

PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, February 13, 2024 from 7:30 to 9 a.m.

MEETING LOCATIONS:

WebEx <https://tempe.webex.com/tempe/j.php?MTID=m341ca9eaacbd706134656741d2b7170>

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

Webinar Number: 2496 353 7800

In Person

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

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Commission welcomes public comment. There is a three-minute time limit per citizen.	Amanda Nelson, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the January 9, 2024 meeting.	Amanda Nelson, Commission Chair	Action
3. Proposition 400E Update Maricopa Association of Governments staff will make a presentation on Proposition 400E.	Edward Brown, Maricopa Association of Governments	Information
4. Valley Metro Origin & Destination Survey Results Valley Metro staff will present the results from its most recent origin and destination survey.	Aaron Xaevier, Valley Metro	Information
5. Scooter Corrals in Downtown A presentation will be made on the effectiveness of the downtown corrals for scooters and any expansion plans.	Julian Dresang, Engineering and Transportation Department	Information
6. Department & Regional Transportation Updates Staff and Commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff	Information
7. Future Agenda Items Commission may request future agenda items.	Amanda Nelson, Commission Chair	Information

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



Minutes City of Tempe Meeting of the Transportation Commission January 9, 2024

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, January 9, 2024 at 7:30 a.m. via Cisco Webex and at the Tempe Transportation Center located at 200 E. Fifth Street, Tempe AZ 85281.

(MEMBERS) Present:

Stevie Milne
JC Porter
Paul Hubbell
Amanda Nelson
Robert Miller
Claire Lauer
David Sokolowski

Pam Goronkin
Jacob Cox
Peter Schelstraete
David King
Kelsey Files
Dawn Hocking
Jonathan Bates

(MEMBERS) Absent:

James Dwyer

City Staff Present:

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

Bonnie Richardson, Principal Planner
Sam Stevenson, Transit Manager
Chase Walman, Principal Planner
Lindsay Post, Senior Transportation Planner
Mike Hayes, Lieutenant
Julian Dresang, City Engineer
Ellie Volosin, Senior Civil Engineer
Brenda Clark, Neighborhood Services Specialist

Guests Present:

John Federico
Mckell Kenney

Commission Chair Amanda Nelson called the meeting to order at 7:32 a.m.

Agenda Item 1 – Public Appearances

Mckell Kenney commented on the Country Club Way Bike/Ped Project. She stated that she had concerns about property values declining as a result of the project and privacy issues. She requested that staff ensure that there is an adequate buffer between the path and private property. She also expressed her concerns with the number of trees that will be removed as part of the project.

Agenda Item 2 – Minutes

Amanda Nelson introduced the minutes of the December 12, 2023 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Dawn Hocking

Second: Commissioner Stevie Milne

Decision: Approved by Commissioners

Stevie Milne
JC Porter
Paul Hubbell
Amanda Nelson
Robert Miller

Pam Goronkin
Dawn Hocking
Claire Lauer
David King

Abstain: David Sokolowski and Jacob Cox

Agenda Item 3 – Commission Business

Amanda Nelson introduced and welcomed Commissioners Lauer, Cox, Files and Bates. Each said a few words about themselves.

Agenda Item 4 – Commission Business

Amanda Nelson asked Commissioners for suggested nominations to consider for Chair and Vice Chair positions.

A motion was made to nominate Amanda Nelson to serve as Transportation Commission Chair.

Motion: Commissioner JC Porter

Second: Commissioner Pam Goronkin

Decision: Approved by Commissioners

Stevie Milne
JC Porter
Paul Hubbell
Amanda Nelson
Robert Miller
Claire Lauer
David Sokolowski

Pam Goronkin
Jacob Cox
Peter Schelstraete
David King
Kelsey Files
Dawn Hocking
Jonathan Bates

A motion was made to nominate Dawn Hocking to serve as Transportation Commission Vice Chair.

Motion: Commissioner JC Porter

Second: Commissioner Pam Goronkin

Decision: Approved by Commissioners

Stevie Milne
JC Porter
Paul Hubbell
Amanda Nelson

Pam Goronkin
Jacob Cox
Peter Schelstraete
David King

Robert Miller
Claire Lauer
David Sokolowski

Kelsey Files
Dawn Hocking
Jonathan Bates

Amanda Nelson asked Commissioners to provide consensus to hold the 2024 Transportation Commission meetings on the first Tuesday of the month at 7:30 a.m. Discussion was had about moving the meeting to Wednesdays, but several Commissioners were not available on Wednesdays. The Commission decided to keep the meeting day and time on Tuesday at 7:30 a.m.

Agenda Item 4 – Transit Program Update / Transit Satisfaction Performance Measure / Adding Dedicated Transit Lanes

Sam Stevenson provided an update on the Transit Program Update, Transit Satisfaction Performance Measure, and Adding Dedicated Transit Lanes. Topics included:

- Transit program overview
- Cost and ridership
- Service changes update
- Transit satisfaction performance measure
- Transit prioritization strategies

Discussion included Prop 400E, unique riders, cost per rider, data in total number of miles travelled, market research, and bus shelters.

Commission requested that staff make a future presentation on transit prioritization strategies allowing for a formal vote.

Agenda Item 5 - All Pedestrian Phase Signal Mill Avenue and Fifth Street

Cathy Hollow and Ellie Volosin made a presentation on the status of the all pedestrian phase signal at Mill Avenue and Fifth Street. Topics included:

- Previous presentation
- Changes made since June
- Current operations
- Perspective for Police Department
- Response from businesses
- Next steps

Discussion included consensus on maintaining the all pedestrian phase signal at Mill Avenue and Fifth Street.

Agenda Item 6 – Vision Zero

Ellie Volosin and Mike Hayes updated that Commission on Tempe's Vision Zero efforts. Topics included:

- Major collision recap
- Vision Zero safety corridors
- Recent Vision Zero strategies
- Upcoming Vision Zero projects

Discussion included demographic patterns, signage, distracted driving and bicycle light distribution.

Agenda Item 7 – Department & Regional Transportation Updates

None

Agenda Item 8– Future Agenda Items

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

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

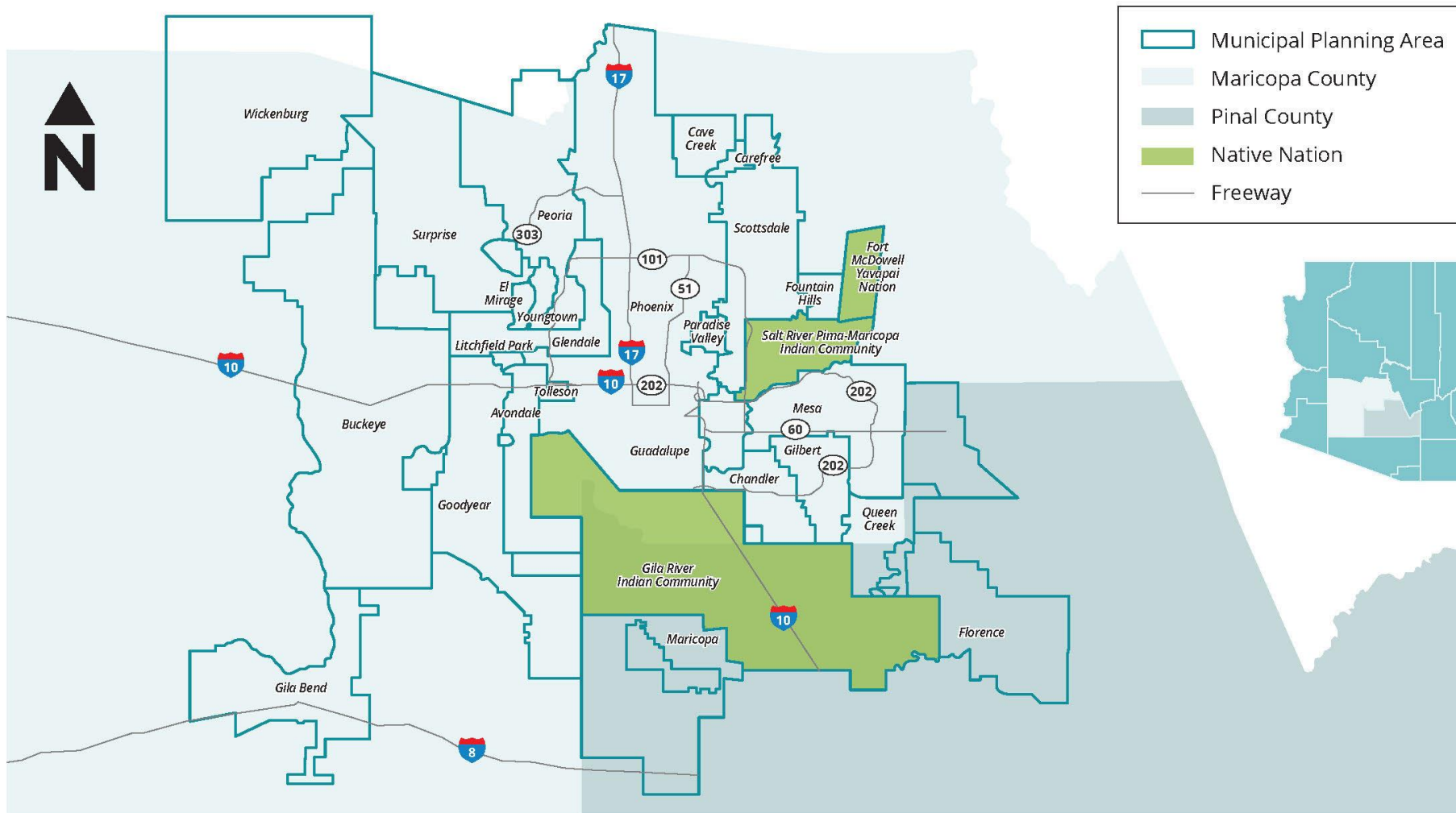
The next meeting is scheduled for February 13, 2024. The meeting was adjourned at 9:19 a.m.

Prepared by: Sue Taaffe
Reviewed by: Shelly Seyler

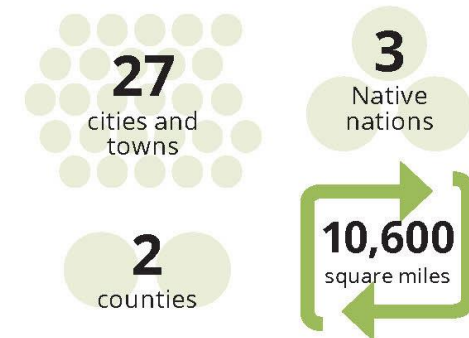
OVERVIEW AND PROP 479

City of Tempe Transportation Commission
February 13, 2024





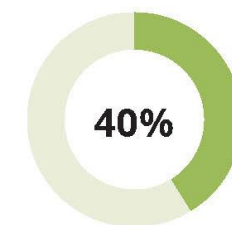
MAG region by the numbers:



Currently about
4,890,000
residents




By 2060, about
7,237,000
residents




are under
the age of
30

40-YEAR LEGACY OF REGIONAL TRANSPORTATION INVESTMENTS


RETURN TO
MAG HISTORIC FILE
1985



**MARICOPA COUNTY
STATE OF ARIZONA**






**PUBLICITY PAMPHLET
SAMPLE BALLOT 1985**



Proposition to be submitted to the qualified electors of Maricopa County at the

Special Election

October 8, 1985

LEYENDA
 DE MARICOPA
 ESTADO
 DE ARIZONA


FOLLETO
 PUBLICITARIO
 MUESTRA DE
 BALOTO

Proposición sometida
 a los electores calificados
 de Maricopa

Elección Especial

El 8 de Octubre de 1985

**TRADUCCIONES AL ESPAÑOL
EMPIEZAN EN LA PAGINA 11**



Compiled and issued by the
Maricopa County Board of Supervisors

**Publicity Pamphlet
Sample Ballot**

For the

**MARICOPA COUNTY
CONTINUATION OF THE ONE-HALF CENT
TRANSPORTATION EXCISE (SALES) TAX ELECTION**

Proposition to be submitted to the qualified electors
of the County of Maricopa at the

GENERAL ELECTION
NOVEMBER 2, 2004

(Project Maps on pages 9, 10 & 11)
(Spanish version begins on page 43)

**Folleto Publicitario
Boleta de Muestra**


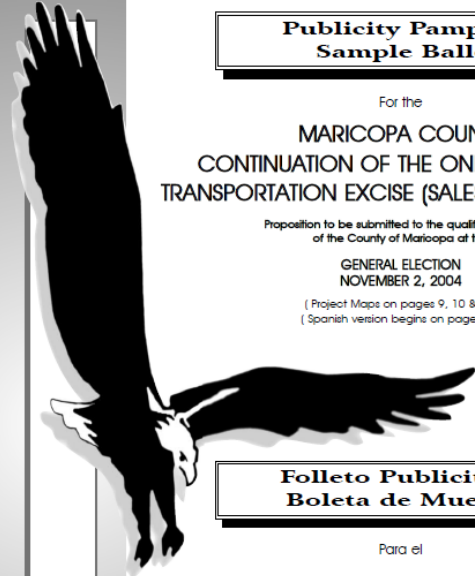
Para el

**CONDADO DE MARICOPA
ELECCIÓN PARA LA CONTINUACIÓN DE LA
IMPOSICIÓN DEL MEDIO CENTAVO DE IMPUESTOS
(VENTAS) PARA TRANSPORTES**

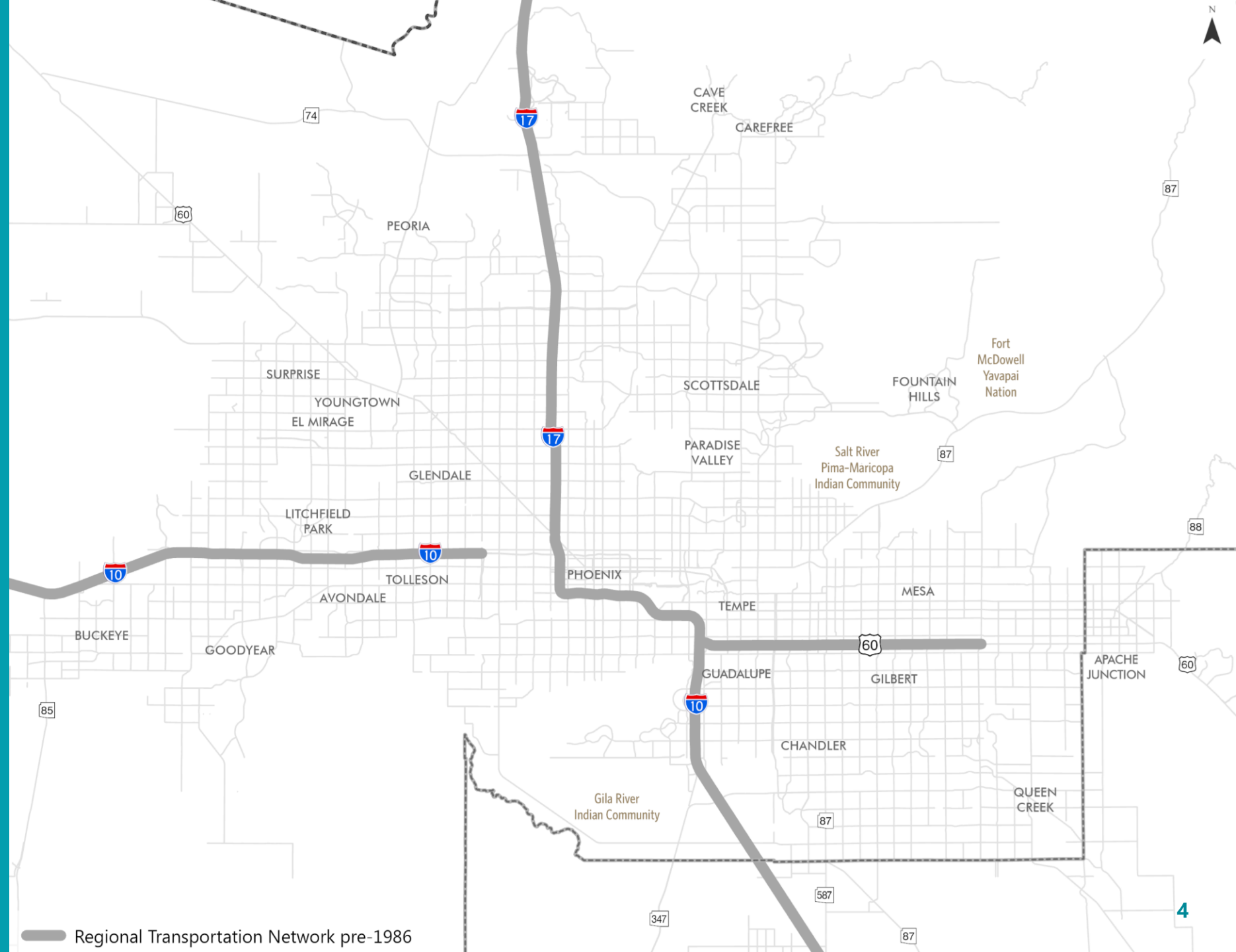
Proposición que será entregada a los electores con derecho
a voto en el Condado de Maricopa en la

ELECCIÓN GENERAL
2 DE NOVIEMBRE DE 2004

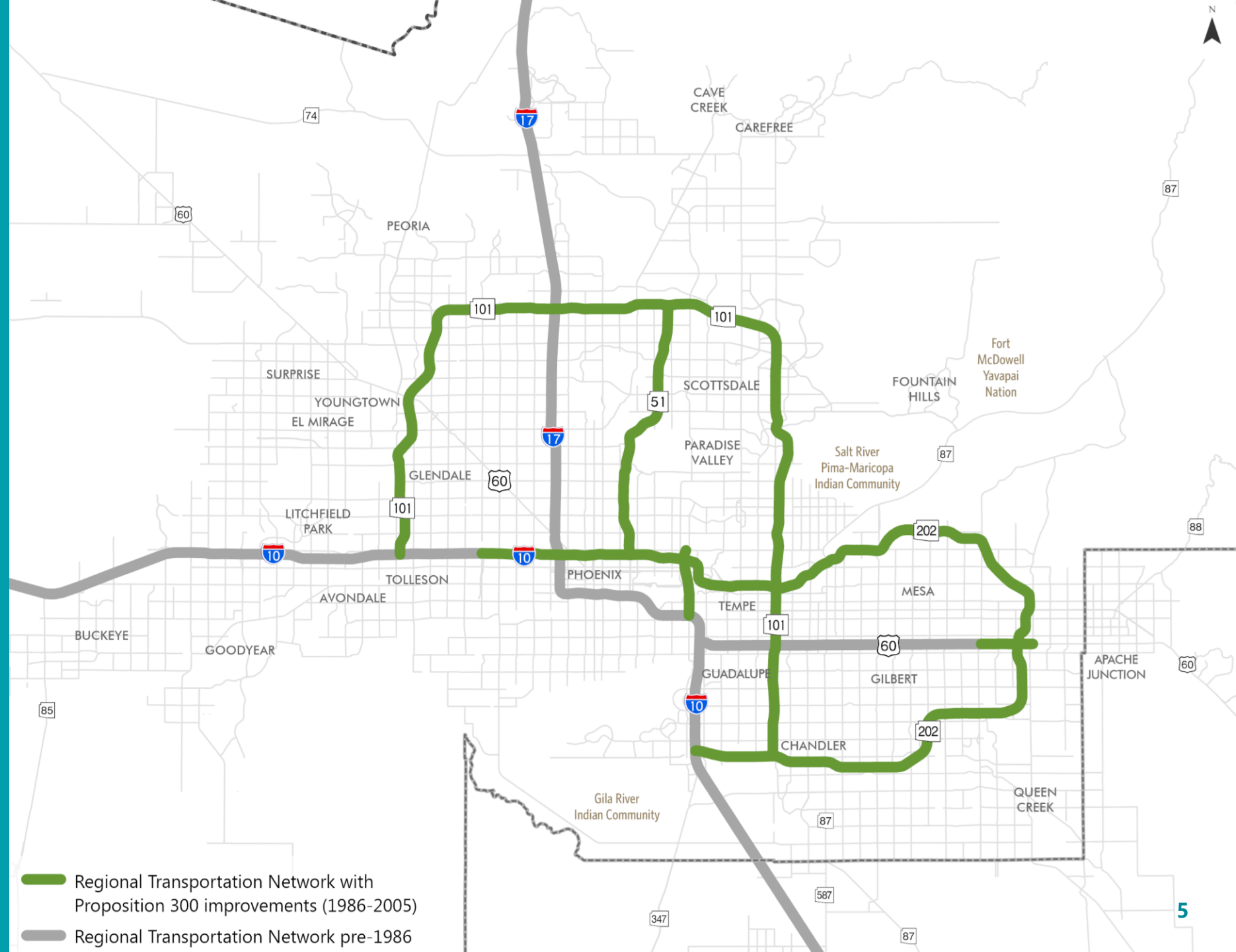
(Mapas de los Proyectos en las páginas 51, 52 y 53)
(La versión en español comienza en la página 43)






REGIONAL TRANSPORTATION NETWORK: *PRE-1986*




REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 300* *(1986 – 2005)*

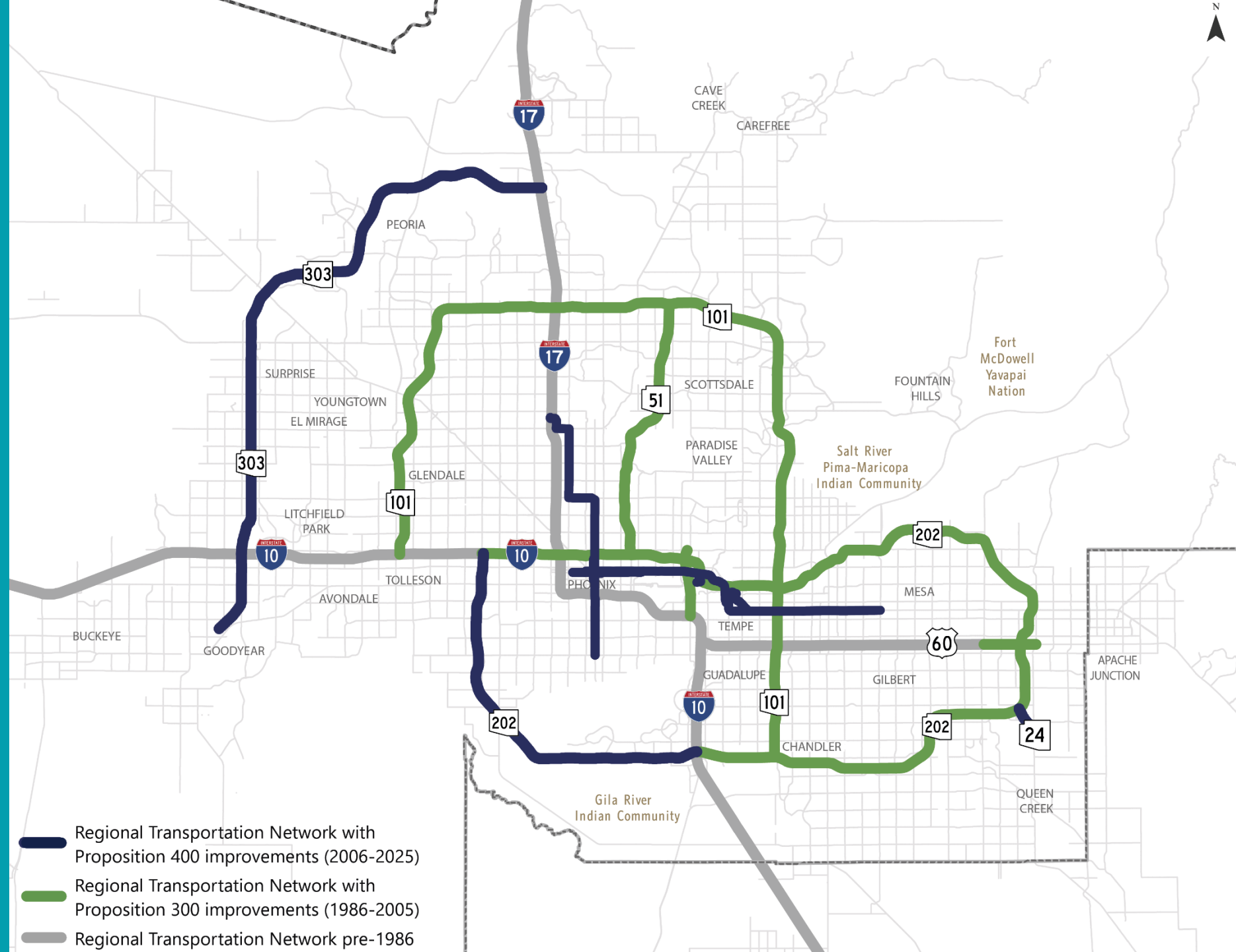





-  Regional Transportation Network with Proposition 300 improvements (1986-2005)
-  Regional Transportation Network pre-1986

REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 400 (2006 – 2025)*

ADDITIONAL INVESTMENTS:

-  7.6 million bus transit revenue miles in FY 2022
-  Funding for ADA Paratransit
- 252 miles of new/improved roads
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements



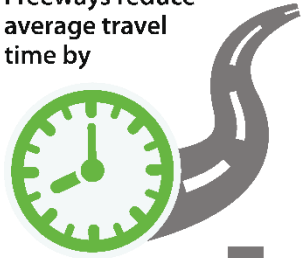
-  Regional Transportation Network with Proposition 400 improvements (2006-2025)
-  Regional Transportation Network with Proposition 300 improvements (1986-2005)
-  Regional Transportation Network pre-1986



WHY IT MATTERS: IT GROWS OUR ECONOMY

Maricopa County Transportation Existing System Benefit

Freeways reduce
average travel
time by

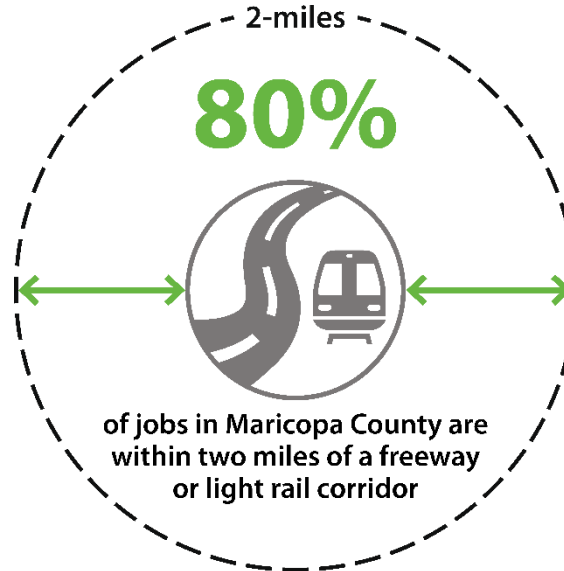


25%



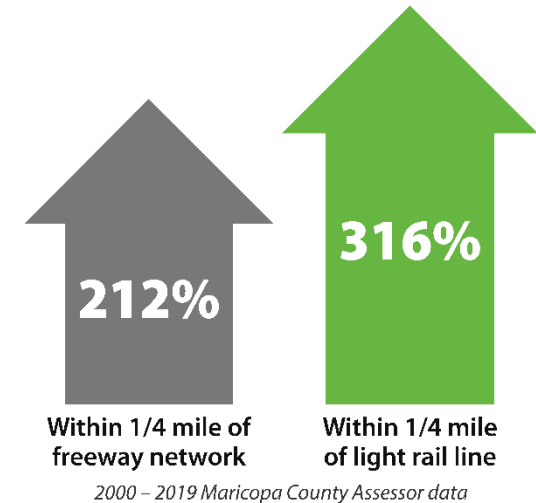
from traffic each
year per driver

Maricopa Association of Governments 2020



2019 MAG Socioeconomic Projections

2000-2019 Property Value Appreciation in Maricopa County



WHY IT MATTERS: ITS OUR COMPETITIVE ADVANTAGE

These investments have become our region's economic competitive advantage.

Amongst our peers, we have the ***lowest travel times and levels of congestion***, and the ***highest travel time reliability***.



URBAN MOBILITY REPORT TRAVEL TIME INDEX (TTI)

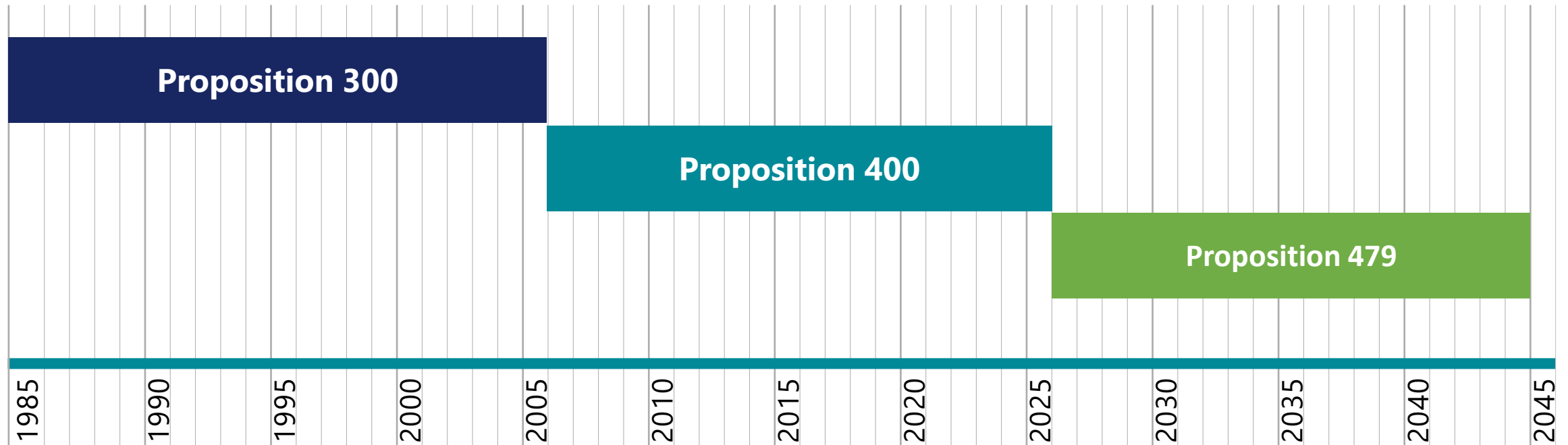
Rank	Urban Area	TTI
1	Phoenix, AZ	1.08
...
12	Houston, TX	1.15
13	Los Angeles—Long Beach Anaheim, CA	1.16
14	San Francisco, CA	1.16

INRIX DELAY COST PER DRIVER

Rank	Urban Area	Cost
1	Phoenix, AZ	\$321
...
20	Los Angeles	\$968
21	Miami	\$1,028
22	Boston	\$1,223

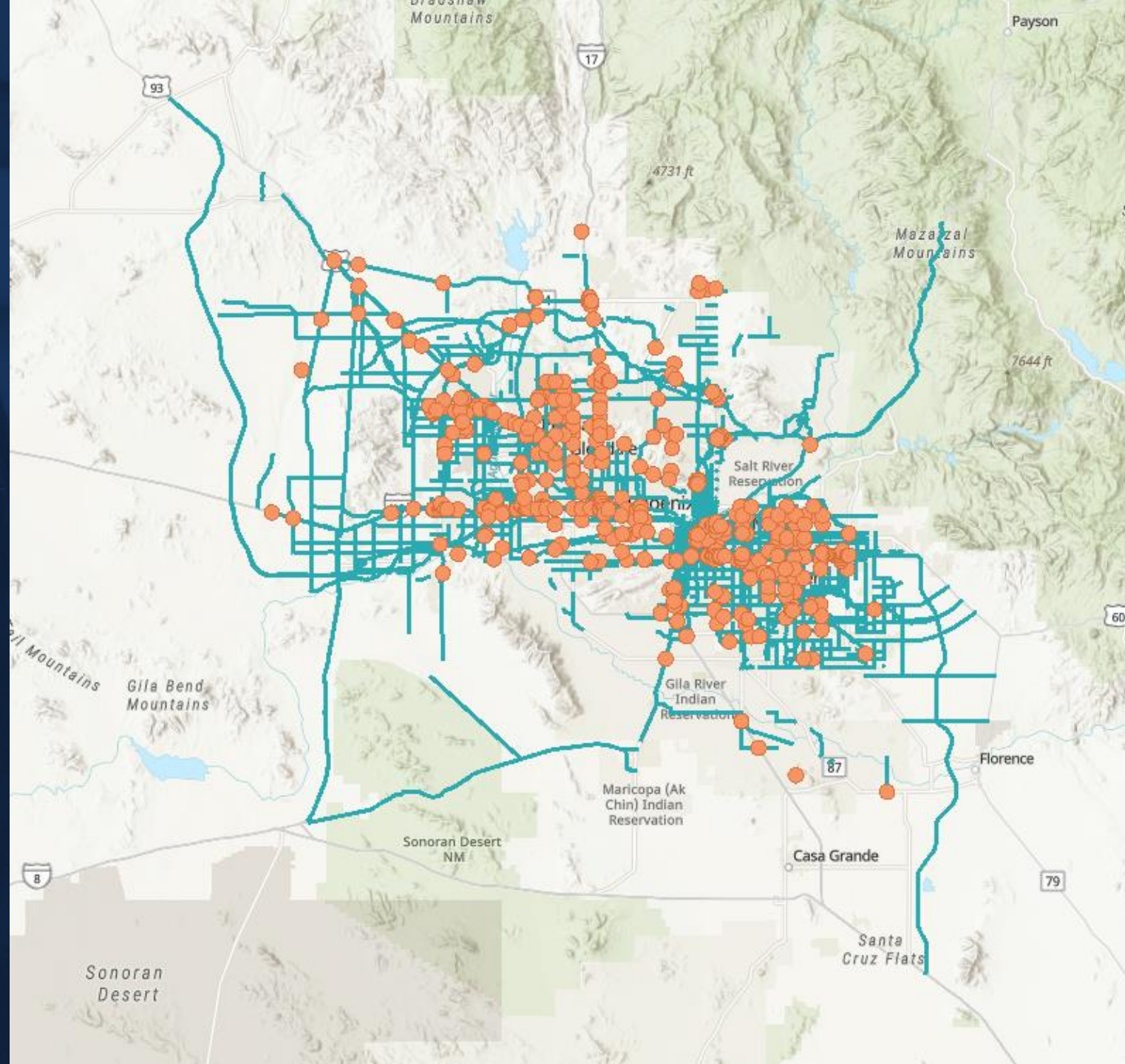
INVESTMENT PLAN OVERVIEW

PROPOSITION TIMELINE

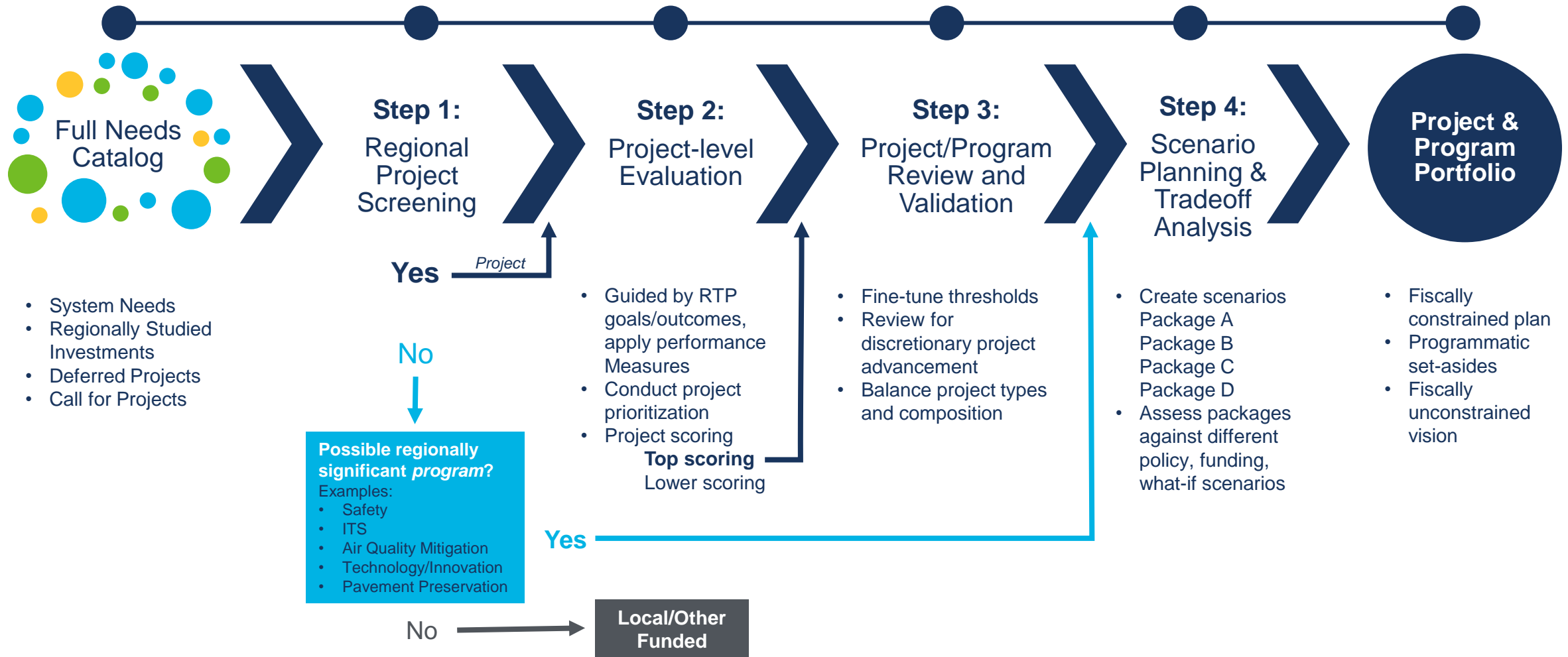


Starting Point: Needs Catalog

Over \$90 billion of needs exist regionwide.



Performance-Based Evaluation Process



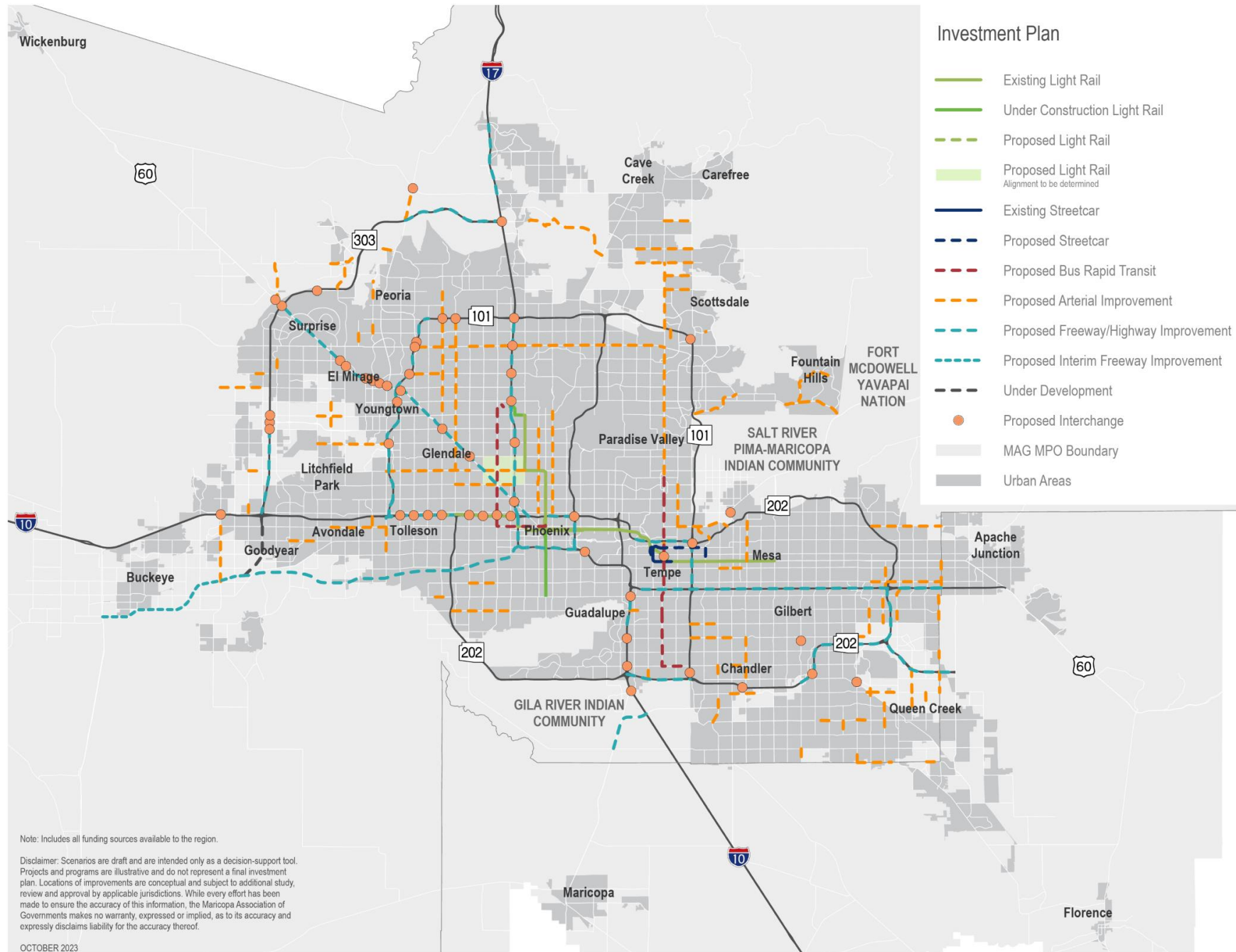
Proposition 400 Extension Investment Plan Revenues and Expenditures

2020 dollars in millions



INVESTMENT PLAN OVERVIEW

- Completing critical freeway linkages, including **SR 30**, reconstruction of **I-17**, and completion of **Loop 303** and **SR 24**, and widening of **SR 347**.
- Nearly **doubling funding to expand bus transit**.
- Expanding high-capacity transit.
- Funding ADA paratransit.
- Investing in **1,000+ miles** of new or improved arterial roads.
- Supporting investments in safety, emerging technologies, ITS, and bike and pedestrian infrastructure.



Proposed Investment Plan: By the Numbers

331 new freeway/
highway lane miles

134 new HOV
lane miles

1,000 new or improved
arterial lane miles

43 new or improved
traffic interchanges

19 new DHOV or system
interchange DHOV ramps

3 new or improved
system interchanges

HELPS SUPPORT

11.9 miles of new
light rail

28.3 miles of BRT
(bus rapid transit)

4.4 miles of new
streetcar

Program Investments

Active Transportation	\$800,000,000
Air Quality	\$160,000,000
Arterial Intersection	\$400,000,000
Arterial Rehabilitation	\$500,000,000
Arterial Widening	\$300,000,000
Emerging Tech	\$250,000,000
ITS	\$600,000,000
Safety	\$200,000,000
TDM Expansion	\$250,000,000



Funding Source	20 years
Sales Tax (1/2 Cent)	\$14.9 b
ADOT HURF	\$2.0 b
MAG FHWA Formula Funds	\$2.9 b
MAG FTA Formula Funds	\$2.3 b
ADOT FHWA Formula Funds	\$6.0 b
Total	\$28.2 b

EXPECTED BENEFITS

COMPARED TO 2050 NO-BUILD SCENARIO



31,600 net new jobs supported or added each year



68% fewer road segments with a failing level of service



12% more amenities within a 30-minute drive



66% more people with access to high-capacity transit stops



Average afternoon commute **CUT BY 1/3**

Reducing congestion by **51,000** hours on critical freight corridors each day



2050 REGIONAL AVERAGE COMMUTE LENGTH OF

30 Minutes. **SHORTER** than the current averages for Los Angeles, Chicago, Houston, & Seattle



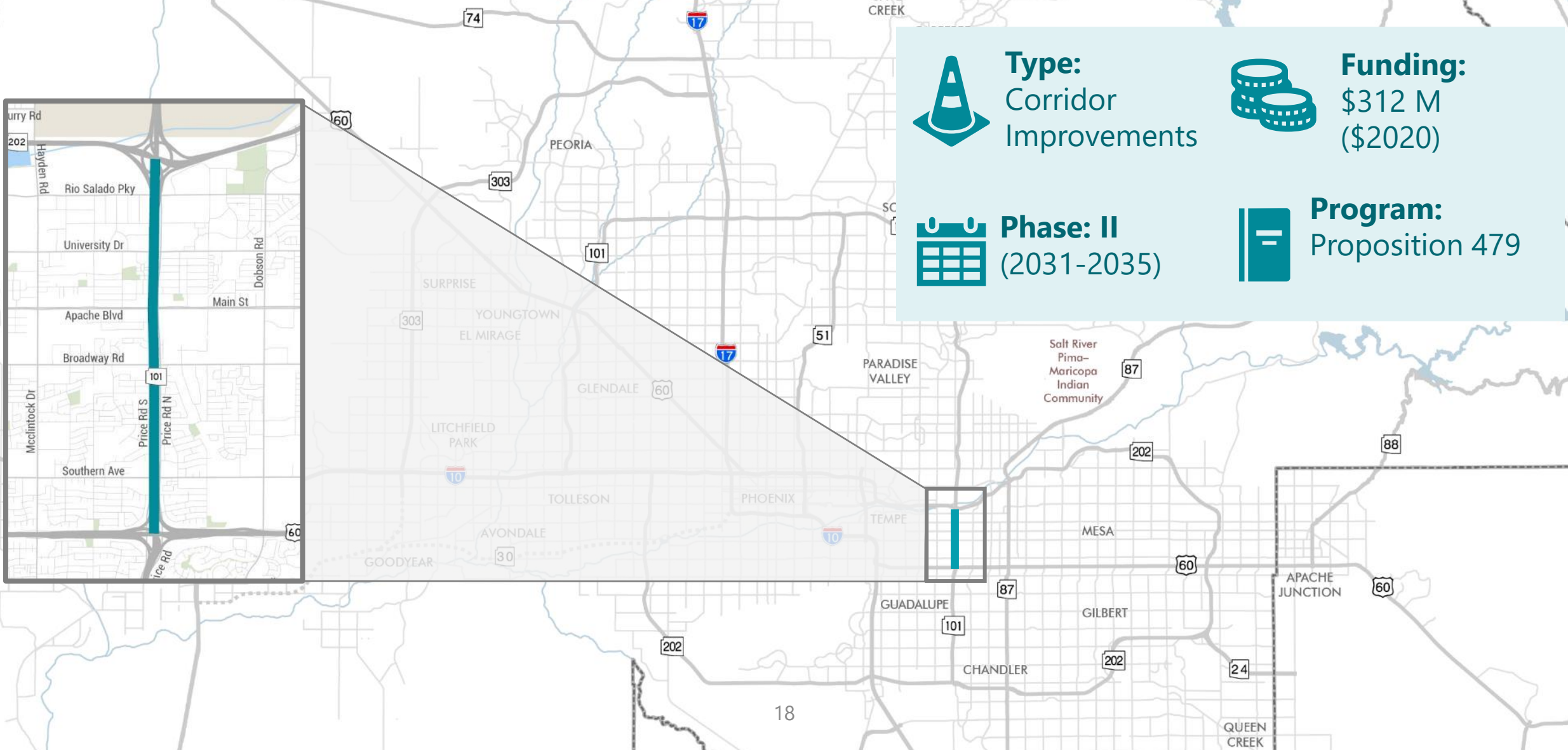
Even After Adding 1.7M People & 900,000 Jobs



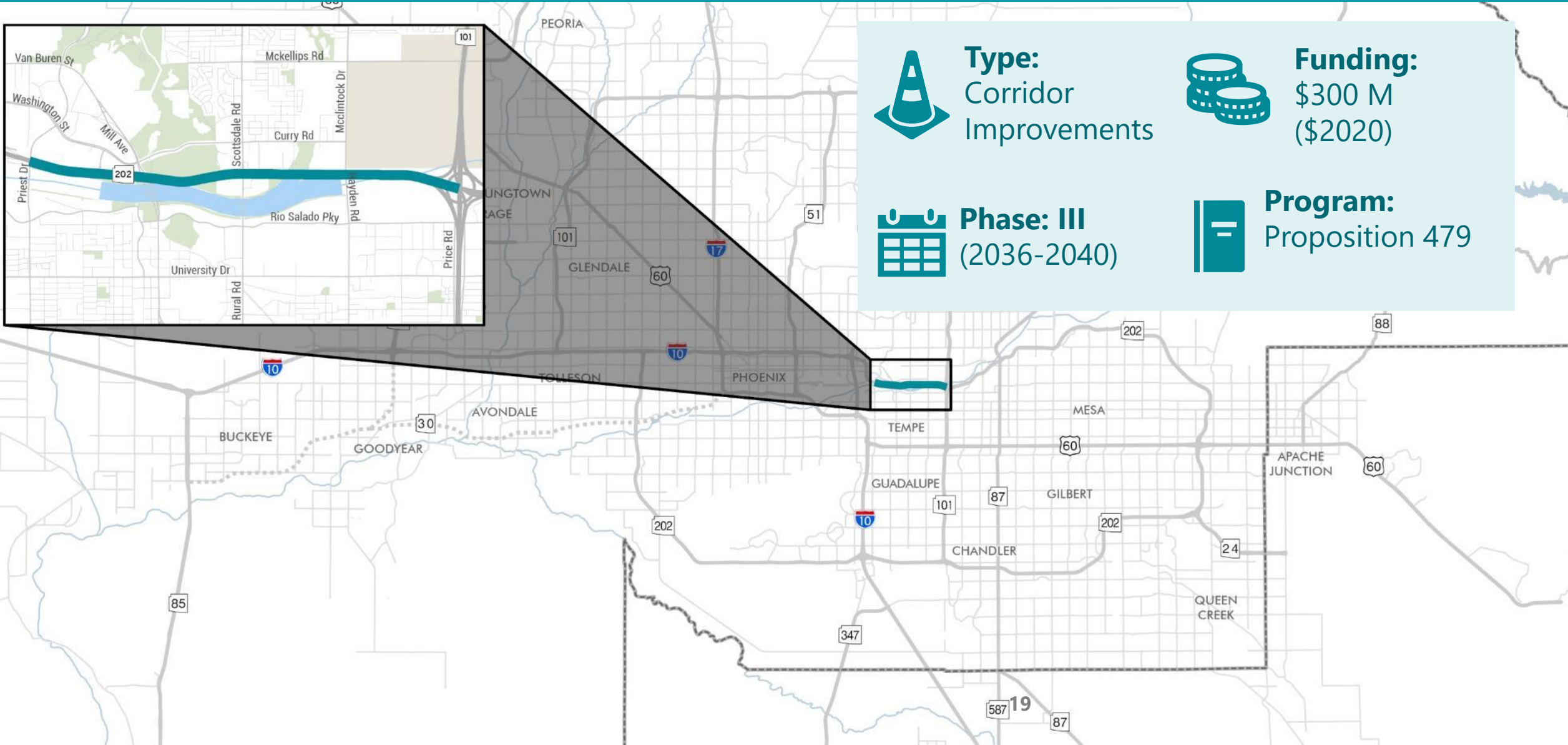
LOOKING FORWARD

Selection of Prop. 479 Projects

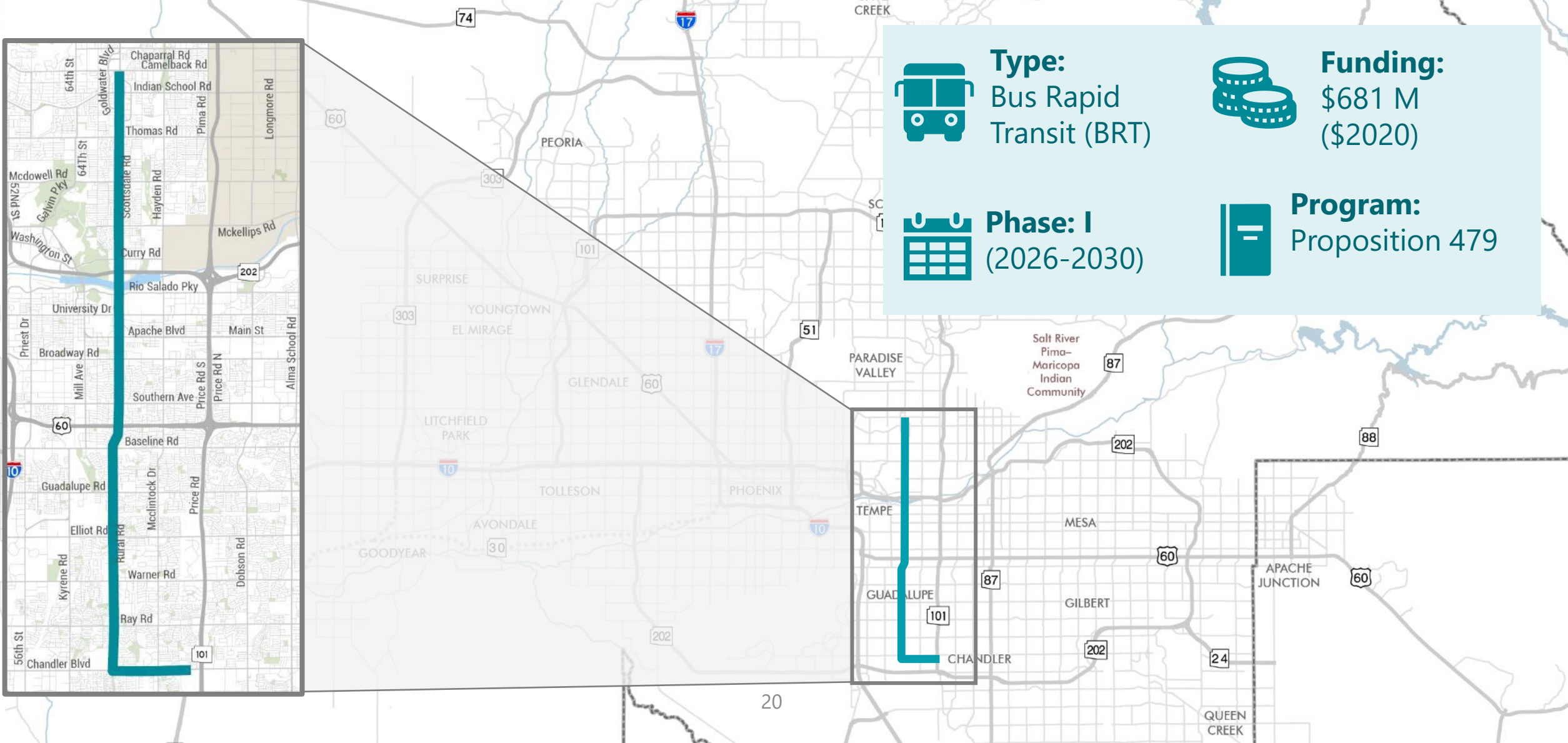
LOOP 101 (PRICE): LOOP 202 (RED MOUNTAIN) TO US 60 (SUPERSTITION) BOTTLENECK IMPROVEMENTS



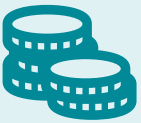
LOOP 202: PRIEST TO LOOP 101 (PRICE) SYSTEM IMPROVEMENTS



SCOTTSDALE/RURAL ROAD BUS RAPID TRANSIT



Type:
Bus Rapid
Transit (BRT)



Funding:
\$681 M
(\$2020)

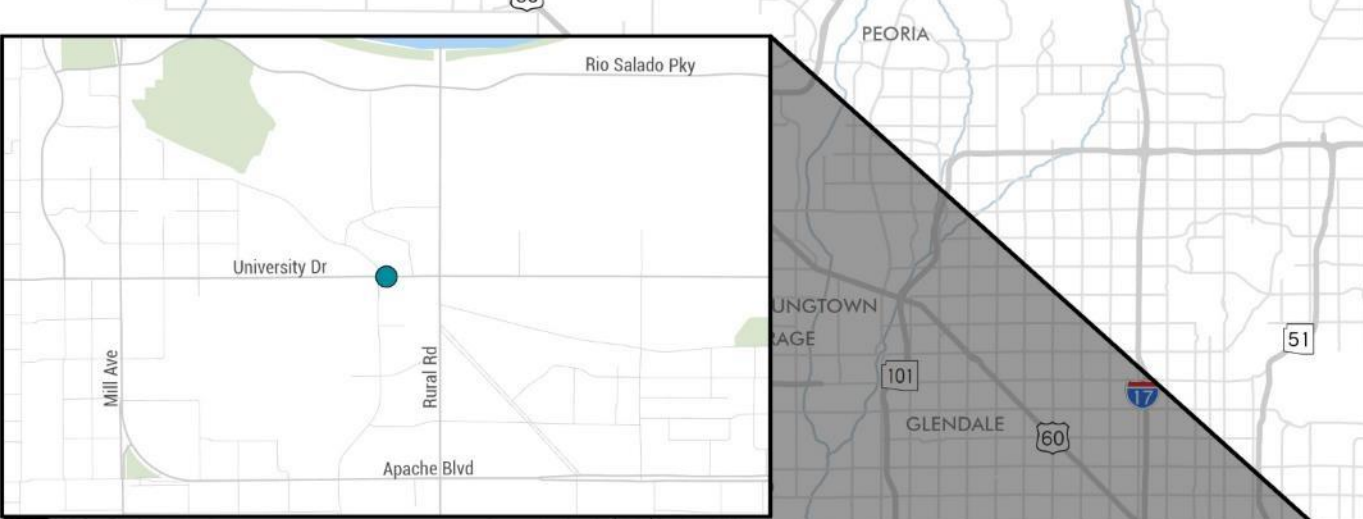


Phase: I
(2026-2030)



Program:
Proposition 479

UNIVERSITY DRIVE AT RURAL ROAD: LIGHT RAIL TRANSIT GRADE SEPARATION



Type:
Light Rail
Crossing



Funding:
\$101 M
(\$2020)

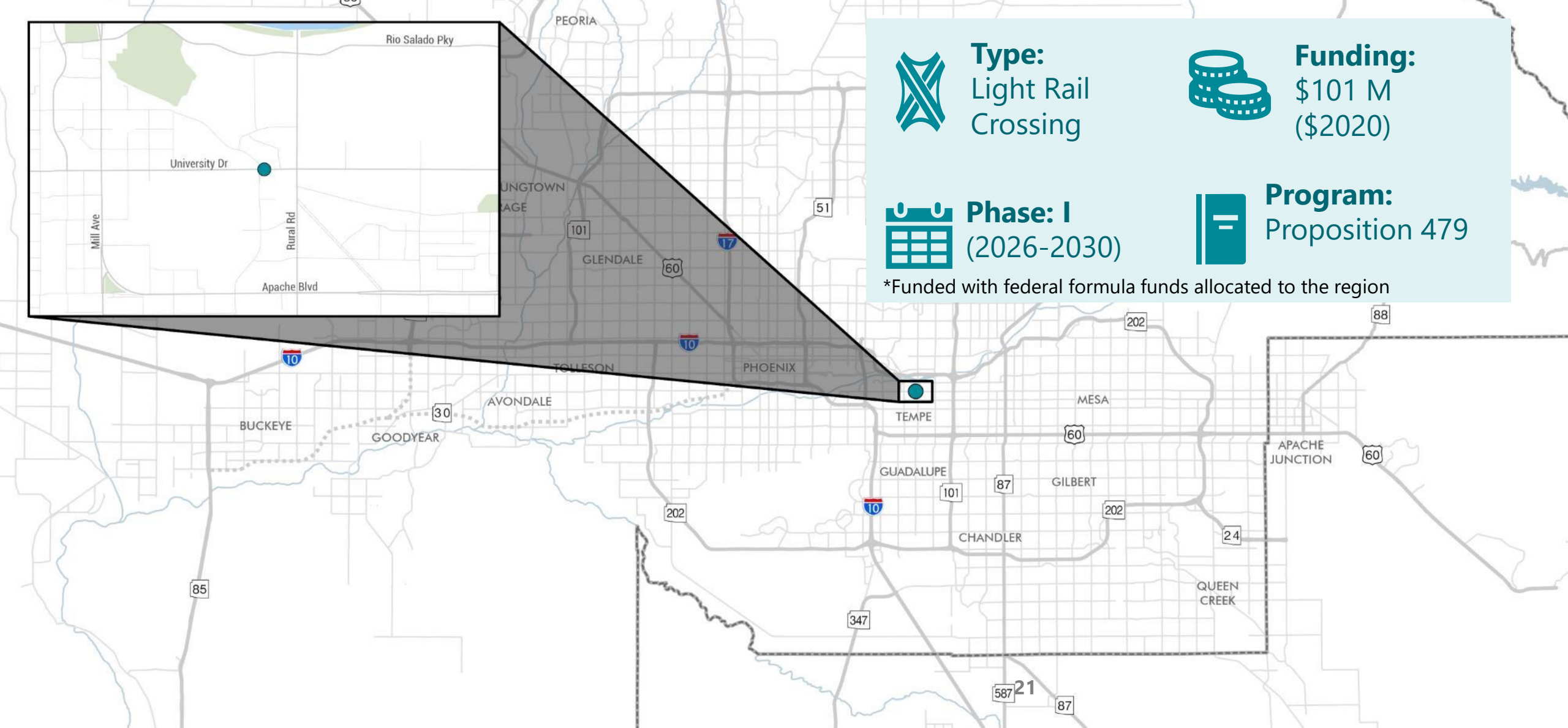


Phase: I
(2026-2030)

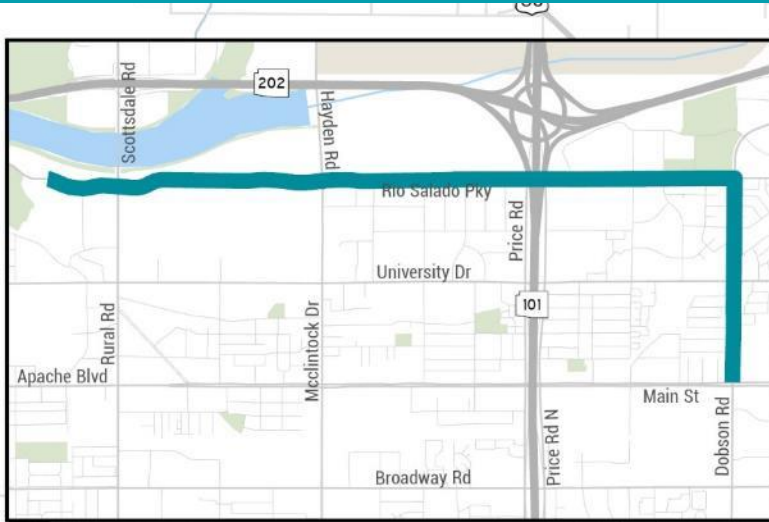


Program:
Proposition 479

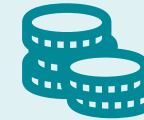
*Funded with federal formula funds allocated to the region



RIO SALADO EAST/DOBSON STREETCAR EXTENSION



Type:
Streetcar
Extension



Funding:
\$403 M
(\$2020)

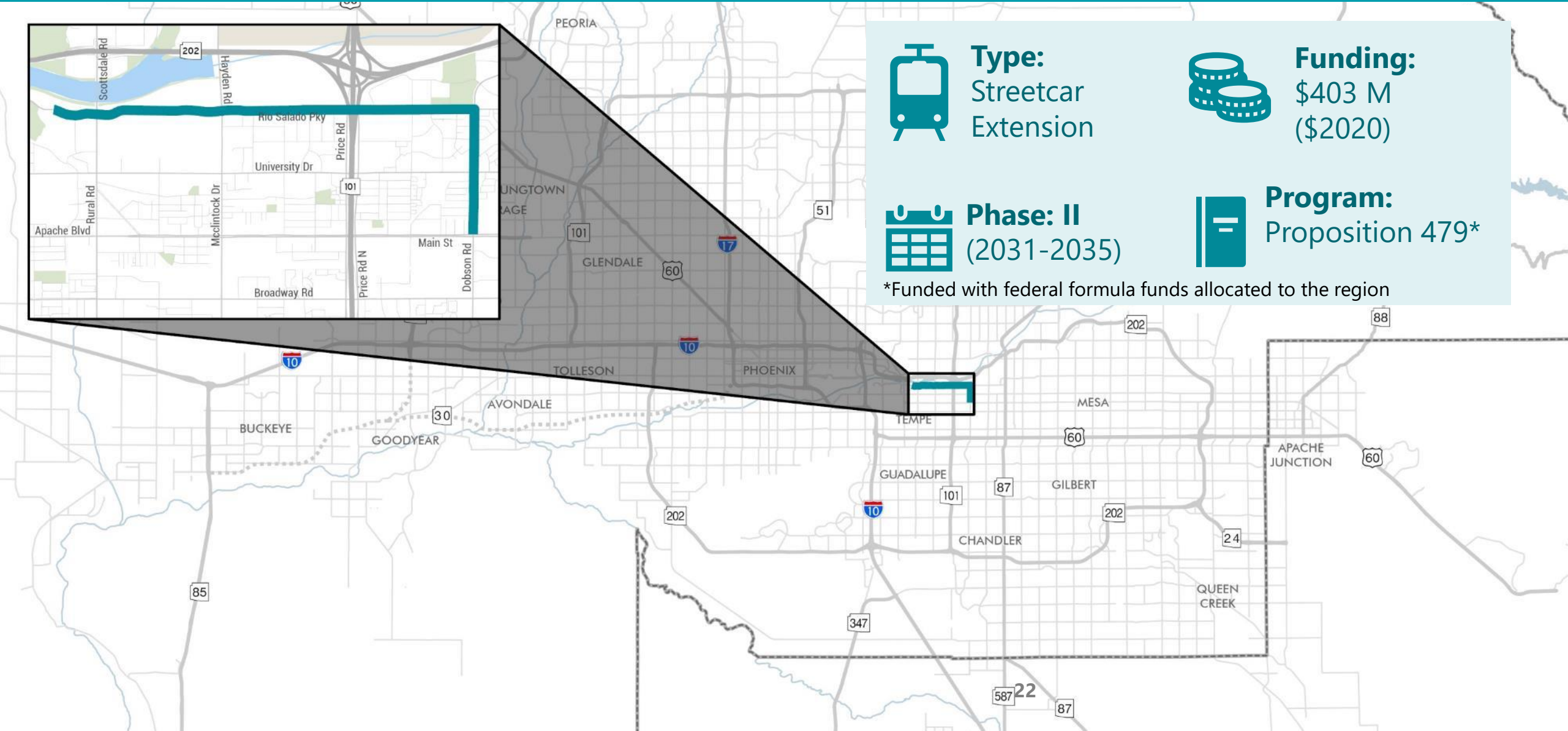


Phase: II
(2031-2035)



Program:
Proposition 479*

*Funded with federal formula funds allocated to the region



2024 EFFORTS

- ▶ Initiate policy discussions regarding the implementation of Proposition 479
- ▶ Continue regional study efforts
- ▶ November 2024 – Proposition 479 vote

REGIONAL TRANSPORTATION STUDIES

On-Going Efforts

- ▶ I-10: Papago Tunnel to the Interstate 10/Interstate 17 "Split" Interchange
- ▶ Regional Transportation Demand Management Study
- ▶ State Route 74 Corridor Study

New Projects

- ▶ Rio Reimagined Active Transportation Study
- ▶ Cave Creek Road: Loop 101 to Carefree Highway Widening Study
- ▶ Construction Market Cost Analysis
- ▶ Freeway Noise Analysis Study Phase II
- ▶ Truck Parking Study
- ▶ Loop 101/Interstate 17 System Interchange Study



June 22, 2021: Unanimous recommendation to approve investment strategy.
Transportation Policy Committee

Ted Brown
Transportation Planning and Performance Program Manager
ebrown@azmag.gov

Valley Metro 2023 Origin Destination Survey Overview

Tempe Transportation Commission
Feb 13, 2024



Outline

- Study Background & Purpose
- Travel Patterns
- Changing Riders and Needs
- Conclusions

Background & Purpose

Purpose of the Study

- Provide demographic data for FTA Title VI Civil Rights
- Support travel forecasting models (MAG models, STOPS)
- Support “Before and After” studies for rail capital projects
- Understand riders travel patterns and demographics

Survey riders’ travel patterns on Valley Metro transit


- Light rail
- Streetcar
- Local buses
- Commuter buses
- Circulators

Study conducted every three to five years

- 2023
- 2019
- 2015
- 2010/11
- 2007

“Understand riders travel patterns and demographics”

- Who stayed/left since 2019?
- How have travel patterns changed?
- How have travel needs changed?
- How will this inform our adaptation to higher productivity?

- 
- **Survey data collected February to May 2023**
 - **Intercept surveys collected on tablet PCs**
 - **31 questions**
 - **19,847 surveys collected on weekdays**
 - **2,479 weekend surveys**

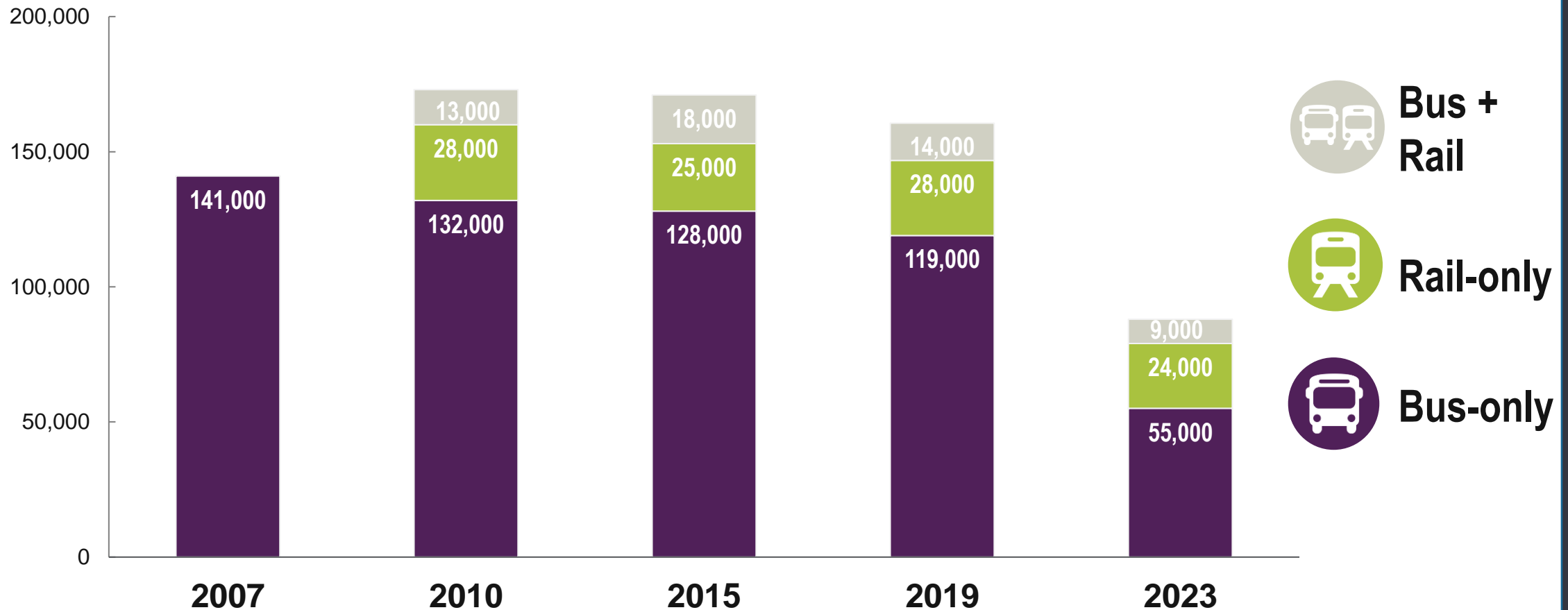


Travel Patterns

Total Linked Trips

Door-to-Door Trips by Transit Mode

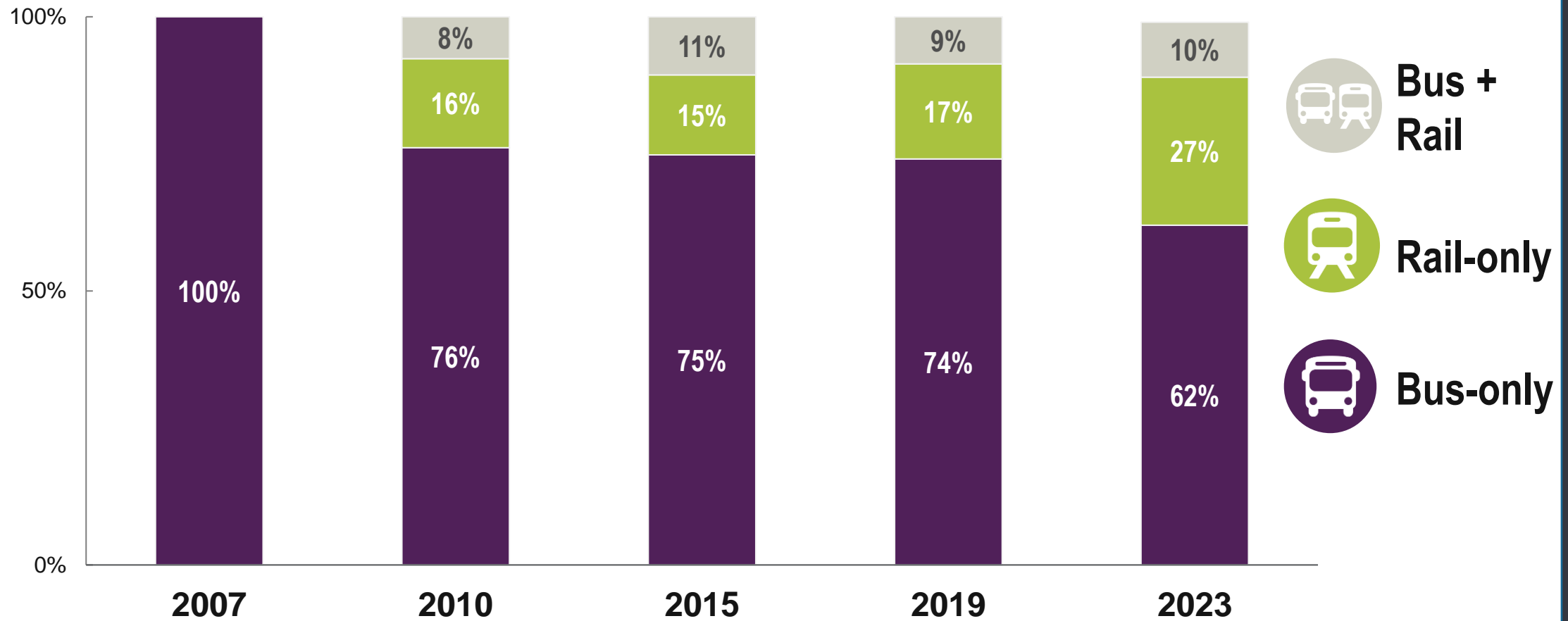
Ridership fell significantly since COVID



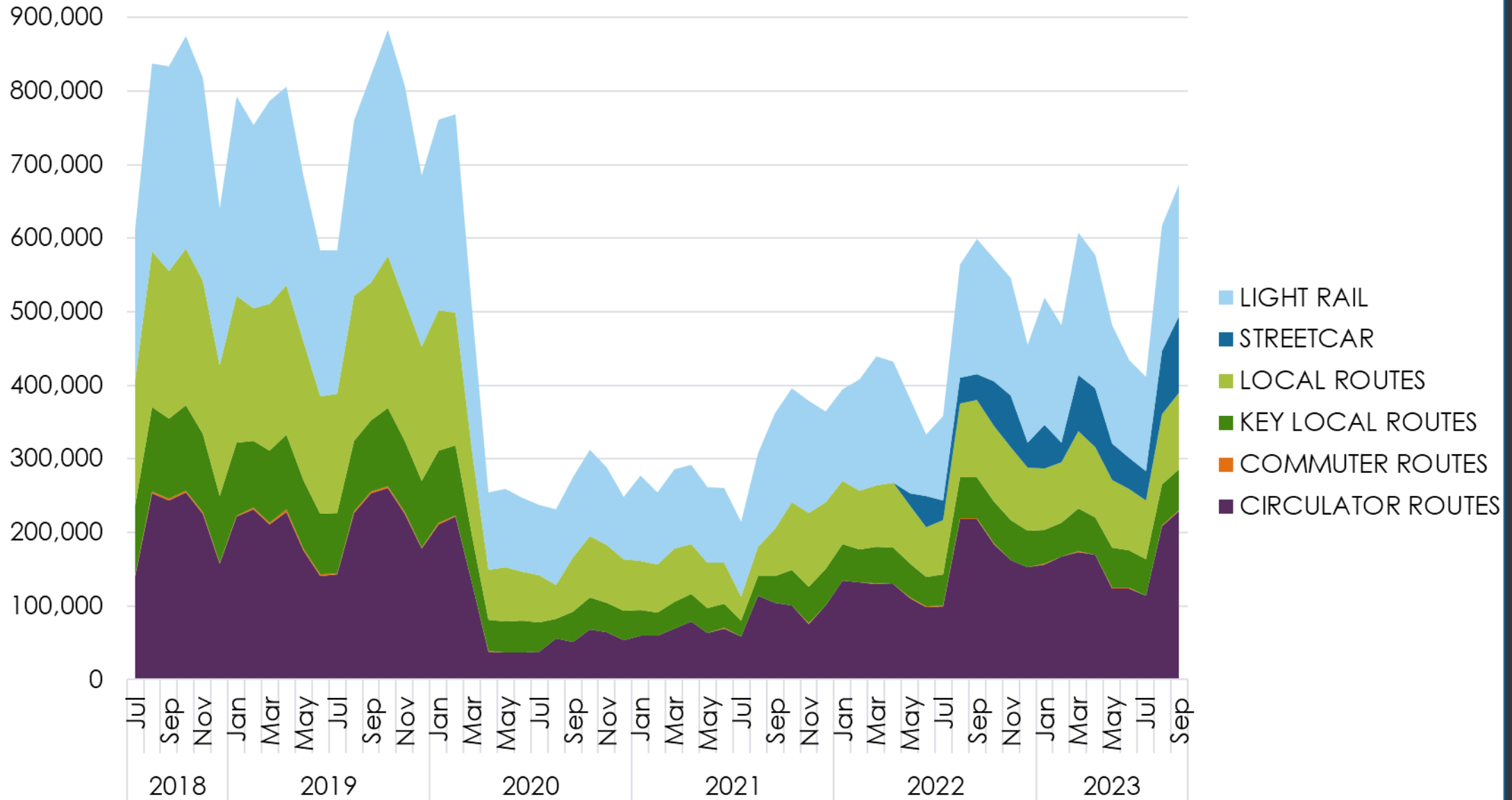
Total Linked Trips

Door-to-Door Trips by Transit Mode

Faster rail recovery producing higher rail to bus ridership ratio

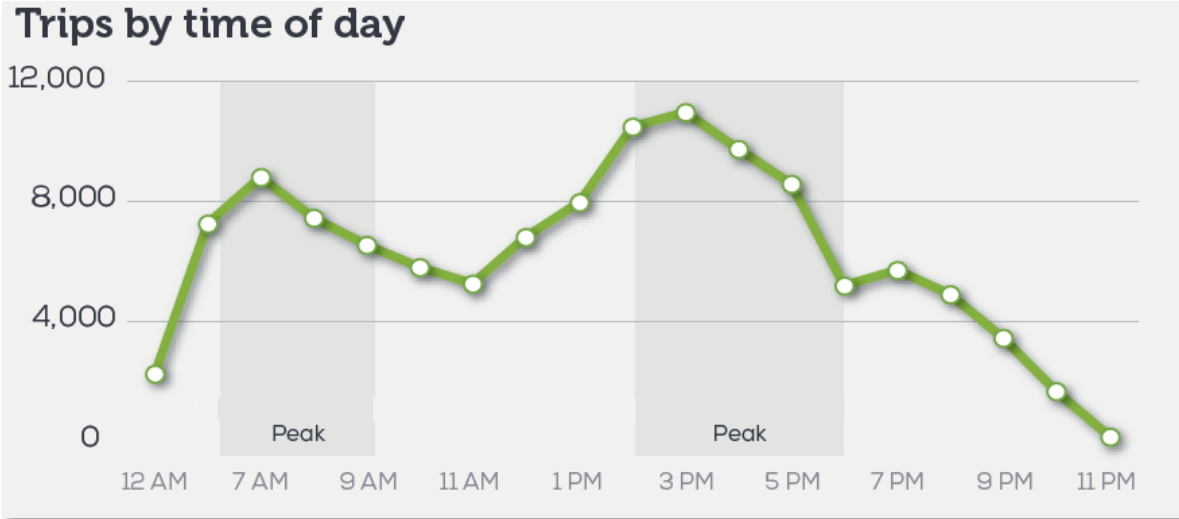


Tempe Monthly Transit Ridership by Mode

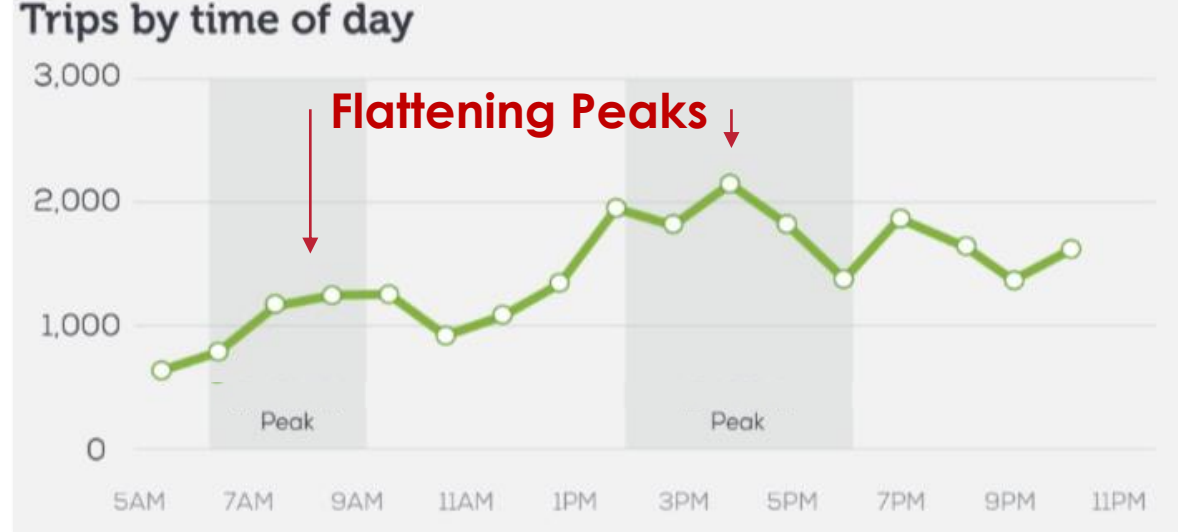
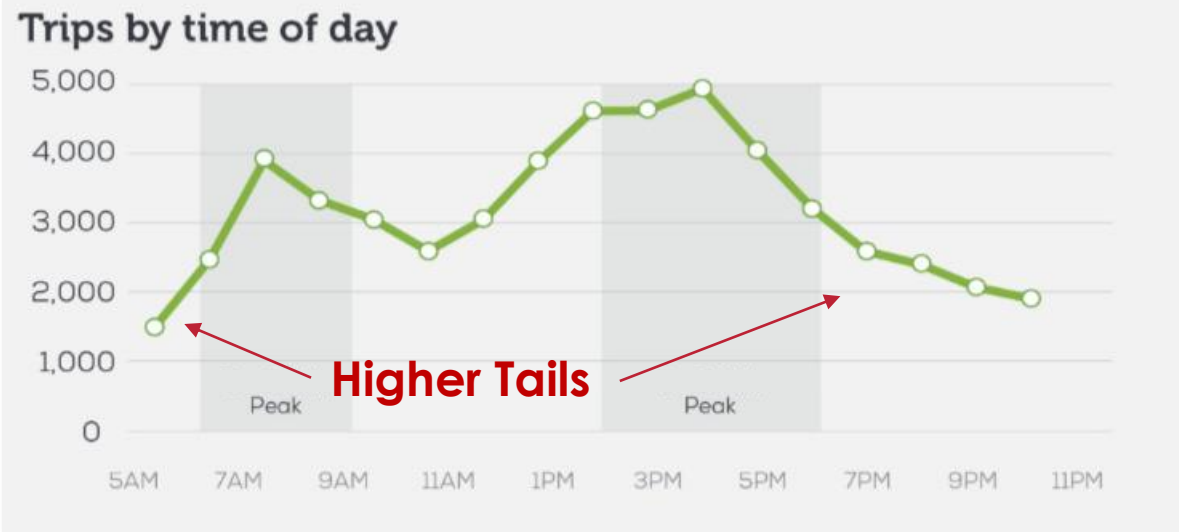
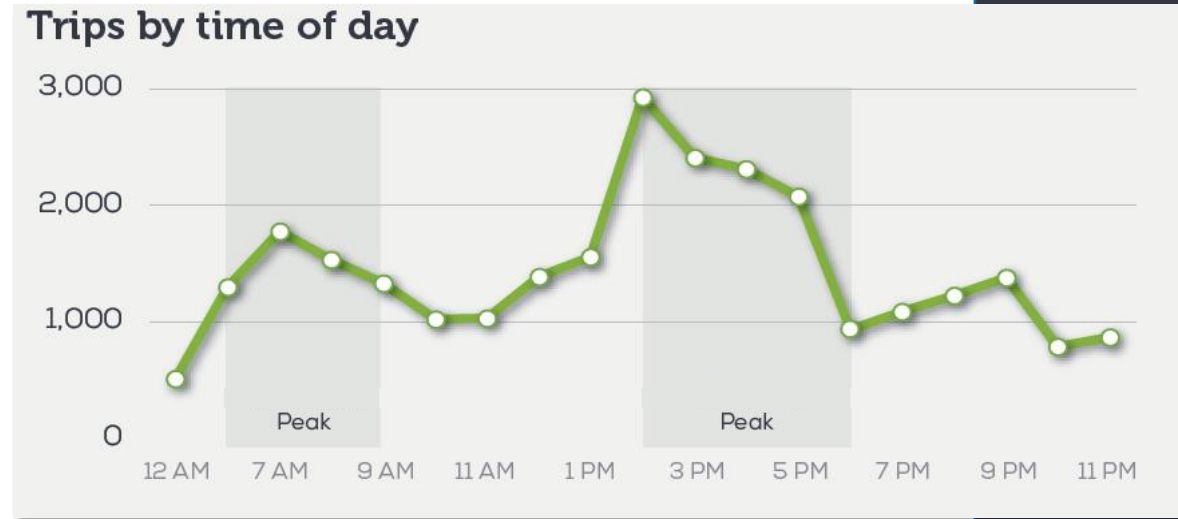


Travel Time Distribution

Bus



Rail



2019

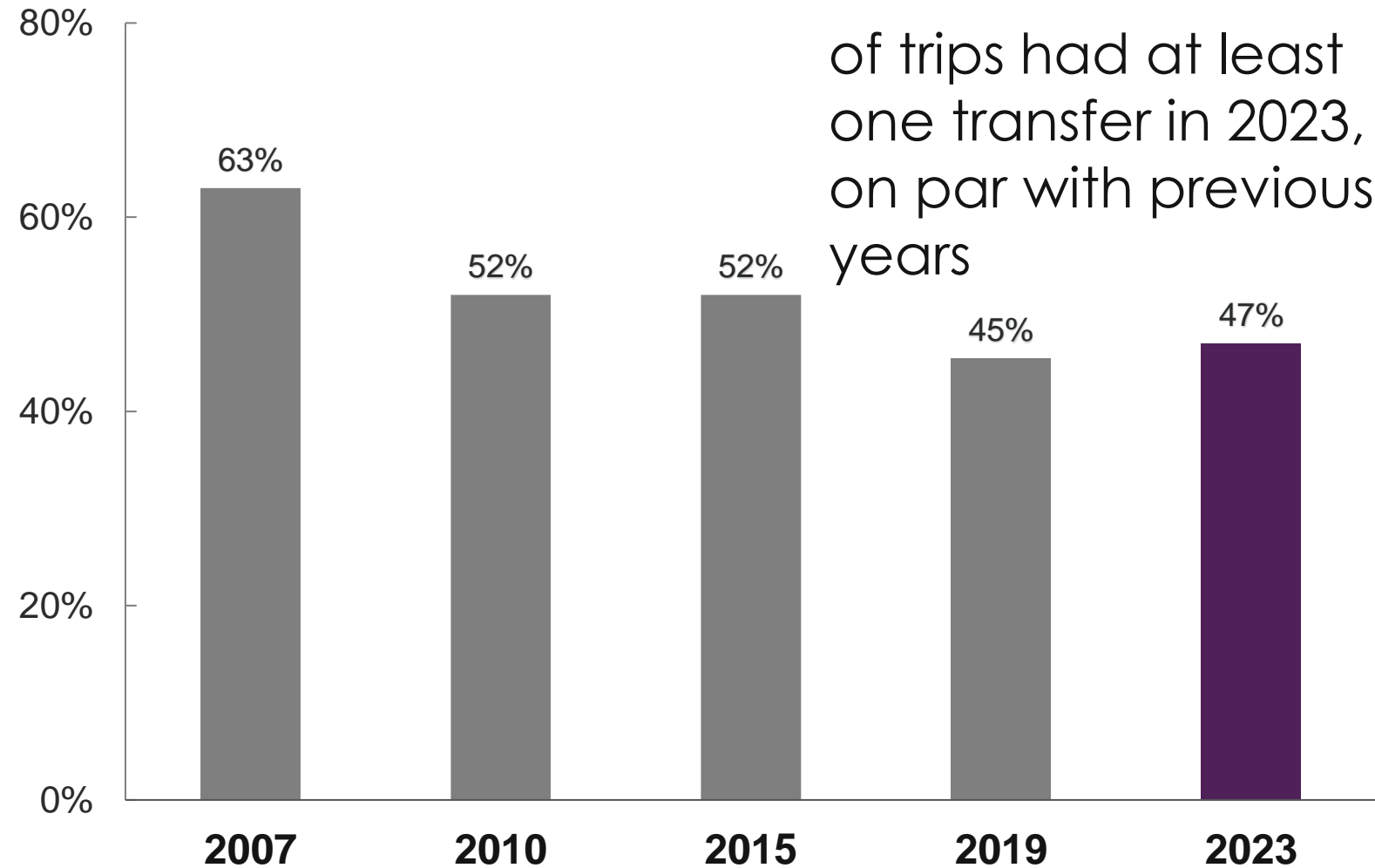
2023

10

Trips with Transfers

47%

of trips had at least one transfer in 2023, on par with previous years



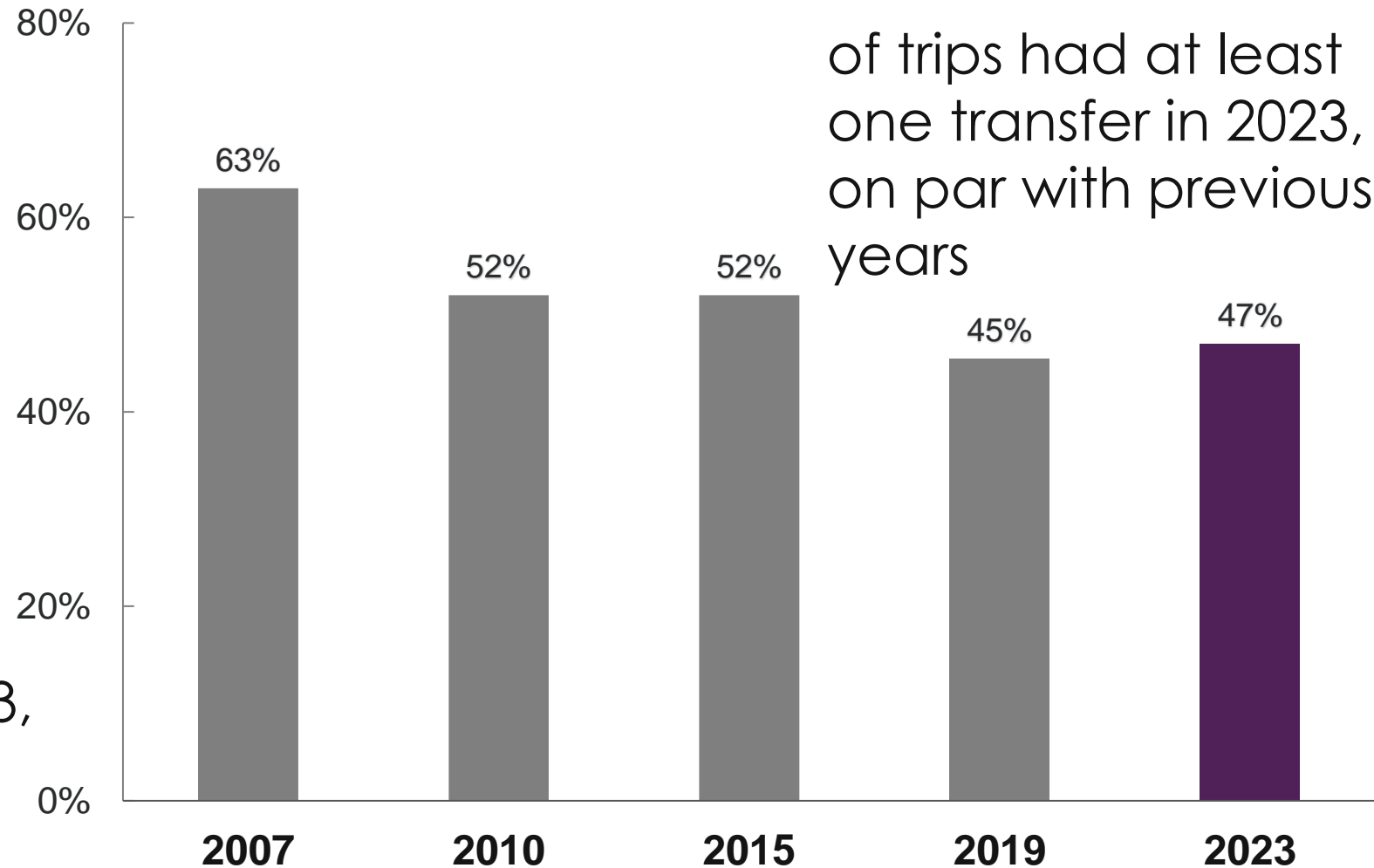
Trips with Transfers

47%

of trips had at least one transfer in 2023, on par with previous years

29%

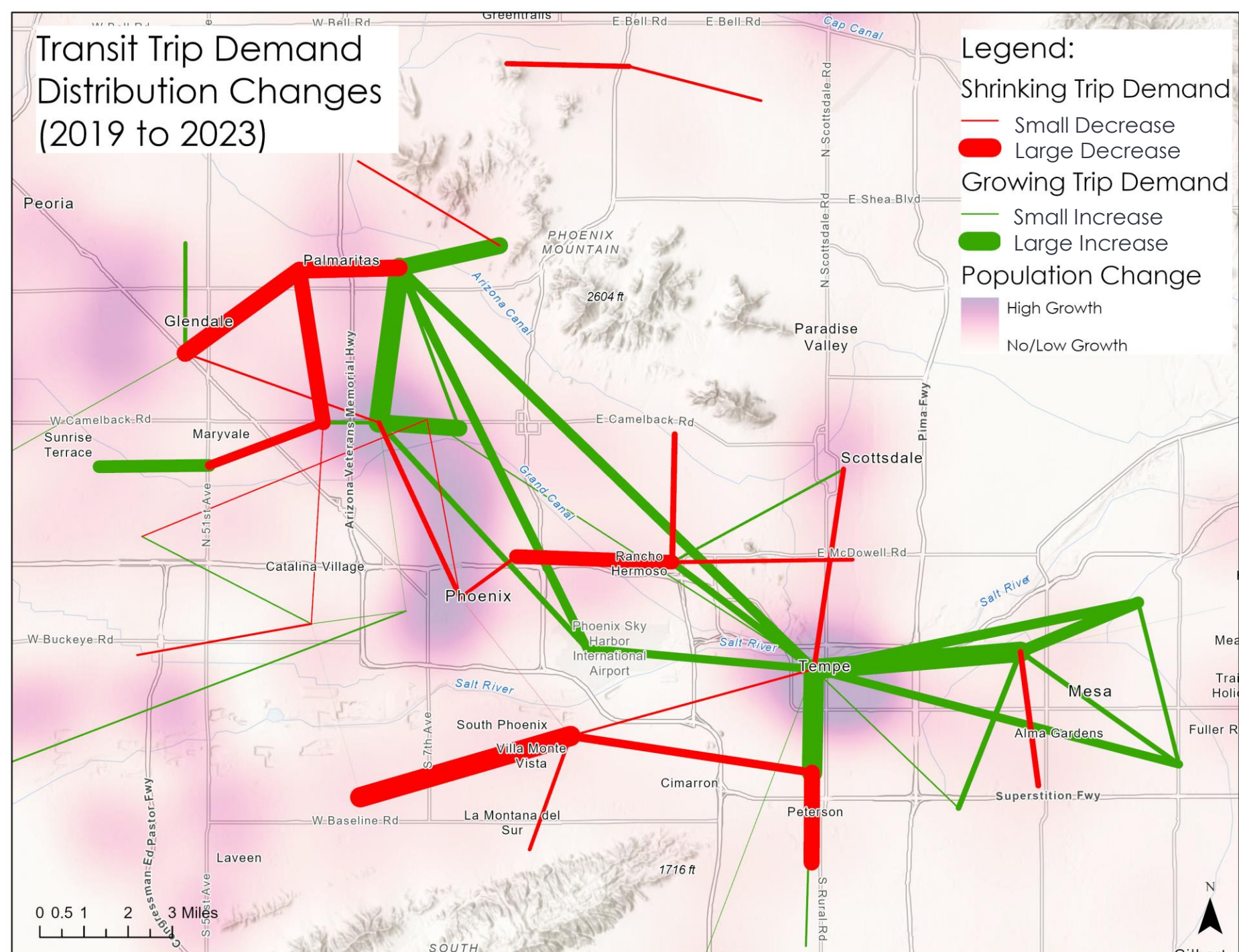
of Tempe resident trips had at least one transfer in 2023, down slightly from 33% in 2019



The most significant proportional growth occurred in longer, intercity trips

The most significant shrinkage occurred on shorter trips

Population growth distribution only partially accounts for change



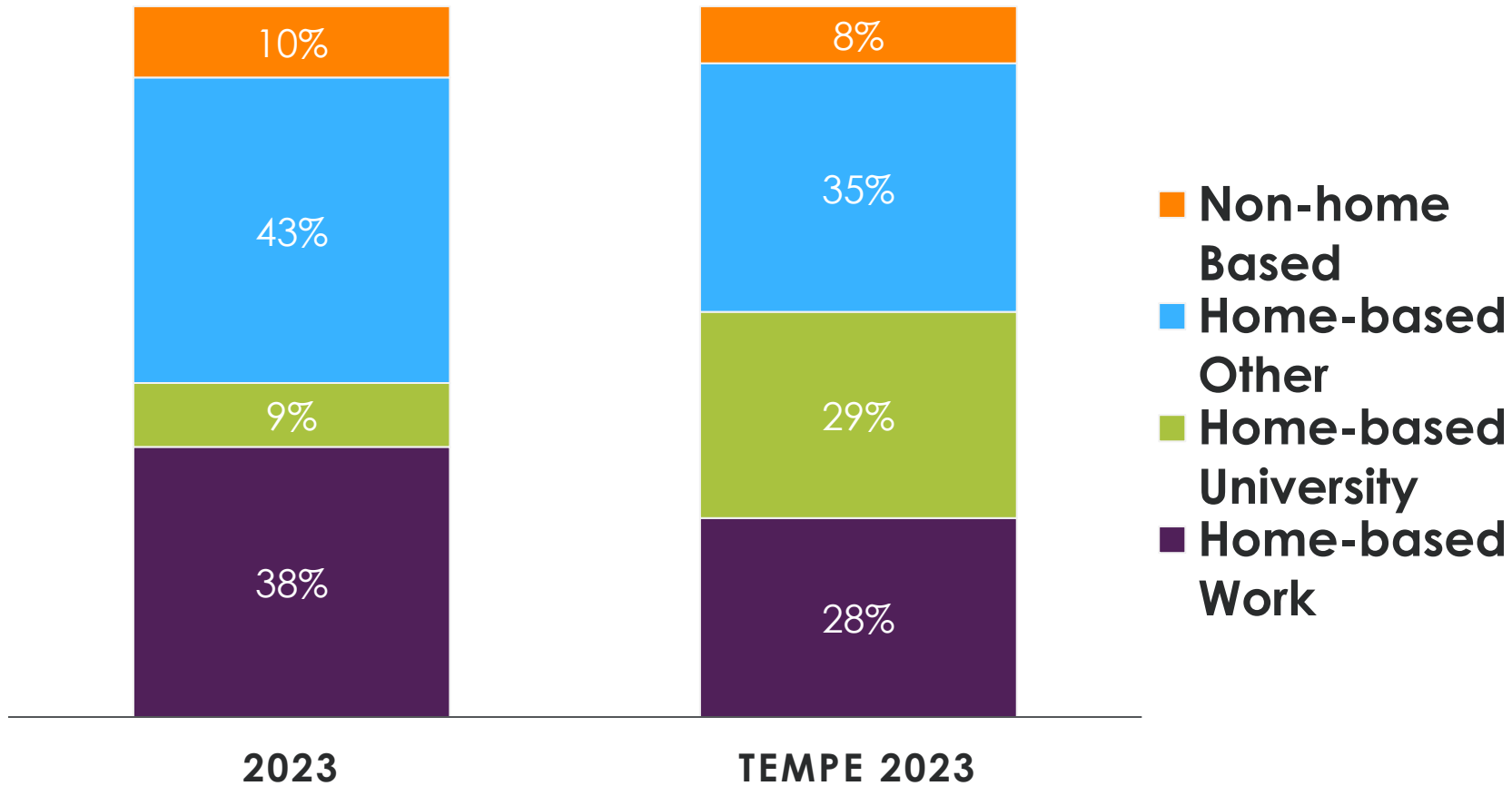


Rider Demographics and Needs

Trip Purpose

Regional and Local

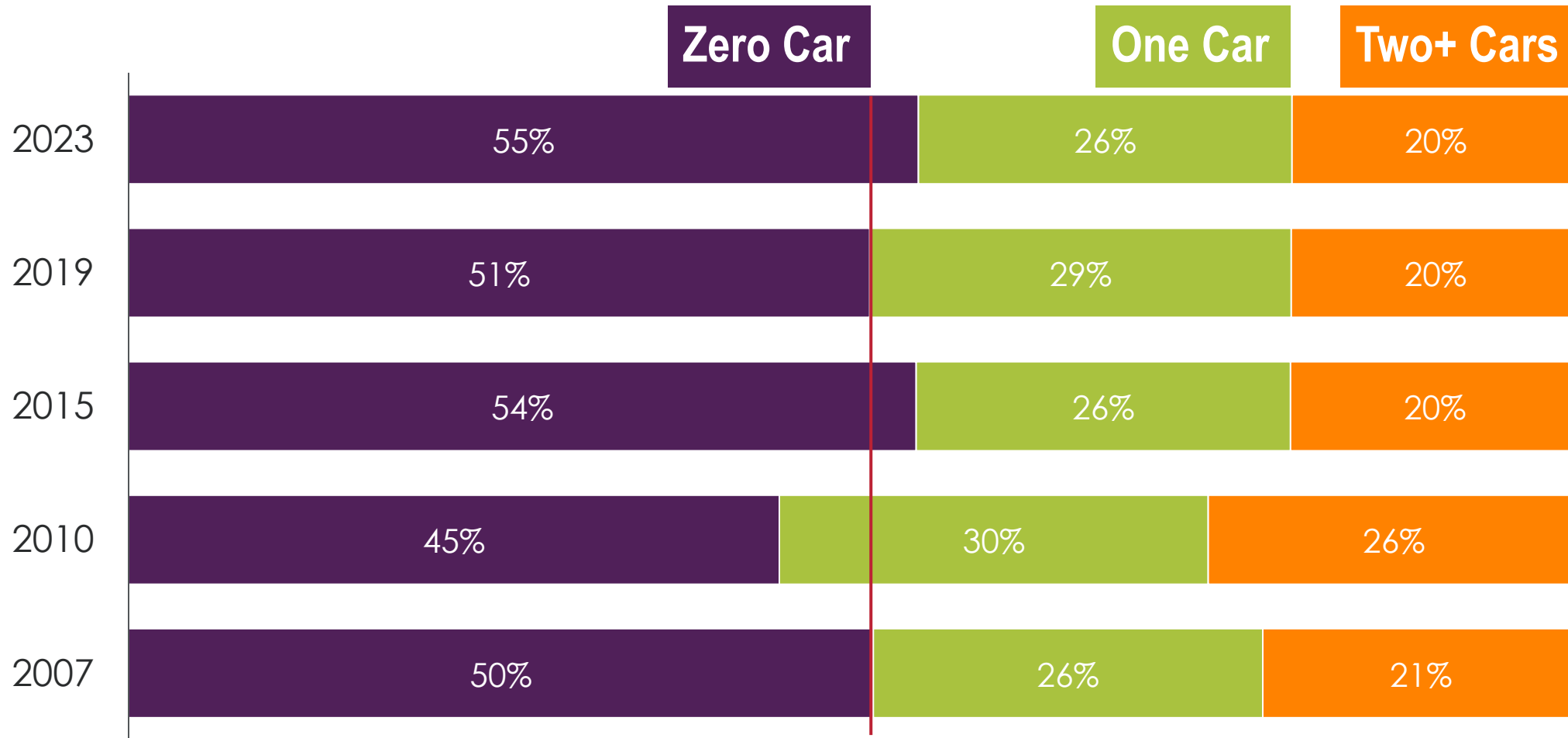
Home-Based work trips no longer the most common regionally



Vehicles in Household

61% of Tempe resident riders live in Zero Car HHs

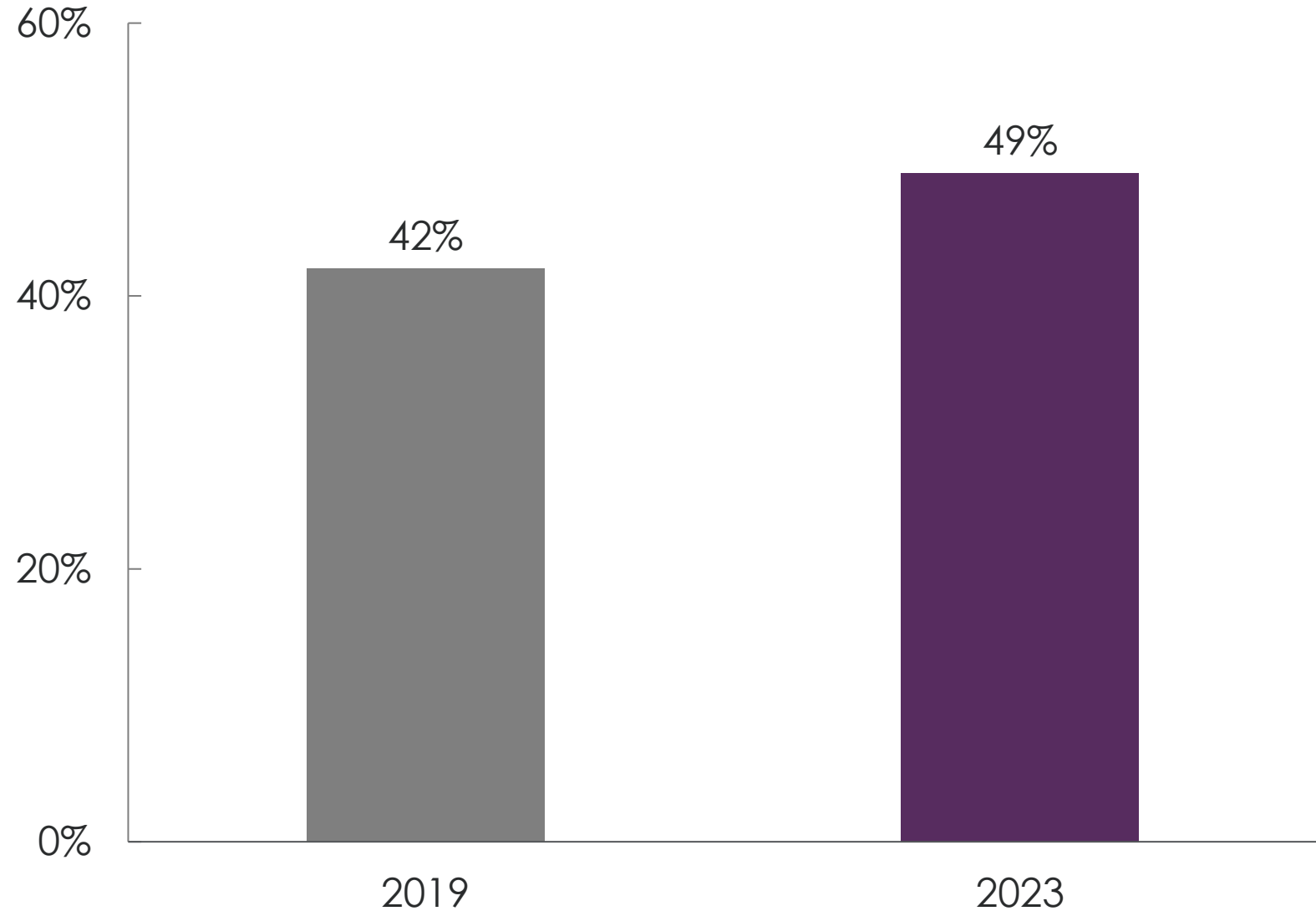
Historical Trend



Similar level of car ownership to previous surveys

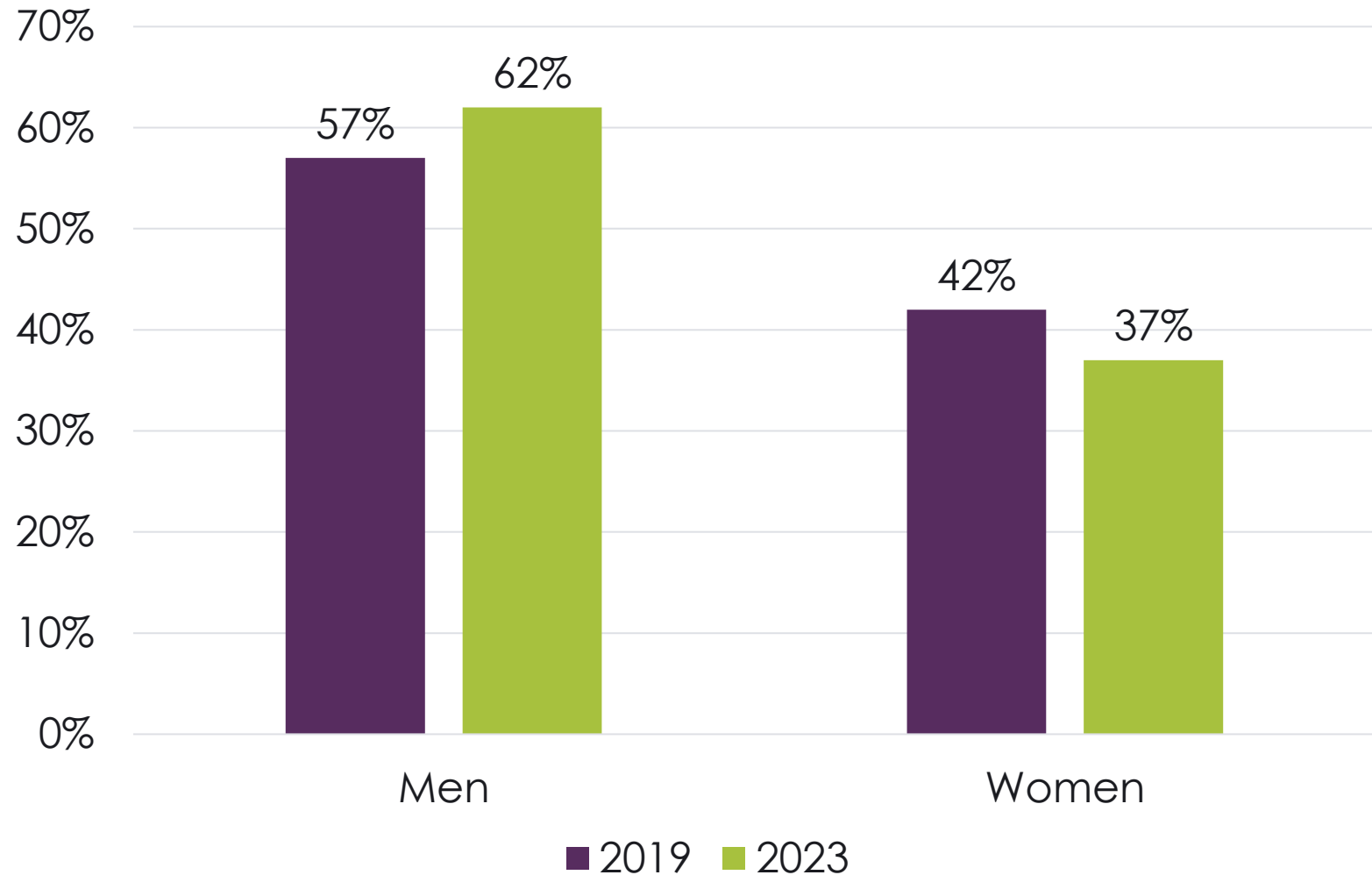
Percent of Riders without Driver's License

Nearly half of riders lack driver's licenses, a 7% increase from 2019



Rider Gender

Rider Gender Breakdown 2023 vs. 2019

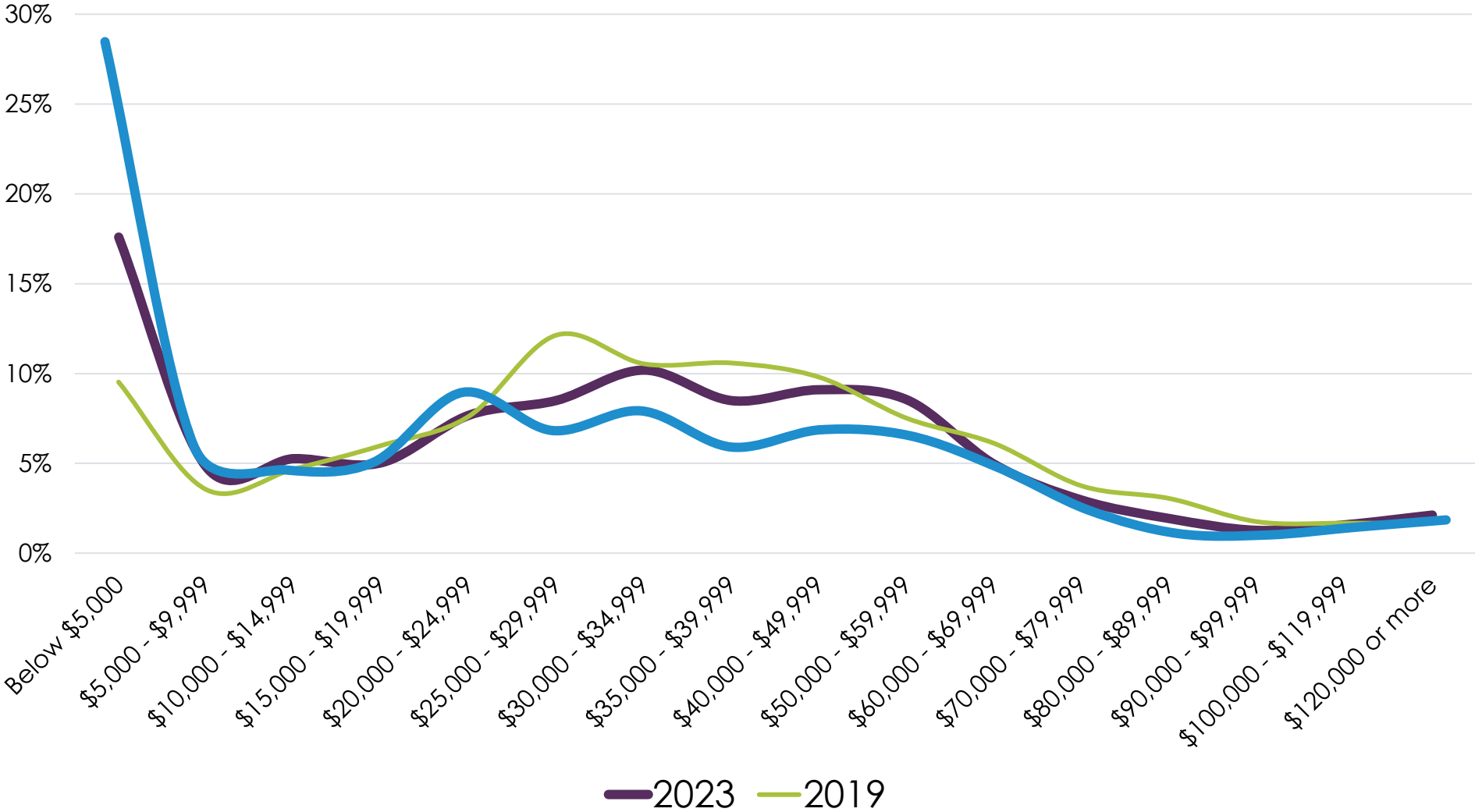


The gender gap continues to widen, with men outnumbering women nearly 2:1

Rider Household Income

Income curve flattening in middle,

and proportion of HHs making <\$10K/Y increased 10% from 2019



Smartphone Ownership

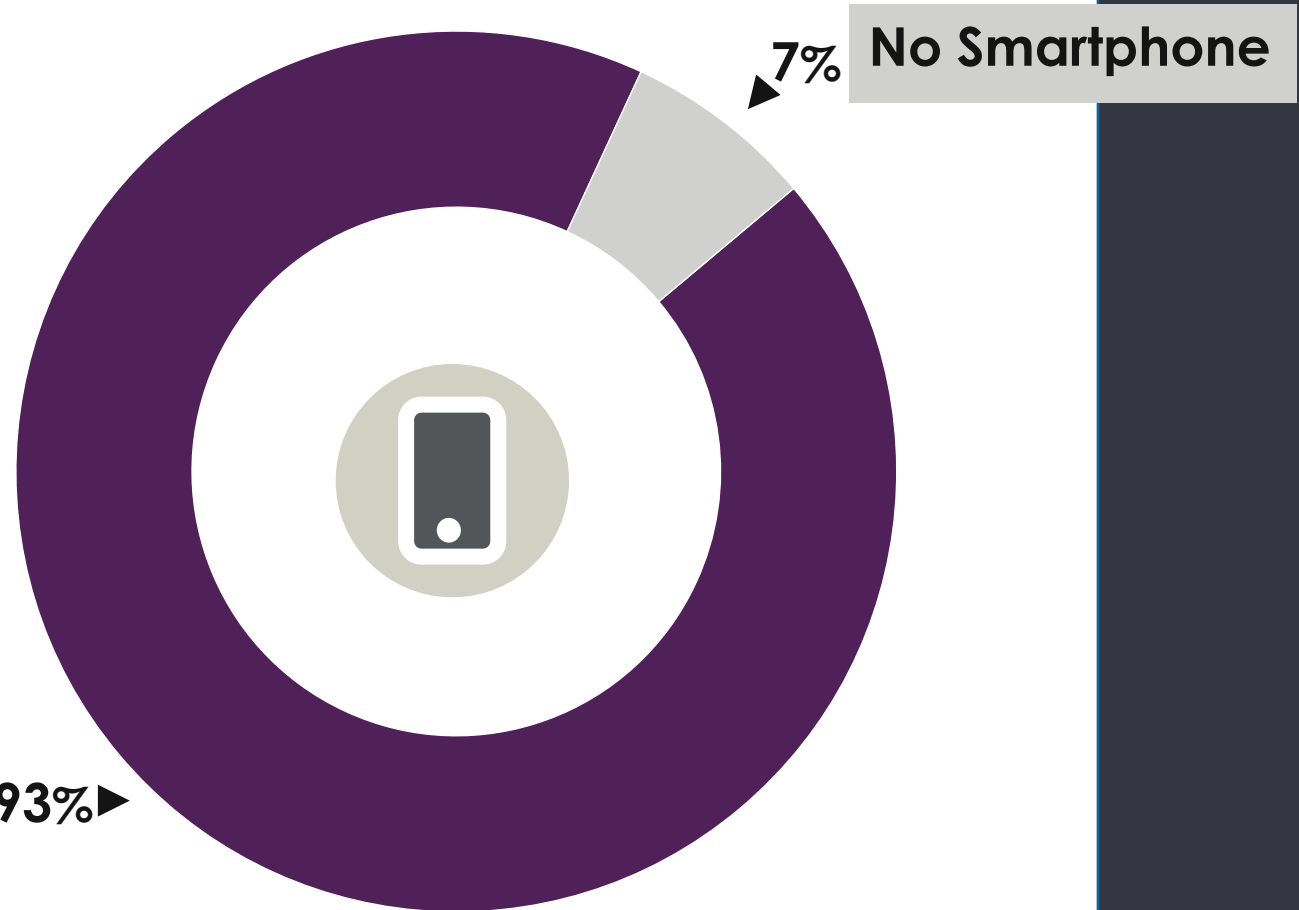
93%

of riders own a
smartphone
(up just 2% from
2019)

Own a Smartphone 93%

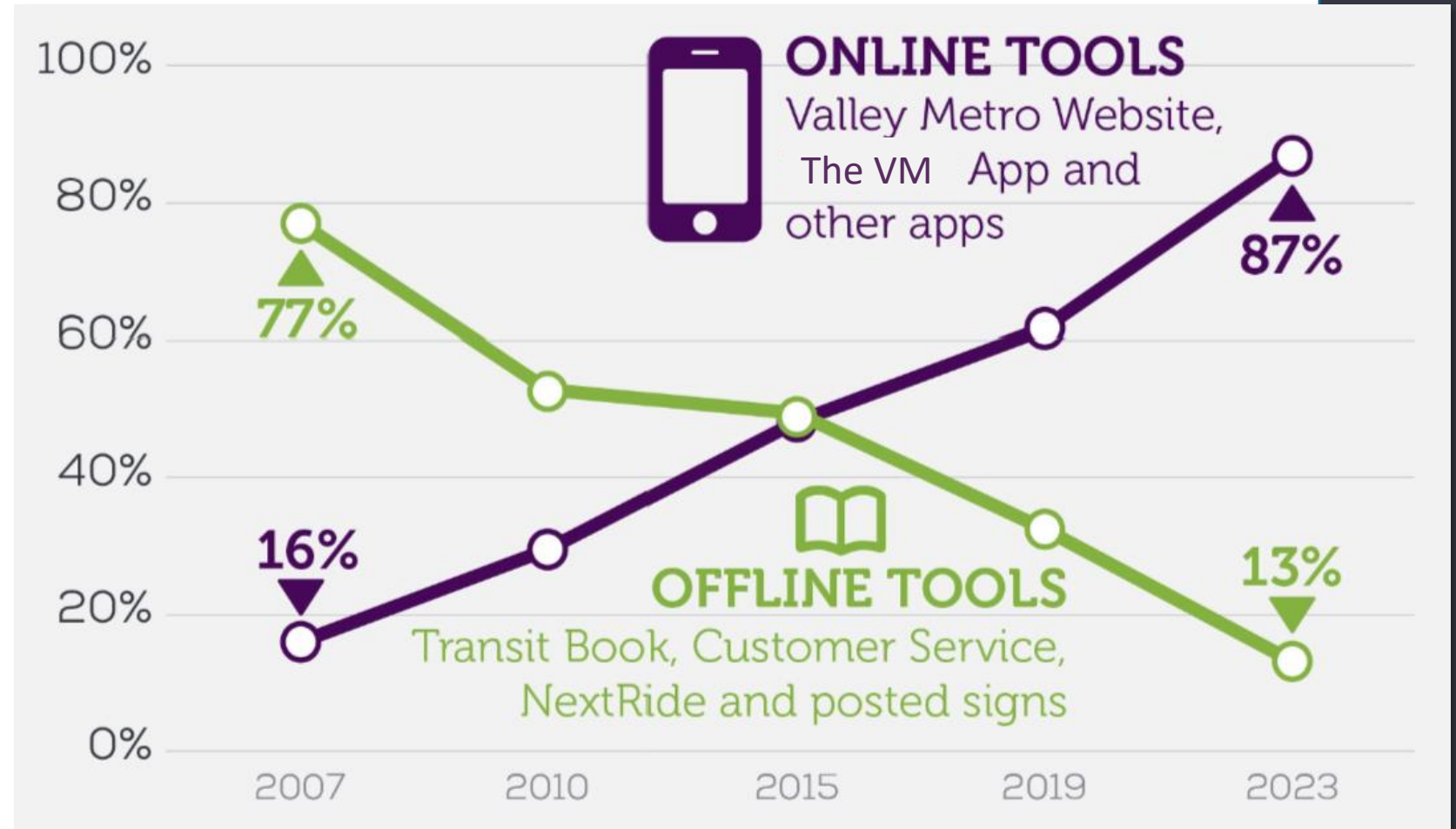


90% of all riders have a smartphone and a data plan



Transit Information Source

The dramatic increase of digital wayfinding has continued with roughly 9 in 10 riders now relying on online transit info



Conclusion



Key Takeaways

More All-Purpose transit trips during the weekday

- Decrease in percent of work commutes trips
- More trips for errands, social, university, etc.
- Weekday and weekend patterns converging

The income curve has flattened in the middle, and spiked on the low end

- This marks a dramatic increase of lower income individuals

The gender gap has risen significantly

- Men outnumber women now nearly 2:1
- May trace back to perceptions of safety and comfort

Key Takeaways

Most riders still come from zero-car households

- No sharp increase in proportion as predicted
- Proportion of those who cannot drive did rise significantly

Riders continue migrating toward online transit info

- Riders overwhelmingly have smartphones with data plans
- The addition of real-time locations and mobile fares probably helped

Trips involving rail jumped from 26% to 37% from 2019 to 2023

- Streetcar opening contributed to rise
- Rail's ridership recovery making it a growing share of ridership overall



Thank you!

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Scooter Corrals

Transportation
Commission

February 13, 2024



Tempe

Making waves in the desert

Performance Measures

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



Safe and Secure
Communities



Strong Community
Connections



Quality of Life



Sustainable Growth
and Development



Financial Stability
and Vitality

Updates to the License



Requirement 2.2: In the downtown area, bounded by College Avenue, Farmer Avenue, Rio Salado Parkway and University Drive, Operators shall only stage SATVs in marked corrals. No more than ten SATVs total shall be staged in any corral and no single Operator shall ever stage more than four SATVs per corral. The Operators shall geo-fence the downtown area in a manner that incentivizes Users to park SATVs in the designated corrals.

Photos



Photos



Photos





Next Steps

- Work with Operators to comply with corral “limits”.
 - NOTE: Transportation is actively working with a vendor that can track compliance with software.
- Coordinate with Operators to determine if any changes need to be made to the downtown corrals (size, locations, etc.).

Questions?

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director
DATE: February 13, 2024
SUBJECT: Future Agenda Items
ITEM #: 7



PURPOSE:

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

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

- March 12
 1. CIP Update
 2. Country Club Way Bike/Ped Bridge over UPRR
 3. Traffic Bureau Update
 4. Character Area 6 Planning Process
- April 9
 1. Available Public and ADA Parking Spaces in Downtown
 2. Protected Bike Lanes and How They Are Prioritized
 3. Accessory Dwelling Units
- May 14
 1. Bike Hero
- June 11
 1. Transportation Master Plan & Transportation Equity
 2. College and University Underpass Project
- July 9
- August 13
 1. Discuss About Possible Joint Meeting with Sustainability Commission
- September 10
 1. Vision Zero Update
 2. TMA/TDM, Personal Delivery Devices
- October 8
 1. Transit Prioritization Strategies
- November 12
 1. Annual Report
 2. 2024 Transportation Survey Results
- December 10
- TBD: Western Canal (48th Street to I-10)
- TBD: Alameda Drive Streetscape Project (before and after) & Speed Data