



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, May 10, 2022 at 7:30 a.m.

#### MEETING LOCATIONS

Join Via Cisco Webex

<https://tempe.webex.com/tempe/onstage/g.php?MTID=ec92026cf1923c6f54f3c76d854028052>

Event password: XwnKAXaK343

United States Toll+1-408-418-9388

Access Code/Event Number: 2484 280 8632

#### AND

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
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	JC Porter, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the April 12, 2022 meeting.	JC Porter, Commission Chair	Action
<b>3. Adaptive Streets Implementation Design Guide</b> Staff will present the proposed Tempe Adaptive Streets Design Guide and ask for the Commission's support of the guide.	Bonnie Richardson, Engineering & Transportation Department	Action
<b>4. Regional/State Rail and Bus Rapid Transit Update</b> Staff will provide an update on the status of the regional and state rail plans and the BRT program.	Eric Iwersen and Robert Yabes, Engineering & Transportation Department	Information
<b>5. Department &amp; Regional Transportation Updates</b> Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information
<b>6. Future Agenda Items</b> Commission may request future agenda items.	JC Porter, Commission Chair	Information

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



**Minutes**  
**City of Tempe Meeting of the Transportation Commission**  
**April 12, 2022**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, April 12, 2022 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:**

Alice Bimrose  
Jeremy Browning  
Susan Conklu  
Brian Fellows  
Dawn Hocking  
Pam Goronkin

Paul Hubbell  
David A. King  
Amanda Nelson  
JC Porter  
Peter Schelstraete  
David Sokolowski

**(MEMBERS) Absent:**

Alana Chavez Langdon  
Bobbie Cassano

John Christoph

**City Staff Present:**

Cathy Hollow, Interim Deputy Engineering & Transportation Director  
Robert Yabes, Principal Planner  
Chase Walman, Senior Transportation Planner  
TaiAnna Yee, Public Information Officer  
Tony Belleau, Transportation Planner  
Sue Taaffe, Senior Management Assistant  
Maria Laughner, Deputy Economic Development Director

Laura Kajfez, Neighborhood Services Specialist  
Able Gunn, Transportation Financial Analyst  
Lyle Begiebing, Transportation Planner  
Sam Stevenson, Senior Transportation Planner  
Bonnie Richardson, Principal Planner  
Linda Cano, Community Services Manager

**Guests Present:**

John Graham  
Lorenzo Perez

Heidi Kimball

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

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Minutes**

JC Porter introduced the minutes of the March 15, 2022 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner JC Porter

**Second:** Commissioner Brian Fellows

**Decision:** Approved by Commissioners

Alice Bimrose  
Jeremy Browning  
Susan Conklu  
Brian Fellows  
Dawn Hocking  
Pam Goronkin

Paul Hubbell  
Amanda Nelson  
JC Porter  
Peter Schelstraete  
David Sokolowski

**Agenda Item 3 – Bike Hero Award**

Commissioners were provided the list of Bike Hero Nomination applications for 2022. Discussion ensued about the seven nominations. A motion was made to select Erin Boyd as the 2022 Bike Hero.

**Motion:** Commissioner JC Porter

**Second:** Commissioner Brian Fellows

**Decision:** Approved by Commissioners

Alice Bimrose  
Jeremy Browning  
Susan Conklu  
Brian Fellows  
Dawn Hocking  
Pam Goronkin

Paul Hubbell  
David A. King  
Amanda Nelson  
JC Porter  
Peter Schelstraete  
David Sokolowski

**Agenda Item 4 – General Plan 2050 Technical Advisory Group**

Commissioners were asked to select two members to represent the Transportation Commission on the 2050 General Plan 2050 Technical Advisory Group. A motion was made to select David Sokolowski and Brian Fellows as two members to represent the Transportation Commission on the 2050 General Plan 2050 Technical Advisory Group.

**Motion:** Commissioner JC Porter

**Second:** Commissioner Dawn Hocking

**Decision:** Approved by Commissioners

Alice Bimrose  
Jeremy Browning  
Susan Conklu  
Brian Fellows  
Dawn Hocking  
Pam Goronkin

Paul Hubbell  
David A. King  
Amanda Nelson  
JC Porter  
Peter Schelstraete  
David Sokolowski

**Agenda Item 5 – Lease and Development of the Hayden Flour Mill**

Heidi Kimball and Lorenzo Perez made a presentation about the project. Topics included:

- Background
- Relevant projects
- Inspirational projects
- Project vision
- View and scale

- Activate an program
- Art and lighting
- Finance and partners
- Historic Preservation
- Existing machines

Discussion included the railroad tracks, existing equipment, live work unit possibilities and existing concrete foundations.

#### **Agenda Item 6 – Upcoming Transportation Public Meetings & Announcements**

Sue Taaffe informed the Commission that Cathy Hollow is now the Interim Deputy Engineering & Transportation Director until Shelly's return in August. Cathy Hollow announced that the Streetcar would be opening very soon and staff will notify the Commission when a date is determined.

#### **Agenda Item 7 – Future Agenda Items**

Brian Fellows requested that a Streetcar Update presentation be made at a future meeting. The following future agenda items have been previously identified by the Commission or staff:

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

The next meeting is scheduled for May 10, 2022. The meeting was adjourned 8:20 a.m.

Prepared by: Sue Taaffe  
Reviewed by: Cathy Hollow

# MEMORANDUM

**TO:** Tempe Transportation Commission

**FROM:** Bonnie Richardson, Principal Planner, Transportation  
480-350-8628

Cathy Hollow, Interim Deputy Engineering and Transportation Director  
480-350-8445

**DATE:** May 10, 2022

**SUBJECT:** Tempe Adaptive Streets Implementation Design Guide

**ITEM #:** 3



---

## PURPOSE:

The purpose of this memo is to provide the Commission with an update on the Adaptive Streets Implementation Design Guide.

## RECOMMENDATION OR DIRECTION REQUESTED:

For information and support of project.

## 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 3.34: Community health and well-being.

## BACKGROUND INFORMATION:

The City of Tempe is pursuing the development of an Adaptive Streets Implementation Design Guide to identify strategies that allow for flexibility and adjustments, and ensure safe movements of all users, within the public rights of way.

Originally staff provided the Commission (June 23, 2020) with a presentation and memo on Open Streets: Approaches to Social Distancing. While originally intended to identify rapid solutions to address challenges resulting from the COVID-19 pandemic, the project is currently focused on a more long-term approach, creating a tool to support City-identified context-specific strategies and design features that respond to opportunities and needs in the right of way. This includes providing additional space for active transportation users (pedestrians, bicyclists, people accessing transit, micro-mobility users), near-term and low-cost improvements, and other strategies.

The Adaptive Streets Implementation Design Guide will complement and will be coordinated with the variety of recent and ongoing City efforts and projects that relate to transportation mobility, livability, and placemaking in the City. This includes supporting and contributing to the City's initiatives around Vision Zero, Age Friendly City and the Climate Action Plan. Staff will coordinate with other City projects that are currently ongoing, including, but not limited to, Neighborhood Traffic Mitigation, Mobility Hubs, Innovation Hubs, and the Transportation Demand Management/Transportation Management Associations (TDM/TMA) projects.

## PROGRESS IN DEVELOPMENT OF THE GUIDE:

The project purpose is to identify guidelines and a process for the City to consider projects in the public right-of-way (ROW) that:

- are temporary;
- can be installed relatively quickly;
- adjust how the ROW is used in response to changing mobility and community conditions;
- satisfy a community need at a specific location.

While researching adaptive street strategies in other cities we realized that Tempe has implemented a few street adaptations of

our own, including providing shade and seating, creative street closures, and temporary bike parking. Up until now, those projects were typically ‘one and done’ individual efforts. The Adaptive Streets Implementation Design Guide will build on those early successes, and

- identify a variety of temporary strategies that could be appropriate in specific locations to address mobility and community needs (see Attachments 4a-c, Draft Strategies.),
- provide a process for residents, businesses, and property owners to identify and submit ideas for adaptive street projects, and
- identify a process for the City to provide timely review and approval of adaptive street projects (Attachment 3).

Care has been taken to coordinate the opportunities under the Adaptive Streets Implementation Design Guide with existing City Policies, Initiatives and Plans. This will not take the place of the Neighborhood Traffic Calming Guide (previously STEP).

**PUBLIC OUTREACH:**

Following a City Staff Focus Group meeting, the consultants and transportation staff held a Neighborhood and Business Focus Group meeting in November 2021 (Attachment 4a). An Adaptive Streets Survey was completed in January 2022 (Attachment 4. To date staff held two public meetings in January 2022. The largest was the Transportation Open House at Tempe Library, January 29, with approximately 200 attendees (Public Input Summary, Attachment 4c). A large asphalt mural, identifying a new Park & Ride was also completed and demonstrates the potential of ROW adaptive strategies. Additionally, presentations were made at several commission meetings, including Transportation, Sustainability & Resilience, Neighborhood Advisory, and Development Review.

**PUBLIC RESPONSE:**

There is a great deal of interest in Adaptive Streets strategies, and we have already had several requests to initiate projects following our demonstration of a street mural for the Park & Ride in the Tempe Library parking lot. The Downtown Tempe Authority has requested, over several years, to paint a ‘pride crosswalk’ in downtown Tempe. They are also interested in doing a demonstration for painted curb extensions at 7<sup>th</sup> Street and Forest Ave. As the Smith Innovation Hub evolves, the Culdesac Development is offering to partner with the city to paint a mural highlighting a portion of the new bike lane along Smith Road, beginning at Apache Blvd. Given this interest, transportation staff has been drafting a Design Guide Strategy for Painted Pavement (Attachment 2b) that will be incorporated in the Adaptive Streets Implementation Design Guide.

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

The cost of this design guide project is \$95,000, primarily for the consultant support; the funding is largely from a regional grant. Tempe is required, as part of the Maricopa Association of Governments (MAG) Design Assistance Grant, to pay 5.7% (in local funding) of the total cost of the project. The 5.7% match is \$5,415, bringing the total cost for the project to \$95,000. The breakdown below indicates the financial participation of this Agreement:

Maricopa Association of Governments	\$ 89,585	94.3%
Tempe match	\$ 5,415	5.7%
Total	\$ 95,000	100%

Sufficient budget for Tempe’s portion of the current project has been appropriated in Transit Fund cost center 3923.

While a dedicated funding source for implementing Adaptive Streets projects does not currently exist, staff is exploring the potential for using some portion of the existing small cell revenue collections to support Adaptive Streets proposals. Additionally, applicants have the option of providing their own funding by working with nonprofits or local businesses that want to support the project, or by other means. There are also partnership and funding opportunities with the Transit Program and Transit Fund.

**NEXT STEPS:**

- complete final Adaptive Streets Implementation Design Guide
- initiate a pilot program with adaptive streets demonstration projects
- identify potential grant funding for future community projects

**TIMELINE:**

- January 19, 2022           Public Outreach Meeting (WebEx)
- January 29                Transportation Open House (Tempe Public Library, SE Parking Lot)
- May 10                     Transportation Commission
- May                         Commission Meetings: Sustainability & Resilience, Neighborhood Advisory
- May                         Assemble Draft Adaptive Streets Implementation Design Guide
- June 2                     Council Work Study Session

**RECOMMENDATION OR DIRECTION REQUESTED**

Staff requests direction and support on the Adaptive Streets Implementation Design Guide.

**ATTACHMENTS:**

1. PowerPoint
2. Draft Adaptive Streets Implementation Design Guide Strategies - Examples
  - a. Decorative Curb Extensions/Bulb Outs
  - b. Adaptive Streets Painted Pavement
  - c. Parklets
3. Draft Implementation Procedures
4. Public Input
  - a. Neighborhood & Business Focus Group Meeting Comments, November 2021
  - b. Adaptive Streets Survey, January 2022
  - c. Public Input Summary: Adaptive Streets, February 2022

# **Tempe Adaptive Streets Implementation Design Guide**

**Transportation Commission  
May 10, 2022**





# Goals for Today's Discussion



- Provide an overview of the **history and purpose** of the Adaptive Streets Project
- **Explain** what adaptive streets are and **provide examples**
- **Outline** the Adaptive Streets Implementation Design Guide
- Identify next steps for the project

# Background



## Tempe's Previous Successes



2016

2021

# Adaptive Streets Definition for Tempe



An **adaptive street strategy** is a change to the **public right-of-way** (sidewalk, curb space, roadway, median) that:

- is implemented temporarily and relatively quickly
- includes a new feature that changes how some/all of the right-of-way is used
- is location-specific in response to a community need



# What an Adaptive Street is NOT...

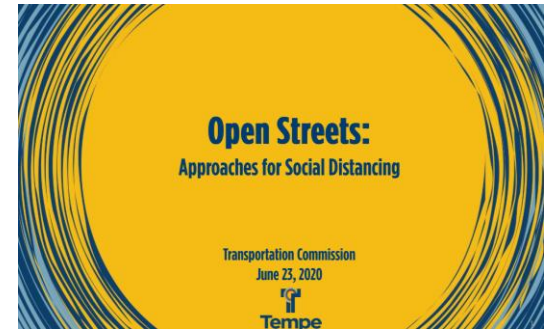


- a project that permanently changes any aspect of the street
- a project that reduces safety or accessibility/ADA compliance of a public space
- a replacement for other established City programs/ processes related to roadway construction or traffic mitigation/management

# Background: The Open Streets Movement



- Shift in what the community wanted or needed from public space
- Local governments responded ...in a short period of time

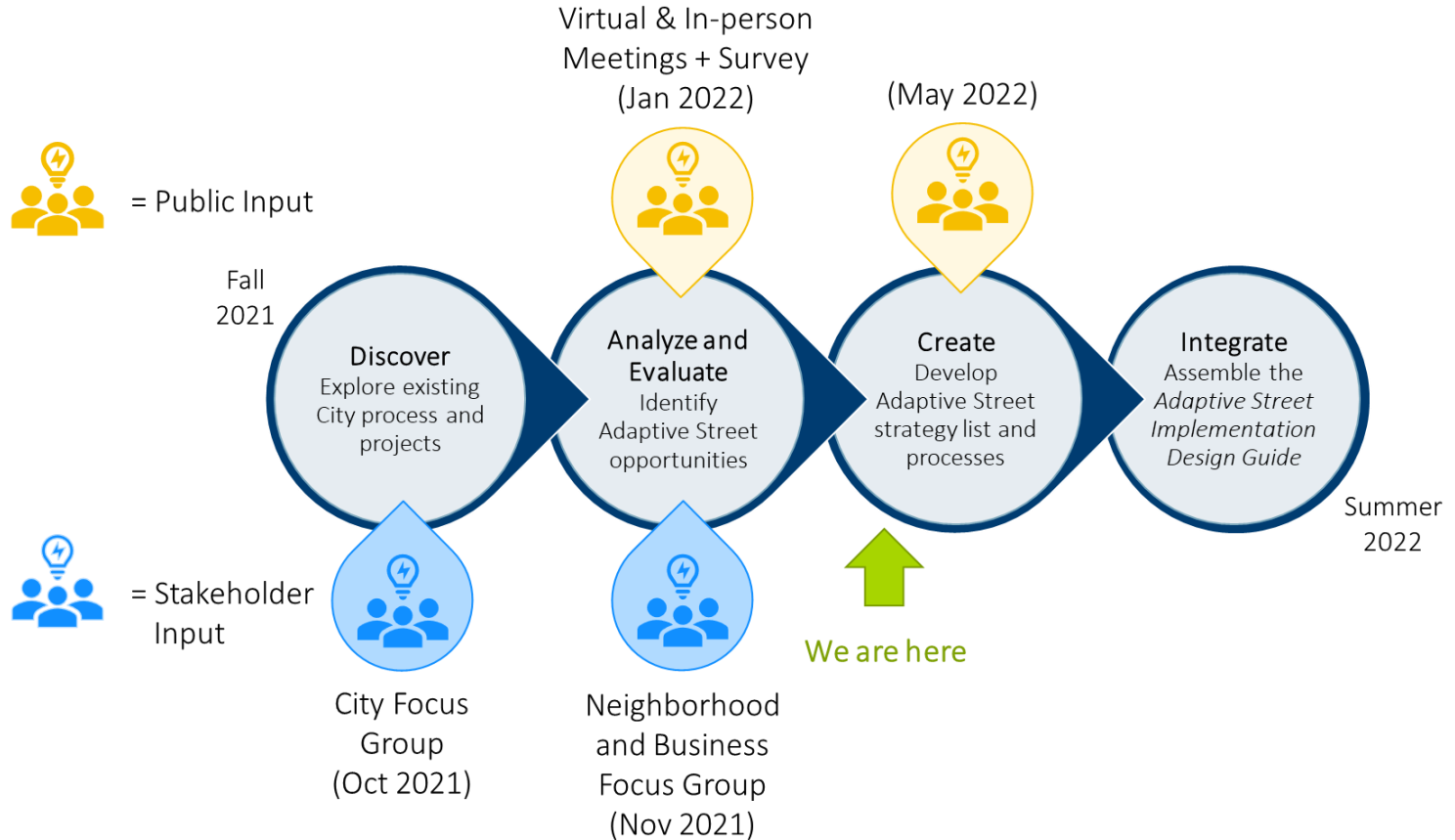


City of Tempe: June 2020 Transportation Commission Meeting – Open Streets as social distancing in response to COVID-19

# Results of the Open Streets Movement



# Project Process



# Stakeholder and Public Feedback



- Adaptive Streets can support City's goals and initiatives
- Desire for placemaking and community in streets
- Need for a clear process and a faster process





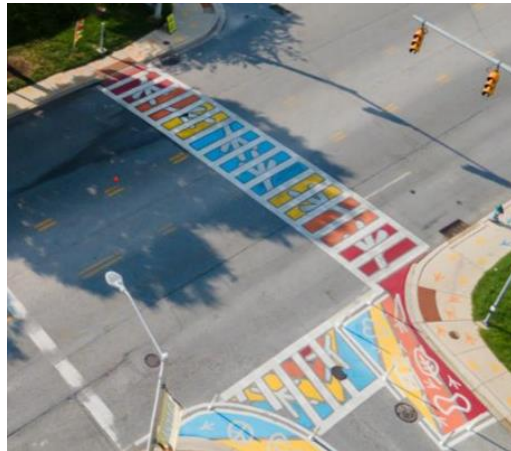
# Proposed Tempe Adaptive Street Strategies



Need: enhanced pedestrian environment at an intersection



Temporary Curb-extension  
or Bulb-out



Painted Crosswalk



Decorative Sidewalk



# Proposed Tempe Adaptive Street Strategies

● Need: more space to bike



Parklet for bike parking



Temporary Shared/Open Street: local vehicles allowed; street is open to pedestrians and bicyclists



Alternative Curbside Use for dedicated bike lane

# Proposed Tempe Adaptive Street Strategies



## Need: enhanced environment for transit riders



Temporary Shade along pedestrian waiting areas



Decorative Sidewalk at transit stops



Alternative Curbside Use for temporary dedicated transit lanes or separated transit stop

# Proposed Tempe Adaptive Street Strategies



Need: more room for outdoor business or community use



Alternative Curbside Use for dining or gathering



Parklet for greenscape or shade



Alternative Curbside Use for retail or community space

# Proposed Tempe Adaptive Street Strategies



● Need: placemaking



Decorative Sidewalk with temporary wayfinding



Painted Roadway



Painted Intersection



# Proposed Adaptive Street Strategies

- **Decorative Sidewalks** (paint, wayfinding ‘stickers’)
- **Painted Crosswalk**
- **Decorative Curb Extension/Bulb-Out**
- **Painted Intersection**
- **Painted Roadways** (mid-street murals, cul-de-sacs)
- **Temporary Shade** (sidewalks, ped waiting areas)
- **Parklets** (bike parking, shade, seating, dining)
- **Alternative Curbside Use** (walking, biking, transit, dining/retail)
- **Open/Shared Street**

# Adaptive Street Design Guide



- How to use design guide
  - Needs-driven process
- Design Standards
  - Strategy sheet for each adaptive street strategy
- Implementation Guidance
  - Application/Request process
  - City review process
  - Example applications/Case studies





<b>Timeframe</b>	<b>Activity</b>
April/May 2022	Assemble Design Guide and Refine Processes
May 2022	Draft Adaptive Streets Implementation Design Guide
May 2022	Presentations to City Commissions
June 2022	Council IRS Presentation





# Questions?



Bonnie Richardson  
City of Tempe Project Manager  
[bonnie\\_richardson@tempe.gov](mailto:bonnie_richardson@tempe.gov)

Amy Garinger, AICP  
Kimley-Horn  
[amy.garinger@kimley-horn.com](mailto:amy.garinger@kimley-horn.com)

## DRAFT - Attachment 2a

### Decorative Curb Extensions/Bulb Outs

*Example needs:* shorter crossing distances at an intersection or other crossing; increased awareness of crossings; more space for pedestrians or bicyclists to wait to cross an intersection

Curb extensions help elevate the pedestrian environment at an intersection or designated crossing by increasing the overall visibility of pedestrians waiting to cross the street, shortening crossing distances, and physically narrowing the roadway. Decorative curb extensions can also provide opportunities for placemaking and adding space for temporary greenscape/vegetation elements.



### Potentially Appropriate Locations

Streets with speed limits 35mph or less; neighborhood/collector street intersections with existing crosswalks that have high levels of pedestrian crossings (downtown; near schools; near parks); neighborhood/collector streets with parallel parking

### Design Considerations

#### Required

- Must maintain a 10-foot-wide travel lane in either direction or 11-foot lanes if there is higher truck volume along the street ([MUTCD](#)).
- The length of the curb extension must be at least equal to the width of the existing crosswalk.
- The perimeter of the curb extension must be delineated by either a paint (a minimum 4 inch wide stripe) or a vertical barrier.
- Curb radius should be determined by the primary design vehicle but should be no more than 20-feet.
  - If installed along a roadway with parallel parking, curb extensions must be two-feet narrower than parking lanes to maintain an adequate turning radius at corners.
- Must not interfere or obscure any traffic control devices or signs (stop signs, pedestrian crossing signs)
- If installed near a fire hydrant, design must maintain access to the hydrant.

- If a curb extension is being installed mid-block where a pedestrian ramp is not present, a [temporary ADA](#) compliant ramp will need to be installed.
- Crosswalk entrances must be clear of vertical barrier elements.
- Must maintain adequate drainage and gutters along the length of the curb extension (2 feet from curb face to flowline) ([MAG Uniform Standard](#)).
- If painting is included, all items outlined in the City's Street Painting Policy must be adhered to.

### **Recommended**

- Consider if vertical barriers should be included to separate vehicles (parked or moving) from the curb extension. In some cases, planters can also function as barrier elements.
- Where possible, curb radii are recommended to be 15 feet
- Crosswalk crossing bars may be extended through the curb extension to the curb line.
- If possible, extend the curb extension to the advanced stop bar.
- Curb extensions can provide an opportunity to add a street mural.

### **Policy Information**

- All painting must conform to the the City's Street Painting Policy.

### **Design Notes**

- Land Uses:
  - Prioritize along streets that have high pedestrian volumes where slower traffic and shorter crossing would have a high impact, and in high density areas. Surrounding land uses that could benefit from curb extension include near schools or close to transit stops.
  - This application should not be considered where there are high volumes of large vehicles making turns.
  - Curb extensions may be applied at midblock to add public space.
- Existing Configurations:
  - When applied to streets with bikeways, curb extensions should not infringe upon the designated cycling space
  - When installed at the entrance to a residential or low speed street, a curb extension can mark the transition to a slower speed street.
- Alignment with other Plans and Studies
  - The use of curb extensions and bulb-outs should be consistent with the Neighborhood Traffic Mitigation Guide.
  - The use of curb extensions should conform with the surrounding character of the street as recommended in the Character Area Plan, or consistent with changes in the character of the location.



## DRAFT – Attachment 2b

### Painted Pavement (intersections, crosswalks, curbside, mid-street, cul-de-sacs)

*Example needs:* Increase awareness and/or create enhanced pedestrian environments of intersections and crossings; increase beauty and placemaking within a community or within a special use area.

Painted pavement includes mural projects on paved areas that are accessible to motor vehicles, such as intersections, crosswalks, and other roadway surfaces. They may be as large as an intersection or an entire block depending on the goal of the project and the surrounding land use context. Pavement painting may accompany other adaptive street strategies such as temporary bulb-out or temporary curbside management. Large, decorative paintings in the street can help add beauty and create a community identity and placemaking.

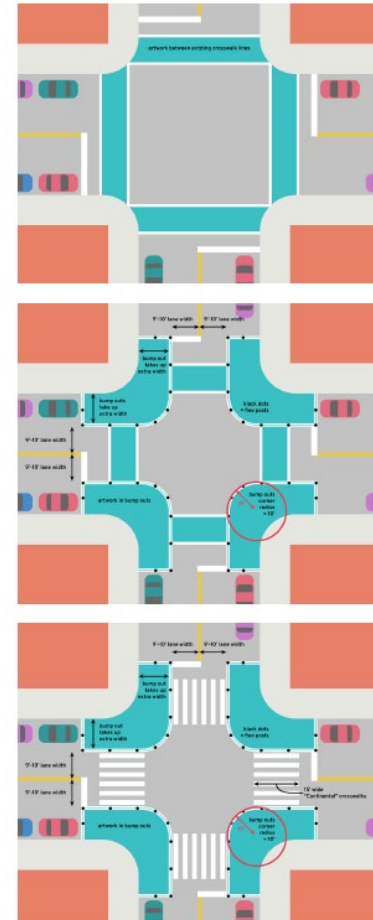
### Locations Requirements or Considerations

- Local/Neighborhood streets or some collector streets
- Streets must have a speed limit of 40mph or less
- Streets must have no more than four travel lanes
- For intersection paintings, usually considered in locations where there is an existing, stop controlled intersection.
- For painted crosswalks, can be considered at locations with a raised crosswalk, raised intersection, or location where a vehicle is already required to stop, either due to a stop sign or traffic signal, or pedestrian crossing.

### Design Considerations

#### Required – General

- The pavement to be painted must be in good condition and free of pothole, large cracks, or breaks. Paint may make it difficult for pedestrians to see cracks in the pavement and thus could lead to injury.
- Must obtain a barricading permit from the City of Tempe (a \$25 refundable fee is required).
- Design cannot infringe upon existing white or yellow existing street markings.
- Design cannot mimic official pavement markings or traffic control devices, such as stripes or traffic signs. Minimize the amount of yellow and white paint used to avoid looking like traffic control devices.



- Design cannot include words, logos, advertising, or insensitive images
- Design cannot use copyrighted materials (permission must be received for all artwork/imagery used)
- All imagery must be approved by City of Tempe and the adjacent neighbors or property owners along the roadway.
- Only the driving area can be painted, not the curbs/gutters/sidewalks
- Design can not infringe on existing ADA ramp colors. The color palette selected for the design must contrast with existing ADA ramp truncated dome slabs to maintain ADA visibility requirements.
- Paint shall be applied in a precise, high quality manner. Accidental spills, paint drips and messy edges must be cleaned up.
- When selecting a paint/material, visibility, reflectivity, and the effect rain will have on traction for vehicles, bicyclists, and pedestrians must be taken into consideration. Avoid creating distraction for motorists.
  - All proposed paint material must be submitted to Tempe for approval. There must be no lead paint or other hazardous components.
  - All materials used must be in compliance with all State and Federal regulations.
- Designs must include sufficient blank space (non-painted areas) to ensure adequate roadway grip. Alternatively, the paint may be mixed with walnut shells or Shark Grip® add grit and prevent a slip hazard.
- Applicant must clean up and dispose of paint in an appropriate manner. Paint may not be disposed in the City storm drains, City sewers or waste containers.

#### **Required – Painted Crosswalks**

- Must be at a location where there is already a marked crosswalk, or a new location where a crosswalk is determined to be appropriate by the City Traffic Engineer.
- Design must include the two white horizontal markings with standard design and reflectivity to mark the edges of the crosswalk and ensure it meets minimum standards.
- Designs must not diminish the effectiveness of any legally required white transverse pavement markings used to establish the crosswalk.
  - Designs must occur within the white transverse crosswalk lines.

Subdued-colored aesthetic treatments between the legally marked transverse crosswalk lines are permissible provided that they are devoid of retroreflective properties.

If more than one crosswalk has been identified for the intersection, artwork should have consistency of style and complimentary colors to create a unified aesthetic at the intersection.

#### **Required – Painted Bulb-outs**

Refer to ‘Decorative Curb Extensions/Bulb Outs’ strategy sheet for full strategy details beyond paint)

#### **Required – Painted Curbside for Alternative Uses**

Refer to ‘Alternative Curbside Uses’ strategy sheet for full strategy details beyond paint)

#### **Recommended – General**

Consider how the project will be viewed and what the experience of a pedestrian will be when walking over the mural. Using repetitive patterns and solid background colors may help create a design that can be appreciated from multiple angles and distances.

Check to see if there are plans to resurface the street. Freshly paved areas will absorb more paint. Make sure to account for extra layers of paint if painting over a recently paved surface.

Consider using paving materials that can mitigate rising urban temperatures. “Cool pavements” come in a variety of forms; avoid those that reflect heat on pedestrians.

Crosswalk crossing bars should be extended through the curb extension to the curb line.

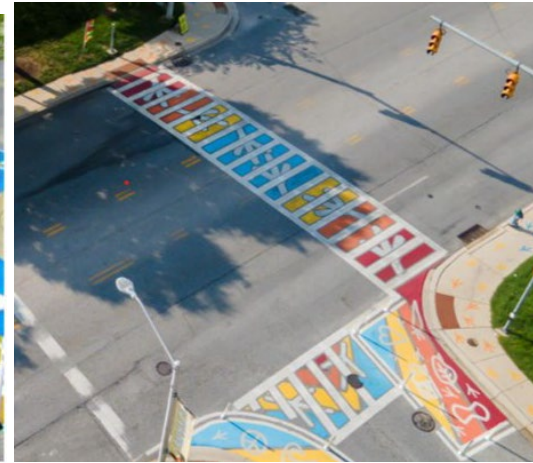
#### **Policy Information**

- During installation of any artwork, barricades must be implemented following Tempe’s Barricade Manual.

#### **Design Notes**

- Land Uses:
  - Identify areas for walking to school, walking dogs, going to the park, where the community would like to emphasize walking and gathering
  - Paint can help mark the transition into a specific character area, neighborhood, or district that wants to elevate the placemaking, showcase its unique culture and history, or just brightening up a roadway.

- Painted intersections may be applied at midblock, upon approval of the City traffic engineer, to add public space.
- Community input and involvement are key to a successful application, ensuring the design is reflective of community values. At a minimum, engage people in a two-block distance around the proposed painting.
- Existing Configurations:
  - Evaluate the condition of the street and research if there are any planned resurfacing or other construction projects that may conflict with the implementation timeline.
  - When installed at the entrance to a residential or low speed street, a painted intersection can mark the transition to a slower speed street.
  - Intersection or crosswalk murals should not be considered as a traffic control or traffic-calming device
  - Most appropriate along low-volume streets in conjunction with other traffic-calming methods
- Alignment with other Plans and Studies
  - The use of painted intersections should conform with the surrounding character of the street as recommended in the Character Area Plan.
  - Special Districts identified in plans, including downtowns and other hubs, may leverage pavement painting to provide a visual queue and create visual consistency within the special district. Paint colors and designs should be selected accordingly.





## DRAFT – Attachment 2c

### Parklets

*Example needs:* provide additional dining space, public seating, activities, shade, bike parking, and various other temporary and moveable public amenities.

Parklets are sidewalk-level platforms, typically the size of one or two parking spots, that convert curbside parking, traffic triangles, repurposed travel lanes, or public parking lots into usable public space. Parklets often incorporate seating, greenery, shade, activities, dining, and/or bike racks and accommodate unmet demand for public space or amenities along commercial corridors or those with heavy foot traffic. They are also good applications for areas with temporarily restricted or narrow sidewalks or limited community space.

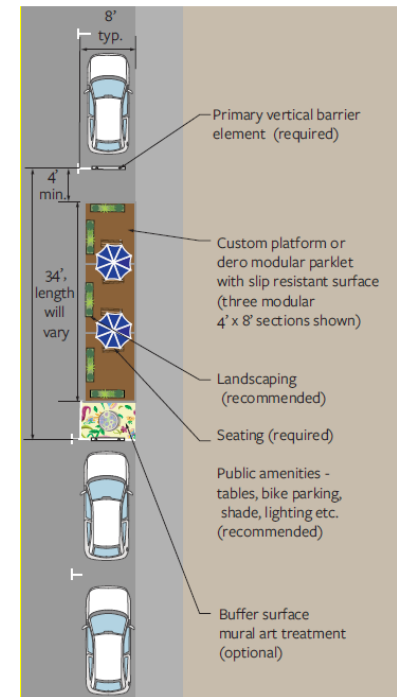
### Potentially Appropriate Locations

- Neighborhood streets or some collector streets only
- Street must have a speed limit of 35 mph or less
- Must have on-street parking or excess and unutilized curb space to allow street to maintain at least one travel lane in each direction
- Streets that are primarily commercial/business use are good candidates, as are low-speed residential streets.

### Design Considerations

#### Required

- Must maintain a 10-foot-wide travel lane in either direction or 11-foot lanes if there is higher truck volume along the street.
- Must provide a minimum 2-foot buffer between the parklet and the adjacent travelway.
- Must provide a minimum 2-foot buffer and include a curb stop or other larger barrier to separate the parklet and adjacent upstream or downstream parking stalls
- Minimum parklet length is one standard parking space in parallel parking lane or three standard spaces for angled parking; minimum parklet width is 6-feet
  - Barrier objects may be spaced apart, with a two (2) foot maximum space between barrier objects.



- Must provide at least 1-foot of clearance between the barrier and the adjacent travel lane
- Must not encroach on the continuous 5-foot minimum pedestrian through zone (the primary, accessible pathway that runs parallel to the street) on the sidewalk. In areas with high pedestrian volumes such as a downtown or commercial area, this should be between 8 and 12 feet.
- Must not interfere with an existing (permeant) bike lane unless an alternative accommodation of a minimum of 5 feet is provided.
- Must not interfere with or obscure any traffic control devices (traffic signal, signs) and maintain proper site distance at intersections, per the City of Tempe's Intersection Sight Distance Requirements - <https://www.tempe.gov/home/showpublisheddocument/6815/635323967996830000>.
- A minimum 3-foot clearance must be maintained around fire hydrants
- Must not cover a manhole or other utility access
- Must maintain adequate drainage and gutters along the length of the parklet (2 feet from curb face to flowline)
- If ADA parking spaces are implicated, an acceptable alternative, as deemed by the City, must be provided to maintain ADA parking options.
- Must not interfere with access to private property outside of the community-approved project area (e.g. other private driveways, adjacent business loading zones)
- Must not impede solid waste (garbage/recycling) operations.
- Must be at least 50 feet from an intersection or 10 feet from a transit stop.
- Must maintain existing ADA compatibility measures (ADA ramps, sidewalk clear zones, etc.) and must maintain ADA compliance for parklet amenities and furnishings. This may include installing a temporary ADA compliant ramp to access the parklet, maintaining a level platform with no cross slopes, using ADA compliant materials, and positioning furniture or other furnishings in an ADA compliant layout.
- All shade and amenity materials must be non-flammable.

#### **Recommended**

- The desired minimum pedestrian through zone is 8-feet when the sidewalk is directly adjacent to moving traffic.
- Parklets may include seating, lighting, greenery/planters, bicycle racks or other features, but should always strive to be a focal point for the community and a welcoming public gathering space.
- Bicycle parking may be incorporated into or adjacent to the parklet.

Provide signage to help avoid confusion about the purpose of the installation – denote that the space is public.

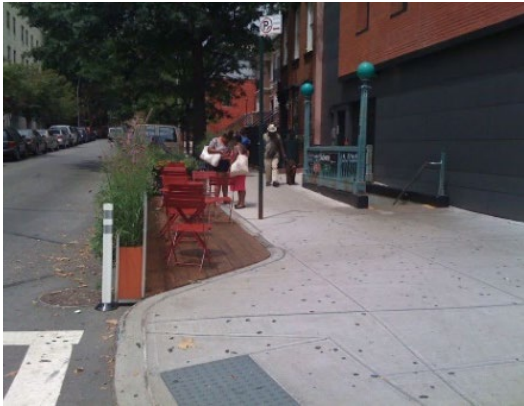
### **Policy Information**

- On-going maintenance of the parklet must be provided to maintain its safe use for the public.
- Any parklet installation that may involve the sale of alcohol must follow the Extension of Premise process for the City of Tempe
- Ensure that access to transit stops are maintained or relocated (with prior approval). Transit stops relocated beyond 500 feet of the existing transit stop requires approval by the City Traffic Engineer or his/her designee.

### **Design Notes**

- Land Uses:
  - High visibility from inside adjacent businesses
  - Surrounding land uses that already support and generate pedestrian activity
  - Near existing shade and lighting
  - Commonly include commercial, high-density residential and mixed-use areas.
- Existing Configurations:
  - Can be accommodated within parallel or angled parking, curbside roadway space, public parking, or traffic triangles
- Alignment with other Plans and Studies
  - All landscaping elements must follow guidelines outlined in Tempe’s Urban Forestry Guide
  - The use of parklets should acknowledge the surrounding character of the street.
  - Plans that may assist in the identification of opportunities for parklet implementation/placement
    - Mobility Hubs Plan
    - Parks and Recreation Master Plan
    - General Plan 2040 – opportunities and recommendations to expand urban activity centers or “hubs”





[https://nacto.org/docs/usdg/reclaiming\\_the\\_right\\_of\\_way\\_brozen.pdf](https://nacto.org/docs/usdg/reclaiming_the_right_of_way_brozen.pdf)

# DRAFT – Attachment 3

## Adaptive Street Project Application Process

### Getting Started

An **adaptive street application** is a **change to the public right-of-way** (sidewalk, curb space, roadway, median) that:

- Is implemented temporarily and relatively quickly
- Includes a new feature that changes how some/all of the right-of-way is used
- Is location-specific in response to a community need

### Applicants

Since adaptive streets projects serve many different purposes and needs, there are no restrictions on applicants. Applicants can be:

- A neighborhood association
- A resident
- A business association/business improvement district/more than one business
- An individual business
- A school
- A non-profit

### Timeline

In general, an applicant should expect that the Pre-Application Process can take between 1 and 4 months depending on project complexity. The Application Review process is dependent on the funding request. If City of Tempe funding is requested through the Neighborhood Grant cycle, the review process is 3 to 4 months. If funds are secured through an external source, the Application Review process should take 1 ½ to 2 months.

### Expected Timeline for Adaptive Street Application Process

Steps	Months			
Pre-Application Process	1	2	3	4
Application Submittal Review				
Requesting City of Tempe Funds	5	6	7	8
Funding from External Source	5	6		

Please know that if external funds/grants are being pursued, the amount of time to secure those funds is a variable that is NOT accounted for in this process.

## Pre-Application Process

### Step 1:

#### Review Adaptive Street Project Guidelines

- Learn about different Adaptive Street categories, guidelines, desirable location/site characteristics.
- Consider maintenance and stewardship implications.
- Review the allowed components/material and design considerations for the different Adaptive Street applications.

### Step 2: Funding Decision Point

- Applicant (s) need to decide if City of Tempe funding will be requested OR if external funds/grants will be pursued. This affects the timeline and starting point for the application
- City of Tempe funding/grants: City of Tempe funding/grants are available through the Neighborhood Services Grant program. This funding cycle is available one time per year, and is competitive.
- External funds/grants: The application and community/public engagement is still required, which is outlined in Step 3. A person, group of people, neighborhood/business association can choose to fund the Adaptive Street Project by three different ways that include:
  - Individual funding – an individual can choose to fund an adaptive street project individually, bearing the cost of the project themselves.
  - Grants (non City of Tempe) - There are select organizations that will fund an adaptive streets project.
  - Fundraising - people and/or businesses can choose to fund an adaptive street project using a variety of fundraising strategies, bearing the cost of the project themselves.

### Step 3:

#### Complete and Submit Adaptive Streets Project Application

- Adhere to Eligibility requirements for Neighborhood Grant requests
- Application components that require outside work
  - Get bids and create budget
  - Conduct Community Engagement
  - Create a concept design, map, and other supporting visuals
  - Discuss project with associated City of Tempe Staff - Adaptive Streets Task Force Lead
- Based on funding needs, submit Adaptive Streets Project Application through the Neighborhood Grant Cycle, or to the Transportation Planning Division.

## Submitted Adaptive Street Project Application Review Process

All applications for adaptive streets need to be reviewed and agreed to before the project proposal moves forward.

### Step 4:

#### Initial Adaptive Street Application Review

- Completeness of application
- Adaptive Streets Categories and eligibility
- Location of proposed project and street classification (not allowed on arterial roadways)
- Proposed projects that do not qualify for different programs: neighborhood traffic mitigation; special events; food trucks; neighborhood block party; maintenance; etc.

### Step 5:

#### Applicant and City Staff Meeting

For applications that are accepted, Transportation Planning staff conducts meetings with applicants to review their application together for additional input.

- Understanding of how the proposed strategy considers surrounding contexts (land uses, adjacent property owners, other transportation uses).
- The proposed duration of the adaptive street application
- Materials proposed
- Neighborhood/community support
- Other items related to the adaptive street categories and eligibility

### Step 6: Adaptive Streets Task Force Reviews and Provides Recommendation

- The Adaptive Streets Task Force will review and provides a recommendation to the City of Tempe Traffic Engineer.
- Task Force Members Include: Transportation Planning, Traffic Engineering, Transportation Maintenance, and Neighborhood Services; and other departments as necessary.

### Step 7: City of Tempe Traffic Engineer Reviews

- The City of Tempe Traffic Engineer reviews recommendation and Adaptive Streets Project Application and agrees or disagrees with project proposal.

### Step 8: Project Agreement

- IF funding is being requested through the Neighborhood Grant Cycle, the application will continue through that process.
- IF funds have been secured through an external source, the project moves forward to implementation.



## Tempe Adaptive Streets Implementation Design Guide

### Neighborhood and Business Focus Group Meeting

November 10, 2021 12pm-1:30pm

Zoom Meeting

#### 1. Meeting Attendees

The City Project Manager, Bonnie Richardson, kicked off the meeting and invited the Consultant Team members to introduce themselves. The Consultant Team includes Kimley-Horn, with team members Amy Garinger and Samantha Erdmann, and Y2K Engineering, with team member Eileen Yazzie.

There were 22 participants at the focus group who were representative of the following groups:

- Neighborhood Representatives – 6 participants
- Business Community (including Downtown Tempe Authority) – 4 participants
- ASU – 2 participants
- Developers – 9 participants
- Multimodal Advocacy – 1 participant

In addition to the participants, the following City of Tempe staff were represented:

- Transportation
- Engineering
- Communications
- Neighborhood Services

#### 2. Goals of the Focus Group

- Introduce the Adaptive Streets project and why the City is pursuing it
- Introduce the definition and concept of adaptive streets
- Gather input from diverse perspectives: Neighborhoods, Businesses, Developers, Special Events
- Gather input on needs that might drive adaptive streets in Tempe
- Gather input on what elements/aspects of an Adaptive Streets Guidebook would be most beneficial

#### 3. Project Purpose

The purpose of the Adaptive Streets project is to identify low-cost strategies that leverage multi-functional street space to respond to changing demands of the public right-of-way.

Adaptive Streets strategies are categorized as:


- Rapid response strategies to adapt streets
- Temporary and low-cost measures

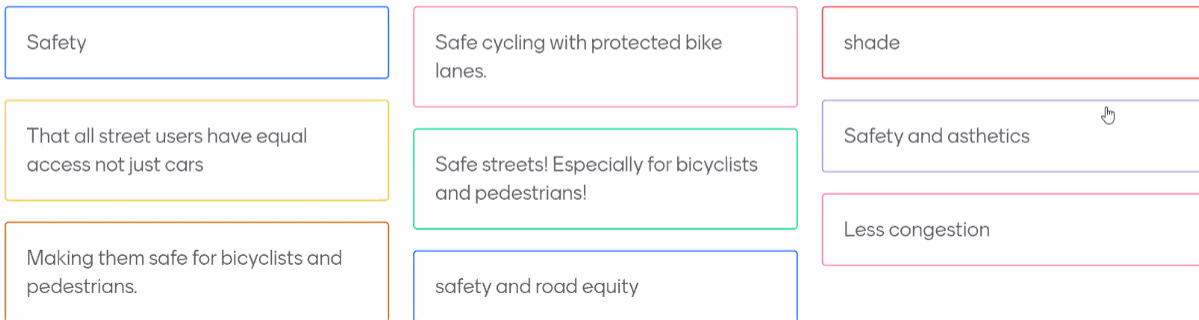
This Adaptive Streets project is not intended to be a COVID-specific initiative, but the concept of Adaptive Streets has been particularly relevant during the COVID pandemic, where demands on public right of way rapidly changed, with increasing needs for more room for walking and biking, safer streets, more room for community gathering and recreation, and placemaking opportunities.



### Interactive Poll Question 1:

Because Adaptive Streets is a need-driven concept, participants were asked what their primary need or demand for roadways within the City:

Aligned with your representation, what is most important to you about the City's roadways? 



Themes from participants' input to this question:

- Safety for all users, including dedicated space for bicyclists and pedestrians and safe crossings
- Multimodal options
- Shade and reducing heat island effects
- Transit access
- Equity, with examples around having quality and accessible choices for people of all agencies and abilities
- Walkability and complete streets
- Efficient traffic flow with minimal congestion
- Limiting speed and cut thru traffic on neighborhood streets
- Most important is that my employees can get to and from work in a timely manner.
- Reducing heat island
- Connectivity between facilities and between modes
- Aesthetics

Summary of follow up discussion:

- Safety will be a primary focus of adaptive street strategies – safety should never be compromised for any user
- Adaptive Streets need to be attractive (or, at a minimum, not unattractive) even though they are temporary.
- Need to clarify and define as part of the project the timeline for adaptive streets – how long can something be temporary. And will there be a process in place to take something temporary and make it permanent?
- Adaptive street strategies are not limited to closing streets – there are many adaptive street applications we will consider that do not include closures, and some strategies will have no impact on vehicular capacity of the roadway.



### Interactive Poll Question 2:

For Tempe, what is the greatest/most prominent need that might drive the consideration for implementing adaptive streets?



*Note: the larger the word, the more times it was mentioned by participants*

### 4. Project Process and Overview

The project is on a nine month schedule, beginning in Fall 2021 and concluding in Summer 2022.



- ‘Discover’ phase: has been completed and included a review of current City processes and projects and discussions with City staff about the opportunities for adaptive streets.
- ‘Analyze and Create’ phase: we are currently gathering input from stakeholders and the public related to needs and possibilities for adaptive streets. This will help us finalize our definition of adaptive streets and start identifying an adaptive street strategy toolbox. There will also be the first round of public meetings in this phase, which will occur in January 2022.
- ‘Evaluate’ phase: evaluate public input and other data inputs to identify specific adaptive street strategies that are most applicable to Tempe and identify the conditions and situations where they are applicable.
- ‘Integrate’ phase: assemble all inputs and develop Adaptive Street Implementation Design Guide.

The following process and inputs will help define the adaptive street strategies that are acceptable and appropriate in Tempe:

- Driven by specific needs identified by the community
- Informed by existing City plans and initiatives (ex: Vision Zero, Mobility Hubs, Climate Action Plan)
- Informed by the land use and community contexts of the proposed location – there may be some strategies that are applicable only in certain contexts or conditions
- Adaptive streets will not replace existing City policies around traffic control, parking, special events, etc., but will integrate them and may provide suggestions for the City to consider.

### 5. Interactive Feedback and Discussion

A virtual, interactive application called Google Jam Board was used to provide participants opportunities to provide feedback on a variety of questions that will help define the direction of the adaptive streets project.

**Question 1: The Adaptive Streets Guide will be driven by changing needs and demands on the Public Right-of-Way. From your perspective, what do these needs look like?**

Vehicle	Pedestrian	Bikes and Micromobility	Transit	Public Space	Businesses	Special Events
<ul style="list-style-type: none"> <li>• Slower speeds</li> <li>• Safer driving</li> <li>• Better traffic flow/efficiency</li> <li>• Narrower streets or roads that feel less wide and open</li> <li>• Safer intersections</li> <li>• Traffic calming / management</li> <li>• Attractive medians &amp; curb extensions</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk improvements</li> <li>• Shared street signage</li> <li>• More sidewalk space</li> <li>• Shade and cooling</li> <li>• Safe crossings</li> <li>• Universal accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• Protected/ separated bike facilities</li> <li>• More dedicated bike facilities</li> <li>• Bike share</li> <li>• Space for micromobility/ scooters so they do not interfere with pedestrians or bicyclists</li> <li>• Safer/dedicated crossings for bicycles</li> <li>• Wayfinding to destinations</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicated bus lanes</li> <li>• More frequent service</li> <li>• More bus stops</li> <li>• Bus stop aesthetics and amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Public art</li> <li>• More places for social gathering</li> </ul>	<ul style="list-style-type: none"> <li>• Exterior services and dining</li> <li>• Pop-up retail</li> <li>• Pop-up dining</li> <li>• Sidewalk vendors</li> </ul>	<ul style="list-style-type: none"> <li>• Tabling and tents</li> <li>• Public space for gathering</li> <li>• Less parking in event areas</li> <li>• Wayfinding / information about event activities/ services</li> </ul>

Summary of follow up discussion:

- Make sure the project defines specific use cases for adaptive streets – this should not duplicate or reinvent existing programs like those existing for block parties or neighborhood traffic calming.
- Need to define ‘temporary’ – how long
- These are meant to be easy to implement, inexpensive, and temporary, recognizing safety is always the first priority.
- Funding for adaptive streets needs to be considered
- Don’t quite understand how this isn’t event or short term situation (like COVID) driven, since it’s not meant for testing future changes. A lot of safety, shade, etc changes needed are not event driven. At least from a neighborhood perspective. For a special event, neighborhoods can’t use this unless they have a way to pay for insurance.

I live close to Four Peaks and as they occasionally use adaptive streets they have expanded to use the sidewalk and use water filled barricades to separate the patio from streets but there is only 3ft for ped passing, the bike lane was eliminated and no signs warning bicyclists that the bike lane is closed. Bikes are getting honked at and arguing with motorists. I am concerned that someone will get hit. (This will be looked into and see how it ended up like this and fix it. ADA is very important to the City and is a must. We have standards of 4-5 ft sidewalk access and ADA ramps.) Last time this happened was Oktoberfest and I spoke to the manger. He had a permit but did not know what to do about the bike problem. The info needs to be given to the businesses as well.
- We will not change existing processes but will be working with them and guiding people to them.
- How about just tabulating the existing activities and requests and start a program around what current needs are?
- We got a postcard for permit approval for a food truck that was going to be there for a week. That worked to tell the neighborhood.

**Question 2: See below for the proposed definition of Adaptive Streets in Tempe. What are your thoughts?**

*Adaptive Street strategies are applications that can be implemented temporarily and at a low cost to adapt the public right-of-way, including roadways, sidewalks, streetscapes, and reallocate space different to address a changing mobility and community need.*

- Consider shortening the definition and use bullets to add details
- Need to identify and include a timeframe for an adaptive street installment
- Need to think about how frequently an area might receive an adaptive street treatment
- Need to consider if any streets or types of streets are considered ‘off limits’ to this type of treatment
- Need to address and recognize other Tempe processes in place. Not to replace processes, like Special Event permits.
- Identify how emergency access is being considered
- Define if/how adaptive street strategies might transition to permanent installations/improvements
- Include in definition that there must be universal access in the public right-of-way
- Adaptive streets should be explicitly about changes that make alternative modes (walking, biking, transit) easier
- Define who is able to suggest and implement adaptive streets
- Define the approval process, including who might weigh in on decisions before installing anything (adjacent businesses, landowners, emergency services, etc.).

- Make sure that the approval process does not get bogged down so that the process can still be relatively fast to create change
- Clear signage related to adaptive street installations so that all users understand how to use/navigate them
- Should consider how temporary closures or restrictions from adaptive streets could be provided to outlets like Google Maps or Waze to help keep vehicles from being navigated there

**Question 3: Considering Tempe’s diverse needs, which three categories do you think are a priority?**

Each participant received three votes to select the categories that they thought should be a priority:

Vehicle	Pedestrian	Bikes & Micromobility	Transit	Public Space	Businesses	Special Events
4 votes	10 votes	9 votes	5 votes	6 votes	2 votes	7 votes

*Note: while areas of priority will help provide direction to the project team on where to provide the most detailed information, all categories will be addressed in the Design Guide*

**Question 4: What should be considered to make the Adaptive Street Guide usable to you?**

- Identify a funding source; consider a neighborhood or business grant or sponsorship program to help fund
- Define a request and approval process and make sure that it does not take so long that it negates the intention of being a rapid response
- Make sure toolkit/design guide works appropriately for a diversity of street types and contexts and provide information about which solutions work best on which streets/land uses/event types
- Make it clear how different stakeholders (residents, businesses, special events coordinators) can use the guide
- Use illustrative pictures to go along with descriptions; consider including links to videos that may depict these types of installations in other places so people can get a feel for what is being proposed
- Avoid jargon
- Make sure process is equitable so that all neighborhoods, businesses, landowners can use it, regardless of their influence or status
- Identify items that the City owns that can be borrowed for events (like the tool trailer to use for home improvements)
- Make sure there is adequate promotion of the design guide and adaptive street process so that everyone knows about the resource

## 6. Next Steps

- Developing an Adaptive Street Toolbox
  - Identify a comprehensive list of adaptive street strategy options that relate to the various types of needs that have been identified by the City and this stakeholder focus group.
  - Vet the needs and the strategy options with the public via public meetings and digital survey
- Public Outreach Activities
  - Transportation Commission; Development Review, Sustainability, & Neighborhood Advisory Commissions – January 2022
  - Public Meetings and digital survey – January 2022



# Adaptive Streets Guidelines Survey: January

Definition: An adaptive street application is a change to the public right-of-way (sidewalk, curb space, roadway, median) that:

- Is implemented temporarily and relatively quickly
- Includes a new feature that changes how some/all of the right-of-way is used
- Is location-specific and in response to a community need

1. An example of an adaptive street strategy is temporarily replacing a parking space with a parklet to allow for expanded outdoor dining. Installing speed humps along a road is NOT an example of an adaptive street strategy

Is the definition and explanation clear to you? If the definition was not clear, what questions do you have about it? (please circle one)

- Yes
- No, please explain

2. Adaptive Streets are temporary applications which will be driven by a specific mobility or community need. Considering the diverse demands and needs on Tempe's roads and streets, **which three uses** do you think are a priority to accommodate with adaptive streets? (circle up to three)

- Vehicles
- People walking/rolling
- People biking/scooting
- People riding transit
- Public Space for activities, seating, greenscape, etc.
- Businesses (retail, services, dining)

3. Based on your answer to Question #2, what are your biggest needs related to Tempe's roadways/right-of-way that could be addressed with a temporary adaptive street strategy (open ended answer)



4. Temporary Post and Paint applications, as exemplified in the photos, could be an adaptive street strategy to temporarily enhance the pedestrian environment at an intersection. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

5. Temporary Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more dedicated space to walk or bike. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

6. Temporary Planters and Paint applications, as exemplified in the photos, could be an adaptive street strategy to address a need for greater awareness of a new use of the right-of-way. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- a. Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- b. Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- c. Neighborhood Streets
- d. On Any Street;
- e. On a commercial street
- f. Near a Park;
- g. Near a School;
- h. Nowhere

7. Temporary Kit of Parts applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment or dedicated space for walking or biking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

8. Temporary Parklet applications, as exemplified in the photos, could be an adaptive street strategy to address a temporary need for more room for dining, seating, or greenscape. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

9. Temporary Roadway Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more room for activities or dining. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

10. Temporary Paint/Mural applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment at intersections or placemaking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply):



- Arterial Streets, like Rural Rd, McClintock Dr, Broadway Rd;
- Collector Streets, like College Ave, Hardy Dr, Alameda Dr, Country Club Dr;
- Neighborhood Streets
- On Any Street;
- On a commercial street
- Near a Park;
- Near a School;
- Nowhere

Name \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_



## Public Input Summary: Adaptive Streets, February 2022

### I. Background

To support the City of Tempe in responding to quickly and frequently changing demands on City roadways, the City is creating an Adaptive Streets Implementation Design Guide.

Adaptive street strategies are tools that can be used to temporarily adapt the public right-of-way, including roadways, sidewalks, and streetscapes, and use space differently to address changing community needs. These needs may be driven by specific transportation modes or by needs related to community gathering and events.

Adaptive streets are meant to be implemented quickly, but the implementation is temporary, for a specific reason. Long-term infrastructure changes, or the reconstruction of streets would require a broad public involvement process along with design and construction document development.

The Adaptive Streets Implementation Design Guide will be a reference guide to help the City consider and implement adaptive street strategies. The project will:

- Identify a toolbox of strategies
- Identify when and how strategies are applied
- Provide guidelines for the City to pursue implementation of strategies

The project is funded through regional funds from the Maricopa Association of Governments. It will be developed over the course of nine months beginning in September 2021 and will include two rounds of public comment.

### II. Outreach

- A virtual public meeting was held on January 19, 2022; a total of **10 people attended online**.
- An in-person open house was held on Saturday, January 29 from 8:30-10:30 a.m. outside at the Tempe Public Library. Attendance for the event is estimated at 200 people.
- The topic was **posted online** from January 19 – February 13, 2022 on the Tempe Forum.

Below is a summary of additional **outreach tools** that were used to provide information to the public regarding the meetings, project, and opportunities for input:

#### FACEBOOK

1/19/22 – public meeting, day of. Reach/Impressions: 654 | Engagement: 6

1/21/22 – open house. Reach/Impressions: 356 | Engagement: 14

1/25/22 – open house reminder. Reach/Impressions: 1604 | Engagement: 279

1/26/22- feedback closes. Reach/Impressions: 83 | Engagement: 8

1/29/22- day of meeting. Reach/Impressions: 3776 | Engagement: 110

#### TWITTER

1/19/22 – public meeting, day of. Reach/Impressions: 988 | Engagement: 20

1/21/22 – open house. Reach/Impressions: 565 | Engagement: 5

1/25/22- open house reminder. Reach/Impressions: 1124 | Engagement: 32

1/29/22 – open house, day of. Reach/Impressions: 5203 | Engagement: 94

## NEXTDOOR

1/21/22 – open house. Reach/Impressions: 1107 | Engagement: 186

1/27/22 – open house reminder. Reach/impressions: 1291 | Engagement: 4

## PRESS RELEASE

1/20/22 – open house. 3266 emails sent, 34% open rate, 2.8% click rate

2/4/22 – provide input. 3253 emails sent, 33% open rate, 1.9% click rate

2/7/22 – Coronavirus newsletter. 7114 emails sent, 39.9% open rate, 2.9% click rate

## INSTAGRAM

1/25/22- open house reminder. Reach/Impressions: 2172 | Engagement: 186

1/28/22 – day of open house (IG Story) Reach/Impressions: 506 | Engagement: 5

### III. Survey Results

A total of 49 unduplicated survey responses were received; some respondents did not answer all the questions.

Question 1: An example of an adaptive street strategy is temporarily replacing a parking space with a parklet to allow for expanded outdoor dining. Installing speed humps along a road is NOT an example of an adaptive street strategy. Is the definition and explanation clear to you? (49 responses)

Yes: 45

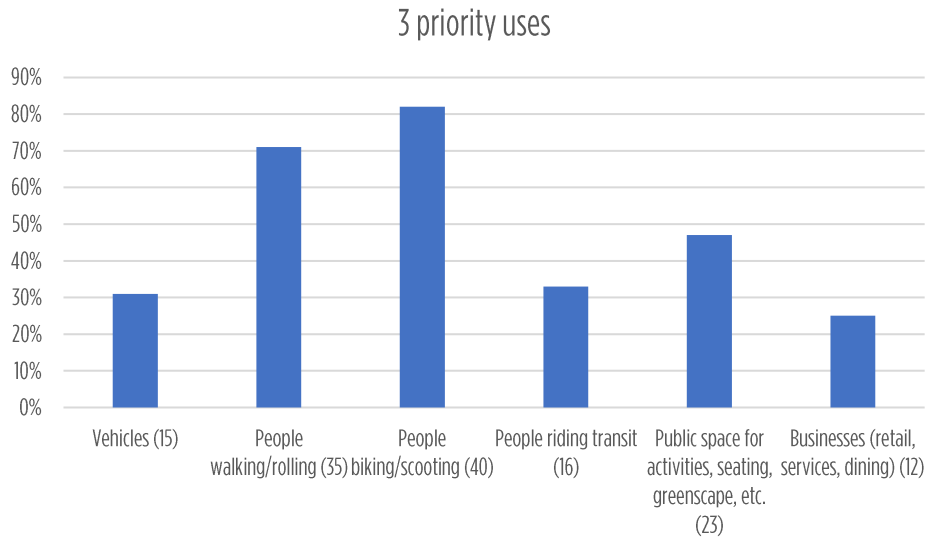
No: 4

Of those that answered “no” the reasons given:

1. You have not said WHY you want to do “adaptive” streets. You already have an event (ironman) that effectively cuts Tempe in half and makes it impossible to get to places such as Tempe Marketplace. Such “community needs” sound like they are to be determined by a bureaucrat (aka dictator) and residents are expected to just submit to these iron fisted decisions without a wimper.
2. Confused by the word ‘application’. Strategy seems better.
3. Loaded Question. Tempe has already reached gridlock and adding any more restrictions even temporary causes more confusion, road rage, and congestion. This is another clear example of creating solutions from a staff that is oblivious to what it is like living in Tempe with too many city employees residing out of Tempe.
4. I would like to see more specific examples and use cases.

**Question 2:** Adaptive Streets applications will be driven by a specific mobility or community need. Considering the diverse demands and needs on Tempe's roads and streets, which three uses do you think are a priority to accommodate with adaptive streets? (choose three) (141 responses)

- Vehicles
- People walking/rolling
- People biking/scooting
- People riding transit
- Public Space for activities, seating, greenscape, etc.
- Businesses (retail, services, dining)



**Question 3:** Based on your answer to Question #2, what are your biggest needs related to Tempe's roadways/right-of-way that could be addressed with a temporary adaptive street strategy? (44 responses)

1. Neighborhoods need help with traffic issues.
2. (1) There are several neighborhoods with wide streets that have traffic going much too fast. For example, Country Club Way and Dorsey. There are neighborhoods with many destinations. My neighborhood has McClintock HS, Curry, and Connolly plus a few churches. This causes many issues at certain times of day and on certain days. School drop-off and pickup is an especially difficult time. Parents tend to violate signage such as no-parking or block driveways. It is just congested in general. There often can be safety issues with kids walking or biking in neighborhoods to get to school (primarily traffic). Note that Curry Connolly already has temporary type cones and bollards up along Concorda through the corner to Country Club Way. It would be nice to see some better adaptation for those areas (since the bollards are constantly obviously damaged); some of the moveable bollards are stored on the sidewalk on meadow in front of curry. Also, I guess the 15mph moveable school signs are probably an example of adaptive streets in some way (those are often stowed in a residential yard). More and bigger bike lanes so people will want to commute via bike. More uses for excessive roads and parking (seating area, parks, business use).
3. More protected bike and pedestrian infrastructure
4. More protected bike lanes and lower car speeds

5. Safer intersections for bikes
6. Biking/walking lanes and spaces to then keep your bike
7. I think the adaptive streets should prioritize alternative modes of transportation such as biking and walking.
8. there are many opportunities Public spaces are many mandatory in this place. PDF
9. make safe for all non vehicular modes of commuting
10. Tempe prioritizes cars over all other street users. There needs to be protected bike lanes on big streets (Broadway, Southern, Rural, etc) and pedestrian walkways across these streets at regular intervals. Speed limits need to be lower. Enforcement of vehicle laws needed. Higher punishment for drivers hitting cyclists or pedestrians.
11. Bike safety and heat mitigation.
12. Crowded roadways, especially in neighborhoods (Mitchell Park to Maple Ash). Too many cars parked on the streets, riding/walking pedestrians, and the Chicanes make the streets very narrow and difficult to maneuver. As biking and driving resident, there isn't enough safe space for either mode of transportation. Specifically, main neighborhood streets like Farmer and Ash is filled with parked cars. Many drivers don't leave enough room for opposite traffic to pass or drive too close to pedestrians, especially passing through the chicanes. The sidewalks aren't in good condition enough condition for most pedestrians on wheels to effectively use. Traffic on Mill from Rio Salado to University is dangerous for pedestrians. The city should consider closing this route for cars 24/7 or at least during busy times (weekends and evenings).
13. Safer space for bicyclists and pedestrians. Separated bike lanes, bigger buffer for sidewalks along roadways.
14. Reduced traffic congestion on north/south arterial streets. Also in the ASU area
15. There are plenty of roadways and parking lots, but Tempe is a concrete wasteland. There are no green spaces for walking or playing. It's just more skyscrapers and "beach park" full of dirt and garbage.
16. Tempe needs to become more pedestrian friendly. A city that encourages walking, biking, and transit riding will thrive as a fulfilling place to live/visit. We need more green spaces and businesses accessible by foot.
17. Not eliminating driving space but adding possible no parking in the historic neighborhood and putting a bike lane paint strip or something?
18. Walking
19. alleviate busy roads during rush hour and events. alleviate student traffic around ASU
20. Clear bike lanes on all streets, safe ways for bikes and pedestrians to cross major highway interchanges, clear messaging about adaptive streets to vehicles.
21. Retain resident mobility. The point of the American experiment is to let events and trends develop by popular use and desire. The concept of "forcing" a trend is Communism. You have already taken Tempe's first arterial street (Mill) and squeezed it down to 1 (ONE!) lane that can be COMPLETELY blocked by a stopped trolley!!! You may want to make Tempe an "anti-automobile" city, but how about we put it to a vote!!!!!!



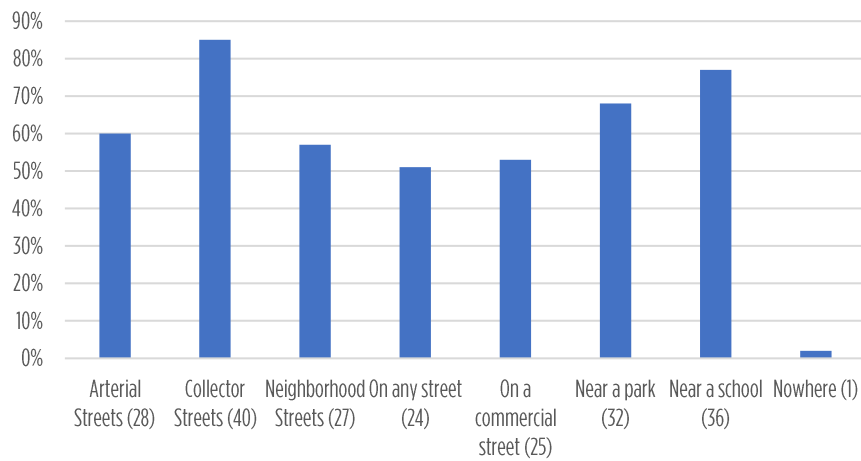
22. space for biking in a way that's safe and comfortable
23. Reliable and timely public transit services
24. safer, dedicated biking spaces so that pedestrians and bikes do not compete for sidewalk and so that bikes/scooters, etc can travel safely. Putting a 3 foot wide bike lane on a dangerous, high speed limit street (as was done on university) is NOT an adequate solution.
25. Safer streets for walking, biking etc. traffic calming, shade and barriers between pedestrians and cars. Street accessible businesses, public spaces and shopping areas designed for people not cars
26. Dedicated space for transit whether it be busses or walking/rolling/biking is good for the community as it reduces congestion by promoting alternative forms of transit, increases the safety of bikers, and reduces emissions contributing to climate change.
27. community driven transportation modes - environmentally conscious and encourages interaction with spaces and businesses that are both vital for Tempe to thrive as a city.
28. Pedestrian crossings - it feels dangerous crossing busy streets even with WALK signs.
29. Safe and comfortable sidewalks and crossings.
30. We need speed bumps on 9th St between Mckemy and Hardy. We have no sidewalks and cars are speeding through when they are westbound on University and see the Hardy light turn red. They take 9th instead of waiting for the left turn light onto Hardy. There are kids who live on this street. Either that or block off the left turn lane from University to Mckemy. Thank you. While I am at it,,, we need to lower the speed limit on University to 35 between Priest and Mcklintok and have protected bike lanes. With the population increasing in downtown li,e it is we need more bike and scooter riders and a lot less cars..
31. Shade. Super obvious painted bike lanes.
32. Bicyclist safety and convenience for the individual, not the business. I HATE when businesses reserve the very best parking spot in front of their business for pick up orders. Shouldn't that space go to the people who choose to stay, dine-in and tip??
33. Safety for bicyclists, pedestrians, and other modes of transportation that do not involve a motorized engine. Close off Mill ave to vehicles and give back the space to businesses, bikes, and pedestrians. This has worked in other countries and has increased business/sales, community, and safety for all. When putting in bike lanes they need to be painted and protected. For example the new bike lanes you are putting in on Scottsdale Road is a POOR attempt at future planning and does not meet vision Zero goals. As an avid cyclist that has spoken to other cyclists we all have agreed that there is no way we will ride our bikes on Scottsdale Rd. with the suggested plan and bike lanes. Please Do Better Tempe.
34. It should be easier to cross the street, both at major intersections and at non-signalized intersections. Using Tempe's' right-of-ways should be made less unpleasant for people that are not in vehicles.
35. to get people where we need to go while also creating pleasant, safe spaces
36. Safer crosswalks and drivers awareness of pedestrians crossing non major streets like neighborhood entrances/exits

37. More space for walking, biking, and waiting for transit that's safer and protected from the elements. I like the idea of promoting public space for seating or for businesses as well. What we don't need is more space for cars. Asphalt already dominates the landscape, making for a hotter experience for those not in their cars. The places that are busy with traffic will be busy with traffic even with more space for cars. Instead, focus on public spaces for everything but cars. I like the planters below, but am concerned that little would survive in them w/o lots of maintenance given that they'd be surrounded (in most cases) by hot asphalt and concrete.
38. We need cars to slow down and pay attention to those who use alternate modes of transportation. By planting streets in specific area may help slow down traffic and make bike paths and walkways more enjoyable to walk and bike on which could encourage more people to opt for alternative modes of transportation.
39. SAFE streets for bicycling to/from work and school with protected bike lanes, lowered speed limits, and more narrow roadways. We also need HIGH VISIBILITY cross-walks and more of them mid-block for our schools and businesses. Having a crossing only every 1/2 mile is dangerous on roads like Rural, Broadway, and McClintock with the high travel speeds. We have proposed a neighborhood grant in the past for colorful, higher visibility cross-walks near the McKemy and Broadmor school corridor on College Ave. There are many cyclists, orbit riders, and pedestrians using that corridor during commuting hours and though the street has had some treatment meant to reduce speed, there is still not enough visibility to keep bikers and pedestrians safe from aggressive drivers. We would support any and all pilot applications of these types of adaptive strategies along this corridor to increase safety and community connections in the area. Thank you.
40. Speed limits should be reduced on arterial, reduce the lane width, reduce the ROW on collector streets
41. Speed reduction and accident reduction is paramount. There are just too many problems that are now out of control. Add more stop lights...increases more red light runners. Reduce speed limits... increases more speeders etc. The drive thru at Chic Filet at University is a complete disaster with during certain hours traffic is stopped on University to enter the drive thru and now with the Streetcar reducing university to one lane. How the planning dept allowed this is unimaginable! The Union Pacific Railroad is another cause of preventing cyclists and pedestrians from crossing neighborhood streets and forced to use major grade crossing collector streets. Try removing the pedestrian bridges across US 60 and see what would happen.
42. The Bike lanes in Tempe are inconsistent start and end randomly and are often blocked by trucks making deliveries and are the first lane closed during construction.
43. Safe bike lanes and corridors
44. Safe, segregated, biking infrastructure.

**Question 4:** Temporary Post and Paint applications, as exemplified in the photos, could be an adaptive street strategy to temporarily enhance the pedestrian environment at an intersection. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (213 responses)



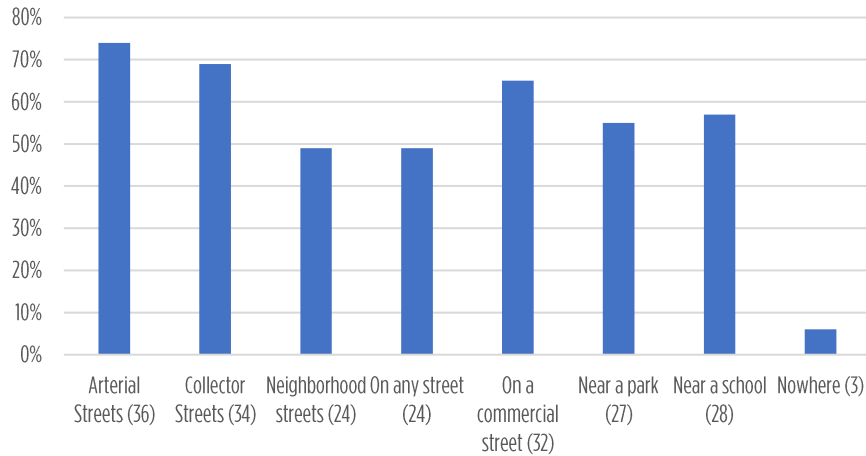
Where to use post and paint



**Question 5:** Temporary Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more dedicated space to walk or bike. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (208 responses)



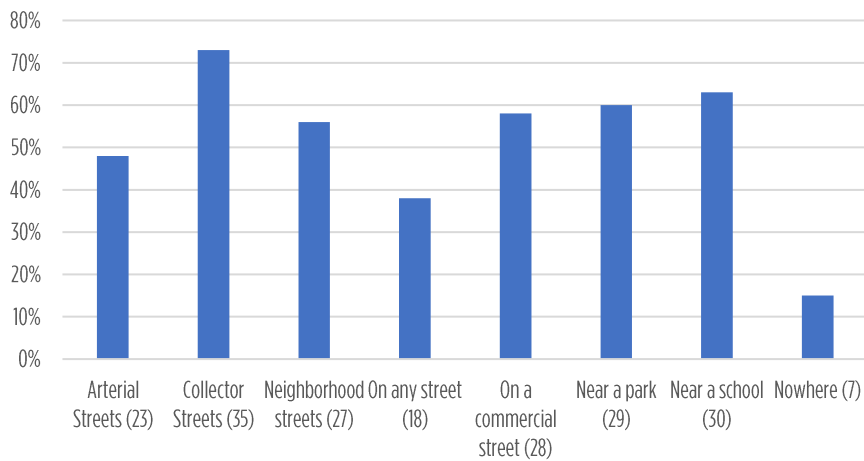
### Where to use temporary barriers



**Question 6: Temporary Planters and Paint applications, as exemplified in the photos, could be an adaptive street strategy to address a need for greater awareness of a new use of the right-of-way. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (197 responses)**



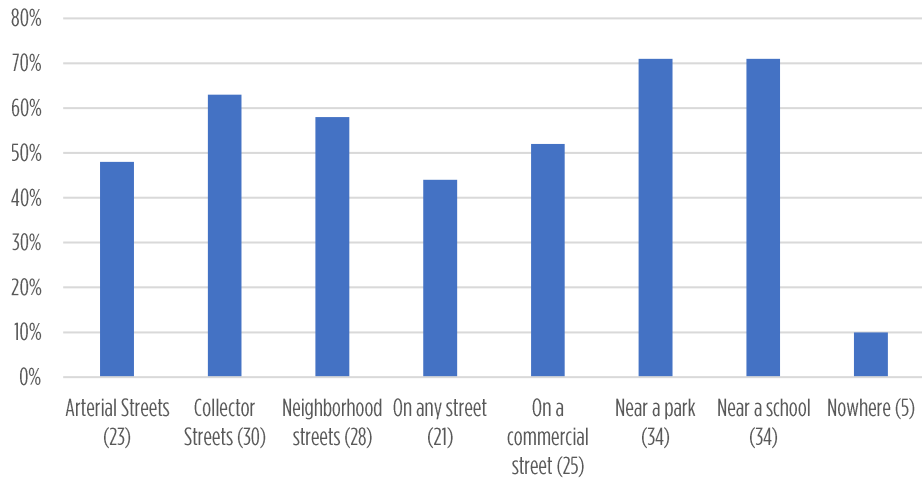
### Where to use planters and paint



**Question 7:** Temporary Kit of Parts applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment or dedicated space for walking or biking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (200 responses)



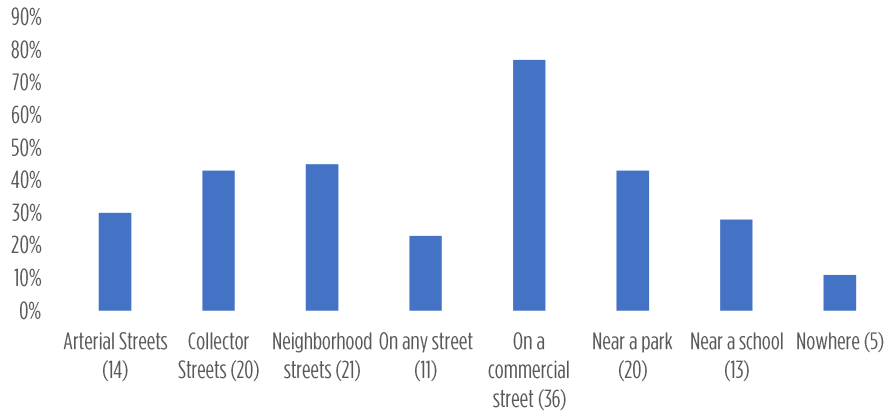
Where to use kit of parts



**Question 8:** Temporary Roadway Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more room for activities or dining. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (140 responses)



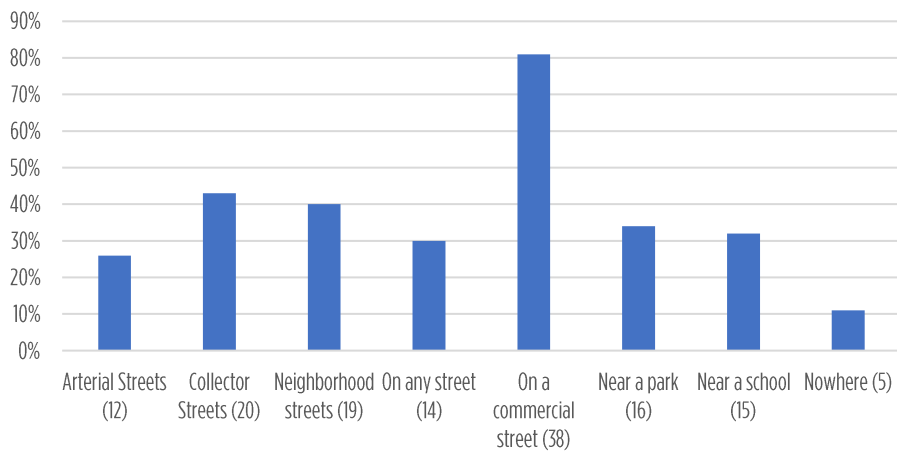
### Where to use temporary roadway barriers



**Question 9:** Temporary Paint/Mural applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment at intersections or placemaking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (139 responses)



### Where to use paint and murals



## IV. Emails received

**From:**

**Sent:** Wednesday, January 12, 2022 9:24 AM

**To:** Richardson, Bonnie <bonnie\_richardson@tempe.gov>

**Subject:** Adaptive Street Use

Hi Bonnie,

Thank you for giving the presentation last night at the DRC study session. We ran out of time but I did have a few questions/comments.

1. I really loved the sheep as well! Would love to see something like that implemented in neighborhood street closures or in the downtown core.
2. I am a fan of the crosswalk art to not only build character within our city but to draw attention to the crosswalk for motorists and hopefully for pedestrians, as well, to encourage use of them.
3. How does the new street car affect closures in downtown Tempe? As a resident, I would like to see Mill Avenue closed down to vehicle traffic more often to promote festivals and walking in the downtown area. I assume the street car will limit or prohibit this.
4. Has there been studies done for a possible multi-use (ped/bike) for sidewalk easement along Mill Avenue between University to Broadway? It seems unreasonable that that section of road does not have bike lane protection.

Thank you!

**Sent:** Tuesday, February 01, 2022 9:39 AM

**To:** Richardson, Bonnie <bonnie\_richardson@tempe.gov>

**Subject:** Hello-community input

Hello, Bonnie- I hope you are well. I am a resident of south Tempe and teach at ASU. I really enjoy what Tempe has to offer and got to watch some of your presentation related to street design ideas.

Just want to offer a quick idea and input. I lived in Guadalajara for a bit and in Austin, TX and I am always into the cities that build a sense of community, center the arts, and have a very noticeable "vibe." One idea that comes to mind from my time in Guadalajara, is how they used one of its streets (I believe it was called Chapultepec) to use the in-between part of road (called the median, I guess?) to have movie nights (pop up screens) and they used the area around it to host vendors---they sold food and all sorts of other stuff. This really created a walkable space to bring families out and live music was supported and centered at the local restaurants and on the street. I think Tempe is suited perfectly for something like this. I wonder about how cool it would be to create these community zones of arts and street food regionally in the city of Tempe.

I know events do take place in the city. As I am sure you agree, I think designing the streets for community and connectedness (AND SUPPORTING BUSINESS EFFORTS) vs just mobility and efficiency really brings a town to life.

Anyhow, thanks for reading my email. Wishing you the best with this project.

Best,

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Catherine Hollow, Interim Deputy Engineering and Transportation Director (480- 350-8445)  
Eric Iwersen, Transit Manager (480-350-8810)  
Robert Yabes, Transportation Planning Manager (480-350-2734)

**DATE:** May 10, 2022

**SUBJECT:** Updates to Regional Bus Rapid Transit, Statewide Commuter Rai, and Tempe Transportation Master Plan I Updates

---

## PURPOSE

The purpose of this memo is to provide the Commission with an update on Regional Bus Rapid Transit and Statewide Commuter Rail Studies and the Tempe General Plan 2050.

## CITY COUNCIL STRATEGIC PRIORITY

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

## BACKGROUND

### Bus Rapid Transit (BRT)

The Maricopa Association of Governments (MAG) Regional Bus Rapid Transit Feasibility Study was completed in spring 2021. The study explored the level of interest in and feasibility of implementing BRT in the MAG region. The study identified and reviewed potential BRT corridors in the region:(See Figure1). The potential BRT corridors in Tempe included):

- North-South BRT Corridors
  - Priest Drive
  - Kyrene Road
  - Scottsdale/Rural Road
  - McClintock Drive
- East-West BRT Corridors
  - Baseline Road
  - Southern Avenue
  - Broadway Road
  - University Drive

The result of the study was presented to the Tempe Transportation Commission at the October 2020 commission meeting.

### Statewide Commuter Rail

Arizona Department of Transportation (ADOT) prepared a feasibility study of a passenger rail line between Phoenix and Tucson in 2015. The study reviewed 3 alternatives. All the alternatives propose a direct link to Tempe (See Figure 2):

- Green Alternative, which would mostly run along Interstate 10 between the two metropolitan areas, and share a portion of the north south Union Pacific Railroad right-of-way as it enters Chandler and Tempe.



- Orange Alternative, which would serve the East Valley and share part of its alignment with the planned North-South Freeway Corridor, as well as the US60 and the State Routes 101 and 202.
- 
- Yellow Alternative, also serving the East Valley, but sharing right-of-way with Union Pacific Railroad.

**Project Update:**

**MAG BRT**

The regional BRT selection process identified the Scottsdale/Rural Road BRT Corridor that will operate e City of Scottsdale through Tempe and terminates in the City of Chandler. There were 3 regional BRT corridors that were recommended for funding and were MAG included in Proposition 400 extension. The Scottsdale/Rural Road Was programmed in Phase I of the plan FY 2026-2030. The other BRT corridors were from 35<sup>th</sup> Avenue/Van Buren Street (Phase III FY 2035-2040) and Arizona Avenue/Country Club (Phase V FY2045-2050).

**Statewide Commuter Rail Update**

ADOT worked with the Federal Transit Administration, the Federal Railroad Administration, Union Pacific Railroad and local governments and planning organizations in Maricopa, Pinal and Pima counties to determine the alternative routes that were studied. The Yellow alternative was selected as the preferred alternative There is currently no construction schedule and no funding identified for the project. Funding for the project could be secured from the newly approved Infrastructure Investment and Jobs Act (IIJA).

**Amtrak Rail Update**

Amtrak was awarded \$66 billion un federal assistance funds for modernization and expansion of service. As part of the proposed expansion, Amtrak has identified operations in Phoenix and Tucson for service improvements in 2030. Amtrak will provide 3 trips each direction between Tucson and Buckeye. In addition, Amtrak is also planning to start 1 daily trip each direction from Los Angeles to Phoenix (See Figure 3).

**General Plan 2050 Update and Tempe and Transportation Master Plan**

The State of Arizona requires every city and municipality to update their General Plan every 10 years. Tempe is starting to update the Tempe General Plan. Tempe is also in the process of updating the Tempe Transportation Master beginning in FY 2022-23.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

No fiscal impact

**ATTACHMENTS**

1. PowerPoint

Figure 1 – Regional BRT Candidate Corridors

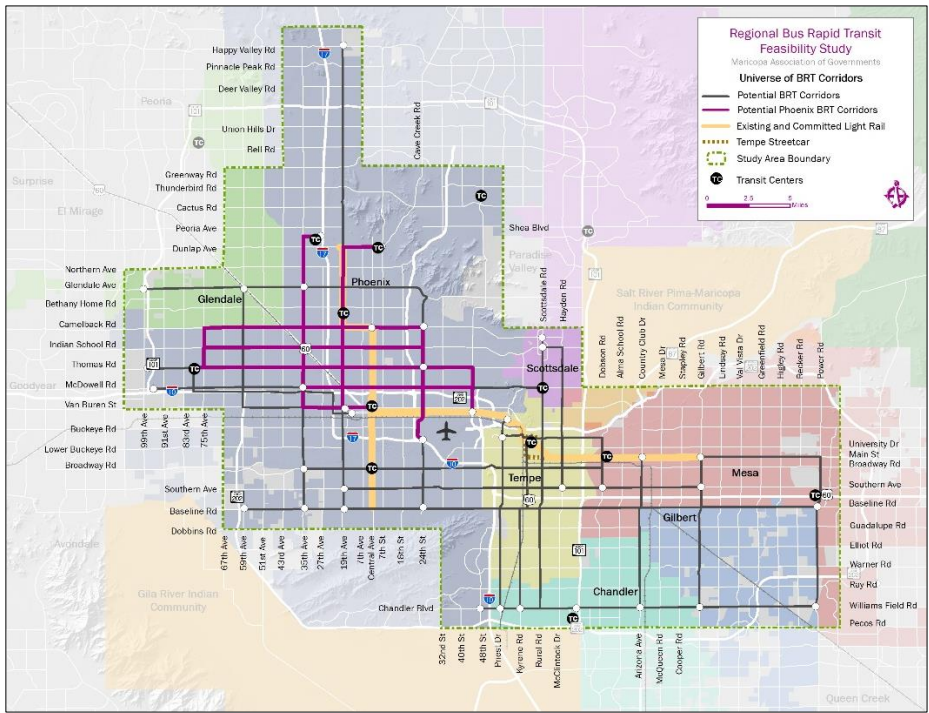


Figure 2 – State Commuter Study Alternative

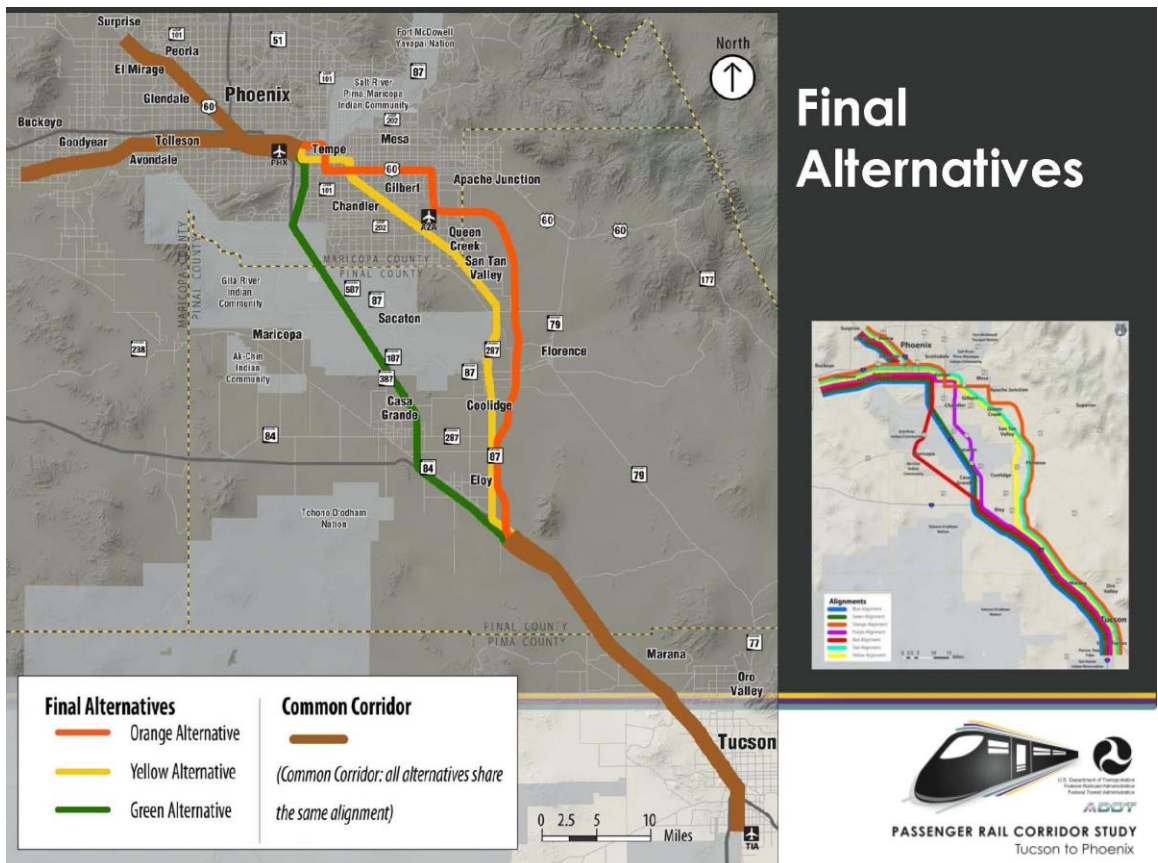
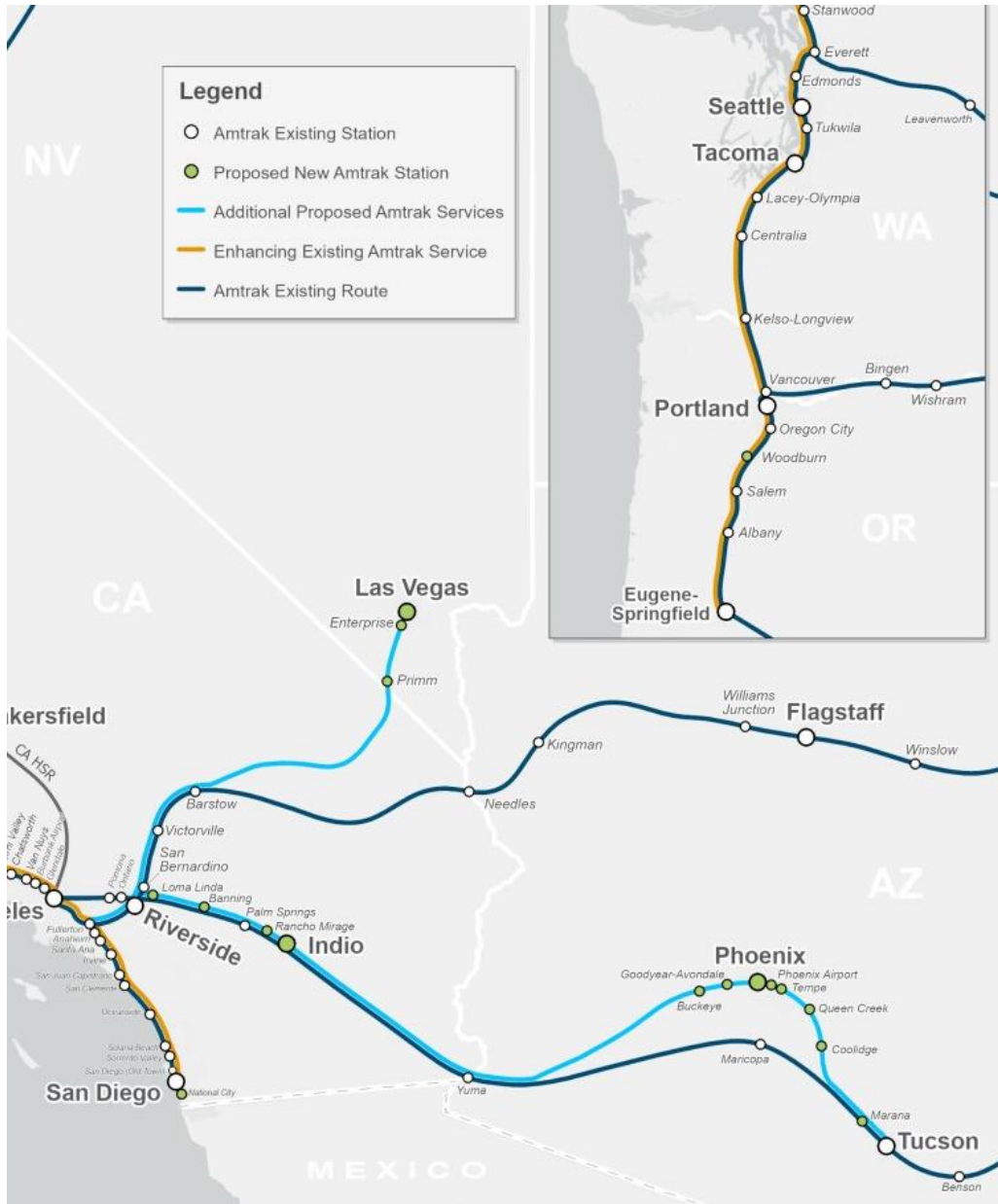


Figure 3- Amtrak Proposed Service Expansion



# **Bus Rapid Transit & Statewide Commuter Rail Updates**

**Tempe Transportation Commission  
May 10, 2022**



# City Council Strategic Priority Performance Measures

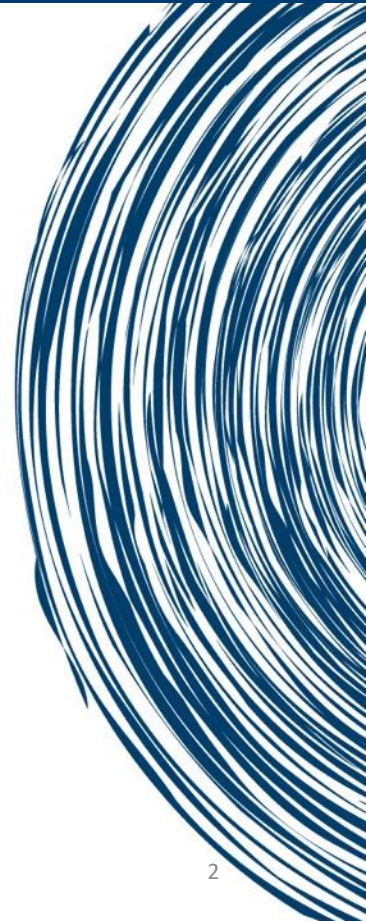


## Quality of Life 3.26

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

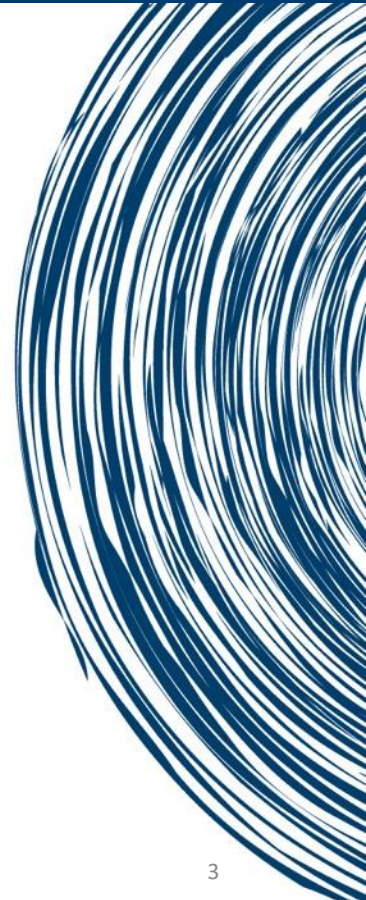
Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.



# Agenda



- Bus Rapid Transit
  - Prop 400E
  - Regional Transportation Plan
- State Commuter Rail
  - ADOT Study
  - Amtrak
- Funding & Next Steps
  - Bipartisan Infrastructure Law (BIL) & Infrastructure & Investment Jobs Act (IIJA)



# Bus Rapid Transit



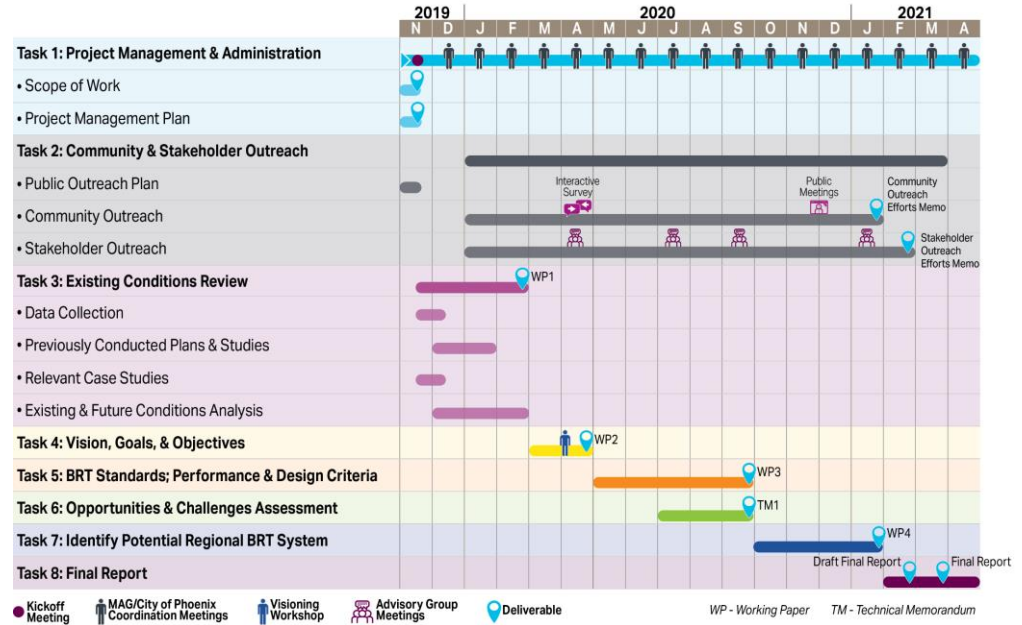
- Bus Rapid Transit (BRT) is a high-quality, bus-based transit system
- BRT brings many of the benefits of light rail & lower cost (generally) and with more flexible implementation
- Common features include:
  - Dedicated travel lanes
  - Intersection priority
  - Less stops, compliments fixed route bus

# Bus Rapid Transit Feasibility Study / Region



## Maricopa Association of Governments Study

- Study completed Spring 2021
  - Public feedback, city coordination
- Commission October 2020
- Advanced to Regional Transportation Plan
  - Current as of 12-2021
- Used for development of Prop 400E

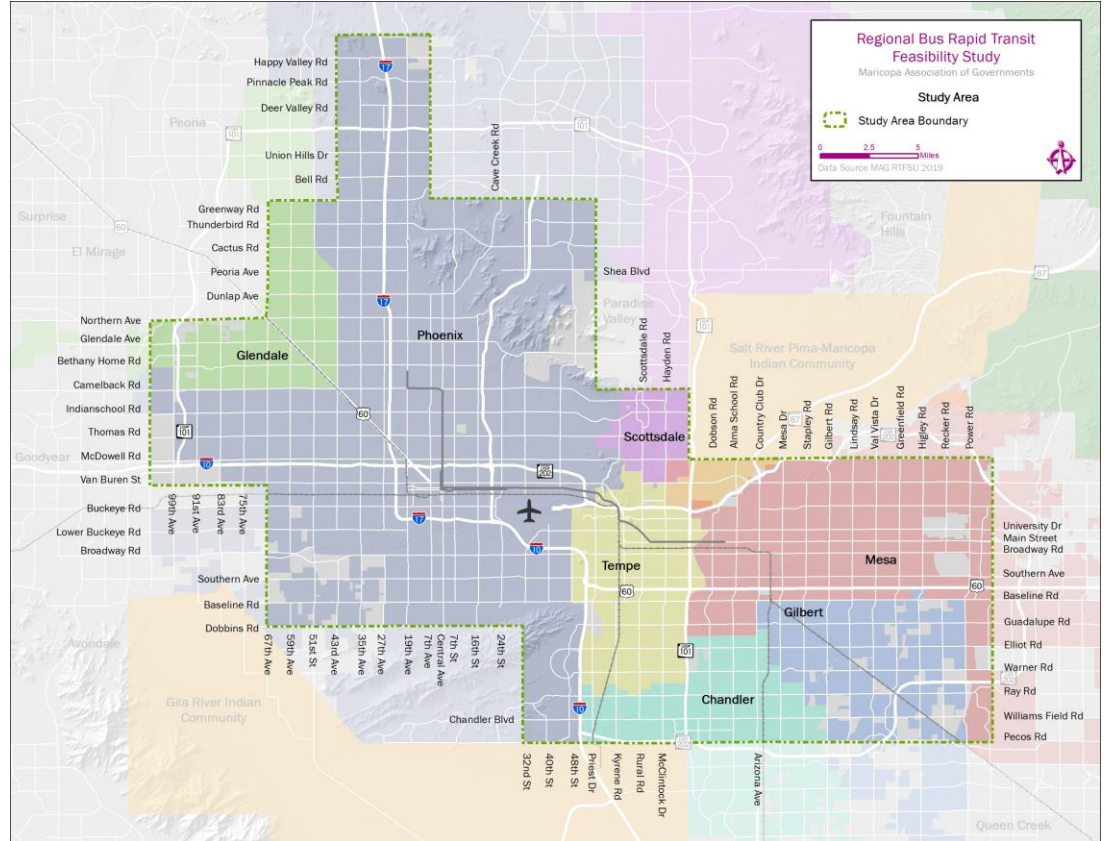




# Bus Rapid Transit Study Area



- Propensity mapping
- Broad regional review
- City's coordinated



# Bus Rapid Transit Universe of Options



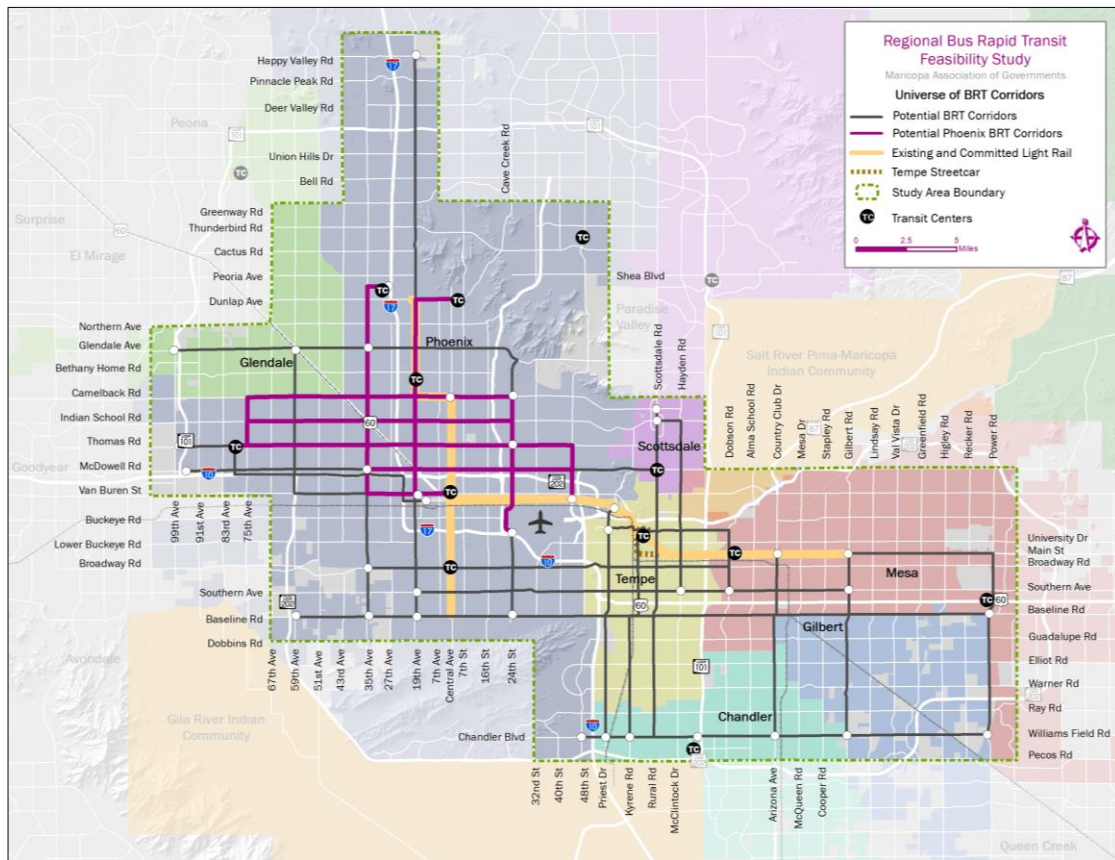
## TEMPE ROUTES CONSIDERED

### North-South:

- Priest Drive
- Kyrene Road
- Scottsdale/Rural Road
- McClintock Drive

### East-West:

- Baseline Road
- Southern Avenue
- Broadway Road
- University Drive



# Bus Rapid Transit / Tempe & Prop 400 E



## ● Tempe Transportation Master Plan 2015 Projects

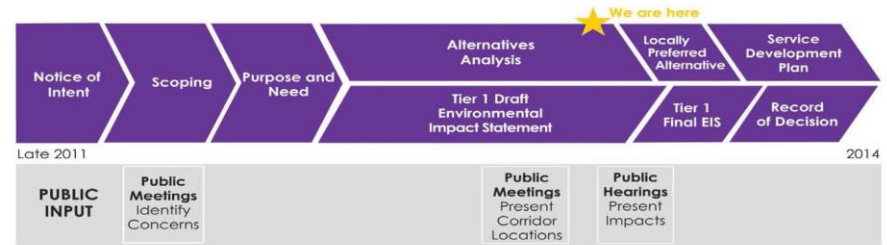
- Rural/Scottsdale Corridor
- Southern/Baseline Corridor
  - Not advanced to Prop 400E
- Prop 400E & Funding
  - Rural/Scottsdale Phase I (2026-2030)
  - \$973M / \$292M Tempe





- ADOT Study Completed 2015
- Tucson – Phoenix connection
- Public Outreach & Commissions
- Presented to Tempe City Council March 2014

## Passenger Rail Corridor Study Process



- Alternative Analysis (AA)
- Environmental Impact Statement (Tier 1)
- Service Development Plan

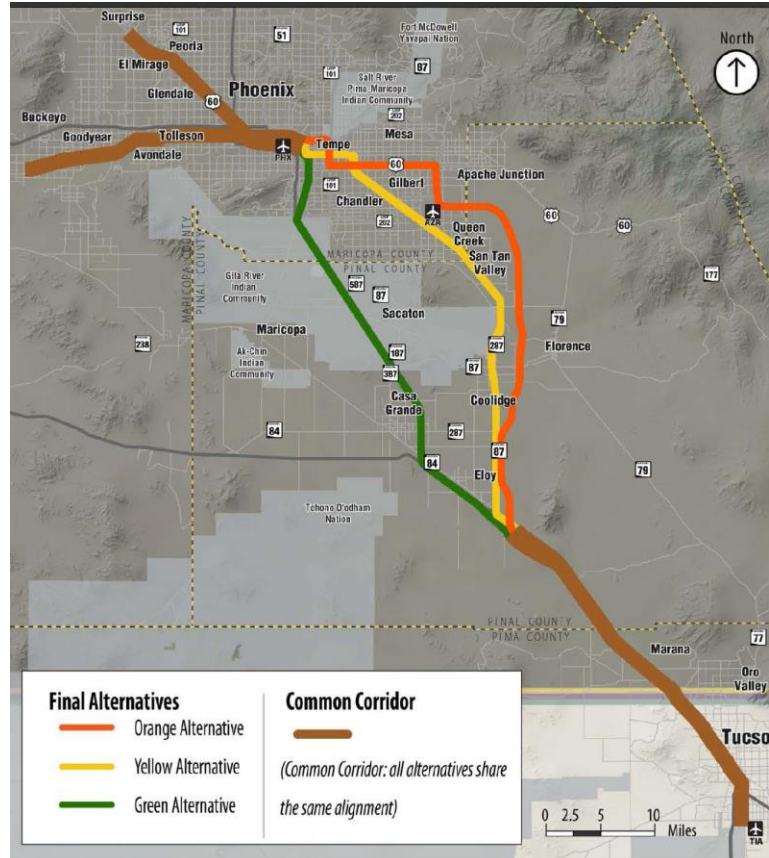
[www.azdot.gov/passengerrail](http://www.azdot.gov/passengerrail)



# State Commuter Rail Study



- Several regional alignments
  - Tempe stops
    - Depot (3<sup>rd</sup> & Ash)
    - 101/202/Scottsdale Rd
- 1M annual ridership potential
- Presented to Tempe City Council March 2014
  - Support for 101/202 alignment
  - Concern for property/n'hoods



## Final Alternatives



PASSENGER RAIL CORRIDOR STUDY  
Tucson to Phoenix



## Arizona Mayors Letter of Support (15 Phoenix / Tucson Cities)

- July 2021

## State Rail Conference April 2022

## BIL / IIJA Funding

- \$66 billion for freight and passenger rail

## Proposed Stations

- Tucson
- Marana
- Coolidge
- Queen Creek
- Tempe
- Phoenix Sky Harbor Airport
- Phoenix Downtown
- Goodyear-Avondale
- Buckeye





- Prop 400 E
  - Funding for BRT
  - In state legislature for consideration to advance to Nov ballot
    - FY ends June 30
    - Prop 400 ends Dec 31, 2025
  
- Federal Infrastructure Funding (BIL/IIJA)
  - Funding for BRT & State Commuter Rail
  - Notice Of Funding Opportunities (NOFO) now
  
- Transportation Master Plan Update Fall 2022

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Cathy Hollow, Interim Deputy Engineering & Transportation Director  
**DATE:** May 10, 2022  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 6

---



## **PURPOSE:**

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

## **RECOMMENDATION OR DIRECTION REQUESTED:**

This item is for information only.

- June 14 – Tentative
  - Streetcar Update
  - Bus Services Contract
- July 12 - Canceled
- August 9
  - Crosswalk Signal Countdown & Signal Detection for Bicycles
  - Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Traffic Data Counts Update
  - Smith Road Bike Improvements
- September 13
  - ADA Transition Plan and recently completed ADA facilities
  - North/South Rail Spur MUP
  - Grand Canal MUP
- October 11
  - Annual Report
  - Speed reduction, compliance, and tickets issued near “35 mph only when lights flashing” devices
  - Transit Security Update FY 21/22
- November 8
  - Annual Report
  - Transportation Survey Results
- December 13
- January 10
- February 14
- March 14
- TBD: Bike Bait Program (once program resumes)
- TBD: Personal Delivery Devices