a local match of \$6,349.

**ATTACHMENTS**

1. PowerPoint

# **City of Tempe**

## **TDM/Mobility HUB/TMA**

### **Project Update**

Tempe Transportation Commission  
March 15, 2022



# Tempe's Sustainable Vision



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

This includes goals to:

- Achieve a multimodal transportation system that supports a “20-minute city”
- Reduce travel times along major streets during rush hours
- Reduce community Greenhouse Gas (GHG) emissions by 80% of 2015 levels by 2050 and achieve community carbon neutrality by 2060.



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

- Programs & policies designed to enhance system efficiency and promotes use of multi-modal investments.

## ● **Transportation Management Association (TMA) Plan**

- Creates a forum for collaboration to improve the effectiveness of TDM efforts across agencies, businesses and locations.

## ● **Mobility Hubs Plan**

- Provides the infrastructure needed to support multimodal transportation choices at multiple sites across Tempe.



## Key takeaways

- Enthusiasm for TDM, TMA, & Mobility Hubs
- Education and awareness will be key to the success of any effort
- Need to start conversations regarding TDM strategies during “phase 1” of project development
- Businesses are interested in the ROI for investing in these strategies
- Positive response about the potential value of a TMA in addressing transportation issues and facilitating efficient travel



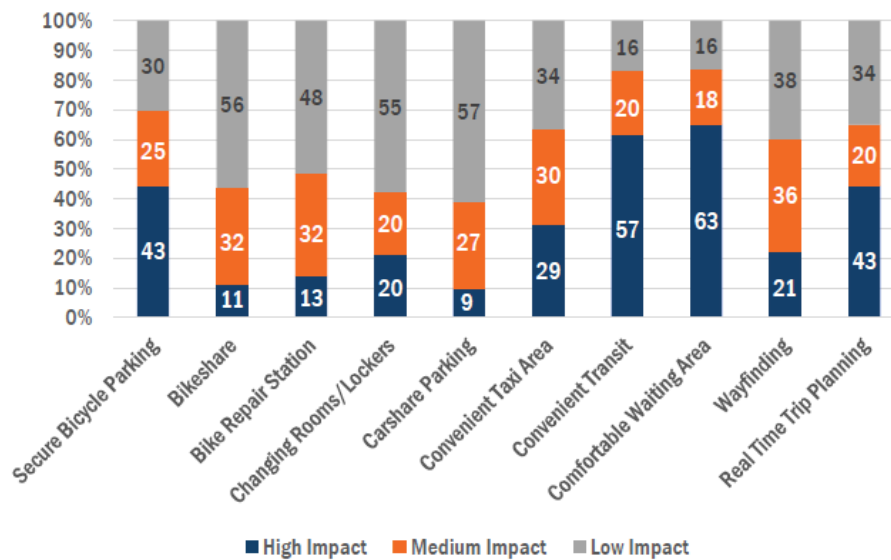
# Public Meeting and Survey Responses



## Key takeaways – Round 1

- Many are open to using other transportation options than driving alone
- Bicycle, pedestrian, rideshare and transit modes are used by respondents
- Pockets within Tempe have convenient transportation choices

**What Would Encourage You To Use Alternative Transportation Choices?**







## Key takeaways – Round 2

- These efforts can increase mobility and improve quality of life and environment in Tempe
- They can make getting around Tempe without a car easier
- We need to provide more complete (and real time) information
- Look for ways to support multiple user groups and tie into & support regional efforts
- Key Mobility Hub elements include comfortable waiting areas, secure bicycle parking and convenient transit



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

# Mobility Hubs

# Mobility Hubs (Defined)



- 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.

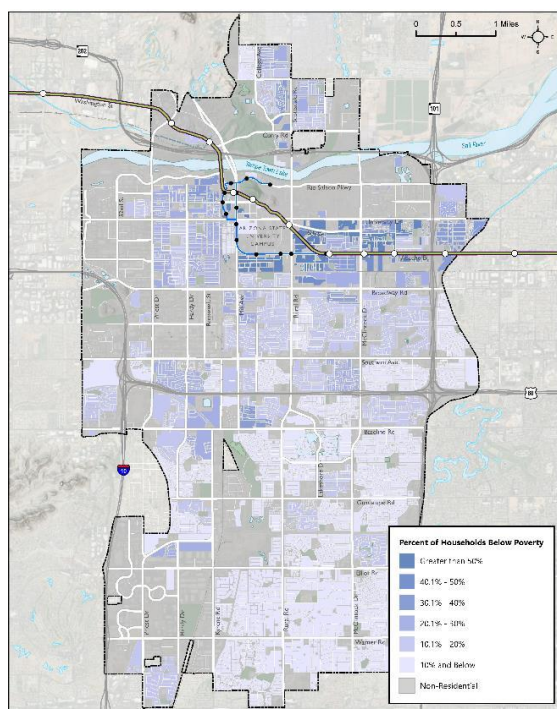


# Equity Focus of Mobility Hubs

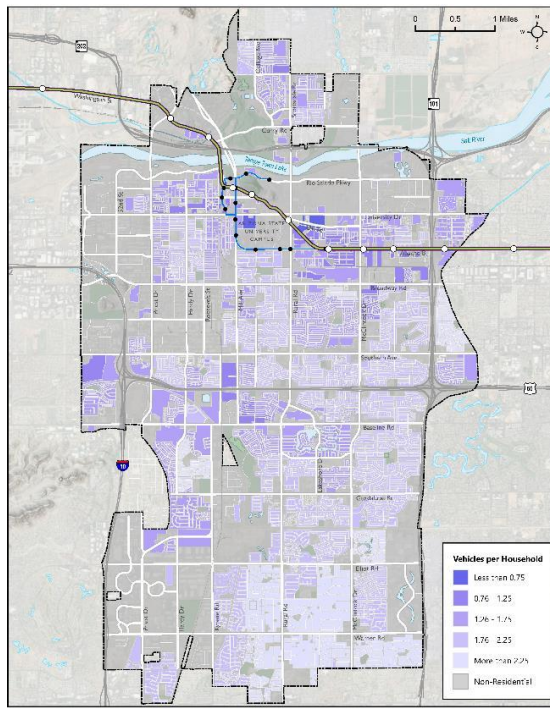


● Emphasis on siting mobility hubs in areas that will benefit lower income, car-free or car-light, and structurally underserved populations

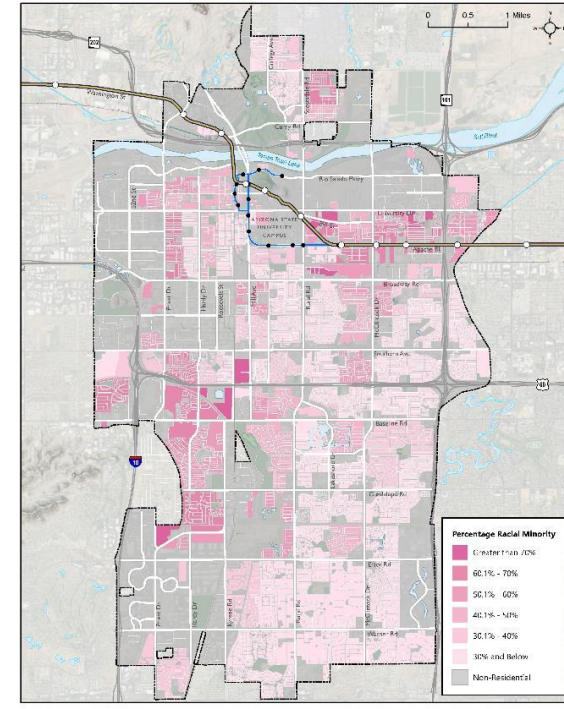
## Households Below Poverty



## Low Vehicles per Household



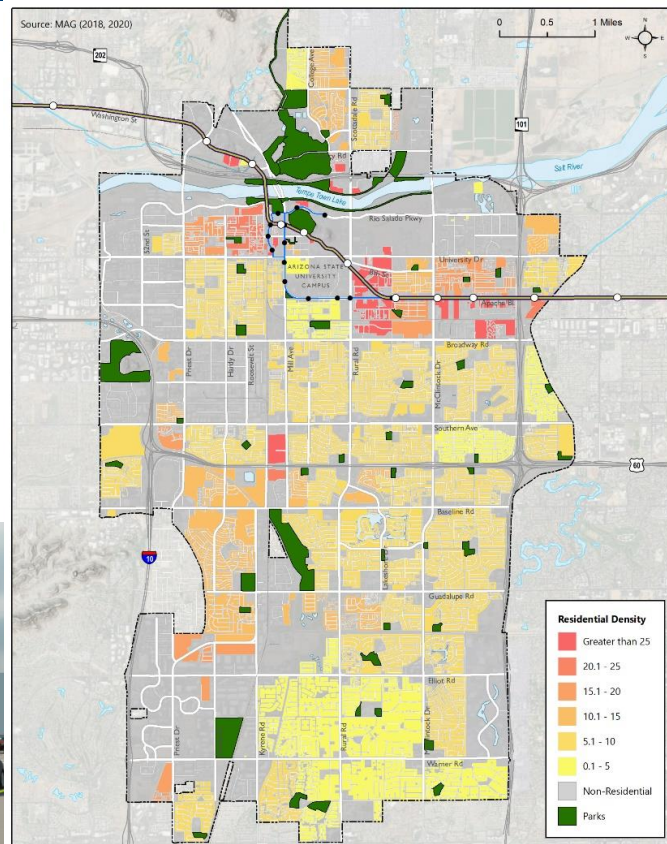
## BIPOC Populations



# Mobility Hubs on Public Property



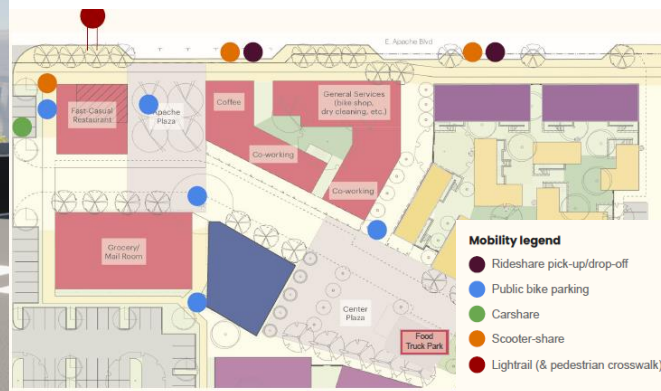
- Parks have dispersed neighborhood geographic coverage
- Reduces the reliance on cooperation with private landowners
- Abundant space within makes programming mobility hub amenities more feasible



# Public-Private Partnership Mobility Hubs



- Private developments hosting amenities on-site; may be used by the public
- Core strategy for developments seeking to reduce parking obligations, driving trips and VMT

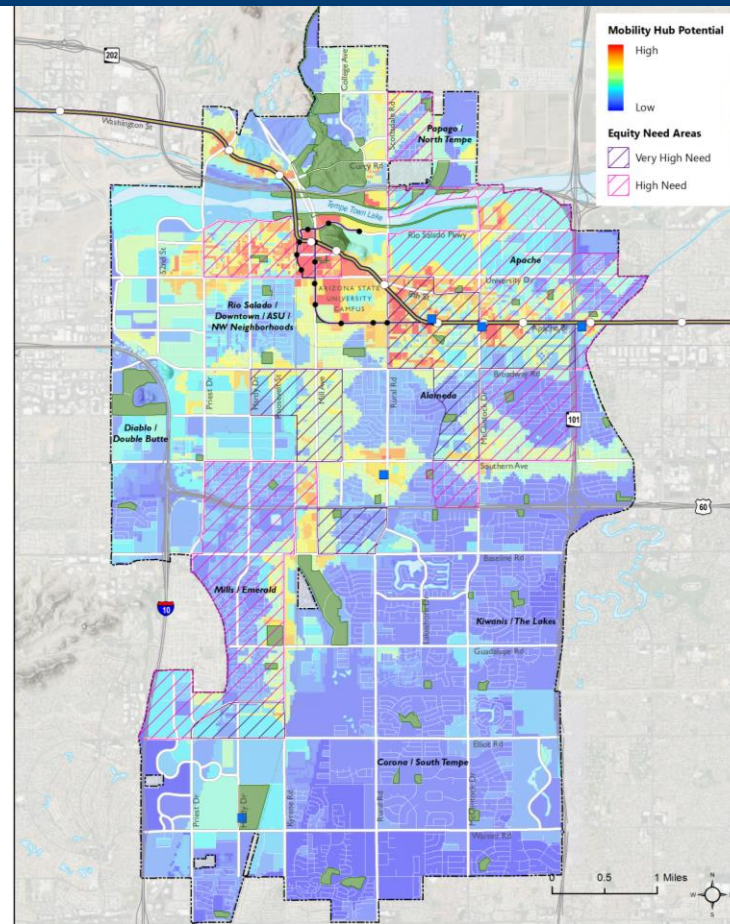


# Mobility Hub Potential Locations



● The following indicators were used identify locations with high mobility hub potential:

- Residential Density
- Employment Density
- Near Transit Stops w/High Daily Transit Ridership
- Near High Frequency Transit Stops
- High Accessibility to Employment (by Transit and Walking)
- Scooter & Bike share origin & destination historic trip data



The logo features a central light blue circle surrounded by a thick, swirling border of dark blue and yellow lines, creating a sense of motion and energy.

# **Transportation Management Association**



# What is a TMA?



**A Transportation Management Association (TMA) is a collaborative agency or initiative that exists to provide a variety of TDM services. TMAs work best in environments with...**

- Agreed upon transportation challenges
- Demand for services that call for greater coordination for effective delivery
- Regulatory context that requires new effort on behalf of individuals/organizations
- Support and leadership from key public and private partners



# TMA Programs & Services



- TDM Strategies
- Transportation Planning Services
- Employee/commuter travel information and resources
- TDM/Trip Reduction regulatory compliance
- Parking management
- Targeted programs for distinct user groups
- Performance measurement & reporting



## **Commuter Benefits Ordinance**

Are you a business with 20 or more employees? Learn about the ordinance, how to comply and the benefits it offers you and your employees. [Learn More](#)



Talk to Nick Abel  
Senior Transportation Specialist  
(206) 613-3233

[Email me](#)

[Schedule a meeting](#)



## **Transportation Management Program & Property Managers**

Does your property have a transportation management agreement? Learn how your building can further its sustainability goals. [Learn More](#)



Talk to Olivia Holden  
Senior Program Manager  
206-613-3357

[Email me](#)

[Schedule a meeting](#)



## **Flexwork/Telework**

Learn about the benefits of teleworking! We'll help your business craft a Flexwork solution that works for you. [Learn More](#)



Talk to Nick Abel  
Senior Transportation Specialist  
(206) 613-3233

[Email me](#)

[Schedule a meeting](#)



## **West Seattle Bridge Closure Support**

Do you have employees or an office located in West Seattle? We can help develop solutions during the bridge closure. [Learn More](#)



Talk to Wren Barulich  
Senior Transportation Specialist  
(206) 613-3243

[Email me](#)

[Schedule a meeting](#)

Source: Commute Seattle

# Tempe Context



- Development is increasingly intense, leading to traffic congestion and accessibility concerns
- “20-minute city” focus, coupled with goals of reducing GHG emissions and travel times
- Significant recent planning and investments in multimodal infrastructure
- Tempe has an active Downtown and significant anchor businesses & institutions
- Existing regulatory framework leaves room for improvement and need for more coordination
- Public and private partners are committed to this work and are ready to lead



# Tempe TMA Survey Response



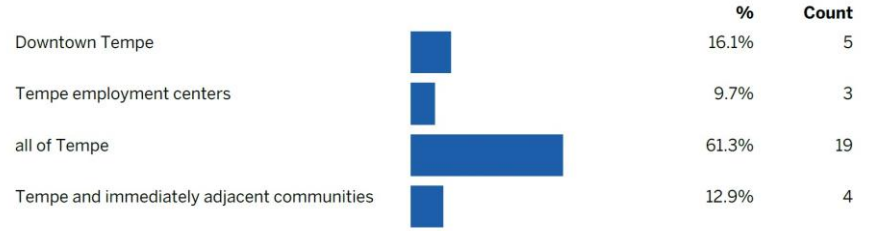
## QUESTION 1

What programs and services should the Transportation Management Association (TMA) focus on in its first years of operation?

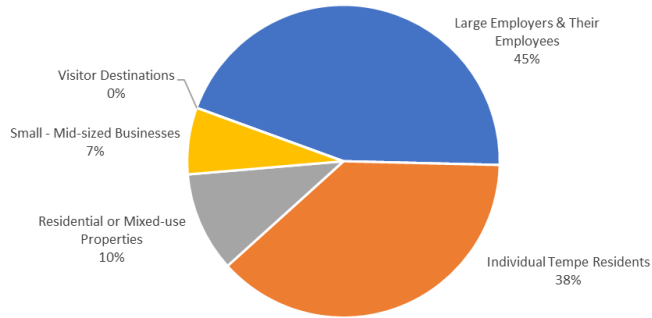


## QUESTION 2

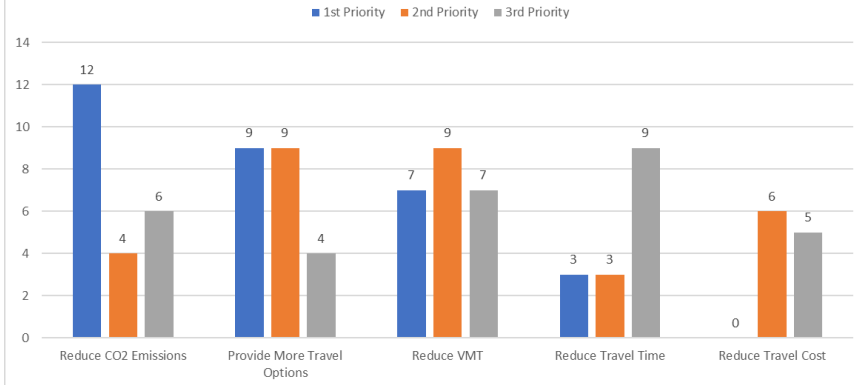
What area should the Tempe TMA serve?



Who should the Tempe TMA's primary audience(s) be?



Rank the Importance of the Following Goals for the TMA



# Stakeholder Response



- Need to set the stage for change and improvement *before* travel returns to peak levels
- Support the needs of both businesses and individual travelers
- Align goals with other planning efforts, including Climate Action Plan and Vision Zero Action Plan
- TMA organization should be external to the City of Tempe with strong public-private collaboration
- Position this effort to capitalize on unique and generational funding opportunities
- Tempe is poised to be a leader in the region and others will learn from the model we establish

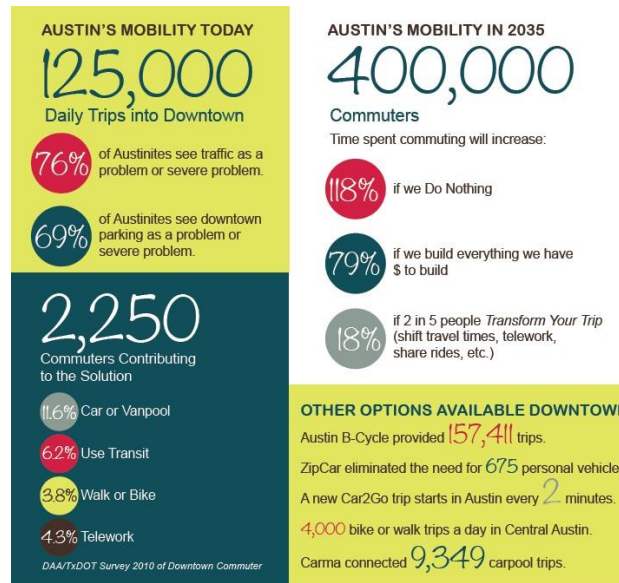


# Setting up the TMA

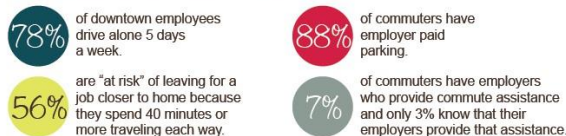


## Next Steps:

- Confirm the TMA's mission, vision and goals
- Establish the organization structure and cross-sector partnerships
- Outline key strategies, programs and services
- Identify resources and funding
- Develop performance measures and reporting methods



### EMPLOYERS, HERE IS YOUR OPPORTUNITY



Source: Movability

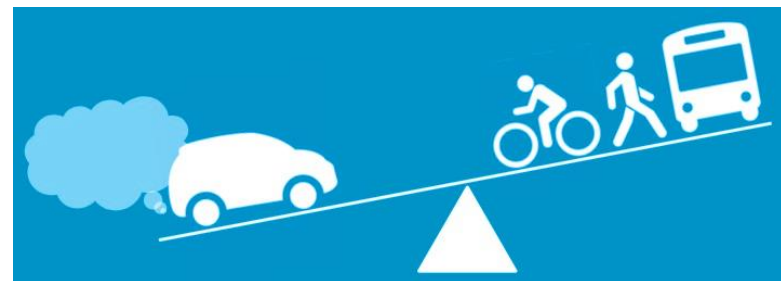
# Schedule



- Public Meeting (Virtual) and Open House Jan. 25 & 29, 2022
- Tempe Chamber of Commerce February 2, 2022
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- Shannon Scutari, Consultant, [shannon@scutariandcompany.com](mailto:shannon@scutariandcompany.com)
- Robert Yabes, Transportation Planning Manager, [Robert\\_Yabes@tempe.gov](mailto:Robert_Yabes@tempe.gov)
- [tempe.gov/TDM](http://tempe.gov/TDM)
- [tempe.gov/mobilityhubs](http://tempe.gov/mobilityhubs)



Source: Mobility Lab



# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Trent Luckow, Sergeant, 480 350 8335  
**DATE:** March 15, 2022  
**SUBJECT:** Tempe Transit System Security Update  
**ITEM #:** 4



---

## **PURPOSE:**

To provide the Commission with an update on the Tempe Transit Security Program

## **RECOMMENDATION OR DIRECTION REQUESTED:**

- Tempe Streetcar Security

## **CITY COUNCIL STRATEGIC PRIORITY:**

- Safe and Secure Communities

## **BACKGROUND INFORMATION:**

The safety and security of passengers, employees, and contractors is the highest priority. The public's perception of transit safety plays an important role to maintain and increase use of public transit. This philosophy will remain strong as we navigate through the Covid pandemic and return to a more normal ridership pattern.

The Transportation Division- Transit provides funding for one full-time police sergeant position. This position is a liaison between Tempe Transit, Tempe PD, Valley Metro Security and Phoenix, Mesa, and ASU Police Departments for transit related police and security issues. The Transit Sergeant works closely with the transit Facilities and Operations staff to address any security concerns brought forward by passengers or bus operators along with Valley Metro safety and security staff to address security related issues brought forward by light rail and bus operations. As part of the Regional Security Team, the Transit Sergeant collaborates with Valley Metro and partner law enforcement agencies to share and address local and regional transit issues and successes.

The Transit Sergeant oversees facility security for the Tempe Transit Center (TTC) and the East Valley Operations and Maintenance (EVBOM). This function includes general oversight of contracted security personnel and criminal background checks of incoming contractors working in and around the facilities. During this past year (2020-2021) EVBOM completed a remodel project that consisted of many sub-contractors completing construction and specialized work throughout the facility. The Transit Sergeant reviewed over 300 construction related backgrounds and an additional 100 more for other contractors completing daily tasks and work around the facility.

Transit also contributes some funding for a Police Explosives Ordinance Detection (EOD) K9. K9 Storm is an explosives certified police K9 and routinely assists the Transit Sergeant with special events where mass transit is being used such as Light Rail during ASU games or heavily attended marathon races. The K9 handler assists the Transit Sergeant with administrative tasks and can be a resource to patrol officers for transit related issues. In 2019 the K9 team added Light Rail regional asset Vapor Wake K9 Scout to the team. Scout became an active member of the K9 team later that year, however due to the Covid-19 pandemic Scout has only recently begun being used for special events including some searches at the Tempe Transit Center. The mission of the Tempe Police Light Rail Explosives Detection Canine Team (EDCT) and Vapor Wake Deployment Team is to deter and detect the introduction of explosives into the public transportation system and special events and other gatherings. Scout is specifically trained for explosive detection and is not cross trained for any other purpose.

Tempe utilizes off-duty uniformed Tempe police officers to provide a presence on the Light Rail and bus systems during peak service and on late nights during weekends. At times they may work in a plain clothes capacity or use unmarked vehicles in order to be more effective in observing any criminal behavior. The officers working the light rail security detail work closely with Valley Metro's contract fare inspectors/security officers as security has no legislative authority to detain people. This past year has presented unique challenges as there has been a decrease in ridership, yet similar fare enforcement as in previous years.

### **Crime Prevention & Outreach:**

The Transit Sergeant works closely with the City of Tempe Transit facilities staff and Transit manager utilizing CPTED measures at problem area bus shelters. By solving these problems, a reduction of calls for service to Police patrol staff and increased public satisfaction have been achieved. Some of these issues result in bench modification or removal, vegetation clearing, bus shelter clean-ups or increased awareness for on and off-duty police staff.

In addition, the Transit Sergeant participates in weekly meetings related to homeless issues throughout the city. As homelessness and related crime continue to increase there will be an ever-increasing expectation of police and outreach (HOPE) teams to resolve or prevent incidents throughout the city and region and the Transit Sergeant is expected to play a role. The Transit Sergeant also receives a variety of questions and concerns from Valley Metro and First Transit such as homeless passengers, passengers not paying fares, not wearing masks or other security related issues.

The Transit Sergeant has also been actively involved in the Fire Life and Safety meetings and planning for the construction and inauguration of the Tempe Streetcar system. This has included safety and security issues in and around the alignment, platforms and the Streetcar itself.

This past year the Transit Sergeant was part of the Valley Metro committee that selected the Light Rail security contract for the upcoming 4 years; which was awarded to Allied Universal Security.

### **Covid-19 and Ridership**

A decline in ridership was observed, consistent with the 1<sup>st</sup> half of 2020, mostly attributed to the Covid-19 pandemic and a shift in the work force working from home. The final month of the 2020-2021 year a slight increase in ridership was noted. As the workforce returns to work and special events begin to take place an increase in ridership is anticipated in the coming year.

Light Rail contract security will also get updated PDA devices in order to verify Light rail passenger fares and issue citations. In addition, their PDA's will write real time security incident reports as they have just occurred. There will also be a return to front door bus passenger loading which will coincide with passenger fare enforcement. Although there will be an adjustment period, over the long term it is anticipated a return to normal ridership, behavior and passenger fare compliance.

### **Streetcar**

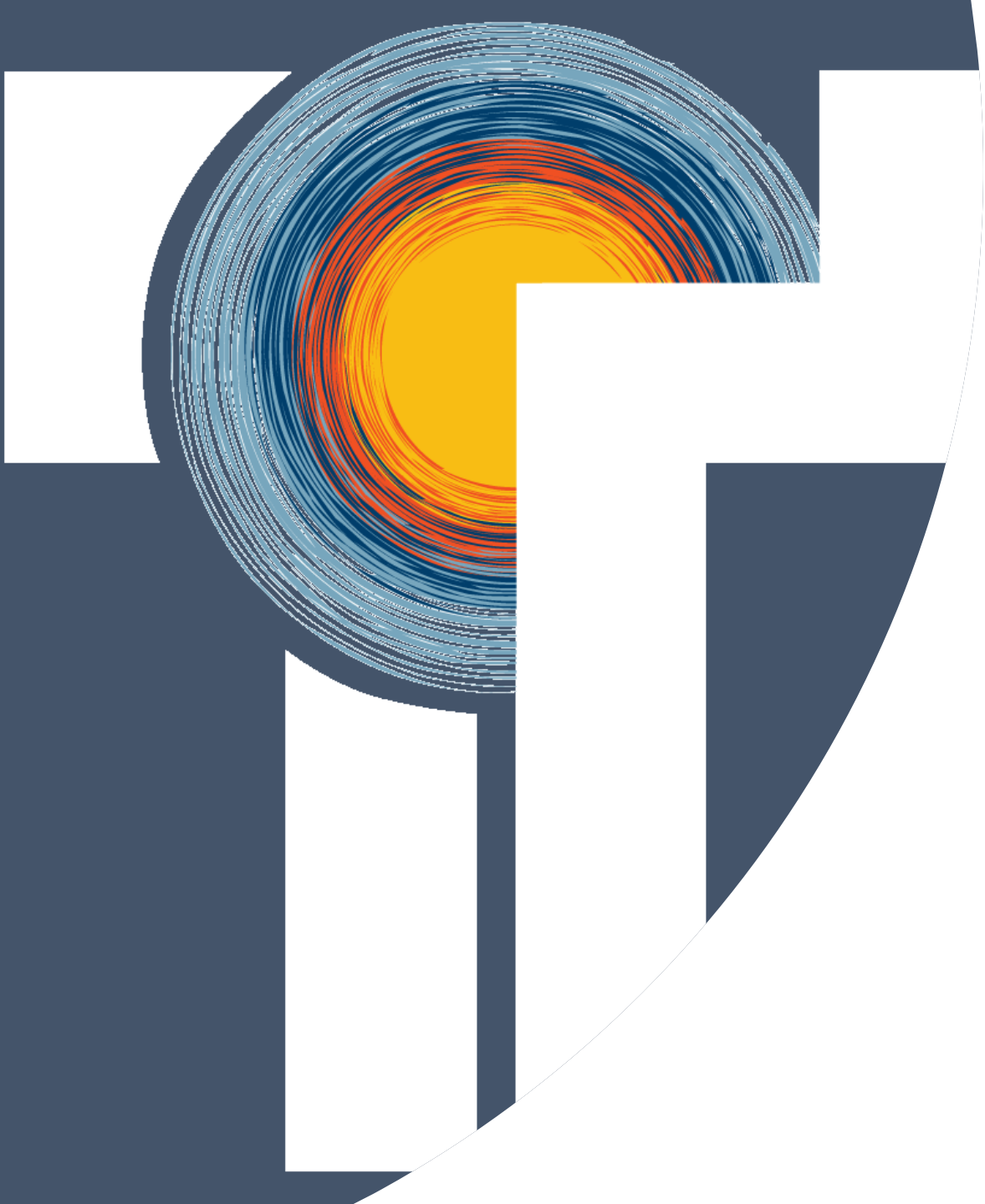
In 2022 Tempe Streetcar will be introduced into the Tempe transit system and ready for passenger business. Tempe Streetcar will introduce new challenges to the Police Department and downtown Mill Avenue District. This will include additional planning and oversight for both Valley Metro contract Security and the off-duty officer security program. Additional planning and police oversight into how the streetcar operates and is secured during special events will also be needed. One example is reverse running along University, Ash and Rio Salado during the Tempe Arts Festival.

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

Addition of Tempe Streetcar

**ATTACHMENTS:**

PowerPoint



# Transit Security Update

2020-2021

Transportation Commission

March 15, 2022

# Transit Security Update-Light Rail



## Ridership changes

### FY 20 & FY 21 Monthly Comparison

### June year over year snapshot

#### PASSENGERS

Month	FY 2020	FY 2021	FY2020 vs FY2021	
			Change in Ridership	Change in Ridership %
Jul	1,102,434	518,917	-583,517	-52.9%
Aug	1,265,384	543,467	-721,917	-57.1%
Sep	1,289,552	548,090	-741,462	-57.5%
Oct	1,387,730	584,177	-803,553	-57.9%
Nov	1,315,355	529,681	-785,674	-59.7%
Dec	1,204,532	427,311	-777,221	-64.5%
Jan	1,283,967	564,632	-719,335	-56.0%
Feb	1,279,472	478,243	-801,229	-62.6%
Mar	980,537	517,464	-463,073	-47.2%
Apr	587,183	594,496	7,313	1.2%
May	585,091	561,359	-23,732	-4.1%
Jun	545,234	559,917	14,683	2.7%
<b>Totals</b>	<b>12,826,471</b>	<b>6,427,754</b>	<b>-6,398,717</b>	<b>-49.9%</b>

Year to Date	12,826,471	6,427,754	-6,398,717
<b>Average</b>	<b>1,068,873</b>	<b>535,646</b>	

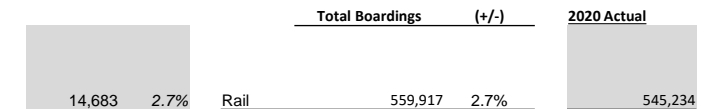
1. June 2021 had an increase in ridership of 14,683 or 2.7% more boardings than June 2020.
2. June 2021 had 22 weekdays and June 2020 had 22 weekdays (same number of weekdays in 2021 and 2020).
3. See "Special Events" tab for 2021 vs 2020 comparison.
4. June 2021 had 536 ASU pass taps versus June 2020 taps of 360 for an increase of 176 or 48.9%.
5. Total Taps in June 2021 = 10,669 ; Total Taps in June 2020 =15,617 for a decrease of 4,948 or 31.7%.

	Jun-21	Jun-20	Percent Change
Total Monthly Boardings			
Light Rail	559,917	545,234	2.7%

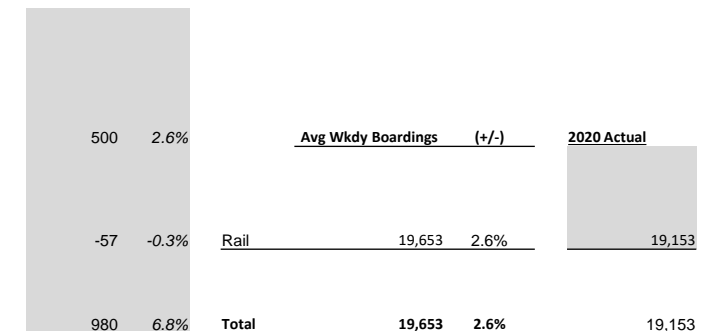
	Jun-21	Jun-20	Percent Change
Average Daily Monthly Boardings			
Weekday (Light Rail)	19,653	19,153	2.6%
Saturday (Light Rail)	16,590	16,647	-0.3%
Sunday (Light Rail)	15,299	14,319	6.8%

#### June 2021

#### Ridership - Final



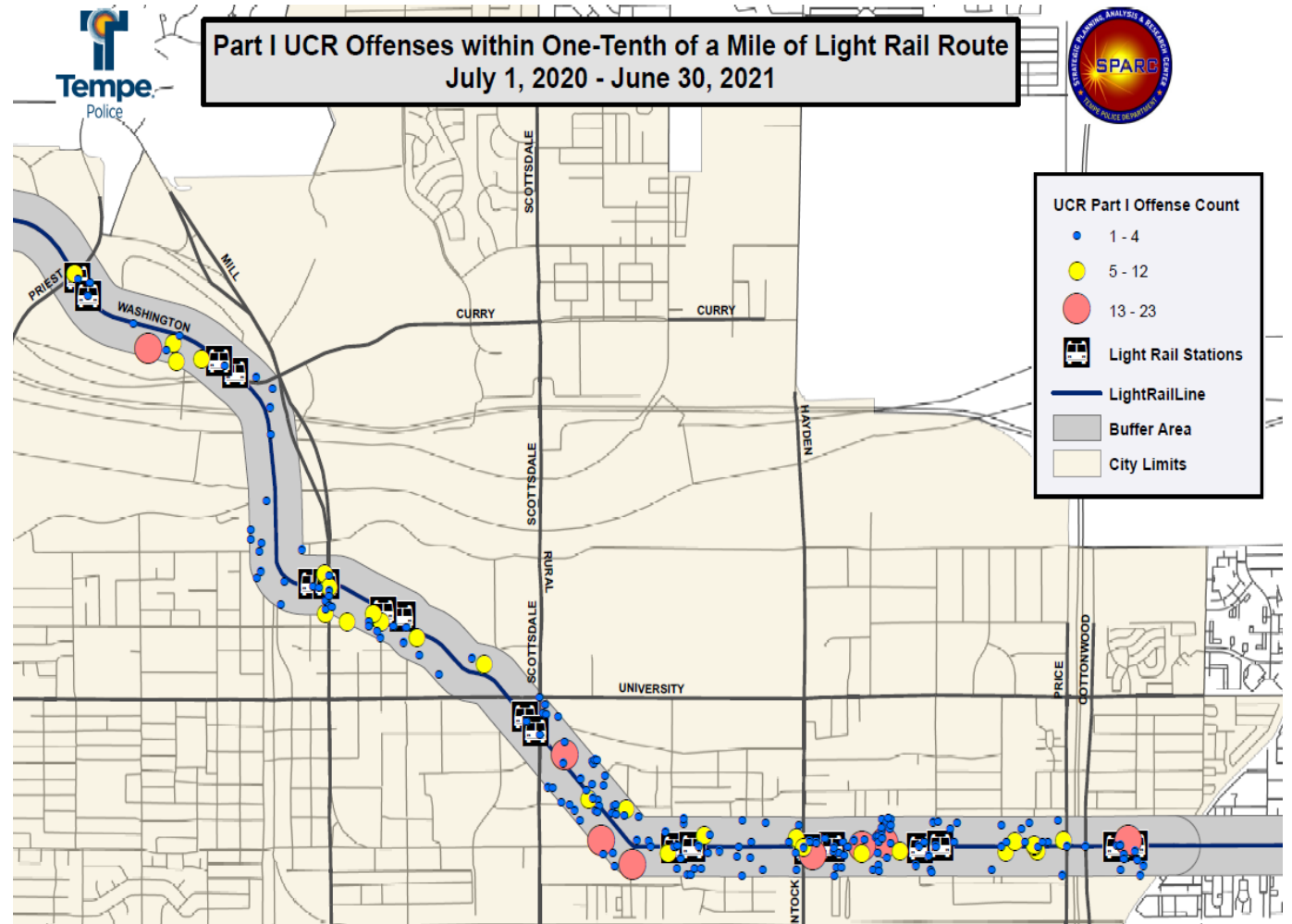
Total 559,917 2.7% 545,234



Total 19,653 2.6% 19,153



# Transit Security Update-Light Rail



# Light Rail Security Update



Part I-II UCR Crime: July 1, 2020 - June 30, 2021

Statistics Provided by SPARC on 8/10/2021



## Offenses by UCR Type

Light Rail Stations vs. Other Place Types (based on Place Name)

	UCR PART I			UCR PART II			Grand Total	
	LIGHT RAIL STATION	OTHER PLACE TYPE	Total	LIGHT RAIL STATION	OTHER PLACE TYPE	Total		
2020	Jul	3	57	60	10	110	120	180
	Aug		40	40	11	128	139	179
	Sep	1	51	52	15	131	146	198
	Oct		63	63	6	119	125	188
	Nov		49	49	4	101	105	154
	Dec	1	35	36	10	92	102	138
	Total	5	295	300	56	681	737	1,037
2021	Jan	1	41	42	9	113	122	164
	Feb		42	42	7	104	111	153
	Mar		48	48	5	116	121	169
	Apr	1	52	53	5	90	95	148
	May	2	51	53	3	133	136	189
	Jun		56	56	6	94	100	156
	Total	4	290	294	35	650	685	979
<b>Grand Total</b>	<b>9</b>	<b>585</b>	<b>594</b>	<b>91</b>	<b>1,331</b>	<b>1,422</b>	<b>2,016</b>	

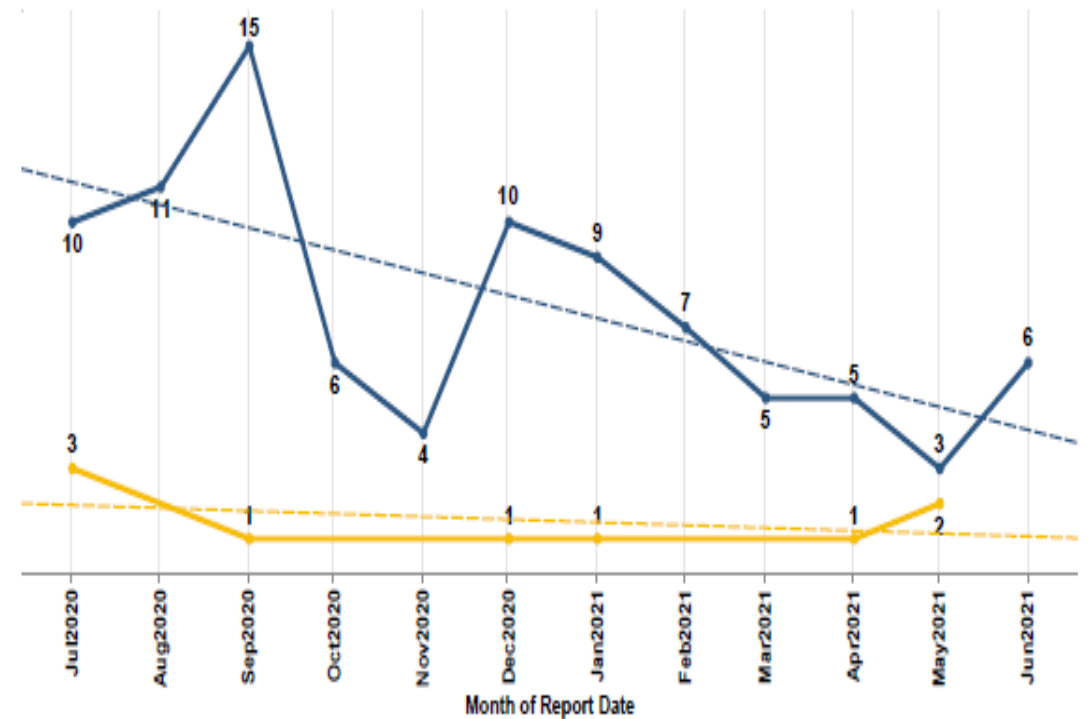


# Transit Security Update – Light Rail

Crime at Light Rail Stations: July 1, 2020 - June 30, 2021

	2020	2021	TOTAL
DORSEY LANE/APACHE BLVD	2	5	7
MCCLINTOCK DR/APACHE BLVD	7	6	13
MILL AVE/3RD ST	8	6	14
PRICE-101 FWY/APACHE BLVD	9	2	11
PRIEST DR/WASHINGTON ST	12	10	22
SMITH-MARTINI/APACHE BLVD	3	1	4
UNIVERSITY DR/RURAL RD	6	7	13
VETERANS WAY/COLLEGE AVE	11	1	12
WASHINGTON ST/CENTER PKWY	3	1	4
<b>TOTAL</b>	<b>61</b>	<b>39</b>	<b>100</b>

UCR Crime Monthly Trend: Light Rail Stations  
July 1, 2020 - June 30, 2021





# Transit Security Update-Light Rail

## Tempe Police Officer Light Rail Security Activity

July 2020-June 2021



Date	Trespass							Totals
	Fare Inspection	Fare Violation	Alcohol Violations	Code of Conduct Warnings	Warrant	Positive Feedback		
July '20	777	136	4	24	35	13	21	1010
August '20	952	175	7	59	65	48	27	1333
September '20	1568	165	8	50	40	34	26	1891
October '20	1345	182	5	24	85	25	43	1709
November '20	1186	165	2	33	65	38	44	1533
December '20	811	142	3	40	55	27	24	1102
January '21	703	101	6	33	42	24	15	924
February '21	923	109	2	12	57	19	18	1140
March '21	1132	145	2	27	62	28	29	1425
April '21	1481	177	7	21	79	34	45	1844
May '21	1104	91	5	12	121	23	31	1387
June '21	537	195	6	16	52	29	24	859
<b>Totals</b>	<b>12519</b>	<b>1783</b>	<b>57</b>	<b>351</b>	<b>758</b>	<b>342</b>	<b>347</b>	<b>16157</b>

# Light Rail Security Update

## 2017-2021 Comparisons



**Offenses by NIBRS Group: January 1, 2017 - June 30, 2021**  
**Light Rail Stations vs. Other Place Types (based on Place Name)**

		LIGHT RAIL STATION						OTHER PLACE TYPE						Grand Total
		2017	2018	2019	2020	2021	Total	2017	2018	2019	2020	2021	Total	
CRIMES AGAINST PERSONS	ABDUCTION							1			1			2
	ASSAULT	27	20	22	30	6	105	285	312	309	310	168	1,384	1,489
	HOMICIDE							1					1	1
	SEX OFFENSES-FORCIBLE	1					1	26	45	18	23	16	128	129
	<b>Total</b>	<b>28</b>	<b>20</b>	<b>22</b>	<b>30</b>	<b>6</b>	<b>106</b>	<b>311</b>	<b>359</b>	<b>327</b>	<b>334</b>	<b>184</b>	<b>1,515</b>	<b>1,621</b>
CRIMES AGAINST PROPERTY	ARSON							1	2	3	4	2	12	12
	BURGLARY							76	86	82	47	33	324	324
	DAMAGE OF PROPERTY		4	2	1	2	9	145	147	120	169	73	654	663
	EMBEZZLEMENT									2	3	1	6	6
	EXTORTION							1		2	1		4	4
	FORGERY		1				1	69	55	82	42	24	272	273
	FRAUD		2				2	48	56	61	51	21	237	239
	MOTOR VEHICLE THEFT							21	56	65	54	28	224	224
	ROBBERY	2	2	3			7	26	18	11	24	5	84	91
	STOLEN PROPERTY		1				1	2	7	4	4	1	18	19
	THEFT	33	16	18	17	4	88	498	453	402	384	172	1,909	1,997
	<b>Total</b>	<b>35</b>	<b>26</b>	<b>23</b>	<b>18</b>	<b>6</b>	<b>108</b>	<b>887</b>	<b>880</b>	<b>834</b>	<b>783</b>	<b>360</b>	<b>3,744</b>	<b>3,852</b>
CRIMES AGAINST SOCIETY	DRUGS	7	14	21	19	9	70	338	382	307	211	84	1,322	1,392
	OBSCENE MATERIAL							8	9	19	13	12	61	61
	PROSTITUTION							2	2			3	7	7
	WEAPON OFFENSE	1					1	15	9	13	25	8	70	71
	<b>Total</b>	<b>8</b>	<b>14</b>	<b>21</b>	<b>19</b>	<b>9</b>	<b>71</b>	<b>361</b>	<b>402</b>	<b>341</b>	<b>249</b>	<b>107</b>	<b>1,460</b>	<b>1,531</b>
GROUP B OFFENSE	NOT PART A OFFENSE	23	32	32	37	18	142	543	569	509	500	289	2,410	2,552
	<b>Total</b>	<b>23</b>	<b>32</b>	<b>32</b>	<b>37</b>	<b>18</b>	<b>142</b>	<b>543</b>	<b>569</b>	<b>509</b>	<b>500</b>	<b>289</b>	<b>2,410</b>	<b>2,552</b>
<b>Grand Total</b>		<b>94</b>	<b>92</b>	<b>98</b>	<b>104</b>	<b>39</b>	<b>427</b>	<b>2,102</b>	<b>2,210</b>	<b>2,011</b>	<b>1,866</b>	<b>940</b>	<b>9,129</b>	<b>9,556</b>

# Light Rail Security Update

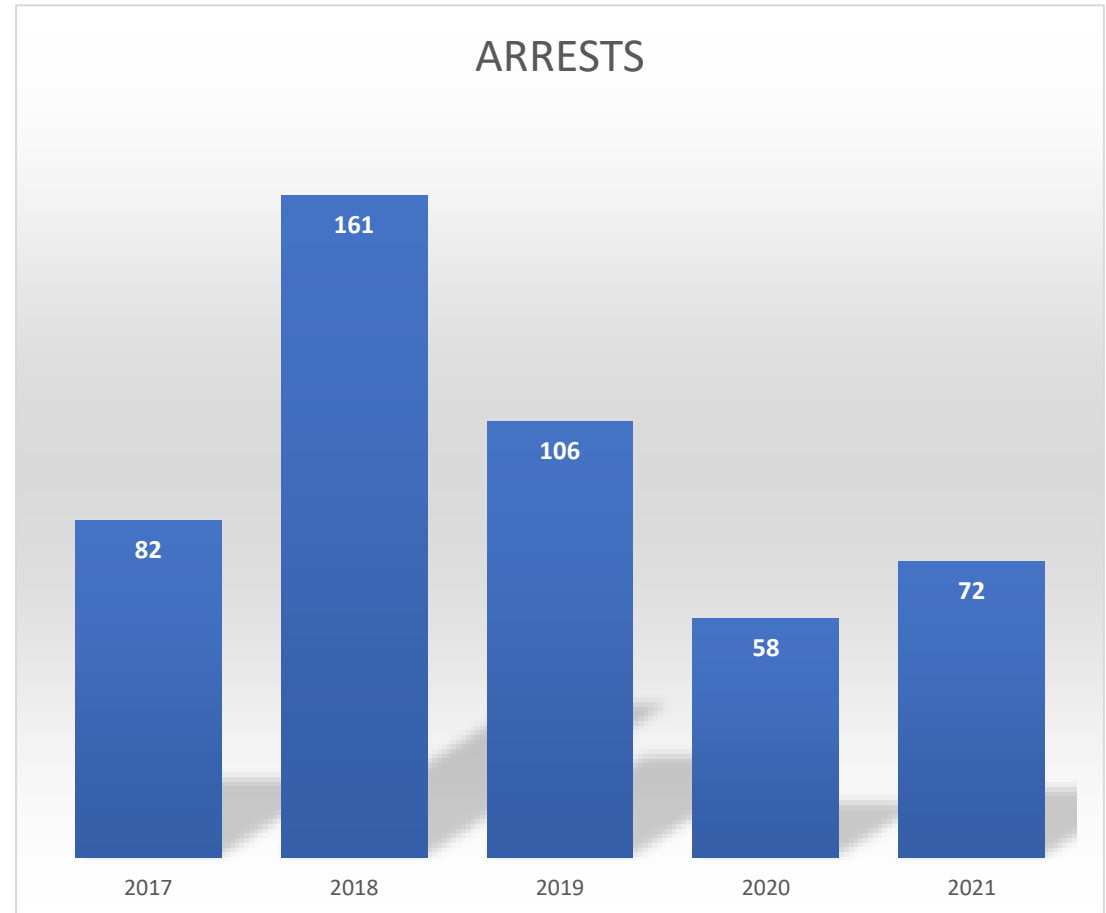
- Security/Police partnership - increase in productivity
- Part of Regional Security Team with Phoenix PD, Mesa PD, Valley Metro and security teams.
- Information/resource sharing between agencies
- Respect the ride program
- Trespassing & fare enforcement
- Customer Experience Coordinators (CEC's)  
Extension of respect the ride, customer experience, safety and security.
- 2021-2022; Addition of Tempe Street Car to Transit Security. Valley Metro will add security assets.



# Bus Security Program Update

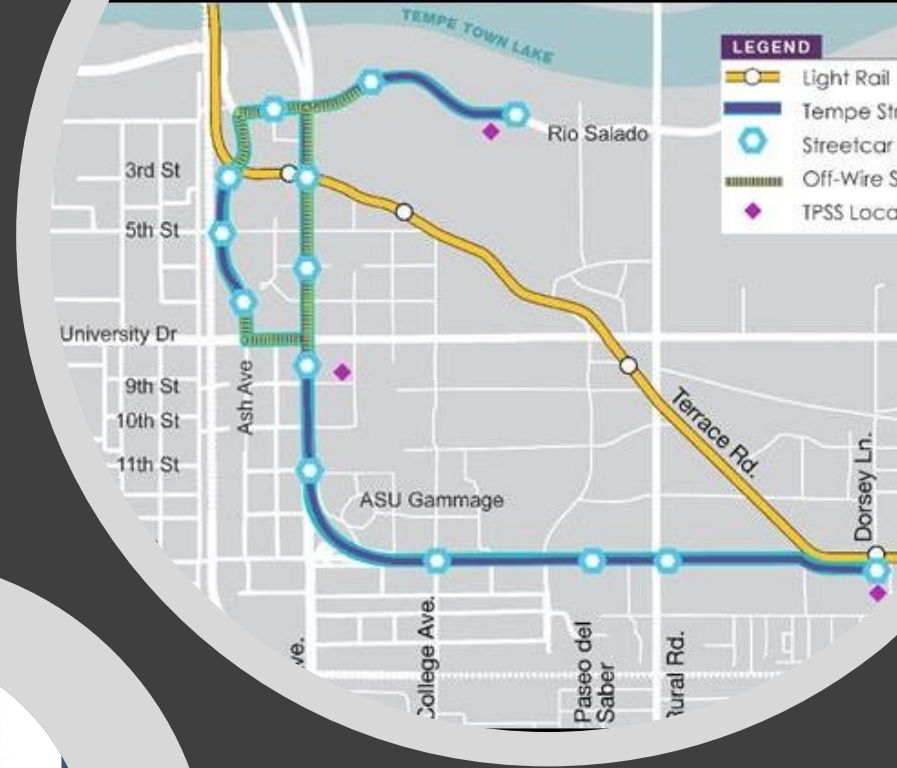


- Positive feedback from Bus operators and public
- Balance between enforcement and Social services referrals
- Problem solving – CPTED, HOPE Team, Legal, Transit Facilities
- Training – Tactical Team, Mental Health for First Transit
- EVBOM remodel.
- Unique challenges due to COVID-19 pandemic.



# Tempe Streetcar

- Addition of Streetcar to security and police service deliverables.
- Allied Universal Security will add personnel to accompany their current staff providing security to Light Rail.
- Police will initially add Streetcar to the downtown corridor police service model and move some weekday Light Rail off-duty to weekend Streetcar service.
- Addition of Streetcar and it's delivery model
  - Planning for off-wire down car
  - Special events; i.e. Tempe Arts Festival, Rock n'Roll marathon ASU football games, etc. Reverse track operations.



# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Catherine Hollow, City Traffic Engineer, 480-350-8445  
Ellie Volosin, Senior Civil Engineer, 480-350-8629  
**DATE:** March 15, 2022  
**SUBJECT:** Vision Zero  
**ITEM #:** 5



---

## PURPOSE:

The purpose of this presentation is to update the Transportation Commission on the City's Vision Zero Action Plan.

## RECOMMENDATION OR DIRECTION REQUESTED:

For information only

## CITY COUNCIL STRATEGIC PRIORITY:

Under Safe and Secure Communities, the Council has adopted the following performance measure:

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

## BACKGROUND INFORMATION:

Vision Zero is a traffic safety policy that is focused on achieving safety for all road users. The ultimate goal of the program is eliminating severe injury and fatal crashes. The policy creators recognize that crashes will occur but severity can be reduced. Safety is everyone's responsibility. The City Council unanimously approved a resolution on February 8, 2018 committing to Vision Zero.

Crashes happen almost every day in the City of Tempe. Many result in only property damage but others result in minor injuries, severe injuries or sometimes fatalities. During the 6 ½ years from January 2015 through June 2021, there were 128 fatalities in Tempe. Of those, 92 were people in vehicles, 28 were pedestrians, and 8 were cyclists.

## VISION ZERO ACTION PLAN

The City's Vision Zero Action Plan, dated May 2019, provides a framework for achieving the goals of Vision Zero. The plan further defines strategies in the following areas: education, engineering and enforcement/emergency response. The Action Plan is posted on the Vision Zero page of the City's website at [www.tempe.gov/visionzero](http://www.tempe.gov/visionzero).

## UPDATES

The Vision Zero Action Plan includes 37 specific initiatives. Of these, 22 have been addressed or are ongoing, 4 are in progress currently, and 11 remain for future action.

### Data Updates

Data analysis is ongoing as part of Performance Measure tracking with a view of upholding a data-driven process. Trends in frequency, location, and types of serious injury and fatality crashes may help identify the most effective courses of action to eliminating crashes of this severity.

Traffic Engineering and Police Department Discussions

Traffic Engineering and Tempe Police have worked together to establish a safety corridor program that includes signage, enhanced enforcement, and community meetings. Bi-monthly recurring meetings have been established for Police and Traffic Engineering to discuss progress and next-steps in the action plan.

Planned Projects

Mid-block pedestrian crossings treatments, additional sidewalks, speed feed-back signs, changes in signal phasing, continuation of safety corridors, continuation of street lighting upgrades, and continuation of targeting education campaigns

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

**ATTACHMENTS:**

Power Point

# VISION ZERO UPDATE

**Transportation Commission**

**March 15, 2022**



**Tempe**

Making waves in the desert



# A Clear Goal of Eliminating Traffic Fatalities and Severe Injuries

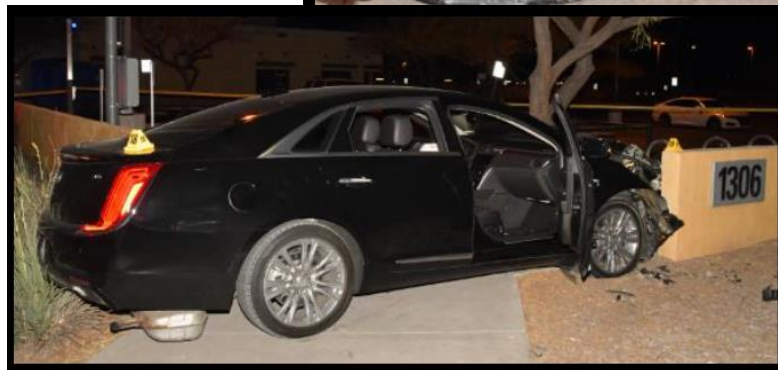
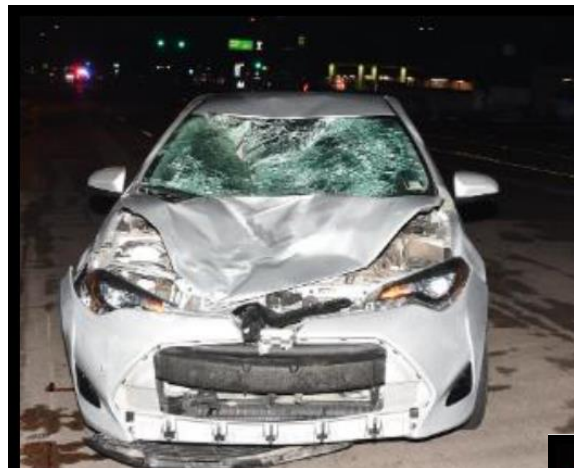
- Performance Measure:

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



Safe & Secure  
Communities

# Traffic Related Tragedies



# Fatalities and Serious Injuries



- From January 2015 to June 2021

128 total fatalities

- 92 people in vehicles
- 28 pedestrians
- 8 cyclists



## What is Vision Zero?

It's a traffic safety policy that is focused on achieving safety for **all road users**.

Key principles:

- Traffic deaths and severe injuries are **preventable**.
- Crashes will occur, but **severity** can be reduced.
- Safety is **everybody's** responsibility.



# Vision Zero Action Plan

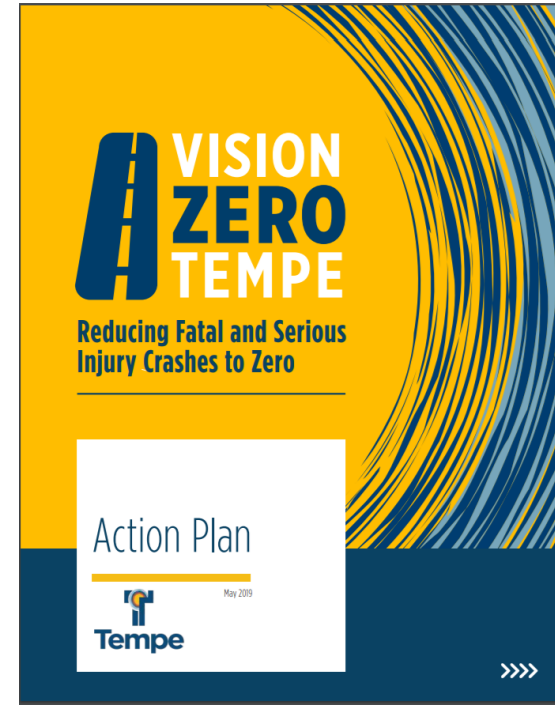


Action Plan was completed in May 2019

- Posted on City's website under Vision Zero
- [www.Tempe.gov/VisionZero](http://www.Tempe.gov/VisionZero)

The program takes a three-prong approach that includes:

- Engineering
- Enforcement
- Education





# Tracking Vision Zero Initiatives and Goals

Action Item	Description	Lead Agency	Vision Zero Year	Continuation or Enhancement of Existing Program?			
				Action Item	Description	Lead Agency	Vision Zero Year
G.1	Provide residents with an annual Vision Zero report.	Traffic Engineering	Annual				
G.2	Invest in neighborhood traffic calming.	Traffic Engineering	1				
G.3	Continue to analyze safety data annually to identify high severity crash areas and implement countermeasures at prioritized locations.	Traffic Engineering	1	Int.3	Implement leading pedestrian intervals (LPI's) at select intersections.	Traffic Engineering	1
G.4	Initiate a citywide speed limit evaluation with the safe systems approach to incorporate other critical factors, such as crash history and the safety of people walking and bicycling.	Traffic Engineering	1	Int.4	Proactively identify locations where sight visibility is obstructed.	Traffic Engineering	2-3
G.4				Int.5	Conduct regular red light enforcement and education campaigns.	Police / Community Relations	1-2
G.5	Identify partners to develop and market training (on-line and/or classroom) for transportation safety that targets all road users and all ages (Example: how traffic is evolving).	Community Relations	2-3	B.1	Identify locations that could benefit from positive guidance to bicyclists and drivers including bike lanes, sharrows and signs	Transportation Planning	1
G.6	Warn and educate road users of high severity crash areas (Example: zero tolerance safety corridors).	Community Relations / Police / Traffic Engineering	1	B.2	Coordinate bicycle and pedestrian expert reviews of project designs.	Transportation Planning / Traffic Engineering	1
G.7	Initiate a multidepartment Fatal Crash Review Committee.	Police / Traffic Engineering	1	B.3	Identify locations that could benefit from new and/or improved bicycle detection.	Traffic Engineering	1
G.8	Improve data sharing between the Transportation Division and Police Department. Migrate to electronic crash reporting software (example: TRACS).	Police / Transportation Division	1-2	P.1	Develop guidelines for installation of high visibility crosswalks (May include shared use path crossings and school areas).	Traffic Engineering	1
G.9	Distribute educational "top 10" Vision Zero education door hangers to ASU dorms and Tempe multifamily residential units.	Community Relations	1-2	P.2	Identify corridors that could benefit from the installation of raised medians and pedestrian refuge islands.	Traffic Engineering	2-3
G.10	Obtain and deploy mobile VMS boards to educate drivers and support Police Department efforts.	Police	1	P.3	Identify locations with excessive pedestrian delay at signalized intersections and examine opportunities to improve pedestrian wait time.	Traffic Engineering	2-3
Int.1	Identify intersections for low cost pedestrian and bicyclist safety countermeasures (e.g., pavement markings, signal timing, signs)	Traffic Engineering	1	P.4	Identify locations that could benefit from grade separated pedestrian crossings.	Transportation Planning	2-3
Int.2	Identify intersections that could benefit from converting to protected left turns.	Traffic Engineering	1	P.5	Educate pedestrians that they can be the victims of distraction and provide smart behaviors to adopt.	Community Relations	2-3

G - General   Int - Intersections   B - Bicycles and Scooters   P - Pedestrians   N - Night Time  
 Imp - Impairment   R - Inexperienced and Very Experienced Road Users   D - Distraction

Action Item	Description	Lead Agency	Vision Zero Year	Continuation or Enhancement of Existing Program?
P.6	Initiate an annual or biennial comprehensive bicycle/ pedestrian/scooter count program.	Transportation Planning	2-3	Yes
N.1	Identify non-signalized marked crosswalks that could benefit from additional lighting.	Traffic Engineering	1	Yes
N.2	Analyze lighting conditions at high crash locations and improve deficiencies.	Traffic Engineering	1	Yes
N.3	Develop implementation plan to convert all city street lighting to LED (4,000K for all collectors and arterials).	Transportation Maintenance	1	Yes
N.4	Provide free bicycle lights, reflectors, reflective backpack clips and/or other safety giveaways to improve visibility through community outreach events.	Police / Community Relations	1	Yes
Imp.1	Promote safe driving options, including transit, rideshare and taxis.	Community Relations	1	Yes
Imp.2	Provide visible pick-up/drop-off zones and enhance the convenience of rideshare and taxis in the downtown and during special events.	Traffic Engineering	1	No
Imp.3	Continue to and expand engagement with businesses and establishments that serve/provide alcohol and drugs (pharmacies, medical marijuana dispensaries) to be an increased part of the solution.	Community Relations/ Police	1	Yes
R.1	Promote alternative mobility options (like rideshare) to older drivers and adults caring for their parents or other relatives that are older drivers.	Community Relations	1	Yes
R.2	Improve driver compliance by converting "24 hour" 35 MPH high school zones to time-of-day with flashing warning lights.	Traffic Engineering	1	No
R.3	Develop guidelines for installation of additional pavement markings and signs to enhance school zones.	Traffic Engineering	1	Yes
R.4	Evaluate transportation needs of older residents to ensure mobility as they age in place.	Traffic Engineering / Community Relations	2-3	Yes
D.1	Advocate for the Arizona state legislature to adopt legislation that bans texting while driving and is enforceable as a primary offense.	All	1	No
D.2	Modify city code to ban the use of electronic devices while driving requiring drivers to use "hands free" electronic devices.	City Council	Complete	Yes

# Tracking Vision Zero Initiatives and Goals



37 initiatives  
overall



Completed:  
7

On-Going:  
15

In Progress:  
4

Future  
Action: 11



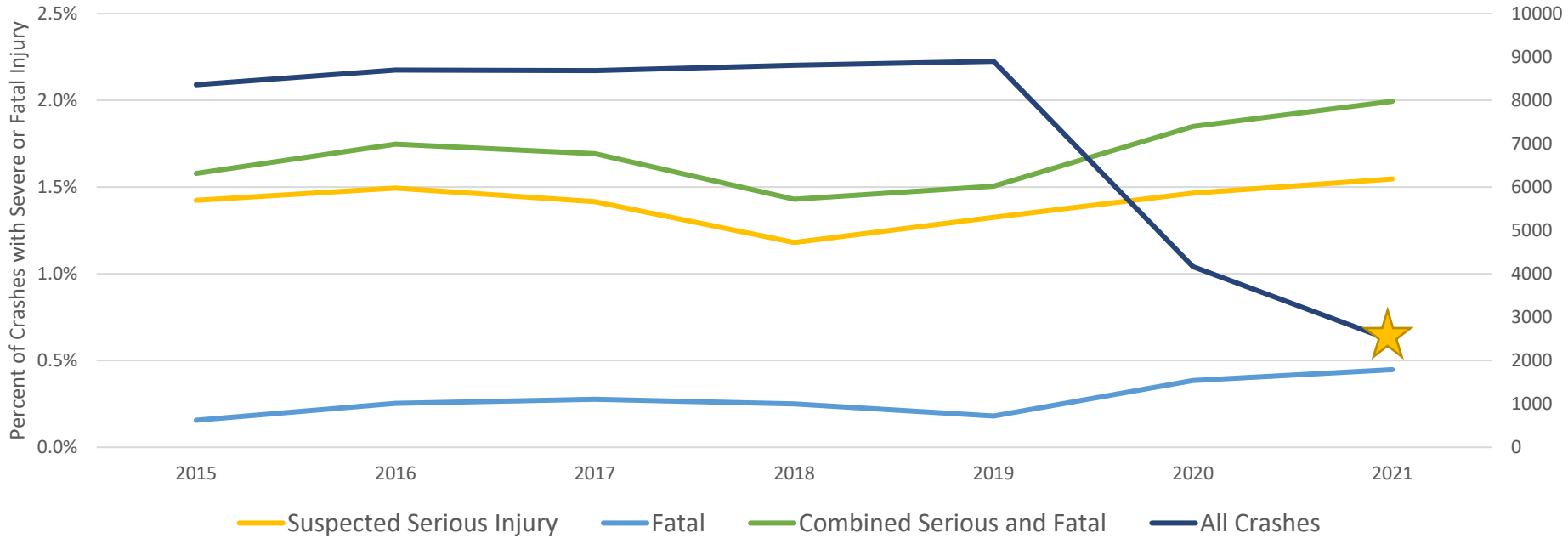


# Tracking Trends in Fatal and Severe Injury Crashes

- 2020 saw a sharp drop in the number of crashes due to reduction in travel

Crashes Resulting in Fatal Injuries  
**Jan. to Dec. 2020: 16**  
**Jan. to June 2021: 11**

Crashes Resulting in Serious Injuries  
**Jan. to Dec. 2020: 61**  
**Jan. to June 2021: 38**

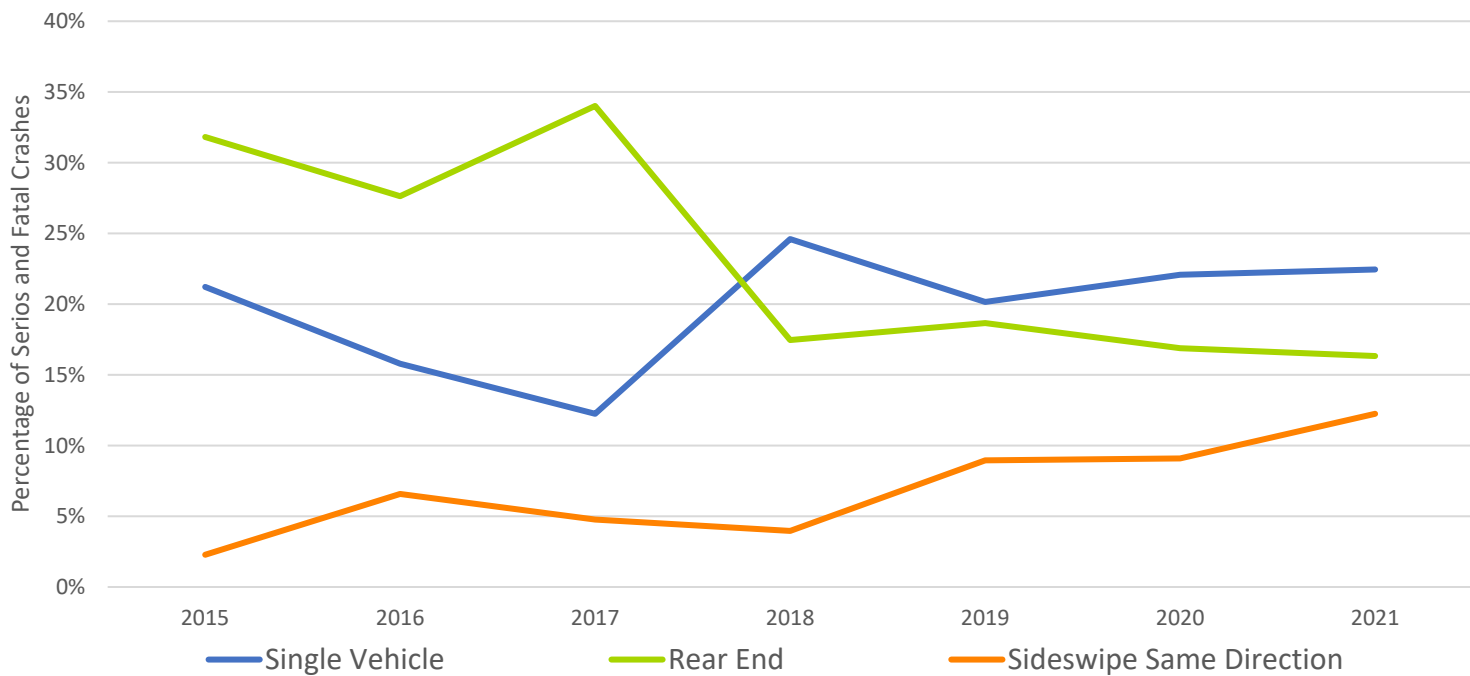






# Tracking Trends in Fatal and Severe Injury Crashes

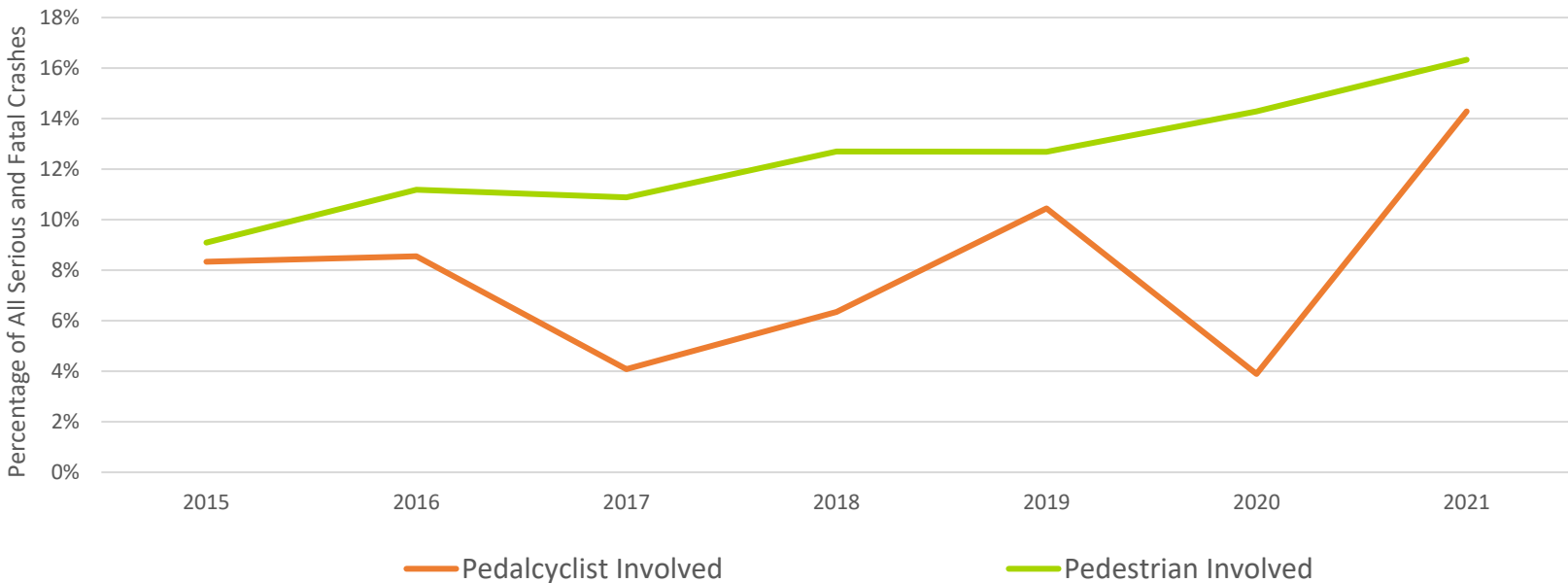
- Rear Ends: **Reducing**
- Single Vehicle and Sideswipe (same direction) crashes: **Increasing**





# Tracking Trends in Fatal and Severe Injury Crashes

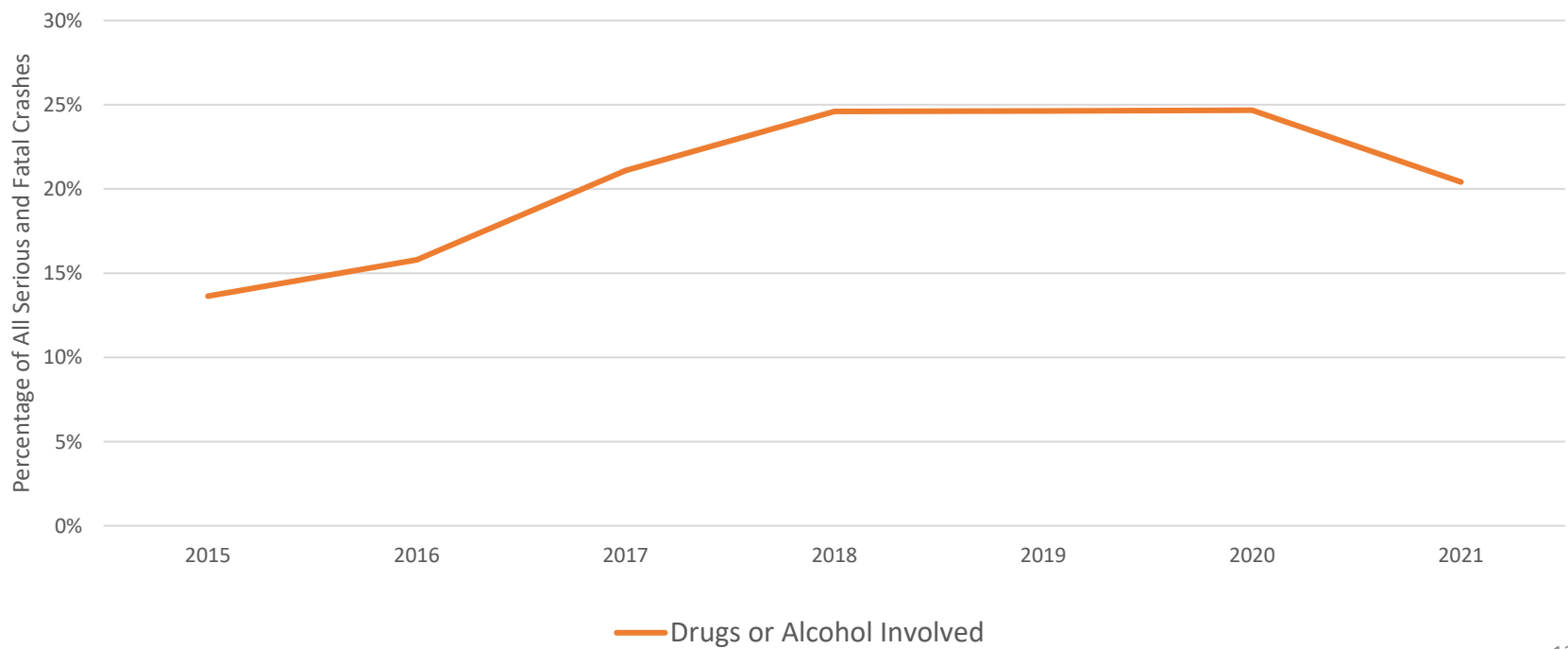
- The percentage of serious injury and fatal crashes that involve pedestrians or cyclists is increasing
  - Percentage involving pedestrians is consistently greater





# Tracking Trends in Fatal and Severe Injury Crashes

- The percentage of serious injury and fatal crashes that involve drug or alcohol impairment is greater now than it was 5 years ago



# Tempe PD Traffic Bureau



- Bicycle/Pedestrian Education & Diversion Program
- Bicycle/Pedestrian Lights
- GOHS Funded Education and Enforcement Grants
- Community Meetings/Collaboration
- Partnerships – Traffic Engineering and SPARC
- Education with Vulnerable Road Users



# Engineering and Enforcement: Safety Corridors



## Initial Program Corridors

- Broadway Road, Priest Drive to Railroad (Farmer)
- Baseline Road, Rural Road to Country Club Way
- Scottsdale Road, Curry Road to Continental Drive

**Goal is to Change  
Driver and  
Pedestrian  
Behavior**

**SAFETY CORRIDOR  
STRICT ENFORCEMENT**



**Tempe Vision Zero**

# Speed Feedback Sign Pilot Project



- Identify targeted areas where 85<sup>th</sup> percentile speed is more than 10 MPH greater than posted
- Pilot program will include before/after data



# Mid-Block Pedestrian Crossings



- Mid-block pedestrian crossings to help reduce the instance uncontrolled crossings
- Identify the best mid-block treatment for each case



Pedestrian Signals



Striped Crossing



Flashing Beacons

# Adding Sidewalks



- Many neighborhood streets are missing sidewalks, or have sidewalks without ADA ramps
  - Neighborhood local streets are routes to parks, neighbors, and transit
  - Missing sidewalk on one side might increase mid-block crossing behavior





# Other Up-Coming Projects



- Leading Pedestrian Intervals
  - Locations where pedestrians are not high volume
- Update to our policy on High Visibility Crosswalks
  - Draft policy update completed
  - Going to Peer Review in January
- Continuation of existing initiatives
  - Identify additional safety corridor opportunities
  - Targeted education campaigns
  - Upgraded street lighting project
- Civilian Motorcycle School



**Questions?**

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Eric Iwersen, Interim Deputy Engineering & Transportation Director  
**DATE:** March 15, 2022  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 7

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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.

- April 12
  - Bike Hero
  - Tempe Adaptive Streets Implementation Design Guide
  - Bus Operations Study
- May 10
  - Tempe Adaptive Streets Implementation Design Guide
  - Smith Road Bike Improvements
  - Regional/State Rail and BRT Update
- June 14
- July 12 - Canceled
- August 9
  - North/South Rail Spur MUP
  - Crosswalk Signal Countdown & Signal Detection for Bicycles
  - Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Traffic Data Counts Update
- September 13
  - ADA Transition Plan and recently completed ADA facilities
  - Transit Security Update FY 21/22
- October 11
  - Annual Report
  - Speed reduction, compliance rate, and tickets issued near the new “35 mph only when lights flashing” devices
- November 8
- December 13
- January 10
- February 14
- March 14
- TBD: Bike Bait Program (once program resumes)
- TBD: Personal Delivery Devices