



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, June 13, 2023 from 7:30 to 9 a.m.

MEETING LOCATIONS

Join Via Cisco Webex:

<https://tempe.webex.com/tempe/j.php?MTID=m656d76ad555febad7eb5776c75500754>

Event password: zUAFJJeW323 (98235539 from phones and video systems)

United States Toll+1-408-418-9388

Access Code/Event Number: 2491 310 9989

AND

Tempe Transportation Center
Don Cassano Community Room
200 E. Fifth Street, 2nd floor
Tempe, Arizona, 85281

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Amanda Nelson, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the May 9, 2023 meeting.	Amanda Nelson, Commission Chair	Action
3. Valley Metro Security Intercept Survey Kathy DeBoer with WestGroup Research will present the findings from the 2023 Valley Metro Security Intercept Survey.	Kathy DeBoer, WestGroup Research	Information
4. Mill Avenue and Fifth Street All-Pedestrian Phase Update Staff will present the findings from the test period for this project.	Cathy Hollow and Ellie Volosin, Engineering and Transportation Department	Information
5. Maricopa Association of Government and US Department of Transportation Grants Staff will provide an update on the grant opportunities available to the city from the Maricopa Association of Government and US Department of Transportation.	Chase Walman, Engineering and Transportation Department	Information
6. Shared Active Transportation Vehicles (SATV) Staff will provide an update on the city's SATV	Julian Dresang, Engineering and Transportation	Information

program.	Department	
7. Department & Regional Transportation Updates Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information
8. Future Agenda Items Commission may request future agenda items.	Amanda Nelson, 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 May 9, 2023

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, May 9, 2023 at 7:30 a.m. via Cisco Webex and at the Tempe Transportation Center located at 200 E. Fifth Street, Tempe AZ 85281.

(MEMBERS) Present:

Stevie Milne
Dawn Hocking
Amanda Nelson
Robert Miller
Paul Hubbell
James Dwyer

Pam Goronkin
David A. King
Brian Fellows
JC Porter
David Sokolowski
Susan Conklu

(MEMBERS) Absent:

Alana Chavez Langdon
Peter Schelstraete

Bobbie Cassano

City Staff Present:

Shelly Seyler, Interim Engineering & Transportation Director
Sue Taaffe, Senior Management Assistant
Keith Burke, Deputy City Manager
Cathy Hollow, City Traffic Engineer
Shauna Warner, Neighborhood Program Manager
Julian Dresang, Deputy Engineering & Transportation Director
Eric Iwersen, Interim Deputy Engineering & Transportation Director

Bonnie Richardson, Principal Planner
Sam Stevenson, Interim Transit Manager
Chase Walman, Principal Planner
Abel Gunn, Transportation Financial Analyst
Jeff Yazzie, Civil Engineer
Ed Bond, Senior Civil Engineer
Ken Halloran, Senior Civil Engineer

Guests Present:

Katie Boligitz
John Federico
Brett Wood
Adam Jones
Justin Noyes

Mike James
Amy McNamara
Ray Carranza
Jeff Caslake

Commission Chair Amanda Nelson called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Amanda Nelson introduced the minutes of the April 11, 2023 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Robert Miller
Second: Commissioner Paul Hubbell

Decision: Approved by Commissioners
Stevie Milne
Dawn Hocking
Amanda Nelson
Robert Miller
Paul Hubbell

Pam Goronkin
Brian Fellows
JC Porter
David Sokolowski
Susan Conklu

Agenda Item 3 – Smith Road Improvements

Ray Carranza with HDR made a presentation about the Smith Road Improvement Project. Topics included:

- Overview
- Project area
- Streetscape sections 1, 2, 3, 4 and 5

Discussion included speed limits, speed tables, raised intersections, landscape islands, Smith Innovation Hub, Smith Road and Rio Salado intersection and bus interface/pullouts.

Agenda Item 4 – Curb Management Study

Consultant Brett Wood made a presentation about the curb management study in the downtown area. Topics included:

- Overview
- Typical curb uses
- Community engagement
- Next steps

Discussion included monetizing curb space, geofencing, ADA parking, data, analytics, buses and bicycles.

Agenda Item 5 – Recently Completed ADA Facilities as Identified in the ADA Transition Plan

Jeff Yazzie and Ed Bond updated the Commission on the status of ADA related projects and facilities identified in the ADA Transition Plan. Topics included:

- Overview of ADA Transition Plan
- Phase I of ADA Transition Plan
- Phase II of ADA Transition Plan
- Phase III of ADA Transition Plan
- Completed transportation projects
- Active transportation projects
- Future transportation projects

Agenda Item 6 – Upcoming Transportation Public Meetings & Announcements

None

Agenda Item 7 – Future Agenda Items

Brian Fellows requested that speed limit reduction and the Fifth Street and Mill Avenue pedestrian scramble be added as future agenda items.

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

- June 13
 - TMA and TDM
 - MAG and USDOT Grants
 - General Plan 2050 – Circulation Element
 - Valley Metro Security Intercept Survey
- July 11 – CANCEL?
- August 8
 - Transportation Master Plan
 - Roundabouts
 - Personal Delivery Devices
- September 12
 - College and University Underpass Project
 - Alameda Drive Streetscape Project
- October 10
 - Annual Report
- November 14
 - Annual Report
- December 12
 - Commission Business
- January 9
 - Commission Business
 - Traffic Bureau Update
- TBD: Bike Bait (once program resumes – still on hold)
- TBD: Streetcar Fare Implementation
- TBD: CIP Updates

The next meeting is scheduled for June 13, 2023, and the July meeting has been cancelled. The meeting was adjourned 8:38 a.m.

Prepared by: Sue Taaffe
Reviewed by: Eric Iwersen

2023 Rider Security Project Survey Results Overview

Kathryn DeBoer, Senior VP



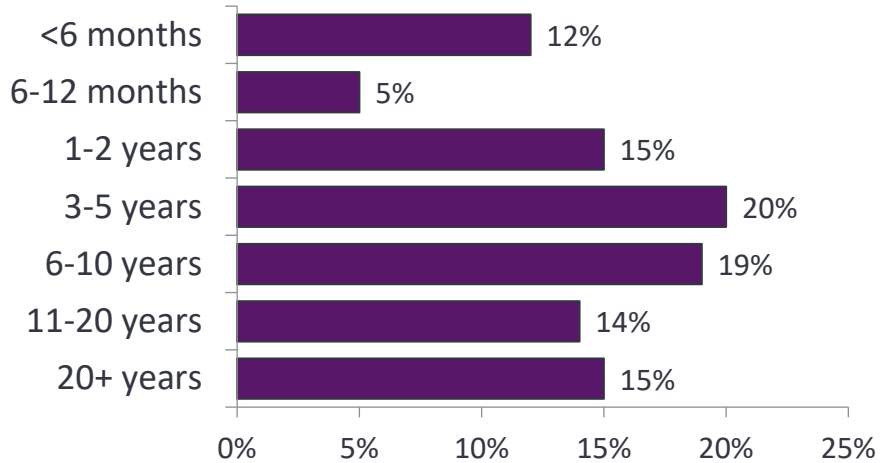
Background and Methodology

- 984 Interviews; margin of error +/-3.1% at 95% confidence interval
- 647 intercept responses; 337 web responses
- 582 Males; 394 Females
- Intercept and online surveys conducted between Dec 14, 2022 and Feb 10, 2023
- Results compared to 2019 Light Rail Safety and 2018 Rider Safety data when applicable

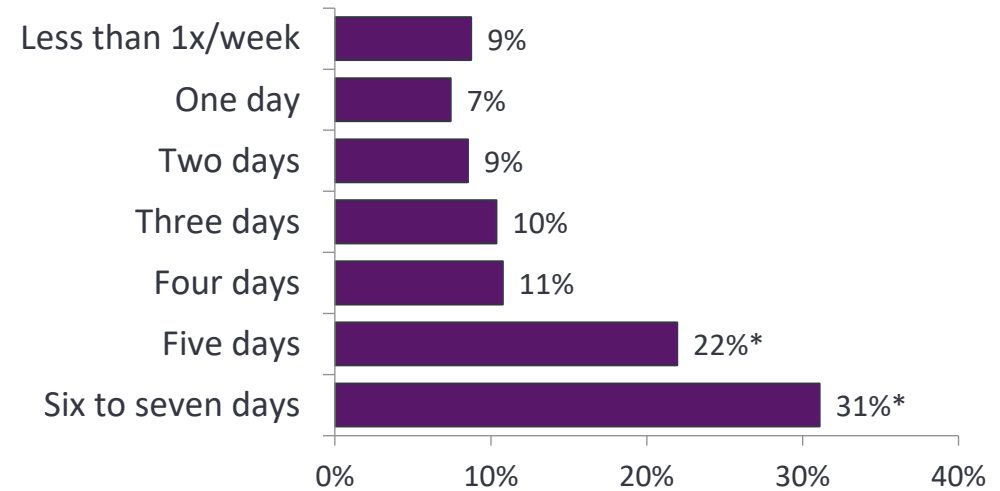
Survey Method	Total n =984
Intercept	647
Transit Stops	441
On Light Rail	143
On Streetcar	63
Web	337

Rider Demos

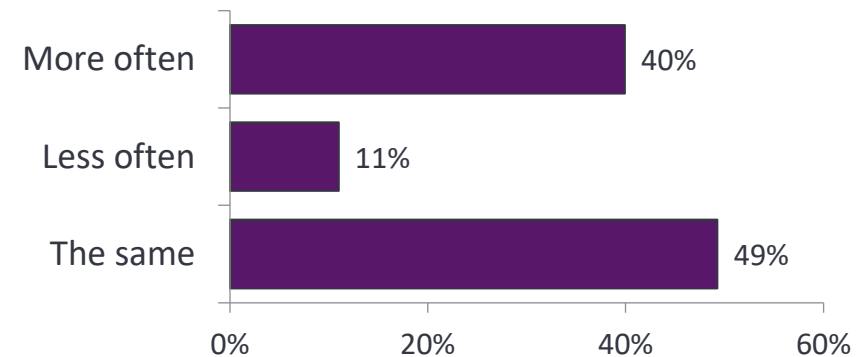
Length of Time Using Valley Metro



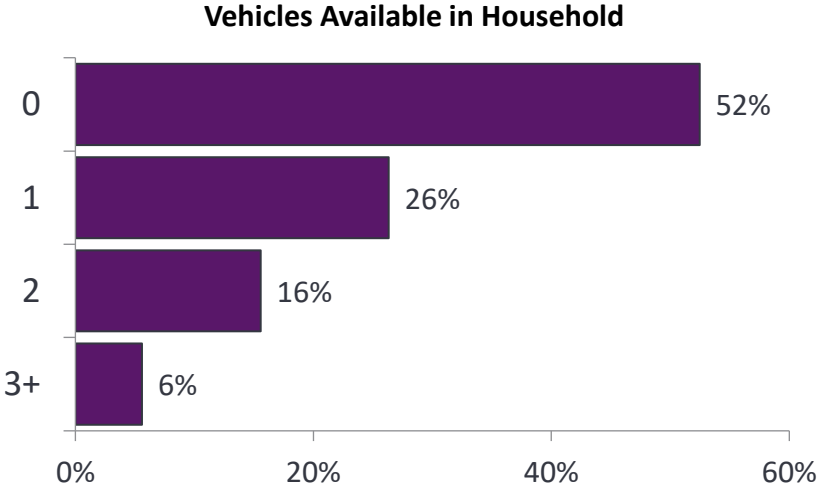
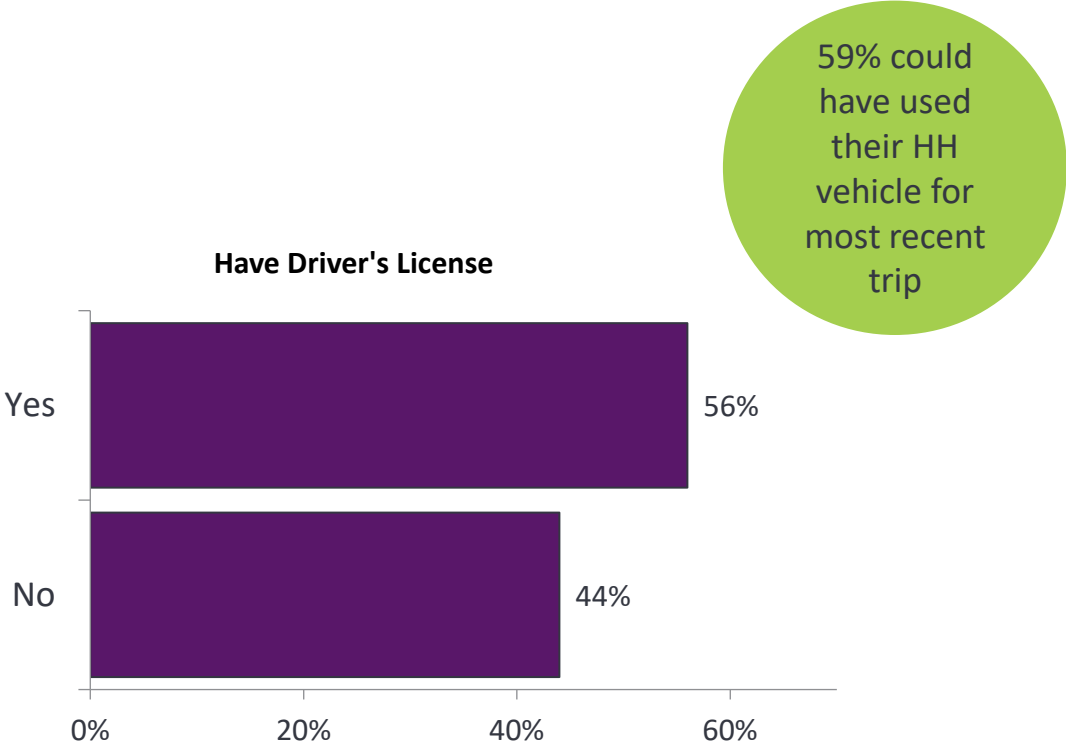
Frequency of Riding Public Transit Each Week



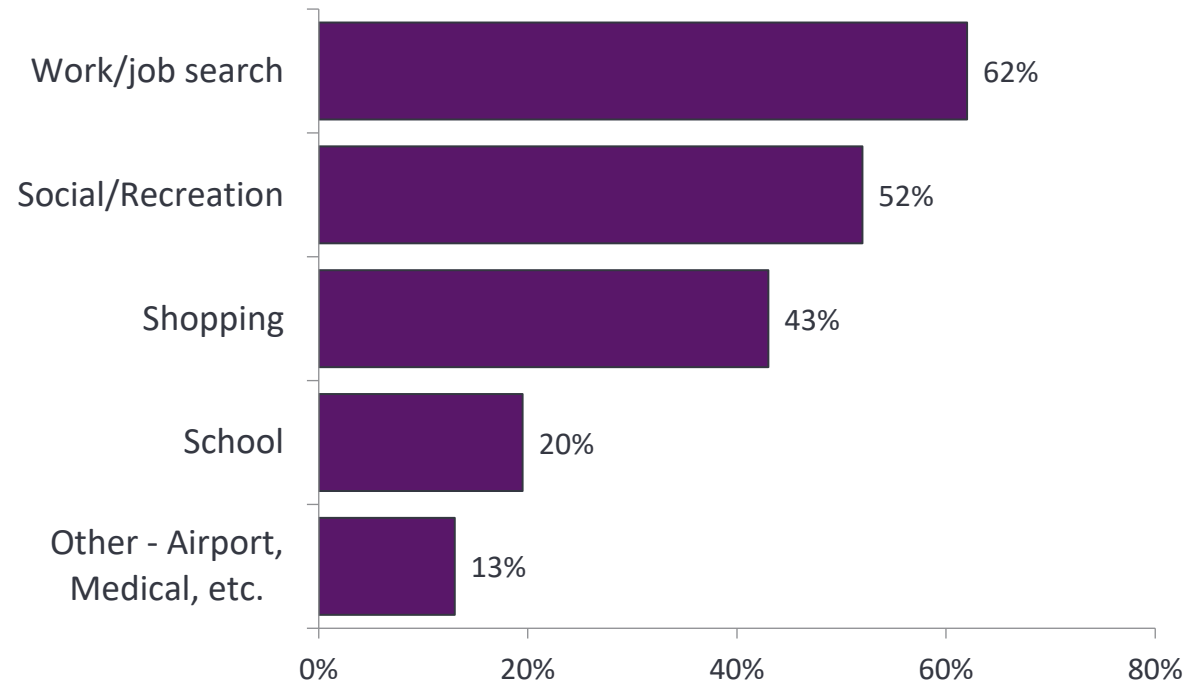
Change in Frequency of Using Valley Metro



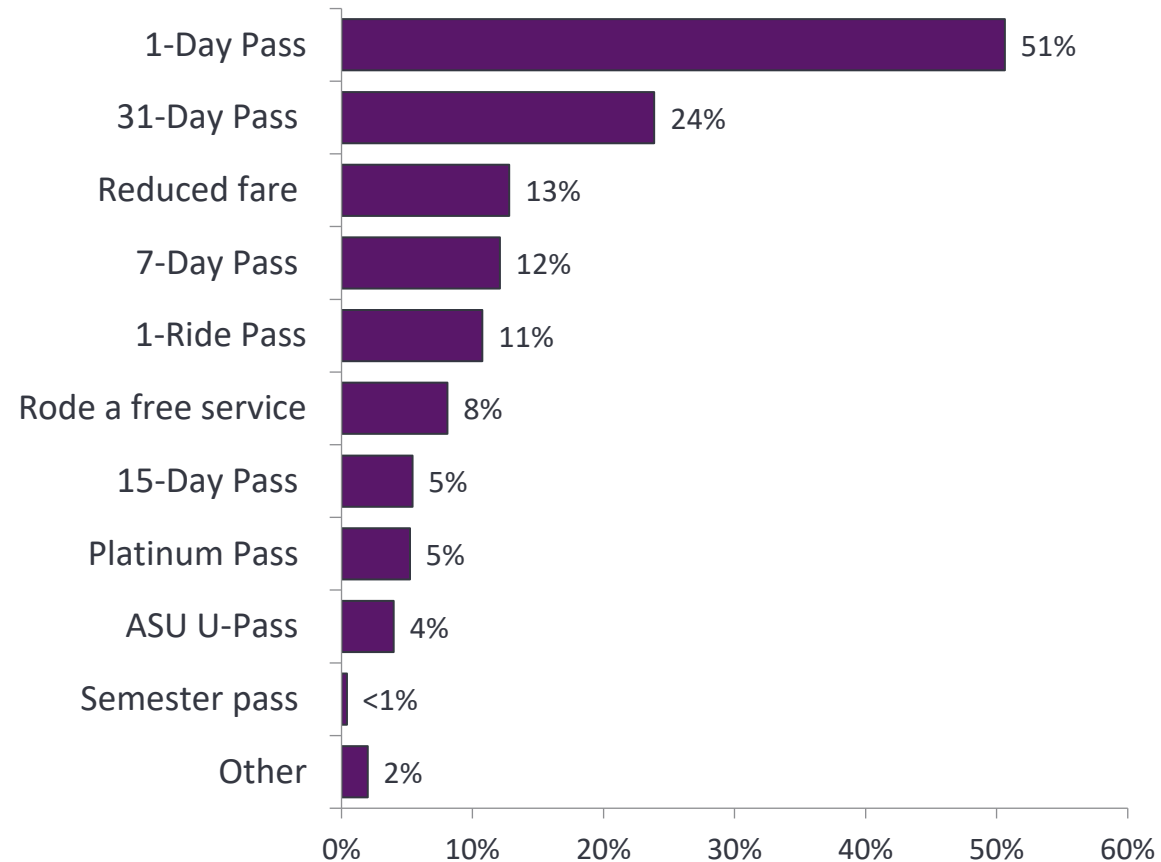
Rider Demos



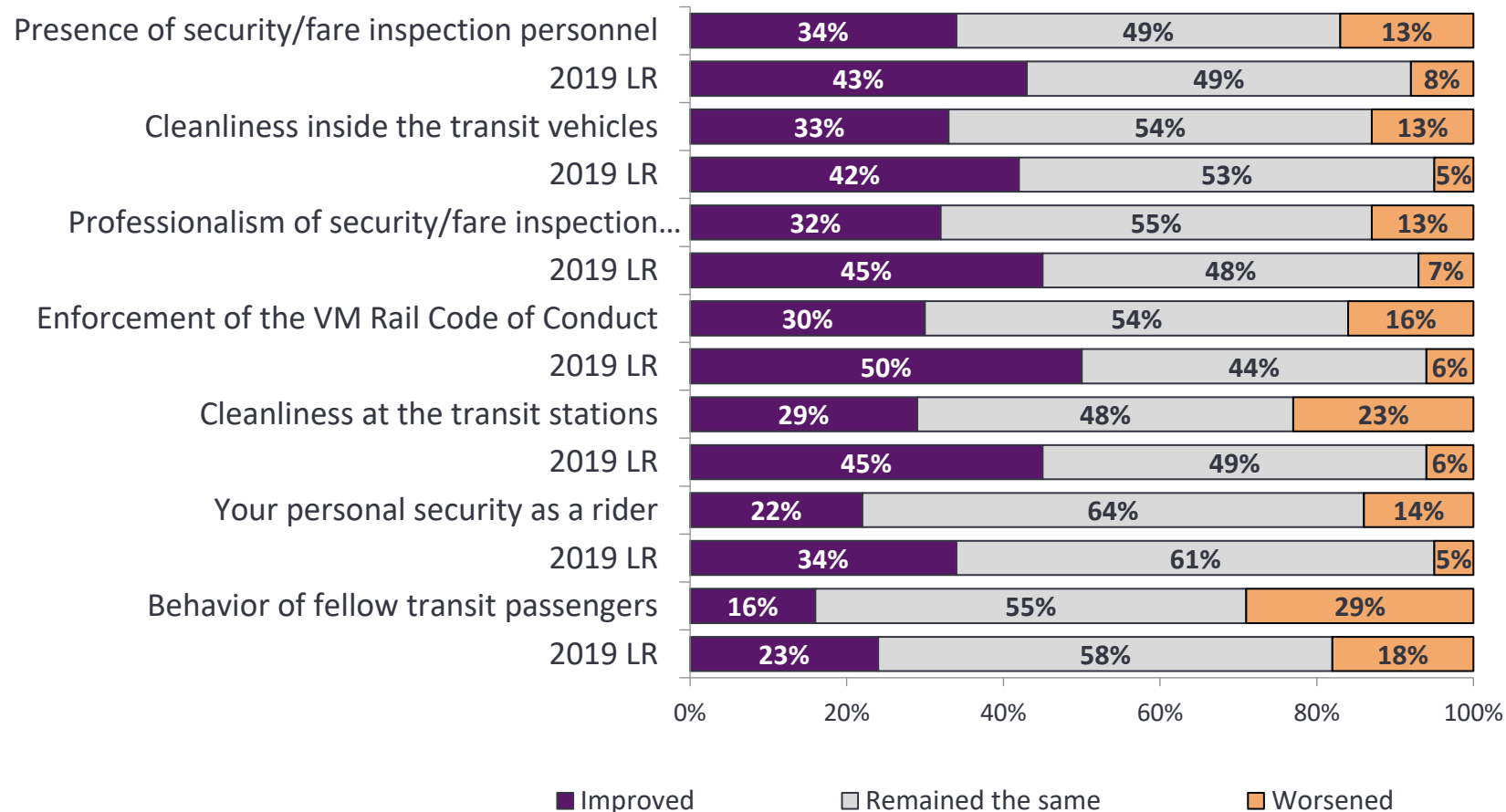
Purpose of Valley Metro Trips



Fares Used for Valley Metro Trips



Presence of security personnel improved, passenger behavior worsened



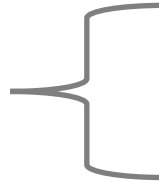
All measures show increase in “worsened” ratings compared to 2019 light rail riders.

Increased presence of security personnel primary reason for improved rider safety

Reasons	2023 n=199
Increased security/see more security	27%
No problems/improving/feel safe	21%
It's the same	4%
VM is doing more to help	3%
Nicer people using service	3%
VM employees/security are friendly	3%
Noticed less incidents/less fights	3%
Responsive/quick to respond	3%
Drivers are more strict	3%
I'm more aware of my surroundings	3%
More cameras watching	3%
It's cleaner	1%
More people riding the bus	1%
Negative Reasons	12%
Other	8%
Don't know	13%

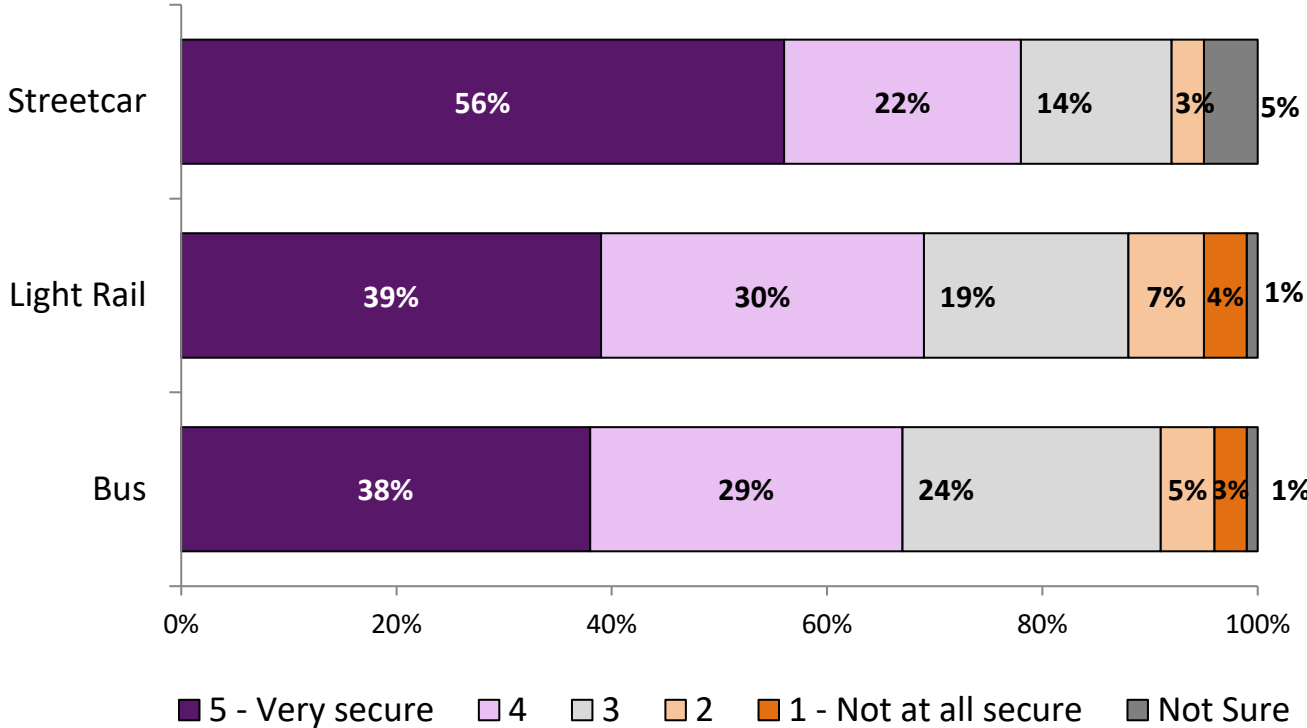
Bad behavior of fellow passengers makes riders feel less secure

Behavior of fellow passengers
50%

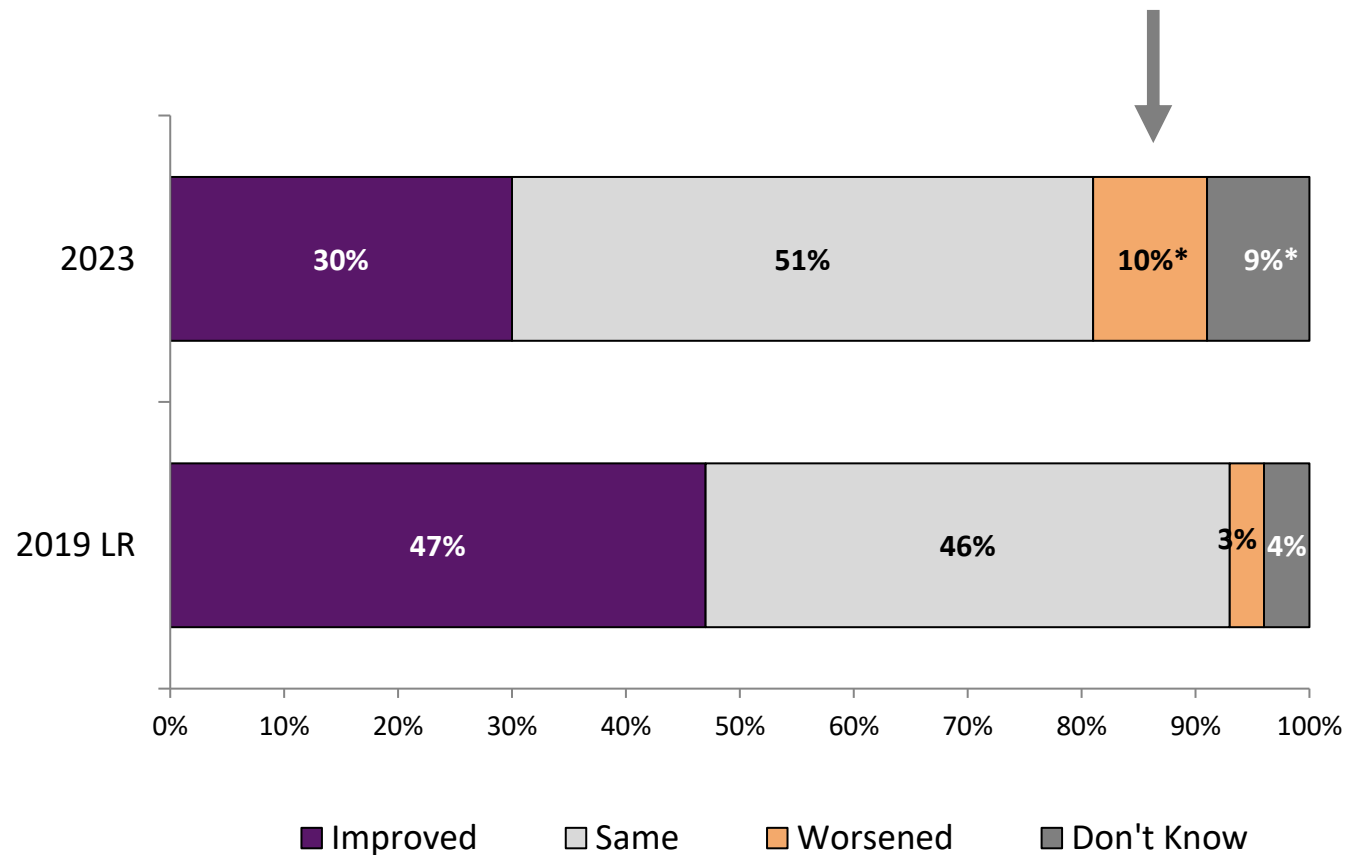


Reasons	2023 n=126
There are more homeless people	21%
Too many drunk people high on drugs	16%
Weird/crazy people	13%
There is not enough security/need more security	13%
Not enough enforcement/security does nothing	12%
Violence/fights	8%
Increased security/I see more security	6%
It's the same	6%
People have assaulted me/touched me/threatened me	6%
The drivers make it unsafe/ are unprofessional/security is rude	5%
No problems	4%
It's dirty/need to clean more	4%
Loud music	3%
I feel unsafe/less secure (unspecified)	3%
Other	4%
Don't know	6%

Riders most likely to feel secure on streetcars



Riders less likely to feel transit system is safe and secure



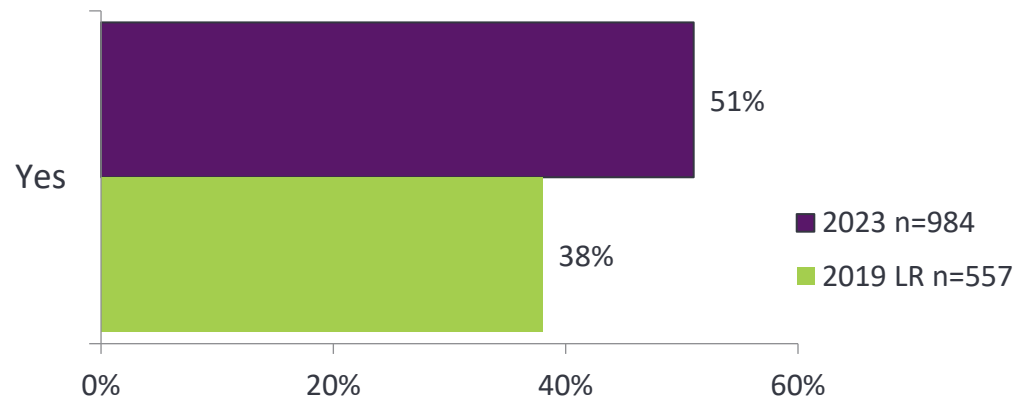
11 Q8. Over the past year, would you say that the overall safety and security on the transit system has improved, remained the same or worsened?

More security personnel reason for improved perceptions of safety

Primary Reason	2023 n=295
Positive Mentions	
More security/more inspectors	52%
More professional security/inspectors improved how they handle situations and enforce rules	7%
I see an improvement/not as many problems	6%
I haven't experienced problems/it's good	5%
I feel safer/still feel safe	5%
I don't see fighting/arguing anymore	2%
Bus drivers are helping/stopping fights	2%
Not letting people stay on all day	2%
Respect the ride campaign is working	1%
Technology/More cameras	1%
Security engages in conversation more	1%
Less homeless people	<1%
Negative Mentions	
Security not doing their job correctly	1%
Need more security/inspectors	1%
More homeless people	<1%
Other	6%
Don't know	7%

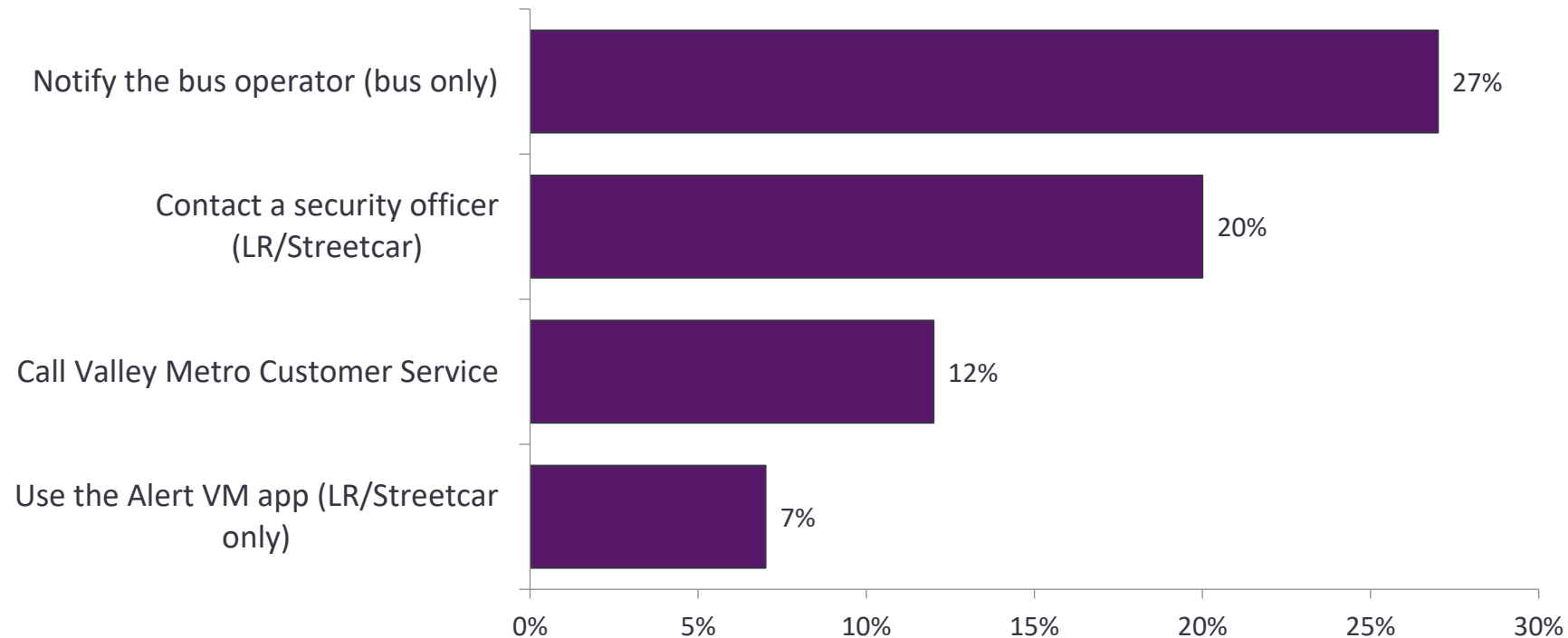
Half of all riders have witnessed incident that made them feel unsafe

Witnessed "Unsafe" Event Personally

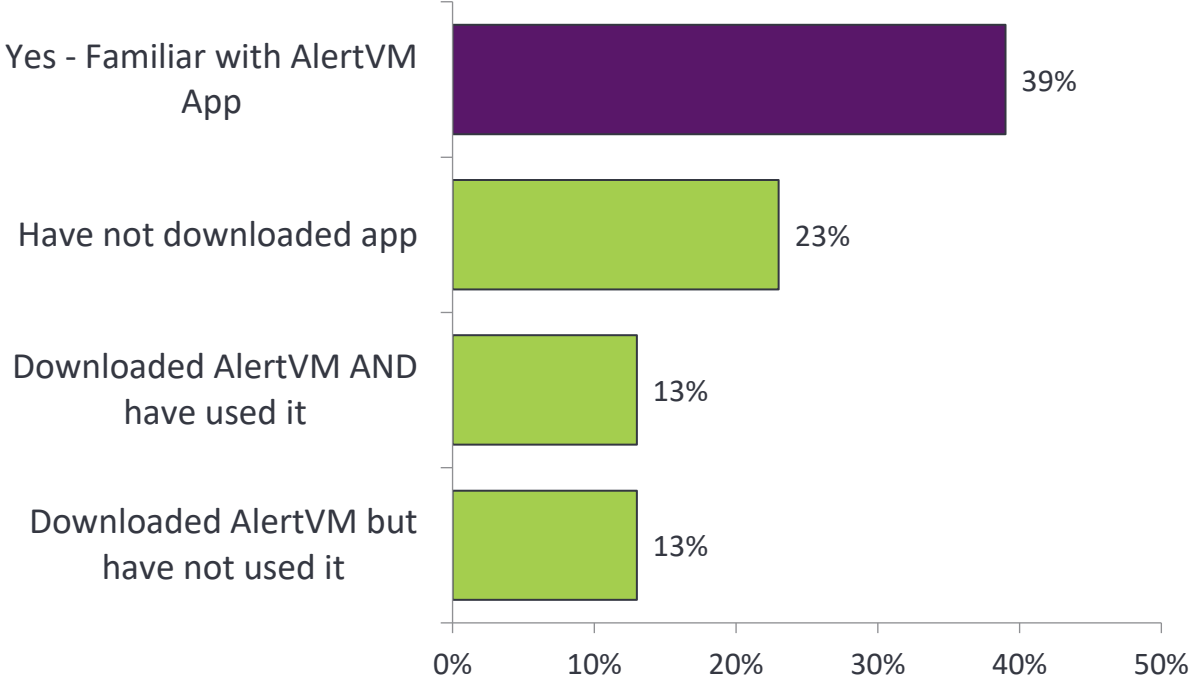


Details of Incident	2023 n=498	2019 LR n=211
Violence/fighting/stabbings/shootings	41%	41%
Drunk people/drug addicts	35%	34%
Arguments/verbal altercations/yelling	20%	26%
People with mental illness/crazy people	6%	6%
Sexual harassment	4%	5%
Homeless/panhandlers	6%	5%
Stealing/people getting robbed	3%	4%
People bothering others/inappropriate behavior	7%	4%
Rude bus drivers/verbally abusive	2%	-
Passengers harassing the drivers	3%	
Other	2%	8%

Fewer than one in four riders report events to VM



Few riders are using Alert VM

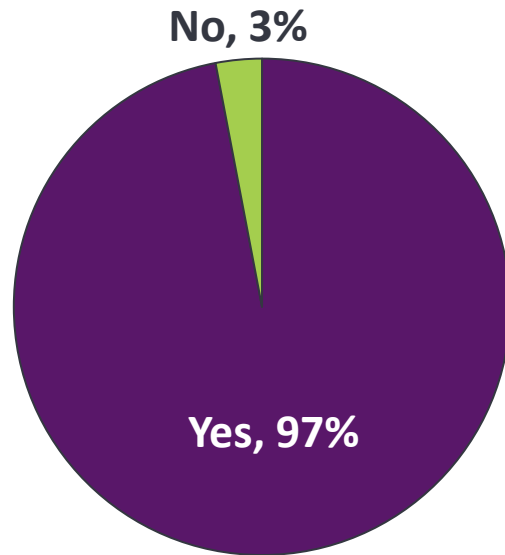


46% who downloaded say the Alert VM App is "Good"

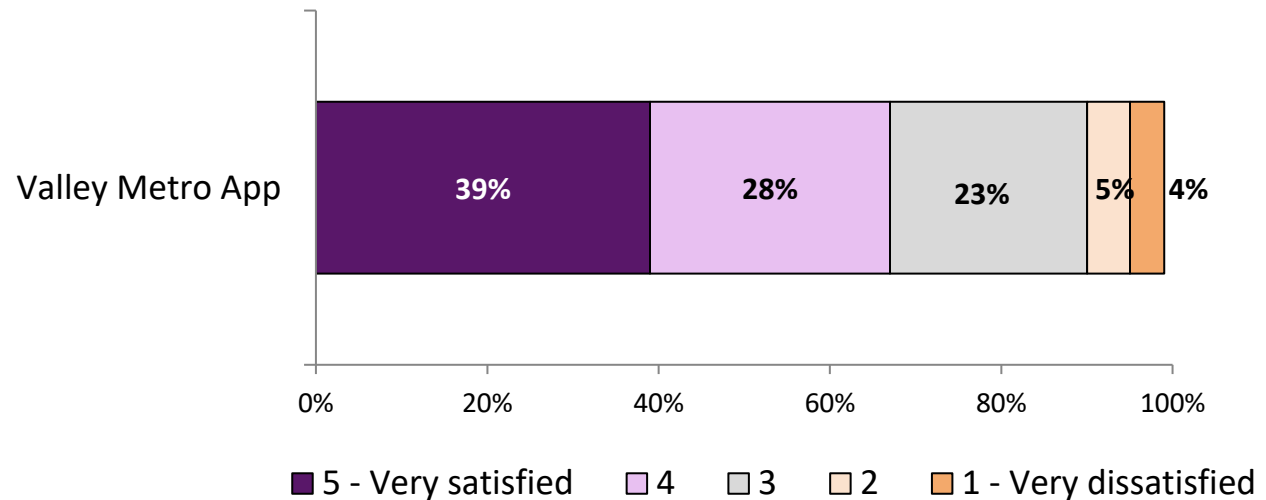


More than half of riders have Valley Metro app and a majority are satisfied with it

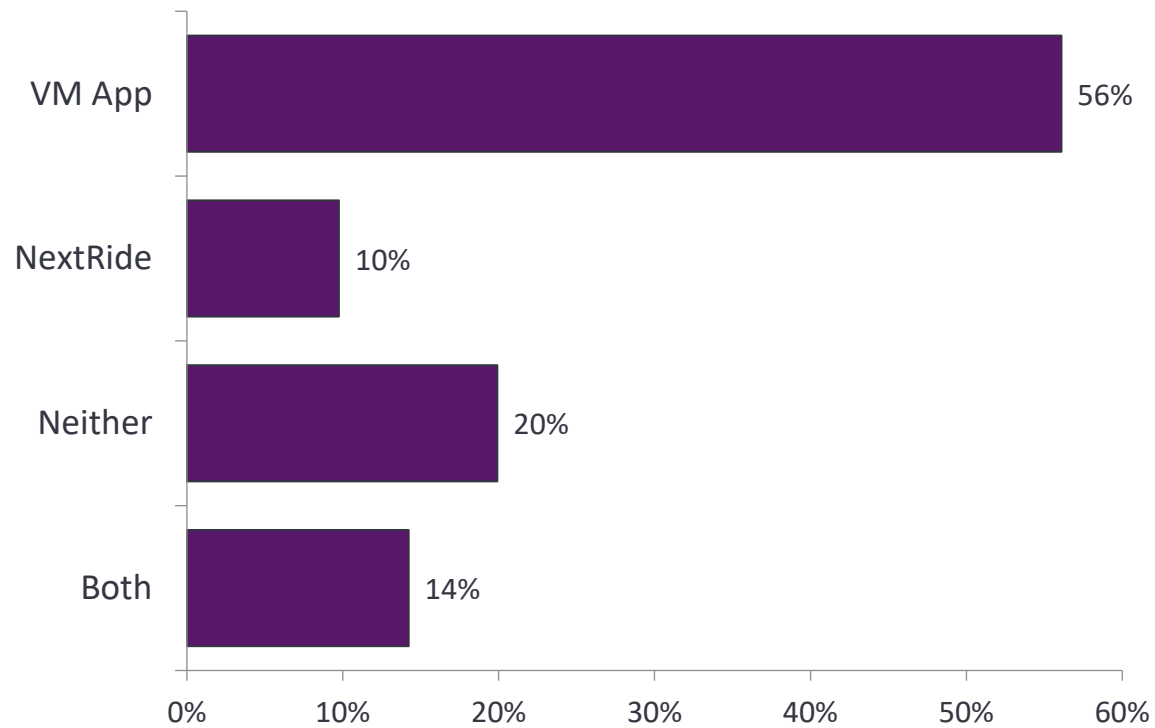
Have Smartphone



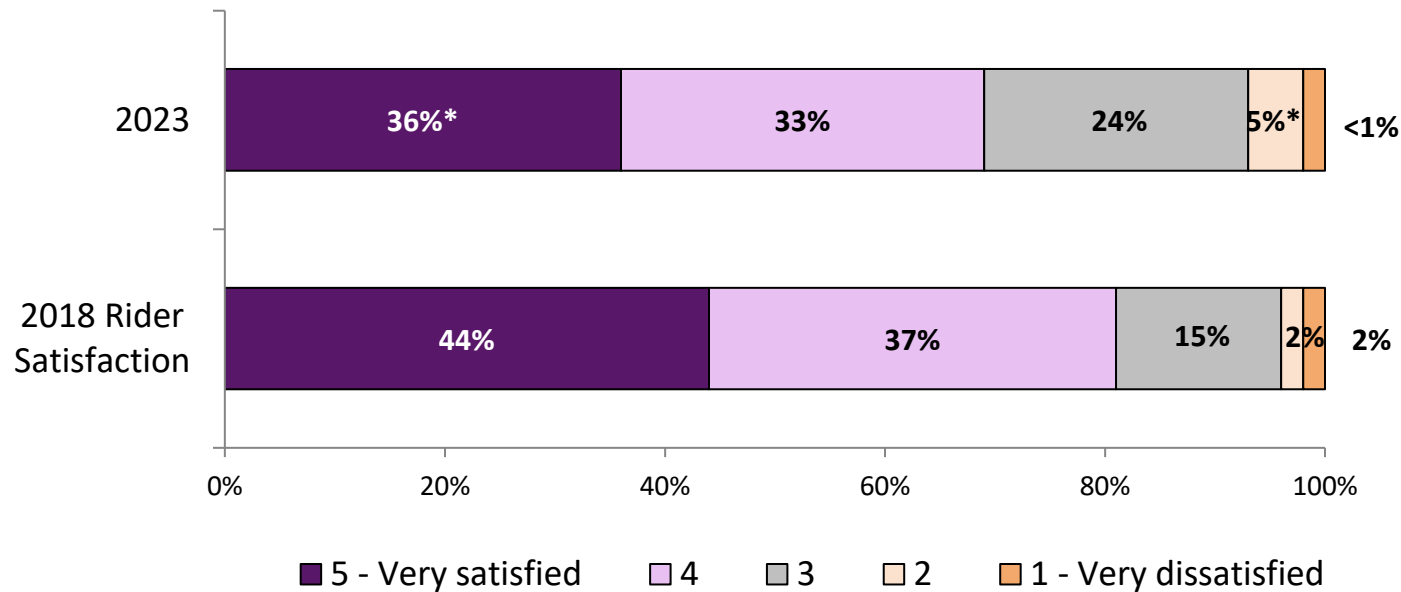
	Total n=881	Bus Rider n=283 A	Light Rail Rider n=325 B	Streetcar Rider n=56 C	Combo Rider n=217 D
Have VM App					
Yes	56%	62% ^{CD}	56%	45%	56%



VM App Typically Used to Look Up Transit Status



Overall satisfaction with Valley Metro has decreased



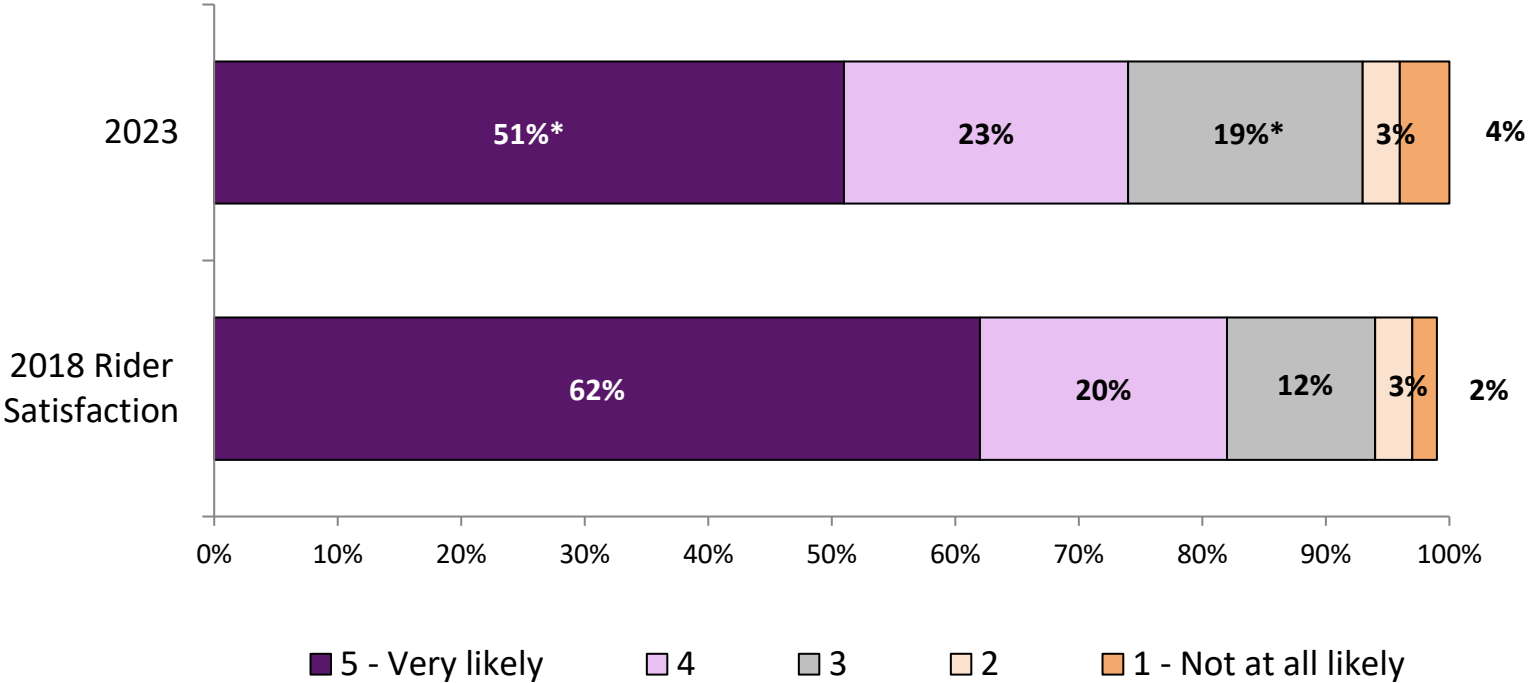
General appreciation for service drives satisfaction with Valley Metro

Reason	2023 n=675
Positive Mentions	
Good/no complaints	26%
Gets me where I need to go	15%
Convenient/easy	11%
Timely/on schedule/on time	11%
Saves me money/gas/parking	6%
Good staff/drivers	4%
Safe	3%
Clean	2%
There are more security	2%
Great alternative/can always use it	2%
It's fast/quick/faster than bus	2%
Like the mobile pass	2%
Negative Mentions	
Slow/doesn't get to destination on time	8%
There is room for improvement	6%
Need more security	2%
Need to expand more/need more routes	2%
It's not properly maintained	2%
Still transient/homeless people on the train	2%

Late arrivals and driver complaints drive low satisfaction with Valley Metro

Reason	2023 n=305
Negative Mentions	
It's slow/doesn't get to destination on time	26%
Need more professional/kind drivers	10%
There's room for improvement/it's not perfect	7%
Still transient/homeless people on train	5%
It's not safe/crime/violence	4%
Need more security	3%
Need to expand to other cities/more routes	3%
Cleaner transit vehicles/need to be cleaner	3%
People are rude/loud/use offensive language	2%
Need more drivers	2%
Need to run longer hours	2%
Had problems/incidents	2%
App is not up to date	2%
Positive Mentions	
It's average	9%
It's good/no complaints	5%
Gets me where I need to go	4%
It's a great alternative	3%
Other	3%

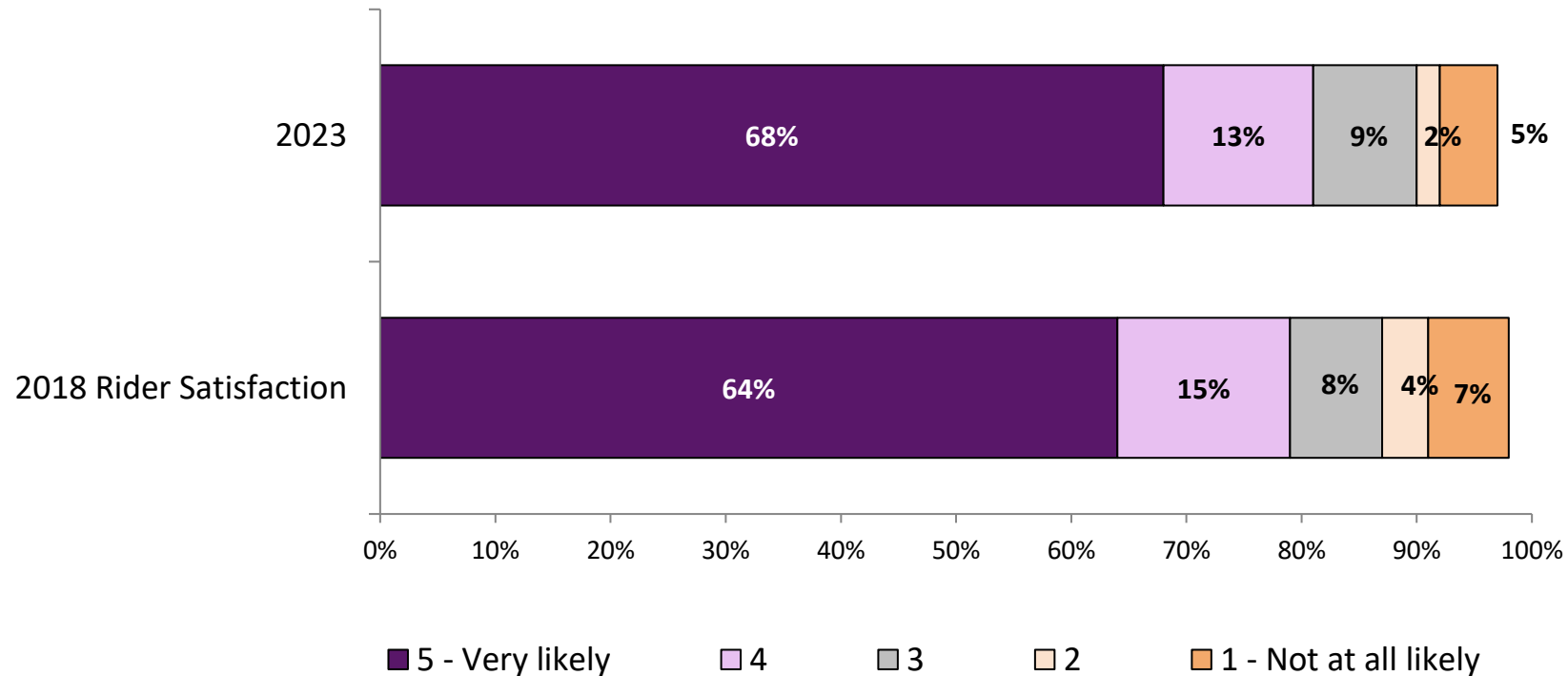
Riders are less likely to recommend Valley Metro



21 Q10a: Using a 1 to 5 scale where 1 means "Not at all likely" and 5 means "Very likely" how likely are you to recommend Valley Metro to other people?



Despite decreases for several measures, the likelihood to ride public transit in one year is stable





Conclusions (1)

- Overall, a majority of **Valley Metro transit users indicate they feel safe and secure while riding, this is primarily due to the increased presence of security officers** at the transit stops and on the vehicles. Riders noted this increase both in the ratings as well as their open-ended comments, however, a proportion of riders believe that more officers are needed to help riders feel safer.
- There are indications that riders are experiencing more situations that are making them uncomfortable than in the past. **Riders are most often pointing toward the negative or troubling behavior of fellow passengers as the incidents that concern them.** Approximately half of all riders indicate they have experienced violent events such as fighting, stabbing, shooting, or encountering fellow passengers that are intoxicated or impaired, or observing verbal arguments and altercations among passengers.



Conclusions (2)

- The Alert VM app is a good resource for riders, but since it is only available to light rail or streetcar riders the benefit is limited. Bus riders are most likely to have the Valley Metro app on their phone so this could be an important resource for riders in uncertain circumstances. **Looking to Valley Metro staff (bus operator or security officer) for assistance is the most common reaction when a safety incident needs to be reported.**
- The streetcar receives the highest ratings for safety. While historically, **light rail riders have been more satisfied and favorable toward the transit system, that satisfaction and perception of safety has eroded in the past few years** bringing the satisfaction level among the light rail riders more in line with those riding local buses.



Conclusions (3)

- Looking at the overall rider experience with the Valley Metro transit system, there is a notable decrease in overall satisfaction and the likelihood to recommend compared to perceptions measured four years ago in the 2018 Rider Satisfaction Survey. Interestingly, **this decreased satisfaction does not translate to a decrease in likelihood to be using public transit a year from now.** This could be a reflection of the **transit dependency** of many riders.



For more information:

Kathy DeBoer

Kathy@westgroupresearch.com

602-707-0050



All-Pedestrian Phase Signal Mill Avenue and 5th Street

Transportation Commission

June 13, 2023



Tempe

Making waves in the desert

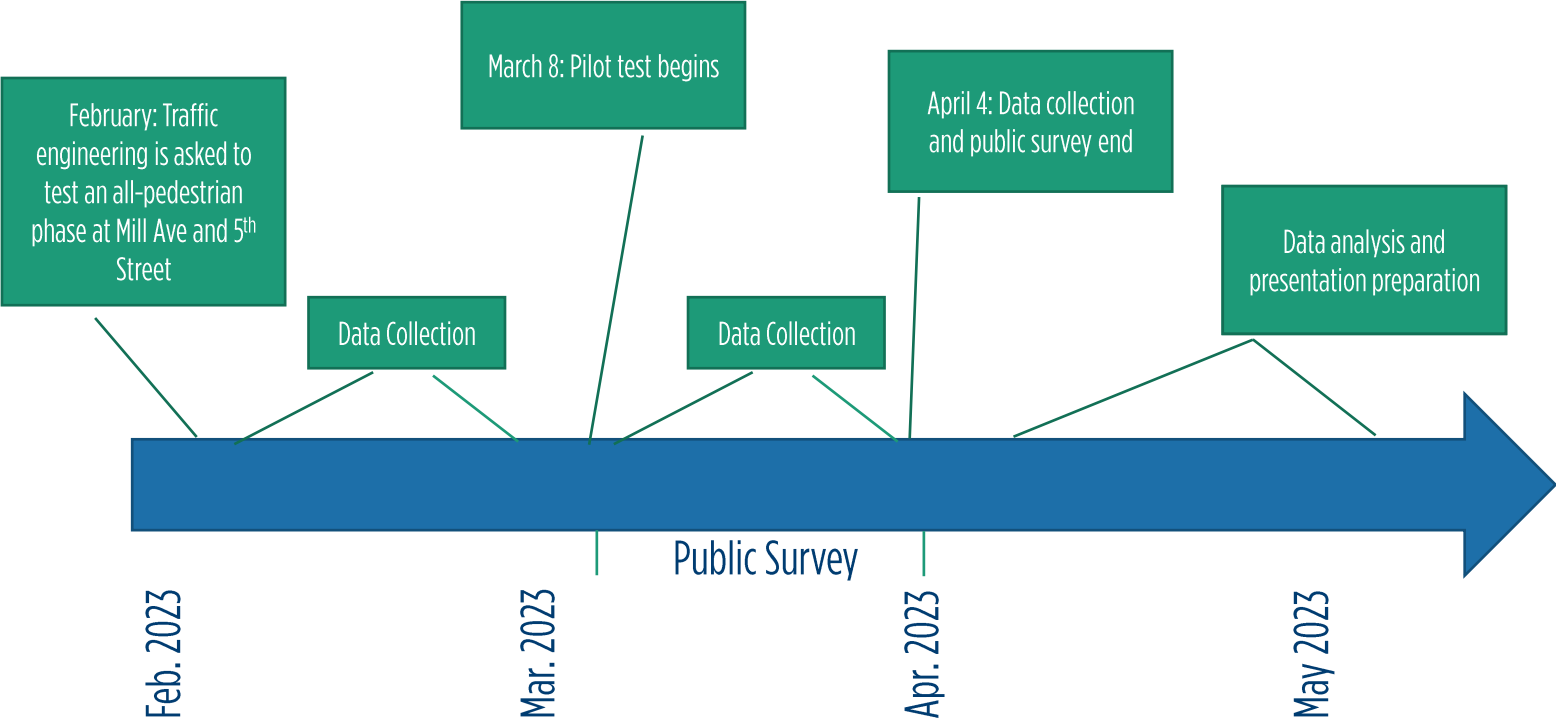
Discussion



- Project Overview
- Pre-Launch Analysis
- Pilot Test Implementation
- Pilot Test Data Collection
- Next Steps

Project Overview

All Pedestrian Phase Pilot



History of the All-Pedestrian Phase



- Earliest tests in 1940s in Denver, Kansas City, and Vancouver
- In the United States commonly called “Pedestrian Scramble” or “Barnes Dance”
- Tested in cities worldwide



Current U.S. implementations include:

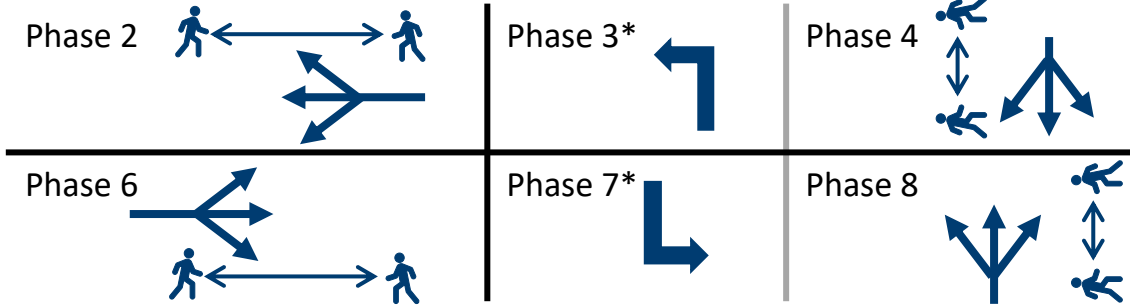
- | | |
|-----------------|---------------|
| Boston | Honolulu |
| Washington D.C. | Chicago |
| New York City | Seattle |
| Pittsburgh | San Francisco |
| MANY OTHERS! | |



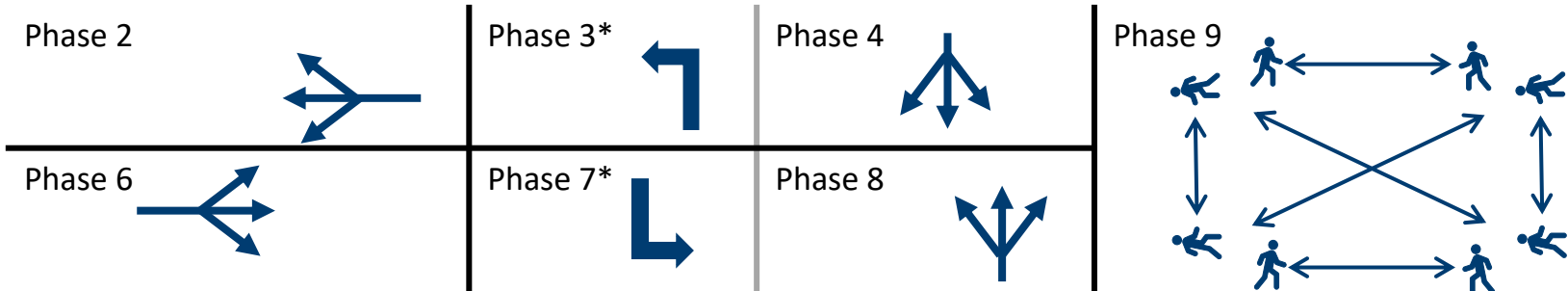
What is the All-Pedestrian Phase



Standard Phasing



All-Pedestrian Phase





Pre-Launch Analysis

Research

- Lessons learned from Beverly Hills, CA¹
 - Recommendations for level of vehicle and pedestrian volume/delay
 - Intersection and equipment geometry
 - Cautions against using in certain situations
- Lessons learned from New York City³
 - Studies showed increased delay for all users
 - Best use is at intersections with atypical geometry
 - Evaluate on case-by-case basis and consider other pedestrian-friendly options

TRAFFIC SIGNAL CONTROL 2



PEDESTRIAN RELATED COLLISIONS WITHIN THE INTERSECTION OF HOLLYWOOD BOULEVARD AND HIGHLAND AVENUE DROPPED TO **ZERO**. AFTER THE PEDESTRIAN SCRAMBLE WAS IMPLEMENTED IN NOVEMBER 2013!

FAVORABLE WHEN:

- Pedestrian volume meets or exceeds 30% of vehicle volume during peak hour, **AND**
- Turning traffic through any crosswalk exceeds 200 VPH, **AND**
- History of collisions involving turning-vehicles and pedestrians exceeds City average



CAUTION:

- Heavy pedestrian volume may require larger refuge space
- If in close proximity to freeway ramps or at-grade rail crossings, consider other solutions

EVOLUTION

- Transverse line crosswalks is upgraded to continental crosswalks with "X" in the center of the intersection
- Next to schools, the center "X" is omitted and exclusive pedestrian phase operates only during school hours



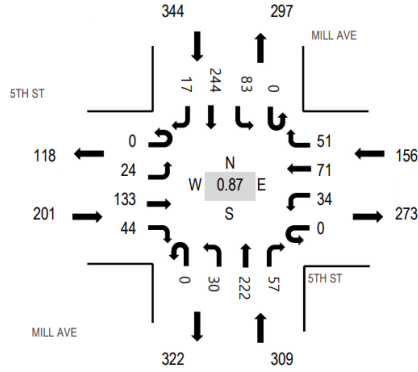
1. FHWA PEDSAFE Case Study No. 23, Exclusive Pedestrian Phasing; http://pedbikesafe.org/PEDSAFE/casestudies_detail.cfm?CM_NUM=47&CS_NUM=23

2. NACTO Designing Cities 2017: Meet Los Angeles; <https://nacto.org/wp-content/uploads/2017/11/Los-Angeles-DOT.pdf>

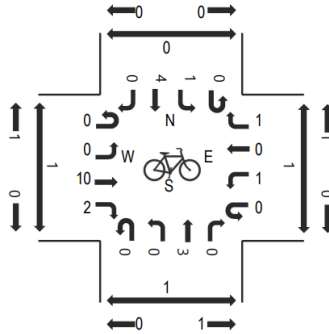
3. City government of New York City, New York; Walk This Way: Exclusive Pedestrian Signal Phase Treatments Study, October 2017; <https://www.nyc.gov/html/dot/downloads/pdf/barnes-dance-study-sept2017.pdf>



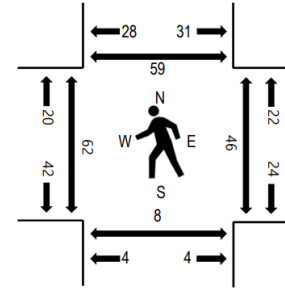
AM Peak Hour - Motorized Vehicles



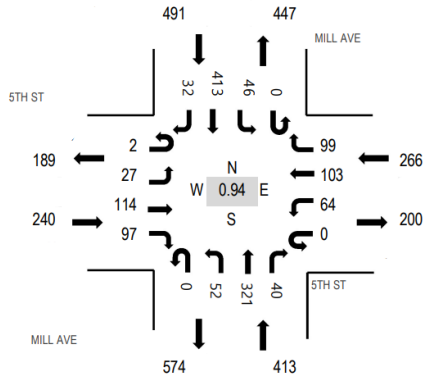
AM Peak Hour - Bicycles



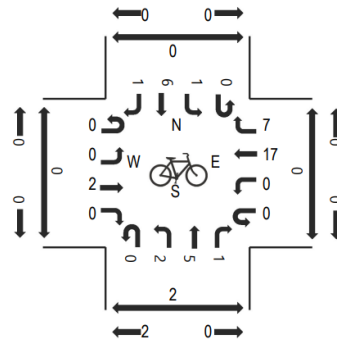
AM Peak Hour - Pedestrians



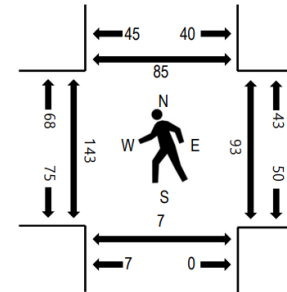
PM Peak Hour - Motorized Vehicles



PM Peak Hour - Bicycles



PM Peak Hour - Pedestrians



Operational Analysis Model



	AM Peak		PM Peak		PM Peak
	110 sec. cycle		110 sec. cycle		130 sec. cycle
	Existing	All-Ped	Existing	All-Ped	All-Ped
EB Approach Delay (sec/veh)	14.7	67.5	24.7	13.9	18.6
WB Approach Delay (sec/veh)	14.4	55.00	26.7	14.6	19.6
NB Approach Delay (sec/veh)	44.3	67.5	30.9	64.8	44.4
SB Approach Delay (sec/veh)	38.1	52.8	51.8	144.2	75.7
Total Intersection Delay (sec/veh)	31.3	60.5	36.0	72.1	45.2
EB Approach Level-of-Service	B	E	C	B	B
WB Approach Level-of-Service	B	D	C	B	B
NB Approach Level-of-Service	D	E	C	E	D
SB Approach Level-of-Service	D	D	D	F	E
Total Intersection Level-of-Service	C	E	D	E	D
Total Ped Delay (seconds/peak hour)	5,054	5,474	12,523	13,387	16,153
Average Ped Delay per Person (sec)	45.5	49.3	47.6	50.9	61.4

Prior to the All-Pedestrian Phase test, the cycle length was 110 seconds during AM and PM weekday peak times and 94 seconds the rest of the time.

Pilot Test Implementation



- Began on March 8 with 8 large signs
 - These contained a link to the survey at the bottom of the sign
 - By the 3rd week we had reverted to 4 signs
 - The signs disappear from their posts quickly
- At the beginning of May we purchased an additional 6 signs of a different material and smaller size
- NO TURN ON RED signs were also placed
 - Both on the overhead mast arms and on construction tripods at the corners



Signal Changes



- Transportation Maintenance team
 - Signs created and placed
 - Several intersection wiring and cabinet changes
- Signal timing changes
 - Pedestrian clearance time increased to 34 seconds
 - Cycle lengths increased (see table)
 - Cycle lengths were increased and splits/offsets adjusted for 7th, 6th, 4th, and 3rd as well

Cycle Lengths	Prior to Pilot		During Pilot
AM Peak Weekday	110 sec	➔	110 sec
PM Peak Weekday	110 sec	➔	130 sec
Off-Peak Weekday	94 sec	➔	110 sec
Weekend (all day)	94 sec	➔	110 sec

Current Challenges for All-Pedestrian Phase at Mill/5th



Pedestrian Recall

Push button activation is not required at this location

As a result, pedestrians get a walk signal every cycle throughout the day

This is true even when no pedestrians are present

Streetcar Presence

All signals along this stretch of Mill Avenue have been timed and optimized for the streetcar

Accommodating the ADA Community

We do not have any high visibility diagonal crosswalks for the ADA community at this intersection

Those who choose to cross diagonally will be crossing the streetcar tracks at an angle

Pilot Test Data Collection

Queue Lengths



- Highest queues were observed during the PM peak period
 - Northbound observed ~1,970 feet
 - Southbound observed ~1,820 feet
 - Westbound observed ~420 feet
 - Eastbound observed during AM peak ~320 feet





- Preliminary observations of user compliance
- Thursday, March 30, 12:20-12:50 PM (30 minutes, lunch rush)

Movement type	Non-compliant actions	
Total number of vehicles making right turns	Number of vehicles making a right turn on red	Percent
143*	21	15%
Total number of bicycles going through the intersection	Number of bicycles going through the intersection during the pedestrian phase	Percent
31*	9	29%
Total Number of pedestrian crossings occurring	Number of pedestrian crossings that occurred outside of the pedestrian phase	Percent
173*	30	17%

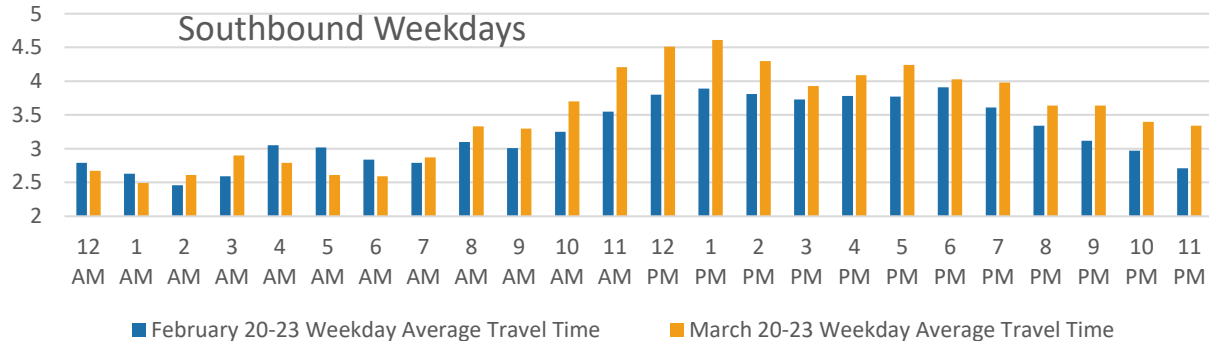
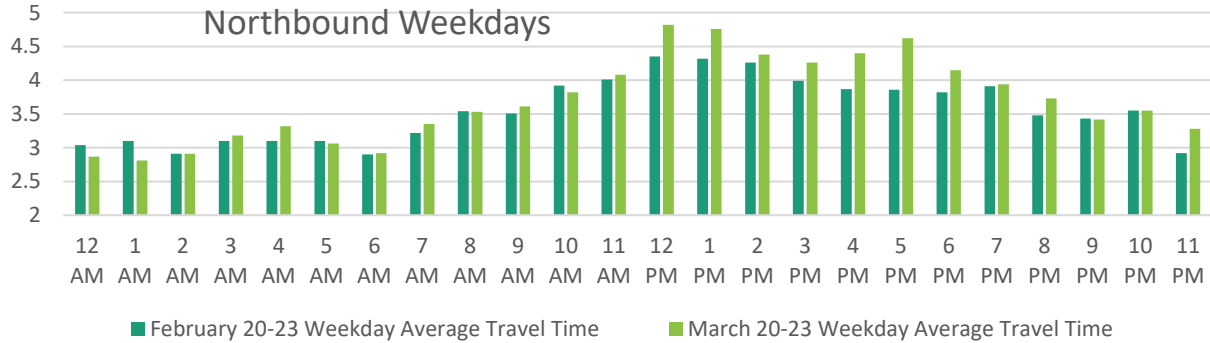
*Note: total right turn counts were approximated using applicable counts from a different day.

*Note: total bicycle and pedestrian counts approximated from MioVision data during the time of compliance observation.

Travel Time



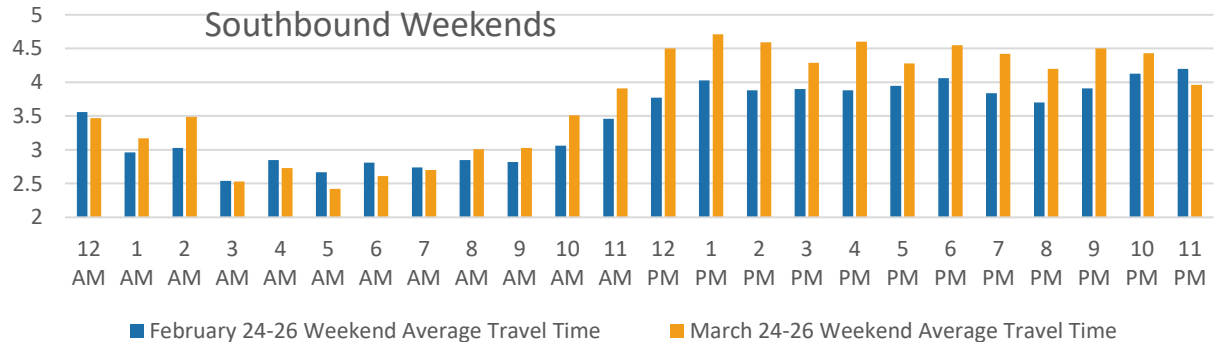
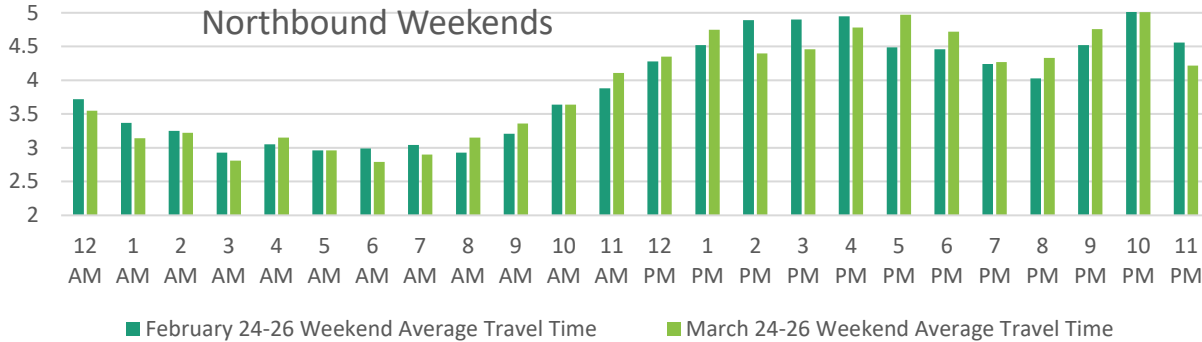
- Data collected from RITIS (connected cell phone data)



Travel Time



- Data collected from RITIS (connected cell phone data)





- Comments from Valley Metro:
 - Traffic gets backed up over the mainline blocking trains, mainly around noon and 3:00 PM (regarding northbound Mill Avenue)
 - Traffic gets backed up all the way to 9th Street and to Rio Salado north of the intersection
 - (The all-pedestrian phasing) causes additional delays due to congestion and missing light cycles they would normally get
- Comments from Tempe PD:
 - Have noticed more “close calls” between pedestrians and vehicles
 - All-pedestrian phasing causes more vehicle congestion (which sometimes results in more aggressive driving)
 - Visitors, transient populations, and new incoming students can be confused by the operations
 - Both vehicles and pedestrians are seen not complying with signs and signals
 - All-pedestrian phase makes night-time management of pedestrian safety more difficult

Survey



■ Does Not Apply ■ No ■ No Opinion ■ Yes

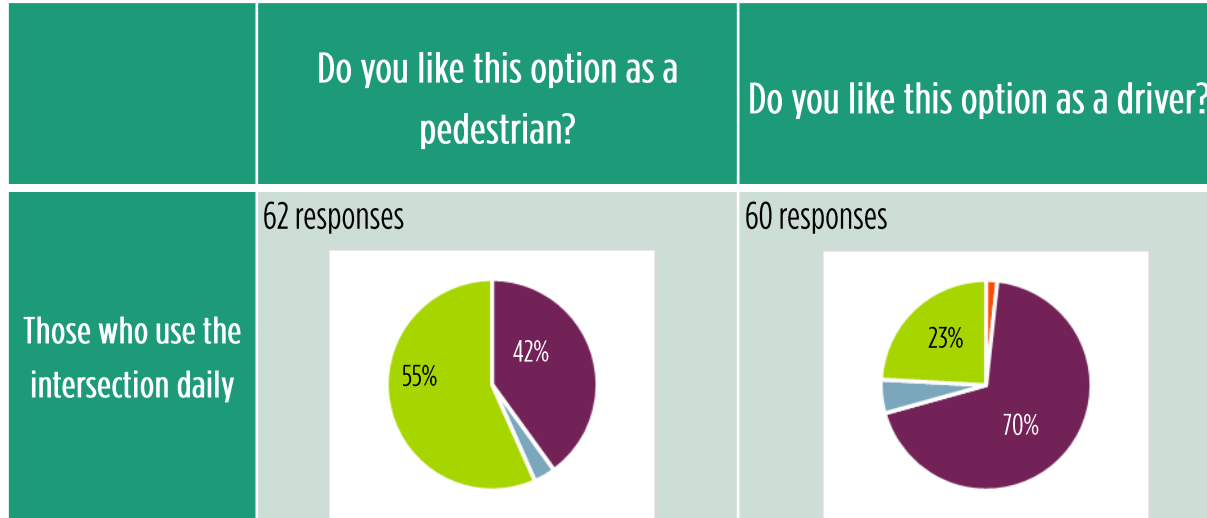
• 149 total responses

	Do you like this option as a pedestrian?	Do you like this option as a driver?
All Survey Responses		
Tempe Residents (76)		
Students (34)		
Tempe Workforce (24) (work in Tempe)		

Public Opinion Survey

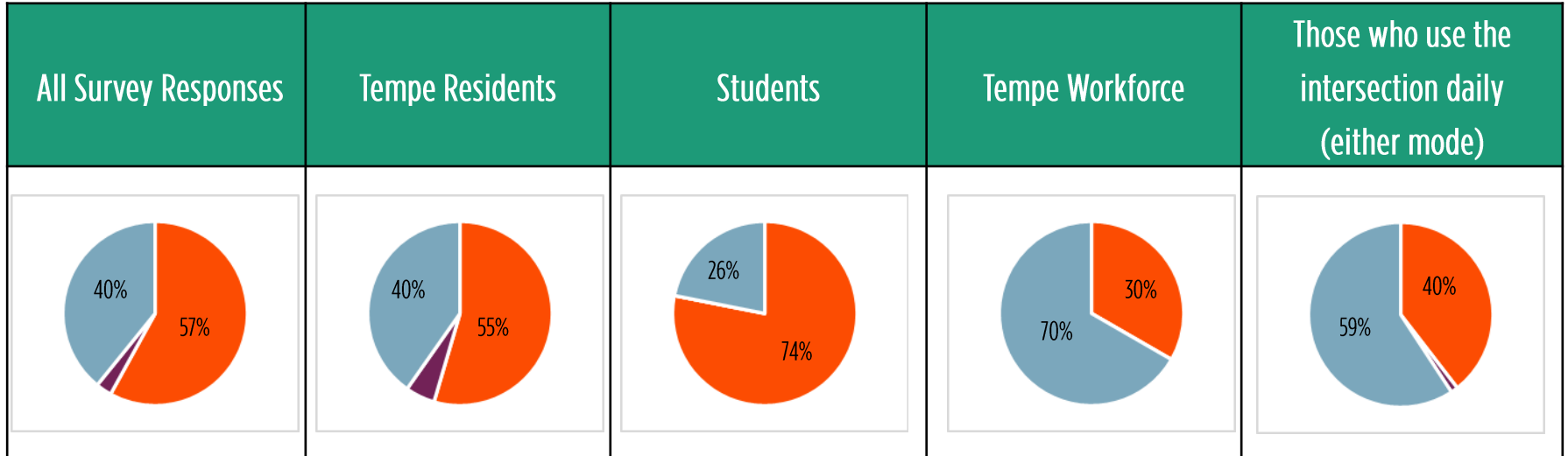


■ Does Not Apply ■ No ■ No Opinion ■ Yes





What type of intersection would you prefer?



■ All-Pedestrian Phase ■ No Preference ■ Standard Phasing



City council presentation this month to gain council feedback on next step options

1. Make the All-Pedestrian Phase permanent
2. Revert to the standard phasing
3. Continue the pilot test (more data)

Comments and Questions

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Chase Walman, Principal Planner, 480-858-2072
DATE: June 13, 2023
SUBJECT: MAG & USDOT Grants
ITEM #: 5



PURPOSE:

The purpose of this memo is to provide the Commission with an overview of grant funding opportunities through MAG and USDOT administered programs.

RECOMMENDATION OR DIRECTION REQUESTED:

Information only.

CITY COUNCIL STRATEGIC PRIORITY:

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

BACKGROUND INFORMATION:

Since 2001, the City has secured over \$60,000,000 in federal grant funding specifically for the completion of 34 bike and pedestrian projects. These grants have provided funding to complete technical assistance, preliminary design, final design, and/or construction for streetscapes, off-street paths, grade-separated crossings, and transportation plans. Typically, the City is required to match the federal grant with their own local funding, ranging from 5.7% to 20% of the total grant.

Recently, a majority of the grant funding has been secured through the Congestion Mitigation and Air Quality Program of the US Department of Transportation. Maricopa Association of Governments (MAG), typically issues the call for projects for this program, where agencies within Maricopa County compete for funding. Member agencies are requested to submit eligible projects and are then ranked based off of both quantitative cost/air quality scores, and qualitative scores (rankings provided by other MAG member agencies). Typically, MAG issues their call for grant applications five years prior to anticipated project kick-off.

In addition to the above MAG administered grant process, the 2021 passing of the Bipartisan Infrastructure Law, otherwise known as the IIJA, provides \$1.2 trillion in spending for infrastructure projects. The IIJA consists of over 50 programs that cover transportation, climate, energy, environment, and broadband. As part of the IIJA, the City has so far secured one technical assistance grant, and has submitted for two additional grants for the Upstream Dam Bike/Ped Bridge and safety improvements to Baseline Road from I-10 to the 101. It is anticipated that notice of award will be made by June 28th for the pedestrian bridge, and late 2023 for the Baseline Road project.

Staff will continue to communicate with MAG and monitor notice of funding opportunities releases by USDOT for future grant opportunities that can be pursued.

ATTACHMENTS:

PowerPoint

MAG & USDOT Grants

Transportation Commission
June 13, 2023



Typical Grant Process



1. MAG issues call for projects (typically 3-5 years prior to potential award year)
2. City submits applications for street sweepers, paving of unpaved roads, preliminary design, final design, and construction for street, bike/ped, signals eligible for Congestion Mitigation and Air Quality/Transportation Alternatives funds.
3. Applications are ranked quantitatively and qualitatively by other member agencies
4. A prioritized ranking is developed based-off of the above scores and goes through the MAG Committee process for approval.

June	1	Online application portal opens.
	30	Due Date: Project Applications are due through the online application portal by 10 a.m. No late applications will be accepted.
July	7	Active Transportation Committee project scoring period is open.
August	1	Active Transportation Committee project scoring period is closed.
	15	Project application rankings are presented to the Active Transportation Committee for action.
	24	Anticipated MAG Transportation Review Committee consideration.
September	13	Anticipated MAG Management Committee consideration.
	27	Anticipated MAG Regional Council action.

SUBMISSION OF APPLICATIONS

Member agencies may apply for Design Assistance through MAG's online portal <https://callforprojects.azmag.gov/DesignAssistance>.

REVIEW OF APPLICATIONS

MAG will perform a preliminary review of applications to ensure basic eligibility criteria have been met and the required application elements have been submitted. Following this, all eligible applications will be technically reviewed and scored by Active Transportation Committee members.

Typical Grant Process



1. \$1.2 trillion authorized for transportation and infrastructure spending (aka Bipartisan Infrastructure Law)
2. Split into five main groups with individual call for projects and varying eligibility requirements: Transportation, Climate, Energy, Environment, and Broadband.
3. Notice of Funding Opportunity (NOFO) issued by individual program (IE Reconnecting Communities Pilot Program, Bridge Investment Program, etc.)
4. Grants submitted directly to USDOT via grants.gov and compete nationally for funding.
5. Notice of award typically 4-6 months after grant is submitted.

Program Name	Agency Name	Funding Amount
National Highway Performance Program	Department of Transportation	\$148,000,000,000
Surface Transportation Block Grant Program	Department of Transportation	\$72,000,000,000
Bridge Formula Program	Department of Transportation	\$26,675,000,000
Tribal Transportation Facility Bridges (Bridge Formula Funding Set-Aside)	Department of Transportation	\$825,000,000
Congestion Mitigation and Air Quality Improvement Program	Department of Transportation	\$13,200,000,000
Bridge Investment Program	Department of Transportation	\$12,200,000,000
Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set-aside)	Department of Transportation	\$100,000,000
Local and Regional Project Assistance Grants (RAISE)	Department of Transportation	\$7,500,000,000
Nationally Significant Freight and Highway Projects (INFRA)	Department of Transportation	\$7,250,000,000
State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects - INFRA)	Department of Transportation	\$750,000,000
National Highway Freight Program	Department of Transportation	\$7,150,000,000
Carbon Reduction Program	Department of Transportation	\$6,419,999,998
National Infrastructure Project Assistance (Megaprojects)	Department of Transportation	\$5,000,000,000
Tribal Transportation Program	Department of Transportation	\$2,966,800,000
Metropolitan Planning	Department of Transportation	\$2,280,000,000
Rural Surface Transportation Grant Program	Department of Transportation	\$2,000,000,000
Federal Lands Transportation Program (funds for National Park Service)	Department of Transportation	\$1,731,187,250
Federal Lands Access Program	Department of Transportation	\$1,487,875,000
Transportation Infrastructure Finance and Innovation Act	Department of Transportation	\$1,250,000,000
Appalachian Development Highway System	Department of Transportation	\$1,250,000,000
National Culvert Removal, Replacement, & Restoration Grant	Department of Transportation	\$1,000,000,000
Reconnecting Communities Pilot Program	Department of Transportation	\$1,000,000,000
Puerto Rico Highway Program	Department of Transportation	\$900,995,000
Advanced Transportation Technologies & Innovative Mobility Deployment	Department of Transportation	\$900,000,000
Highway Research & Development Program	Department of Transportation	\$310,000,000
Nationally Significant Federal Lands and Tribal Projects	Department of Transportation	\$275,000,000
Congestion Relief Program	Department of Transportation	\$250,000,000

Grants Currently being Pursued



Safe Streets for All

- Baseline Road (I-10 to 101)
- Grant in process, due by July 10th, notice of award late 2023.

March 2022: Tempe launches safety corridor pilot project



Grants Currently being Pursued



Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Upstream Dam Bike and Pedestrian Bridge
- Grant submitted, notice of award by June 28th

Recently Awarded Grant Projects (Design)



- Thriving Communities Program (IIJA) Complete Transit-Oriented Neighborhood (Technical Assistance)
 - UPRR Grade Separated Crossing (Preliminary Design)
 - Grand Canal Connection Project (Final Design)
 - Scottsdale Road Bike Lane Project (Final Design)
- College and University Drive Pedestrian Underpass (Final Design)

Recently Awarded Grant Projects (Construction)



- Country Club Way (US60-Warner)
- Kyrene/Roosevelt/Farmer (University – Baseline)
 - College and University Drive Underpass
 - Grand Canal Connection Project
- Scottsdale Road Bike Lane Project (Curry – Continental)
 - Alameda Drive Streetscape Project (48th – Rural)
 - 8th Streetscape (Rural – McClintock)

Next Steps:

IIJA: Currently only 3 NOFOs. Staff will continue to regularly attend webinars from USDOT and utilize IIJA NOFO tracker to pursue additional grant opportunities, when available.

MAG: COT will continue regular communication with MAG staff and attendance at MAG Committee meetings to understand when next call for projects will be issued by MAG. Call for projects currently on hold pending resolution of Proposition 400 Extension.

MEMORANDUM

TO: Transportation Commission
THROUGH: Shelly Seyler, Interim Engineering & Transportation Director, (480) 350-8854
FROM: Julian Dresang, Deputy Engineering & Transportation Director/City Engineer, (480) 350-8025
DATE: June 13, 2023
SUBJECT: Scooters in the Right-of-Way



PURPOSE:

The purpose of this agenda item is to provide the Commission with information about the City's Small Active Transportation Vehicle (SATV) program, which includes electric scooters.

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for informational purposes only.

CITY COUNCIL STRATEGIC PRIORITY:

- 3.14 – ADA Transition Plan
- 3.26 – 20 Minute City

BACKGROUND INFORMATION:

Small Active Transportation Vehicles (SATVs) are currently managed through a license issued by the Engineering Division. Current licensing requirements include a completed application (with insurance and indemnification to the City), data sharing, an annual application fee (\$8,814 per year), and right-of-way use fees (\$1.18 per SATV per day). There are three companies that have active licenses: Bird (black/silver scooters), Boaz Bikes (blue scooters), and Spin (orange scooters).

There are 12 requirements in the SATV license agreement that address parking and staging. They are:

Requirement 2.1: Operator shall stage all SATVs upright on a parking surface and facing the same direction. No more than ten SATVs, regardless of SATV operator, shall be staged in a grouping. Groups of ten SATVs should be separated by a distance of at least 150 feet. Users shall park SATVs upright on a parking surface.

Requirement 2.2: On Mill Avenue between University Drive and Rio Salado Parkway, Operator shall stage all SATVs adjacent to a bicycle rack (no more than 10 feet away from the rack) within the City's right-of-way, excluding GRiD bicycle racks.

Requirement 2.3: Operator shall stage, and Users shall park, SATVs so as not to block or impede pedestrian and wheelchair traffic in compliance with the Americans with Disabilities Act (ADA). A clear width of 48 inches on a walking surface must be accessible at all times.

Requirement 2.4: Operator may stage up to three SATVs adjacent to or at a bus stop. Operator shall not stage directly under the shade canopies of transit shelter structures and must not stage so as to impede the minimum 96-inch clear width required for boarding accessible devices on transit vehicles at bus stops.

Requirement 2.5: Operator shall not stage SATVs in front of single-family residential properties on residential streets.

Requirement 2.6: Operator shall inform Users how to properly park a SATV by using effective strategies outlined in the Operation Parking and Education Plan, Section 6, approved by the City. Version 1; Effective 01/11/ 2019 3

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

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

Requirement 2.9: Operator shall stage all SATVs every 24 hours, which shall include removing all SATVs from single-family residential and private property.

Requirement 2.10: Any non-staged SATV parked in a location which causes a safety hazard, causes a nuisance for a business owner or resident, or is parked in a single location beyond the 24-hour restaging requirement, will be relocated by City staff and Operator will be charged a \$100 relocation fee.

The relocation process is as follows:

1. City of Tempe receives notification of improperly staged or parked SATV.
2. City of Tempe provides notice to the Operator that relocation of the SATV will occur if no action taken by Operator within two hours.
3. City of Tempe creates a work order for relocation and documents with photo evidence supporting relocation.
4. City of Tempe informs Operator of relocation site, as determined by the City Engineer, and generates an invoice with a \$100 charge for each relocated SATV labeled "Enforcement Fee – Relocation."
5. Invoice is sent directly to Operator. Payment is due to the City within 30 calendar days of receipt of invoice.

Requirement 2.11: SATVs may be staged in City parks excluding areas that impede the use of or access to park amenities or facilities.

Requirement 2.12: The Operator shall notify the City within 30 calendar days of entering into an agreement with private property owners for staging or parking.

Observationally, the scooter operators generally do a very good job of deploying the scooters in an organized manner. Unfortunately, the users often leave the scooters in disarray. The city's website has contact info for each operator to report scooters that need to be moved. When complaints have been received by cCty staff, the operators have been very responsive.

City staff is aware of complaints in the downtown and are implementing SATV parking "corals." The locations are being determined by Transportation staff. Once determined, the corals will be made identifiable with pavement markings. Also, the scooter operators will be contacted to "geo-fence" the corals to inform scooter users where the proper parking locations are. Parking corals are being used successfully in many other Cities, in the USA and in other countries.

There are additional opportunities to incorporate SATV parking elements in the following planning efforts:

- Transportation Demand Management, Transportation Management Association, & Mobility Hubs.
- Curb Management Study (Downtown Tempe Authority and Tempe staff).
- Transportation Master Plan Update.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

To be determined. Costs will be to mark parking corals.

RECOMMENDATION OR DIRECTION REQUESTED

Not applicable

ATTACHMENTS:

1. Presentation

Scooters in the Right-of-Way

Transportation Commission
June 13, 2023



Performance Measures



- 3.14 – ADA Transition Plan
- 3.26 – 20 Minute City



Safe and Secure
Communities



Strong Community
Connections



Quality of Life



Sustainable Growth
and Development

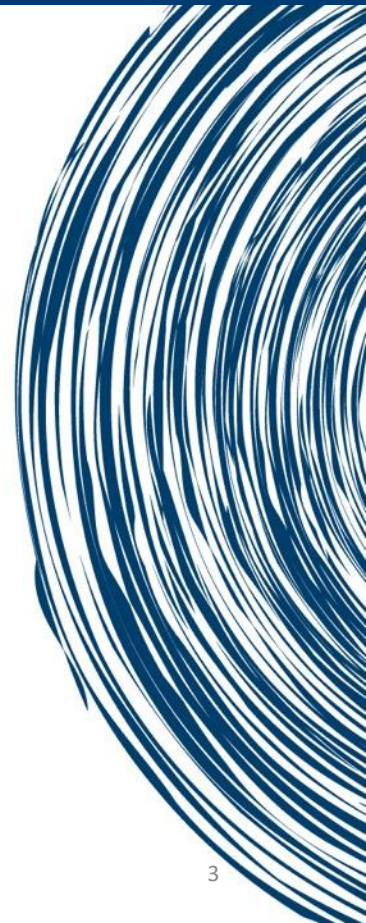


Financial Stability
and Vitality

Shared Active Transportation Vehicle (SATV)



- Licensing guidelines were approved by the City Council on January 10, 2019.
- Requirements of the licensing guidelines include:
 - Completed application
 - Insurance
 - Indemnification
 - Data sharing
 - Application fee (\$8,814 per year)
 - Right-of-way use fee (\$1.18 per SATV per day)



Shared Active Transportation Vehicle (SATV)



There are currently three companies with active SATV licenses:

- Bird (black/silver scooters)
- Boaz Bikes (blue scooters)
- Spin (orange scooters)

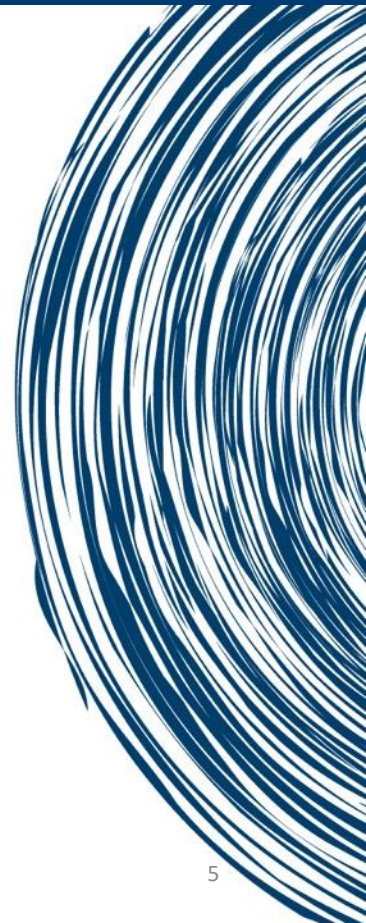
Razor (red scooters) operated for many years in Tempe but recently elected to leave the market.



SATV Parking & Staging Requirements



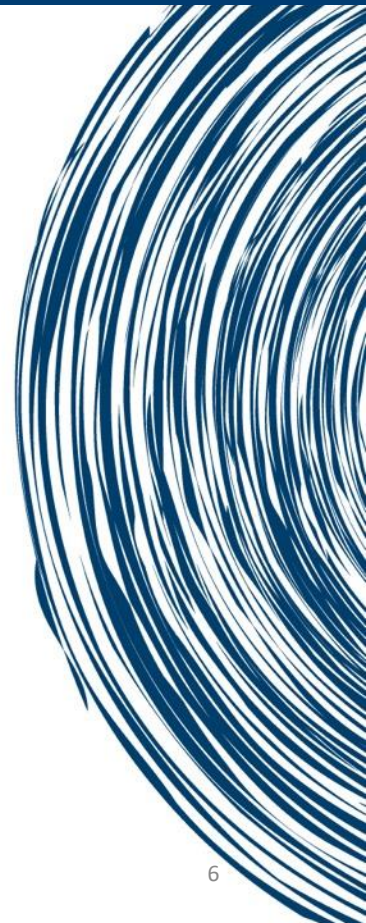
- There are 12 Requirements in the SATV license agreement.
- The following are some of the main points:
 - Operator shall stage all SATVs upright and facing the same direction.
 - No more than ten SATVs shall be staged in a grouping.
 - Groups of ten SATVs should be separated by a distance of at least 150 feet.
 - On Mill Avenue between University Drive and Rio Salado Parkway, Operator shall stage all SATVs adjacent to a bicycle rack.



SATV Parking & Staging Requirements



- Operator shall stage (and Users shall park) SATVs so as not to block or impede pedestrian and wheelchair traffic in compliance with ADA.
- Operator shall inform Users how to properly park a SATV by using effective strategies outlined in the Operation Parking and Education Plan approved by the City.
- Operator shall stage all SATVs every 24 hours.
- Any non-staged SATVs parked in a location which causes a safety hazard, causes a nuisance for a business owner or resident, or is parked in a single location beyond the 24-hour restaging requirement, will be relocated by City staff and Operator will be charged a \$112 relocation fee.



The Main Problem with SATVs in the Right-of-Way



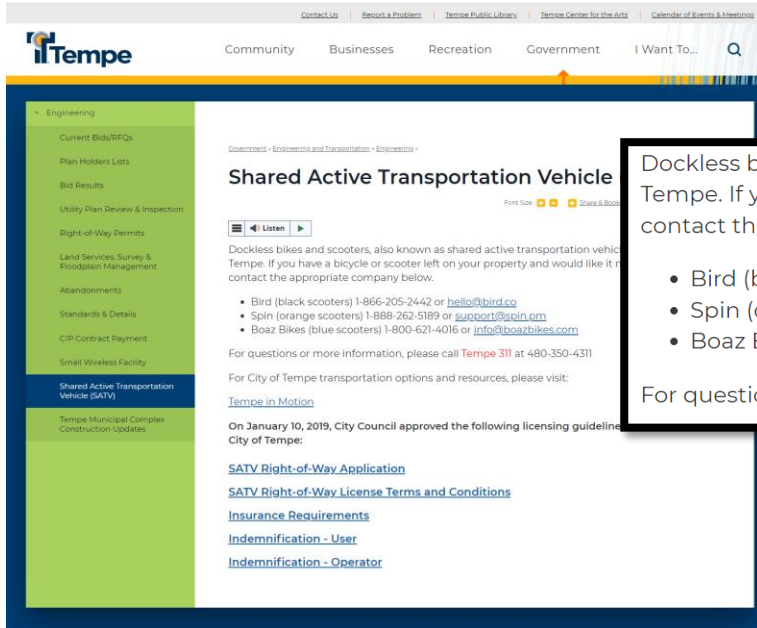
- SATV are generally being deployed in an organized manner by the Operators, but USERS often leave them in disarray.



The Main Problem with SATVs in the Right-of-Way



 The Operators are generally VERY responsive to complaints.



City of Tempe website screenshot showing the 'Shared Active Transportation Vehicle' page. The page includes a navigation menu, a sidebar with various categories, and a main content area with a 'Listen' button and contact information for Bird, Spin, and Boaz Bikes.

Dockless bikes and scooters, also known as shared active transportation vehicles, are operating in Tempe. If you have a bicycle or scooter left on your property and would like it moved, please contact the appropriate company below.

- Bird (black scooters) 1-866-205-2442 or hello@bird.co
- Spin (orange scooters) 1-888-262-5189 or support@spin.pm
- Boaz Bikes (blue scooters) 1-800-621-4016 or info@boazbikes.com

For questions or more information, please call **Tempe 311** at 480-350-4311

Need for Change in the Downtown



- Staff is implementing SATV Parking Corals in the Downtown.
 - Locations are being determined
 - Corals are being used successfully in many other Cities
 - Pavement Markings
 - Geo-Fencing (Notification to Users Through Interface)



Santa Monica, CA



Washington, DC

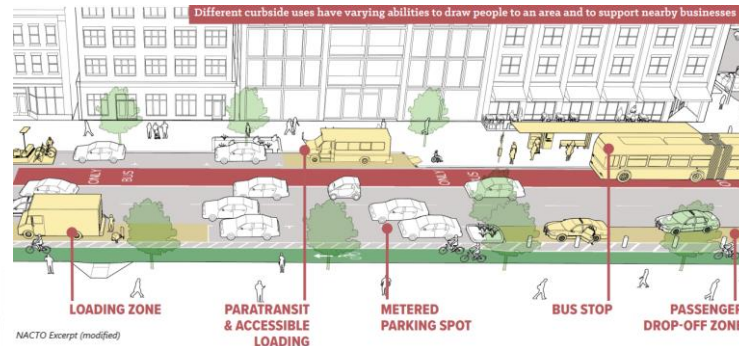


San Diego, CA

Additional Planning Efforts



- **Additional opportunities to incorporate SATV parking elements:**
 - Transportation Demand Management, Transportation Management Association, & Mobility Hubs
 - Curb Management Study (DTA and Tempe)
 - Transportation Master Plan (Update)





Comments and Questions?

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Eric Iwersen, Interim Deputy Engineering & Transportation Director
DATE: June 13, 2023
SUBJECT: Future Agenda Items
ITEM #: 8



PURPOSE:

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

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

- July 11 - canceled
- August 8
 1. Prop 400e
 2. Crime Prevention Through Environmental Design
 3. Grade Separated Crossing at UPRR
 4. Mill Avenue Design Input
- September 12
 1. College and University Underpass Project
 2. Transportation Management Association and Transportation Demand Management
 3. Kyrene/Roosevelt/Farmer Bike Ped Project
 4. Orbit Saturn
- October 10
 1. Annual Report
 2. Alameda Drive Streetscape Project (before and after)
 3. Transportation Master Plan
 4. Eight Street Bike Ped Project
- November 14
 - Annual Report78
 - Roundabouts – data on existing and future plans
 - Personal Delivery Devices
 - Transportation Equity
- December 12
- January 9
 - Commission Business
 - Traffic Bureau Update
- TBD: Bike Bait (once program resumes)
- TBD: Streetcar Fare Implementation
- TBD: CIP Updates