

**PUBLIC MEETING AGENDA**

**Transportation Commission**

**MEETING DATE**

Tuesday, January 9, 2024 from 7:30 to 9 a.m.

**MEETING LOCATIONS**

**WebEx**

<https://tempe.webex.com/tempe/j.php?MTID=m8226f1a52b1eaa1f247d283a25bcfaf>

Join by phone +1-408-418-9388 United States Toll

Webinar Number: 2490 063 4645 Webinar password: mmVJNRA3n53 (66856723 from phones and video systems)

**AND**

**In Person**

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

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<p><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.</p>	<p>Amanda Nelson,            Commission Chair</p>	<p>Information</p>
<p><b>2. Approval of Meeting Minutes</b>            The Commission will be asked to review and approve meeting minutes from the December 12, 2023 meeting.</p>	<p>Amanda Nelson,            Commission Chair</p>	<p>Action</p>
<p><b>3. Commission Business</b>            Welcome and introduce new commissioners Claire Lauer, Jacob Cox, Kelsey Files and Jonathon Bates.</p>	<p>Amanda Nelson,            Commission Chair</p>	<p>Information</p>
<p><b>4. Commission Business</b>            The Commission will be asked to elect a chair and vice chair for 2024 as well as reach consensus on meeting date and time.</p>	<p>Amanda Nelson,            Commission Chair</p>	<p>Action</p>
<p><b>5. Transit Program Update / Transit Satisfaction Performance Measure / Adding Dedicated Transit Lanes</b>            Staff will provide updates on a variety of transit related subjects.</p>	<p>Sam Stevenson, Engineering and Transportation Department</p>	<p>Information</p>

<p><b>6. All Pedestrian Phase Signal Mill Avenue and Fifth Street</b> A presentation will be made about the continued use of this phasing design.</p>	<p>Cathy Hollow and Ellie Volosin, Engineering and Transportation Department</p>	<p>Information</p>
<p><b>7. Vision Zero</b> Staff will provide an update on the city's Vision Zero efforts including the effectiveness of the new safety corridors.</p>	<p>Ellie Volosin, Engineering &amp; Transportation Department and Mike Hayes, Police Department</p>	<p>Information</p>
<p><b>8. Department &amp; Regional Transportation Updates</b> Staff and commission members will provide information on relevant meetings and events.</p>	<p>Engineering &amp; Transportation Department Staff</p>	<p>Information</p>
<p><b>9. Future Agenda Items</b> Commission may request future agenda items.</p>	<p>Commission Chair</p>	<p>Information</p>

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 December 12, 2023

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, December 12, 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  
JC Porter  
Paul Hubbell  
James Dwyer  
Susan Conklu  
Amanda Nelson  
Robert Miller

Pam Goronkin  
Brian Fellows  
Peter Schelstraete  
David King  
Bobbie Cassano  
Dawn Hocking

**(MEMBERS) Absent:**

Alana Chavez Langdon  
David Sokolowski

**City Staff Present:**

Shelly Seyler, Interim Engineering & Transportation Director  
Sue Taaffe, Senior Management Assistant  
Cathy Hollow, City Traffic Engineer  
Shauna Warner, Neighborhood Program Manager  
Eric Iwersen, Sustainability and Resilience Director  
Abel Gunn, Transportation Financial Analyst  
Isaac Chavira, Interim Deputy Engineering & Transportation Director  
Lyle Begiebing, Transportation Planner  
Rebecca Rothman, Community Services Manager  
Dan Filippino, Senior Transportation Planner

Bonnie Richardson, Principal Planner  
Sam Stevenson, Transit Manager  
Chase Walman, Principal Planner  
Lindsay Post, Senior Transportation Planner  
Keith Burke, Deputy City Manager  
Mike Hayes, Lieutenant  
Julian Dresang, City Engineer  
Michelle Beckley, Senior Civil Engineer  
Ellie Volosin, Senior Civil Engineer

**Guests Present:**

John Federico  
Katie Boligtz  
David Lucier

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

**Agenda Item 1 – Public Appearances**

Katie Boligtz commented on the Kyrene, Roosevelt, Farmer Bike/Ped Project. She is in support of it and will use it on a daily basis.

David Lucier stated that he supports public transit and transportation. He also stated that he is running for City Council and that citizen participation is important.

**Agenda Item 2 – Minutes**

Amanda Nelson introduced the minutes of the November 14, 2023 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner Bobbie Cassano

**Second:** Commissioner Paul Hubbell

**Decision:** Approved by Commissioners

Stevie Milne

JC Porter

Paul Hubbell

Susan Conklu

Amanda Nelson

Pam Goronkin

Brian Fellows

Peter Schelstraete

David King

Bobbie Cassano

**Abstain:** Robert Miller and Dawn Hocking

**Agenda Item 3 – Commission Business**

Amanda Nelson thanked outgoing commissioners Bobbie Cassano, Brian Fellows, Susan Conklu and Alana Chavez-Langdon for their service. Commissioners Cassano, Fellows and Conklu all spoke about their experience on the Commission.

**Agenda Item 4 – Mill Avenue Underpass Art**

Rebecca Rothman provided an update on the Mill Avenue Underpass Art. Topics included:

- Considerations
- Artist selection process
- Concept
- Public Meeting
- Timeline

Discussion included materials, vandalism, and impacts to bicyclists.

**Agenda Item 5 - Kyrene Roosevelt Farmer Bike/Ped Project**

Lyle Begiebing made a presentation on the status of the Kyrene, Roosevelt, Farmer Bike/Ped Project. Topics included:

- Proposed improvements
- Public outreach
- Dwight Park connection alternatives
- Neighborhood Survey
- Next steps

Discussion included vehicle turns at Baseline Road, Dwight Park, size of pathway, and decomposed granite along other pathway projects.

**Agenda Item 6 – Roundabouts**

Ellie Volosin and Michelle Beckley updated that Commission on the McKellips and College roundabout design and the crash data at the Grove Parkway and Priest Drive roundabout. Topics included:

- Overview of both roundabouts
- Design of the McKellips and College roundabout
- Next steps for the McKellips and College roundabout
- Crash data at the Grove Parkway and Priest Drive roundabout
- Future improvements at the Grove Parkway and Priest Drive roundabout

Discussion included sharrows and pavement treatments.

#### **Agenda Item 7 - No Right Turn On Red**

Cathy Hollow stated that staff researched uses and policies of neighboring cities regarding no right on red with a “red ball” signage. Neighboring cities have various uses and, at this time, staff does not recommend changing existing signage, but to consider future usage.

#### **Agenda Item 8 – Department & Regional Transportation Updates**

Brian Fellows stated that Phoenix’s Downtown Bike Study is almost complete and protected bike lanes will be added from 3<sup>rd</sup> Street to Roosevelt.

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

Brian Fellows requested that a presentation about speed data since the completion of the Alameda Drive Streetscape Project be made.

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

- January 9
  1. Commission Business
  2. Transit Program Update / Transit Satisfaction Performance Measure / Flash / Adding Dedicated Transit Lanes
  3. CIP Update
  4. All Pedestrian Phase Signal Mill Avenue and Fifth Street
  5. Vision Zero
- February 13
  1. Country Club Way Bike/Ped Bridge over UPRR
  2. Prop 400 E
  3. Scooter Corrals in Downtown
- March 12
  1. TMA/TDM, Personal Delivery Devices
  2. Traffic Bureau Update
  3. Available Public and ADA Parking Spaces in Downtown
  4. Protected Bike Lanes and How They Are Prioritized
- April 9
  1. Bike Hero
- May 14
- June 11
  1. Transportation Master Plan & Transportation Equity
  2. College and University Underpass Project
- July 9
- August 13
- TBD: Western Canal (48<sup>th</sup> Street to I-10)

- TBD: Crime Prevention Through Environmental Design (CPTED)

The next meeting is scheduled for January 9, 2024. The meeting was adjourned 8:27 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854  
**DATE:** January 9, 2024  
**SUBJECT:** Commission Business  
**ITEM #:** 4



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## PURPOSE:

To request that the Transportation Commission makes selections for the positions of chair and vice-chair as well as reach consensus on a meeting date and time.

## RECOMMENDATION OR DIRECTION REQUESTED:

This item is for action.

## CITY COUNCIL STRATEGIC PRIORITY:

- N/a

## BACKGROUND

At the January meeting of each year, the Commission addresses the following business:

- Chair and Vice-Chair. The Commission annually elects a Chair and Vice-Chair for the upcoming year per the Tempe City Code, Sec. 2-249 "The officers of the commission shall be selected by the commission members at the first meeting of the commission following the 31st day of December of each year and shall serve until the 31st day of December of the next succeeding year. No officer shall serve in the same capacity for more than two (2) consecutive one-year terms.
- Meeting Dates and Times. The Commission regularly scheduled meetings are the 2<sup>nd</sup> Tuesday of each month at 7:30 a.m.

As of Jan. 9, 2024, the Commission has 15-member positions filled. Transportation Commission members are listed below.

1. Amanda Nelson (Current Chair and is eligible for reappointment)
2. Dawn Hocking (Current Vice Chair and is eligible for reappointment)
3. JC Porter
4. David King
5. Pam Goronkin
6. Paul Hubbell
7. Peter Schelstraete
8. David Sokolowski
9. Stevie Milne
10. James Dwyer
11. Robert J. Miller
12. Jacob Cox
13. Jonathon Bates
14. Kelsey Files
15. Clair Lauer

According to Chapter 2, Article V, Division 8, Section 2 181 through 183 of the Tempe City Code, all boards and commissions established by the City shall have the following powers and duties unless otherwise specified:

**Sec. 2-181. - Powers and duties.**

(a) All boards and commissions established by the City shall have the following powers and duties unless otherwise specified:

- (1) To act in an advisory capacity to the City Council for the purpose of making recommendations consistent with its duties;
- (2) To establish such rules and regulations as it deems necessary for its government and for the faithful performance of its duties; to set a time for regular meetings which shall be held at least once a month if there is business to transact; to establish the manner in which special meetings may be held and the notice to be given thereof; and to provide that a majority of the total number of members shall constitute a quorum. The affirmative vote of a majority of the members participating in the meeting shall be required for passage of any matter before the board;
- (3) To organize by electing one (1) of its members as Chairman of the Board and one (1) as Vice-Chairman. The city staff representative assigned to the board or commission shall act as Secretary but shall not be entitled to take part in any voting;
- (4) To require attendance of the members at regular meetings and provide that absence from three (3) consecutive regular meetings or six (6) meetings within any twelve (12) month time period without consent from the Chairman or Vice-Chairman if the Chairman is unavailable, shall be deemed to constitute a resignation and such position shall thereupon be deemed vacant;
- (5) To consult, through the Chairman of the Board, or the Vice-Chairman if the Chairman is unavailable, with the assigned city department on the items to be included on the agenda of the meetings prior to preparation and distribution of the agenda by the assigned city department; and
- (6) To review and approve the official minutes of the board or commission as prepared by the assigned city department no later than thirty (30) days after the meeting or Commission and if such minutes cannot be approved, for any reason, within such period of time, such minutes shall be transferred to the City Council without approval.

(b) All boards and commissions shall have the authority to create subcommittees, subject to the following restrictions:

- (1) Subcommittees shall be created upon written notice to the City Council. The request shall state in detail the purpose for its creation, the members of the board or commission who will comprise its membership and the anticipated additional resources needed to adequately staff the subcommittee;
- (2) All subcommittees shall sunset within one (1) year of creation, or until its intended purpose has been met. The City Council may dissolve a subcommittee at any time;
- (3) All members of subcommittees must be current members of originating board or commission;
- (4) No board or commission may have more than two (2) active subcommittees at the same time; and
- (5) Subcommittees must meet all requirements of state law, the City Charter and this Code.

**Sec. 2-182. - Terms and removal.**

(a) The Mayor, with the approval of the City Council, shall select for appointment and reappointment the members of each board and commission. Unless otherwise specified, the members of each board and commission shall be selected from residents of the City.

(b) The term of office for each member of the board and commission shall be from the first of January of each year and end on the 31st day of December, three (3) years thereafter except if otherwise provided in this article.



- (c) Members of the board and commission may not serve more than three (3) total terms on any board or commission, and not more than two (2) complete consecutive terms.
- (d) Any vacancy shall be filled for the unexpired term of the member whose office is vacant in the same manner as such member received original appointment.
- (e) The Mayor, with the approval of the City Council, may for cause remove any member of the board or commission.

**Sec. 2-183. - Compensation of members.**

Members shall receive no compensation for their service.

According to Chapter 2, Article V, Division 8, Section 2-250 of the Tempe City Code, the Transportation Commission shall have the following powers and duties:

**Sec. 2-250. - Powers and duties.**

- (1) To suggest to the Mayor and City Council qualified and interested persons eligible for appointment for commission vacancies;
- (2) To consult, through the chairman of the commission, with the Engineering and Transportation Department, as to the items to be included on the agenda of meetings of the commission prior to the preparation and distribution of the agenda by the Engineering and Transportation Department;
- (3) To prepare and submit an annual report to the City Manager and City Council including applicable Council committees;
- (4) To advise and make recommendations to the City Council and to assist city departments and the City Manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled;
- (5) To advise and make recommendations to the City Council and to assist city departments and the City Manager on appropriate performance standards and benchmarks for use in evaluating the city's transportation system and program, based on nationally recognized guidelines and local priorities;
- (6) To advise and make recommendations to the City Council and to assist city departments and the City Manager on transportation plans, projects and ordinances, including but not limited to:
  - a. To recommend and review short and long-range plans and studies for the city's transportation system, including streets, transit, bicycling, pedestrians and demand management;
  - b. To periodically review and update the transportation elements of the city's general plan;
  - c. To provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and
  - d. To promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation.
- (7) To advise and recommend to the City Council and to assist city departments and the City Manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;
- (8) To provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and to meet all federal and other guidelines for public involvement in transportation projects where applicable; and
- (9) To take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Sam Stevenson, Interim Transit Manager (480-858-7765)

**DATE:** January 9, 2024

**SUBJECT:** Transit Program Update / Transit Satisfaction Performance Measure / Adding Dedicated Transit Lanes

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## PURPOSE

The purpose of this memo is to provide the Commission with an update on Tempe's Transit Program including the Transit Satisfaction Performance Measure and an overview of transit prioritization strategies including dedicated transit lanes.

## CITY COUNCIL STRATEGIC PRIORITY

- Quality of Life 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life 3.29: Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 75% as measured by the City of Tempe Transit Survey.

## BACKGROUND

Tempe Transit Program Overview: The City of Tempe Transit program plans, funds, and is a partner in providing the necessary oversight for Tempe's fixed-route and demand-response transit operations spanning multiple modes comprising thirteen local bus routes, two express bus routes, seven neighborhood circulator routes, two rail corridors (light rail and streetcar), in addition to accessible paratransit and RideChoice services.

Funding: The Tempe Transit system is primarily funded through the local Tempe transit tax, a half-cent sales tax approved by voters in 1996, along with proceeds from the regional Proposition 400 half-cent sales tax, a region-wide transportation funding initiative that extends through 2025, with 33% of the proceeds dedicated specifically to transit projects. The combined gross operating cost for transit service in Tempe is approximately \$67.7 million annually. In addition to the local Tempe transit tax and regional Prop 400 funds (\$49.0 million and \$13.2 million, respectively), the gross cost of operating transit in Tempe is offset through farebox revenues, advertising and federal grants totaling approximately \$5.5 million. Federal grant funding is often applied to capital projects, including vehicles and facilities; for transit vehicles, the City typically receives an 80% match in federal subsidies.

Ridership Trends: Tempe's transit network transports approximately 6.6 million passengers annually, based on the past 12 months of available ridership data (December, 2022 – November, 2023). The breakdown of ridership between modes attributes 3.8 million boardings to bus service in Tempe (local, express, Orbit and FLASH), 2.8 million boardings to rail modes in Tempe (light rail and streetcar), and 23,000 to Paratransit/RideChoice ADA/demand response services.

Ridership remains below the level recorded prior to the pandemic, however Tempe has observed a strong return and ridership continues to increase. Compared to ridership statistics reported prior to the pandemic (November, 2019), Tempe's total bus and rail ridership approached 76% of the pre-pandemic level during November, 2023. This figure exceeds regional performance comparing current-day and pre-pandemic figures, partially due to the introduction of streetcar service in May, 2022, attracting ridership to the new mode. Current-day bus and light rail ridership compared to pre-pandemic statistics are 68% and 62%, respectively. Of note, the Orbit system has seen the strongest return, at 86% of pre-pandemic ridership during November, 2023. It's important to note that Tempe's transit system was impacted through a variety of service changes during the pandemic, including reductions to span and frequency on several modes, and those reductions remain in effect.

## TRANSIT SATISFACTION PERFORMANCE MEASURE

The Quality of Life 3.29 performance measure, "Achieve ratings of "Very Satisfied" or "Satisfied" with the "Overall Satisfaction with Transit System in Tempe" greater than or equal to 75% as measured by the City of Tempe Transit Survey" reflects the

feedback collected biennially regarding the community's satisfaction with Tempe's transit network. The most recent survey, conducted during 2022, indicates that 57% of respondents are "very satisfied" or "satisfied" with Tempe's transit system. The survey results are routinely presented as a standalone item to the Transportation Commission. At a high level, suggestions for improvement gleaned from the feedback include improving shade at bus stops, cleanliness of the system, and frequency/availability of service – these suggestions comprise the top "suggested improvements" solicited via this survey.

Council has identified this performance measure to be "accelerated" – and staff have subsequently developed six action strategies to promote improvements to transit system satisfaction. Action strategies include a new bus shelter design with additional shelters to be installed each year, improved cleanliness monitoring and reporting at bus stops, an integrated and collaborative approach to analyzing and improving on-time performance with Valley Metro, an analysis of Tempe's Transit Fund and exploration of strategies to increase revenues, an improved bus O&M contract management and oversight strategy in conjunction with Valley Metro and other regional partners, and the ongoing prioritization of frequency enhancements (currently unfunded) and exploration of potential transit corridor improvements including transit prioritization.

### **TRANSIT SERVICE CHANGES UPDATE**

Local bus Route 48 service was extended along Rio Salado Parkway between Tempe Marketplace and Mesa Riverview in October, 2023. This improvement expands transit service connectivity along a corridor that was previously unserved by transit, while also improving service to the Smith Innovation Hub. Public outreach was conducted during May, 2023 and returned supportive results. Transit Facilities staff have worked to install new bus stops along the corridor while also ensuring provisions are in place for future bus shelter installation.

In conjunction with ASU, the City advanced a proposal to eliminate the Free Local Area Shuttle (FLASH) service effective June 30, 2024 through the public outreach process due to increased costs and declining ridership. Operating costs for this service are reimbursed by ASU (approximately \$1 million during FY24). The public comment period ran from November 6 – December 8, and a public hearing was held at the Tempe Transportation Center on November 15<sup>th</sup>. The public hearing was well-attended and over 280 comments were recorded during the comment period, the majority of which indicating that the proposed change would result in a negative impact. Feedback received included requests to maintain service along McAllister Avenue on ASU campus, as well as suggestions to improve awareness of the service to the ASU community. As a result, the proposal is being tabled while alternatives are evaluated in collaboration with ASU, with any potential FLASH changes to be vetted through a future public outreach process.

### **TRANSIT PRIORITIZATION STRATEGIES / DEDICATED TRANSIT LANES**

Municipalities and transit agencies strategically prioritize transit service through various infrastructure design considerations (bus stops, roadway, intersection and operating policy). Transit prioritization strategies are implemented to reduce travel time, improving the time competitiveness of the service while improving reliability. Consequently, transit operating costs are potentially reduced through these enhancements.

Several agencies cite that transit prioritization strategies work best when leveraged collectively as a system (for example, bus lanes *and* transit signal priority). When evaluating options to prioritize service, factors to be considered include cost/level of investment, right-of-way requirements, enforcement strategy (and associated costs), and effectiveness – i.e. whether the treatment solves the problem identified with improvements to speed, reliability, or both.

As a next step, staff recommends further research to analyze Tempe's transit network on a systemwide level, with data obtained to identify and prioritize roadway segments, intersections, or transit corridors for improvements. A comprehensive public involvement process should be undertaken to identify priorities for the project and to develop goals. A mechanism for performance measurement (both before and after transit prioritization treatments are implemented) should be developed to measure the effectiveness of any transit prioritization strategies.

### **RECOMMENDATION OR DIRECTION REQUESTED**

Information only

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

Tempe's transit program is funded primarily by the half-cent, dedicated Transit sales tax and is also substantially subsidized through regional public transportation fund (PTF) dollars as part of Proposition 400.

**ATTACHMENTS**

1. PowerPoint

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# **Transit Program Update / Transit Satisfaction Performance Measure / Adding Dedicated Transit Lanes**

January 9, 2024

Transportation Commission

# Agenda



- Transit Program Overview
- Costs and Ridership
- Service Changes Update
- Transit Satisfaction Performance Measure
- Transit Prioritization Strategies

# City Council Strategic Priority Performance Measures

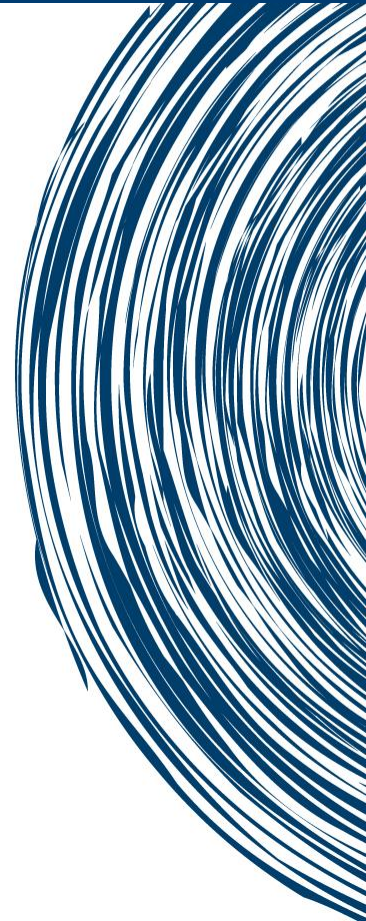


## Quality of Life 3.26

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

## Quality of Life 3.29

Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 75% as measured by the City of Tempe Transit Survey



# Tempe Transit Program Elements



13 Arterial bus routes



6 Orbit routes & FLASH



2 Express bus routes



6 miles of light rail with 9 stations



Streetcar



Paratransit and RideChoice



Multi-modal friendly streetscapes



42 miles of shared use paths



EVBOM & Tempe Transportation Center



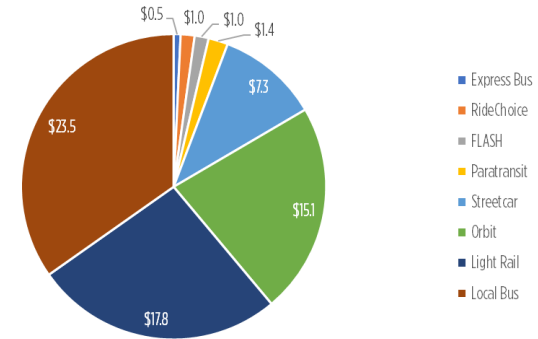
# Tempe Transit Program Operating Costs and Funding



## Transit Service Operating Costs (FY24): \$67.7m

- Bus (Local, Express, Orbit and FLASH): \$40.2m
- Rail (Light Rail and Streetcar): \$25.1m
- Paratransit and RideChoice: \$2.4m

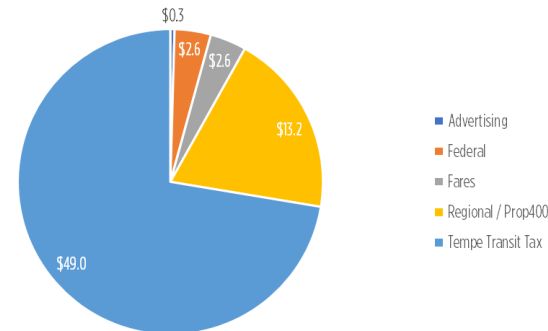
Tempe Transit Service Operating Costs (\$ millions)



## Transit Service Funding (FY24)

- Tempe Transit Tax: \$49.0m
- Regional / Proposition 400: \$13.1m
- Federal: \$2.6m
- Fares: \$2.6m
- Advertising: \$0.3m

Tempe Transit Service Funding (\$ millions)



# Tempe Transit Program Ridership



- Annual System Ridership: 6.6m
  - Bus (Local, Express, Orbit and FLASH): 3.8m
  - Rail (Light Rail and Streetcar): 2.8m
  - Paratransit and RideChoice: 23,000
- Return to Transit (% of pre-pandemic ridership, 11/19 to 11/23)
  - Total (All bus and rail): 76%
  - Bus (Local, Express, Orbit): 68%
    - Orbit: 86%
  - Light Rail: 62%
- Streetcar: over 1 million boardings as of 11/23

# Transit Service Changes Update



## ● October, 2023:

- Route 48 extension east along Rio Salado Parkway into Mesa
- Smith Innovation Hub, Sloan Park, Mesa Riverview
- New bus stops and shelters

## ● April, 2024:

- ~~Proposed elimination of FLASH route (June, 2024)~~
- Public Comment Period November 6 – December 8
- Public Hearing – TTC Don Cassano Room – November 15
- 283 Responses, 88% cited a negative impact



# Transit Satisfaction Performance Measure



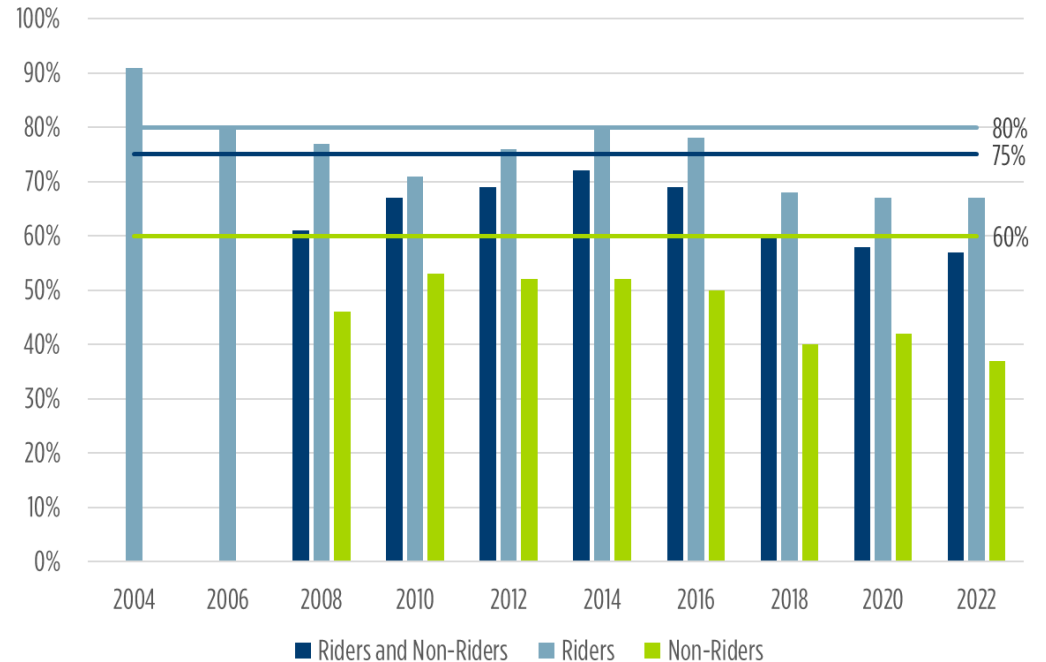
2022 Overall Satisfaction: 57%

- Riders: 67%
- Non-Riders: 37%

Target: 75%

- Riders: 80%
- Non-Riders: 60%

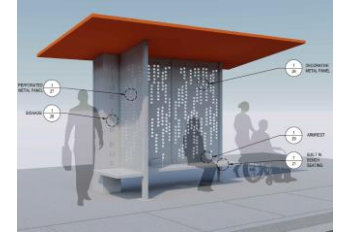
Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe”



# Transit Satisfaction Performance Measure – Action Strategies



- New Bus Shelter Design and Installation
- Cleanliness of Bus Stops
- On-Time Performance Analysis
- Transit Fund Revenue Analysis
- Bus Operations and Maintenance contract management and oversight strategy
- Prioritize frequency enhancements and corridor improvements



# Transit Prioritization Strategies / Dedicated Transit Lanes



## Why?

- Enhance Reliability
- Increase Speed of Service and Reduce Delays (time competitiveness)
- Increase Capacity, Efficiency
- Rider Satisfaction
- Reduce Operating Costs

## Where?

- Segments of Poor Reliability
- Slower speed, higher-travel time segments with variations in travel time
- High concentration of transit services
- Corridors identified for high-capacity transit

## How?

- Various Designs and Treatments
- Data-driven prioritization



# Example Transit Prioritization Strategies



## Roadway Strategies

- Bus Lanes
  - Curbside
  - Center-running
  - Bus/Bike Lane
  - Part-Time
- Transit Streets



## Intersection Strategies

- Transit Signal Priority (TSP)
- Queue Jump



## Bus Stop Strategies

- Bus Bulbs
- Bus Boarding Islands
- Bus Stop Consolidation
- Level Boarding



## Operations/Policy Strategies

- Off-board Payment
- All-door boarding
- Service Planning
  - Limited Stop Service
  - Evaluate Deviations
- Curb Management



# Transit Prioritization Strategies Looking Ahead...

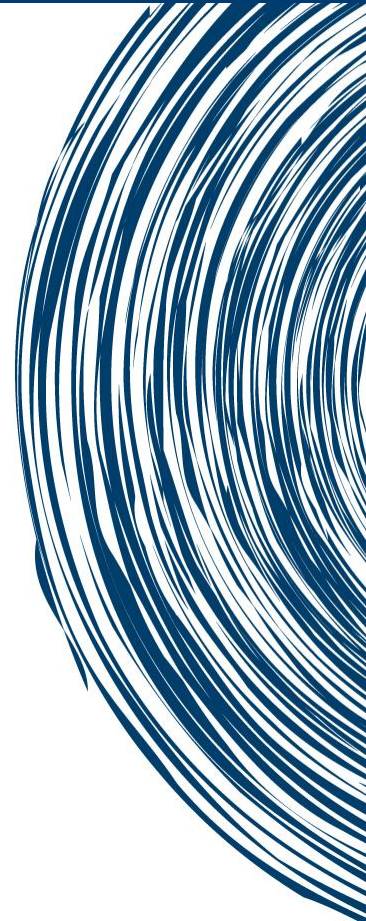


## ● Considerations

- Level of Investment / Cost
- Right of Way
- Enforcement
- Effectiveness

## ● Recommended Next Steps:

- Systemwide Approach – data analysis and segment/corridor prioritization
- Public Involvement - Identify priorities and develop goals
- Performance Indicators
- Explore best practices (ie. Transit Prioritization Toolkit)





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**Sam Stevenson**  
**Transit Manager**  
**(480) 858-7765**

**[sam\\_stevenson@tempe.gov](mailto:sam_stevenson@tempe.gov)**

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Cathy Hollow, City Traffic Engineer  
Ellie Volosin, Senior Civil Engineer

**DATE:** January 9, 2024

**SUBJECT:** All-Pedestrian Phase at Mill Avenue and 5<sup>th</sup> Street

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## **PURPOSE:**

To provide the Commission with an overview of the current operations of the pilot all-pedestrian phase currently operating at the intersection of Mill Avenue and 5th Street.

## **RECOMMENDATION OR DIRECTION REQUESTED:**

Staff is providing an update for information to the Commission regarding the all-pedestrian signal phasing at the intersection of Mill Avenue and 5<sup>th</sup> Street. Staff intends to go to Council seeking direction on Jan. 11, 2024.

## **CITY COUNCIL STRATEGIC PRIORITY AND RELATED PERFORMANCE MEASURE:**

3.26 – 20 Minute City

## **BACKGROUND INFORMATION:**

In February 2023, City of Tempe staff were asked to implement an all-pedestrian phase signal timing at the intersection of Mill Avenue and 5th Street, with the purpose of creating a unique pedestrian experience for those visiting the downtown area. While a standard phasing scheme allows pedestrians to cross at the same time as the green light for through traffic parallel to the desired pedestrian movement, the all-pedestrian phase scheme does not allow any pedestrian movement during vehicle green phases and allows all pedestrian movements (including diagonal movements) during a separate additional phase in the cycle. City staff collected some pre-launch data in February, and then launched the all-pedestrian phase timing on March 8, 2023. Literature review of the research surrounding this phasing scheme provided some guidance, recommendations, cautions, and strategies for the most successful type of implementation.

City staff provided the Transportation Commission with an overview of the operations at this intersection in June 2023. That presentation provided a summary of data collected from various sources during the pilot test, including observed queue lengths, corridor travel times, observations of user compliance, stakeholder feedback, and the summarized results of the public survey conducted during the month of March 2023. At the conclusion of the June 2023 presentation, the Commission asked staff to relay to Council that they would support an extended time on this pilot test, though the Commission was not unanimous on this recommendation. When taken to City Council, the council elected to extend the pilot test period for an additional 6 months.

The attached presentation provides a summary of current operations at the intersection of Mill Avenue and 5<sup>th</sup> Street. Data summaries include observations of travel time, user compliance, observations from Tempe PD, and feedback from Mill Avenue businesses.

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

If the City decides to revert the signal timing scheme at this location back to the standard phasing, there is not associated cost aside from staff hours. If the City decides to make the all-pedestrian phase permanent, structural changes to the intersection would be needed in order to ensure safe permanent

operations. These changes include temporary paint and striping for the crosswalk updates, audible pedestrian push buttons on all corners, and larger permanent signage. The total cost of these changes is estimated to be \$30,000. Permanent changes to the intersection pavement will be incorporated in the Mill Avenue Refresh project.

**ATTACHMENTS:**

PowerPoint Presentation

# All-Pedestrian Phase Signal Mill Avenue and 5<sup>th</sup> Street

**Transportation Commission**  
**January 9, 2024**





## 3.26 – 20 Minute City



Safe and Secure  
Communities



Strong Community  
Connections



Quality of Life

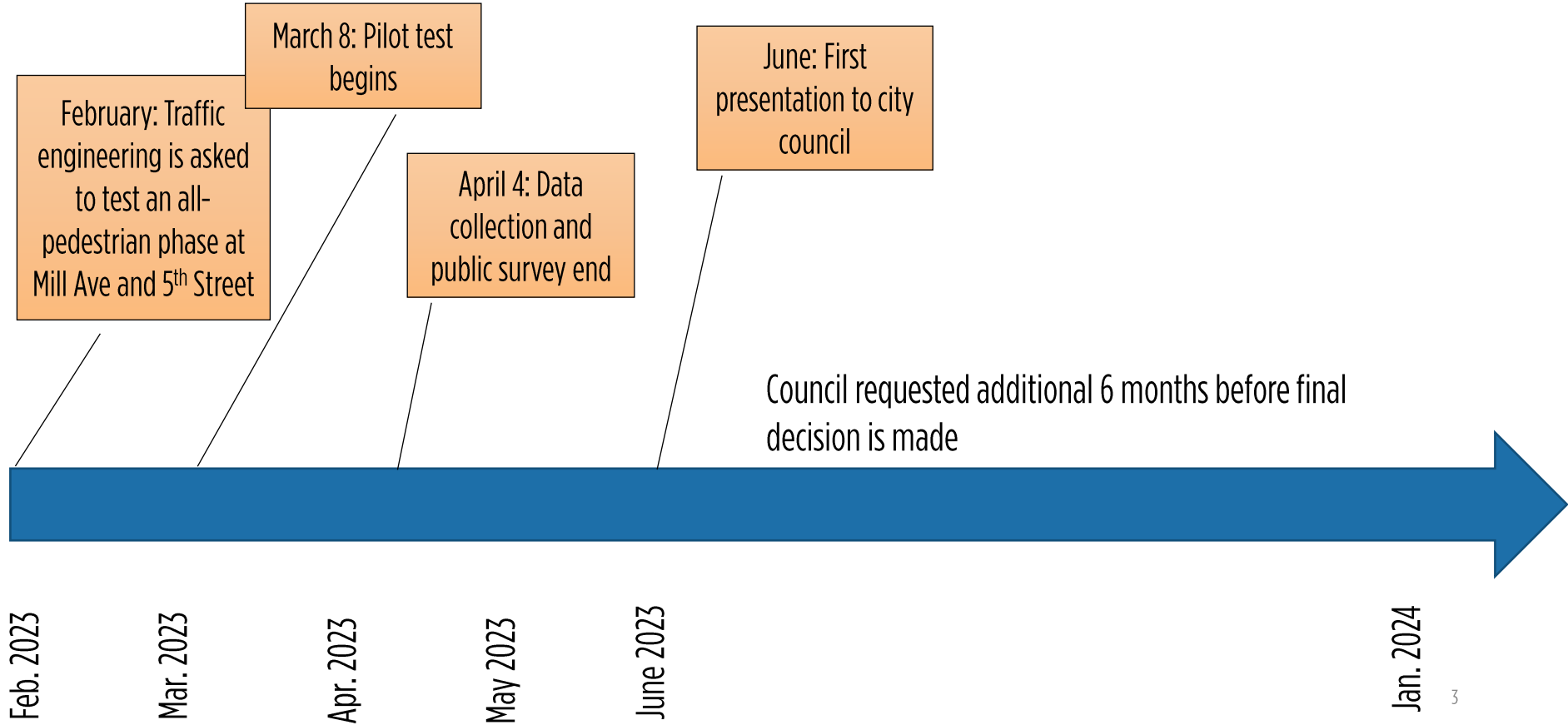


Sustainable Growth  
and Development



Financial Stability  
and Vitality

# All Pedestrian Phase Project Timeline





- Previous Presentation
- Changes Made since June
- Current Operations
- Perspective from Police Department
- Responses from Businesses
- Next Steps
  - Option A: Make the pedestrian phase permanent
  - Option B: Put the intersection on standard phasing

# Review of Results Presented in June 2023



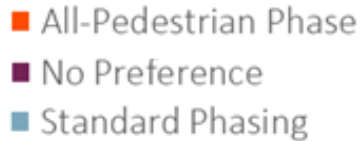
- Operational analysis model
  - Increased vehicle delay during peak periods
  - Increased pedestrian delay
- Vehicle queue lengths
  - Highest queue lengths observed in the PM peak timeframe
  - Queues reached to Hayden Ferry building on north, 9<sup>th</sup> Street on south
- Instances of non-compliance observed
- Travel time between University and Rio Salado



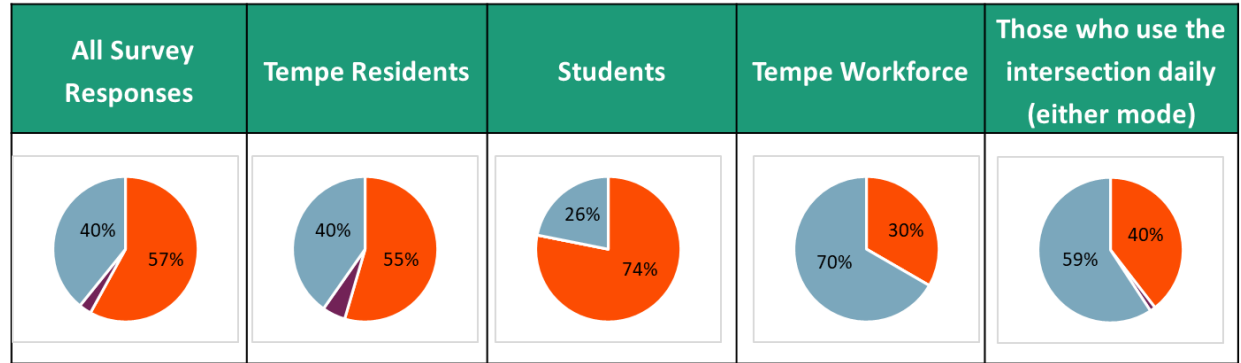
# Review of Results Presented in June 2023



- Results of public survey



What type of intersection would you prefer?



- Council requested the pilot continue for another 6 months with some infrastructure changes

# Changes Requested



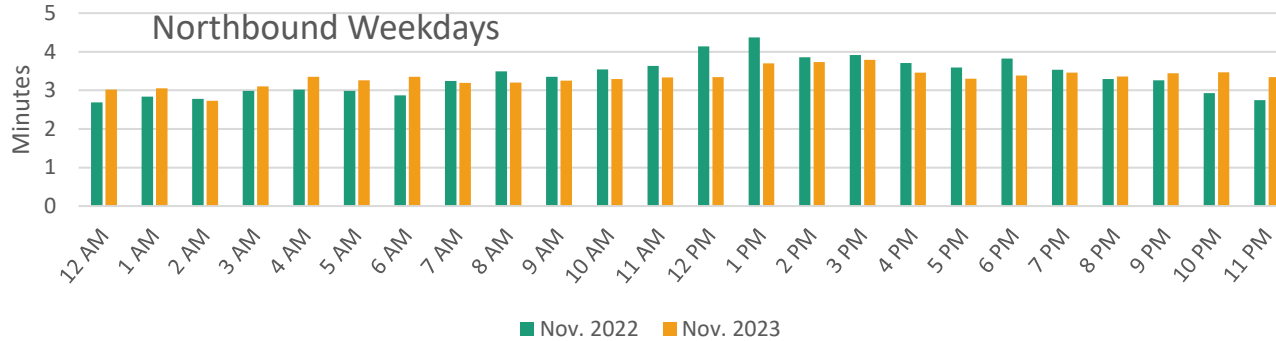
- All-way crossing pavement marking
  - Installed using white tape as a temporary solution
- Took intersection off “pedestrian recall”
  - Push buttons installed at every corner
- Install new signage
  - All-way crossing signage installed at each push button



# Travel Time

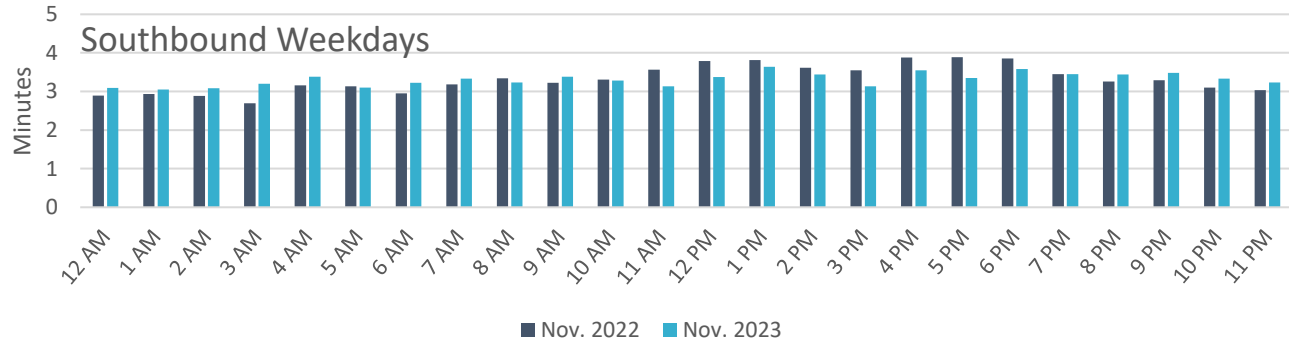


- Data collected from RITIS (connected cell phone data)



Travel Time  
between University  
and Rio Salado, in  
minutes

Very minor  
differences,  
likely caused  
by vehicles  
shifting routes



# Compliance Observations



- Thursday, March 30, 12:20-12:50 PM
- Wednesday, September 27, 12:00-12:30 PM
- 30-minute observations during weekday lunch rush

*Pedestrian Usage:  
15% of pedestrian crossings  
are diagonal crossings*

Non-compliant actions	End of March	End of September
Vehicles making right on red	15%	11%
Bicycles going through the intersection during the pedestrian phase	29%	43%
Pedestrian crossings that occurred outside of the pedestrian phase	17%	14%

# Perspectives from PD



- Have noticed some confusion surrounding the operations
  - Right turns on red
  - Pedestrians crossing with parallel traffic
- Significant volumes Friday and Saturday nights
- Enforcement efforts comparable to other Mill Ave intersections







## Option A: Permanent Pedestrian Phase

- Modify Striping
- Audible push buttons
- Larger Permanent Signage
- Signal timing plans

## Option B: Standard Phasing

- Revert to previous controller
- Remove the diagonal striping
- Remove No Right on Red
- Remove all-ped signage

# Comments and Questions



# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Michael Hayes, PD Traffic Bureau Lieutenant  
Cathy Hollow, City Traffic Engineer  
Ellie Volosin, Senior Civil Engineer

**DATE:** January 9, 2024

**SUBJECT:** Vision Zero Update

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**PURPOSE:**

To provide the Commission with an update to the Vision Zero goal, including recent strategies and 2023 serious injury and fatality crash statistics.

**RECOMMENDATION OR DIRECTION REQUESTED:**

Staff is providing an update for information to the Commission.

**CITY COUNCIL STRATEGIC PRIORITY AND RELATED PERFORMANCE MEASURE:**

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

**BACKGROUND INFORMATION:**

The Tempe Vision Zero Action Plan was completed and adopted by City Council in May 2019. The Vision Zero strategy aims to eliminate all traffic crashes in the city resulting in serious physical injury or fatality. Though crashes may occur, everyone deserves to get home safely at the end of the day. The Vision Zero strategy focuses on the three “e’s” of engineering, enforcement, and education. City staff periodically returns to Transportation Commission to provide an update on recent strategies or activities being undertaken in pursuit of Vision Zero.

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

This update is not associated with a fiscal impact outside the programmed Vision Zero fund in the municipal budget.

**ATTACHMENTS:**

PowerPoint Presentation

# Vision Zero Update

**Transportation Commission**  
**January 9, 2024**





## Safe and Secure Communities

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

# Discussion



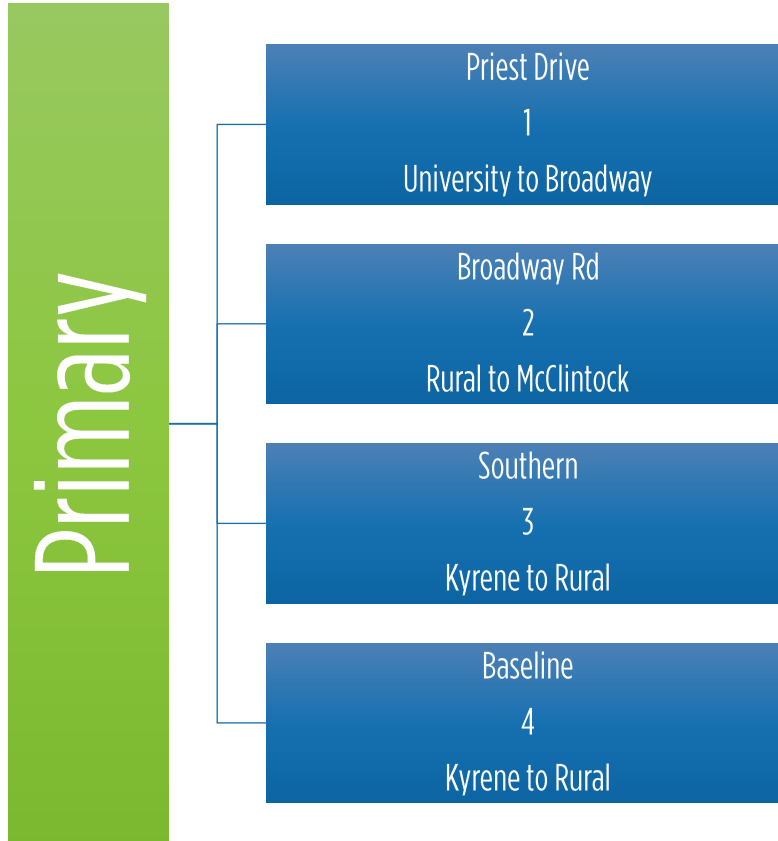
- Major Collision Recap
- Vision Zero Safety Corridors
- Recent Vision Zero Strategies
- Upcoming Vision Zero Projects

# Major Collisions Recap 2023



Total Incidents SPI/F	51
Fatality Totals	25
Serious Physical Injury Totals	34
Vulnerable Road User Responsible	11
Excessive speed	18
Intersection related	13
Other	9
Impairment also a factor	15
No Seatbelt	3
No MC helmet	2
Serious physical injury/fatal in safety Corridor	1 (Baseline/Kyrene) 1 (Broadway/Rural) 1 (Broadway/Rural)

# Vision Zero Safety Corridors



# Vision Zero PD Statistics Through 3<sup>rd</sup> Quarter



## Proactive Work

Priest Corridor	37% Increase
Broadway Corridor	36% Increase
Mill Corridor	18% Increase
Baseline Corridor	26% Increase

## Crash Results (Injury or Fatality)

Priest Corridor	31% Decrease
Broadway Corridor	30% Increase
Mill Corridor	7% Decrease
Baseline Corridor	27% Increase

\* Three fatal collisions in the Vision Zero Corridors

# Safety Corridor Revised Strategies



## Safety Corridors for 2023

Priest	University to Broadway
Broadway	Rural Road to McClintock
Mill	Hermosa to Alameda
Baseline	Kyrene to Rural

## Safety Corridors 2024

Rural	6th St to Playa Del Norte
University	52 <sup>nd</sup> to Hardy
McClintock	Baseline to Guadalupe
Elliot	I-10 to Kyrene
University	McClintock to 101
Broadway	Priest to Mill
Warner	Rural to McClintock
Baseline	Kyrene to Rural
McClintock	Apache to Rio Salado
48 <sup>th</sup> St	Broadway to Southern
Baseline	McClintock to 101
Warner	I-10 to Priest
Broadway	Rural to McClintock
Rural	Broadway to McClintock
Rural	Elliot to Warner
Southern	Mill to Rural



# Leading Pedestrian Interval



- Southern and Dorsey
- Apache and Rural
- Baseline and Kyrene
- College and Apache



A Leading Pedestrian Interval (LPI) is in effect at the Southern Avenue and Dorsey Lane intersection. LPIs are proven to reduce collisions by increasing pedestrian visibility.



## How to use:

1. Press the crosswalk button.
2. Begin crossing the street at the start of the walk phase. The traffic light will remain red for vehicles.
3. After a few seconds, the traffic light will turn green, allowing vehicles to move and pedestrians to establish themselves in the crosswalk.

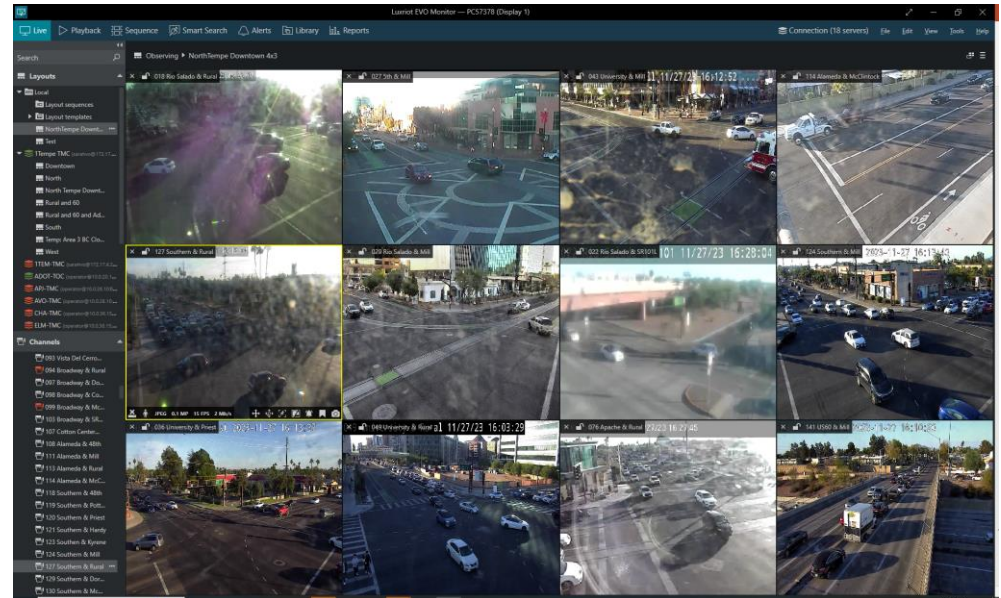
480-350-4311 • [tempe.gov/VisionZero](https://tempe.gov/VisionZero)



# Active Traffic Management



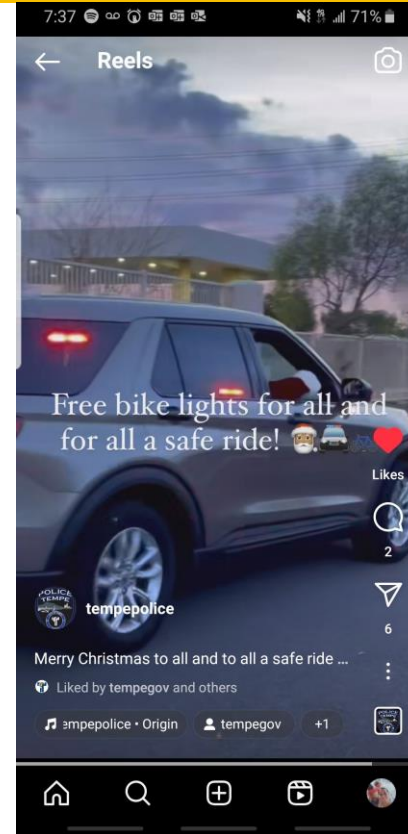
- Hired a new position in June to help with active traffic management
- Helps to address unexpected events as they occur
  - Reduces chance of secondary crashes
- AM and PM peak periods, Monday - Friday



# Bike Lights



- Hand out Vision Zero bike lights at community events
  - Can be used for lighting on peds, pet leashes, etc.
- Focus on events geared toward people experiencing homelessness



# Reflective Back Plates on Signal Heads



- Installed at many major/minor crossings with ADOT Modified style mast arms
- Improves visibility of intersection



Safety Benefits:

**15%**  
reduction in total crashes.<sup>1</sup>

Retroreflective Border

Signal Backplate

Signal backplate framed with a retroreflective border. Source: FHWA

# Participation in World Day of Remembrance



- World Day of Remembrance for Road Traffic Victims
- A Vision Zero activity organized internationally
- November 19, 2023



# Pedestrian Safety Car Cards



- In response to pedestrians injured trying to get to transit
- On all Orbit buses

## Walk with Safety in Mind and Live to Ride Another Day

**VISION ZERO TEMPE**  
tempe.gov/VisionZero

UNPLUG	STAY ALERT	USE THE CROSSWALKS	WATCH FOR TURNING VEHICLES	OBEY THE SIGNALS
				
Don't be a distracted walker	The whole way across the street	The crosswalks are there for you	Make eye contact if you safely can	It's the safe way, and it's the law

# Larger Speed Limit Signs



## Working on replacing Speed Limit signs with the next size up

- Improves visibility
- Includes reviewing locations of existing signs

## Started on Southern and Baseline

★ Optically space numerals about centerline.

A	B	C	D	E	F	G	H	J	K	L
18	24	0.375	0.625	3	3 E	2	8 E	7.052	5.491	1.5
24	30	0.375	0.625	4	4 E	2	10 E	9.403	7.321	1.5
30	36	0.5	0.75	4.5	5 E	2.5	12 E	11.754	9.151	1.875
36	48	0.625	0.875	6	6 E	5	14 E	14.105	10.981	2.25
48	60	0.75	1.25	8	8 E	6	16 E	18.806	14.642	3

COLORS: LEGEND, BORDER – BLACK  
 BACKGROUND – WHITE (RETROREFLECTIVE)



# Speed Feedback and Illuminated Speed Limit Signs



- Speed feedback test on Mill near Alameda
- Illuminated speed limit signs on College, Broadway to Southern

	BEFORE (MAR. 2022)	AFTER (NOV. 2022)
SOUTH OF ALAMEDA	85 <sup>th</sup> Percentile Speeds	85 <sup>th</sup> Percentile Speeds
Northbound	49 mph	44 mph
southbound	44 mph	44 mph

Note that speed limit on this corridor is 40 mph





# Additional Speed Feedback signs



- Signs ordered, expected delivery mid-January
- Ranked potential locations by need – starting with 10

## 10 New Speed Feedback Sign Locations

Baseline W of 101

Mill S of 60

McClintock N of 60

Rural N of 60

McClintock S of 60

Rural S of 60

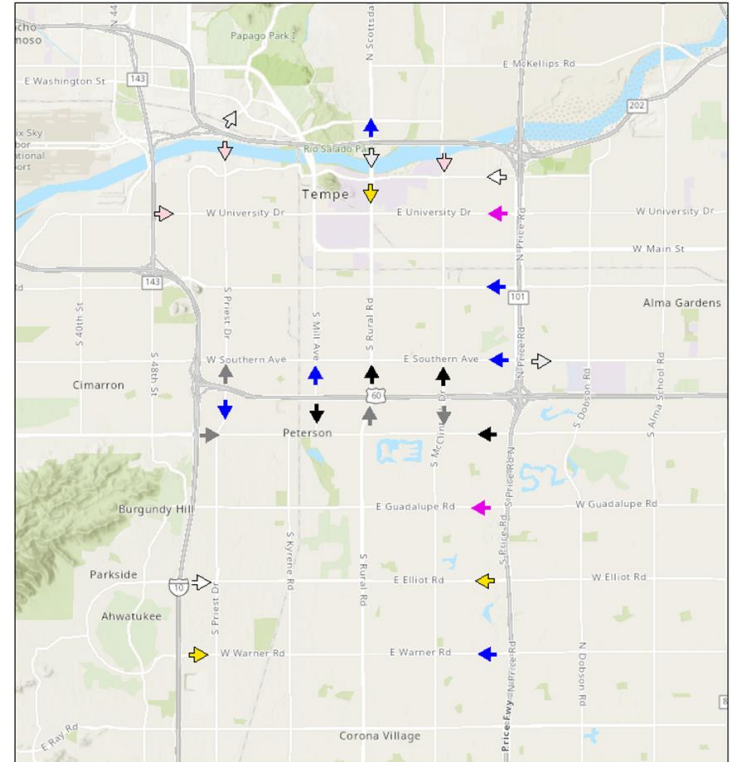
Priest S of 60

Southern W of 101

Scottsdale Rd S of Playa Del Norte

Rural N of 6th Street

Speed Feedback Sign Potential Locations



# Sidewalk Inventory



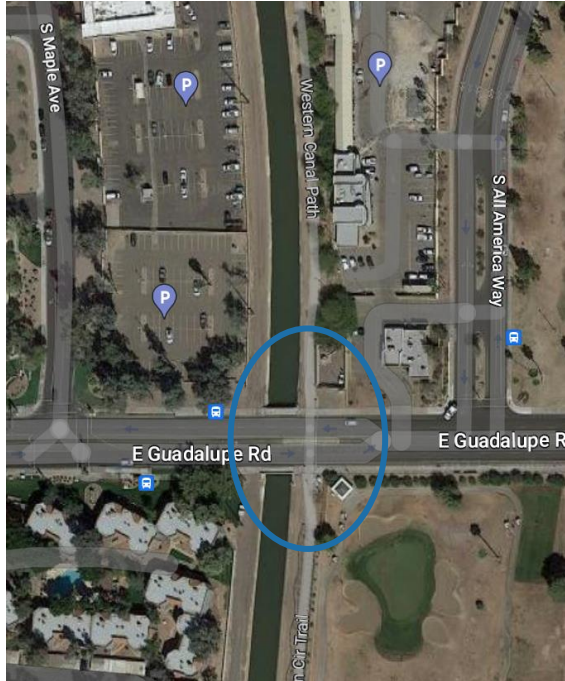
- Project intended to identify neighborhoods where sidewalks are not provided
- Will help rank where sidewalks should be added, prioritizing by need, cost, constructability



# New Pedestrian Signals at Canal Path Crossings



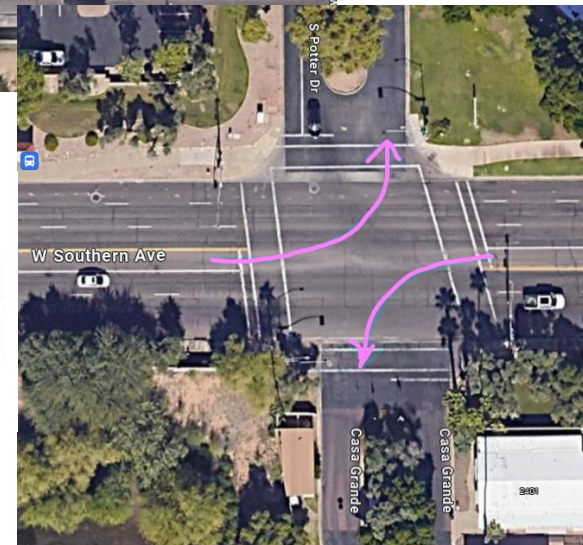
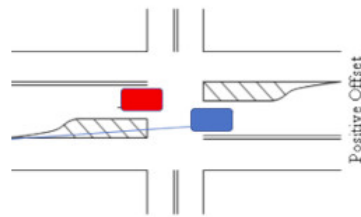
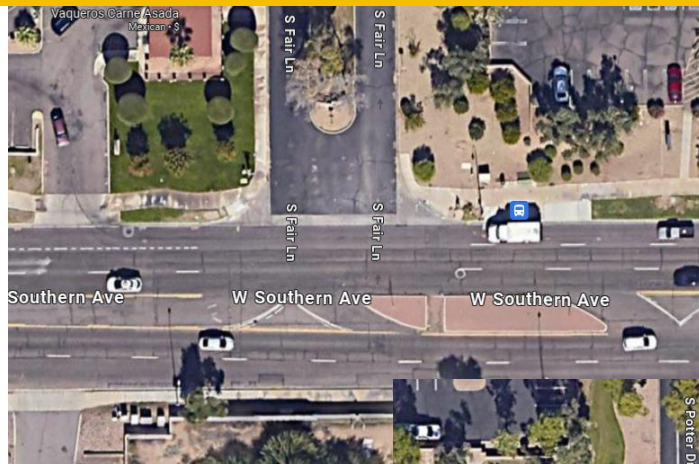
➤ Projects in Final Design phase – working with SRP to finalize



# Fair Lane and Potter Median Improvements



- Serious/fatal crashes turning left at Southern/Fair
  - Project will improve median to restrict left-out
  - Better channelization for left-in
- Residents concerned about left-in at Southern and Potter
  - Project will construct a positive offset at the intersection
  - Improve visibility
  - Project may also assess a left-turn arrow or FYA



# Safety Camera Program



- Currently looking into the feasibility of traffic enforcement cameras
  - Red-light running
  - Speed enforcement
- Used in Scottsdale, Mesa, Chandler, Paradise Valley, Avondale
- Collaboration between PD, Courts, Transportation



# Comments and Questions

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Isaac Chavira, Interim Deputy Engineering & Transportation Director  
**DATE:** January 9, 2024  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 9

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**PURPOSE:**

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

**RECOMMENDATION OR DIRECTION REQUESTED:**

This item is for information only.

- February 13
  1. Country Club Way Bike/Ped Bridge over UPRR
  2. Prop 400 E
  3. Scooter Corrals in Downtown
- March 12
  1. CIP Update
  2. TMA/TDM, Personal Delivery Devices
  3. Traffic Bureau Update
- April 9
  1. Available public and ADA parking spaces in downtown
  2. Protected Bike Lanes and How They Are Prioritized
  3. Accessory Dwelling Units
- May 14
  1. Bike Hero
- June 11
  1. Transportation Master Plan & Transportation Equity
  2. College and University Underpass Project
- July 9
- August 13
- September 10
- October 8
- November 12
  1. Annual Report
- December 10
- TBD: Western Canal (48<sup>th</sup> Street to I-10)
- TBD: Alameda Drive Streetscape Project (before and after) & Speed Data