



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

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

MEETING LOCATIONS

WebEx <https://tempe.webex.com/tempe/j.php?MTID=mc71b7f17c2e00046d68a938ec0be5f52>

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

Webinar Number: 2485 235 0286

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 March 12, 2024 meeting.	Amanda Nelson, Commission Chair	Action
3. Accessory Dwelling Units (ADUs) Staff will discuss potential updates to the Accessory Dwelling Units (ADUs) section of the Zoning and Development Code that aims to extend eligibility to Single-Family Residential zones and will ask for the Commission to share their feedback as it relates to parking.	Ryan Levesque, Community Development Department	Information
4. Tempe Safe Streets Vision: Where Safety Takes the Lead Staff will provide strategies update created by the Tempe Traffic Task Force plans.	Wydale Holmes, Strategic Management and Innovation Office	Information
5. Flash Service Change The Commission will be asked to approve the proposed FLASH service changes.	Sam Stevenson, Transportation and Sustainability Department	Action
6. Department & Regional Transportation Updates Staff and Commission members will provide information on relevant meetings and events.	Transportation and Sustainability 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 March 12, 2024

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, March 12, 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:

JC Porter

Paul Hubbell

David Sokolowski

Jonathon Bates

Stevie Milne

Claire Lauer

Pam Goronkin

Peter Schelstraete

David King

Kelsey Files

Dawn Hocking

Robert Miller

Jacob Cox

(MEMBERS) Absent:

Amanda Nelson

James Dwyer

City Staff Present:

Shelly Seyler, Deputy Transportation & Sustainability Director

Sue Taaffe, Senior Management Assistant

Cathy Hollow, City Traffic Engineer

Eric Iwersen, Transportation and Sustainability Director

Abel Gunn, Transportation Financial Analyst

Tom Duensing, Chief Deputy City Manager

Dan Filippino, Senior Transportation Planner

Bonnie Richardson, Principal Planner

Chase Walman, Principal Planner

Brenda Clark, Neighborhood Services Specialist

Lindsay Post, Senior Transportation Planner

Ambika Adhikari, Principal Planner

Jacob Payne, Senior Planner

Guests Present:

John Federico

Commission Vice Chair Dawn Hocking called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Commissioner Dawn Hocking introduced the minutes of the February 13, 2024 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Paul Hubbell

Second: Commissioner JC Porter

Decision: Approved by Commissioners

JC Porter

Paul Hubbell

Jacob Cox

David Sokolowski

Jonathon Bates

Claire Lauer

Peter Schelstraete

David King

Kelsey Files

Dawn Hocking

Stevie Milne

Pam Goronkin

Abstain: Robert Miller

Agenda Item 3 – Character Area 6 Planning Process

Ambika Adhikari and Jacob Payne provided an updated on the planning process for Character Area 6. Topics included:

- Project overview
- Overview of area
- Public input process
- Next steps

Discussion included survey tool, delivery devices, funding and deviations from previous character areas.

Agenda Item 4 – Proposed Speed Limit Changes

Cathy Hollow provided an update on proposed speed limits along specific segments on Tempe roadways. Topics included:

- Reason for the change
- Types of speed limits
- Proposed changes
 - Mill Avenue reduce from 45 to 35 mph and 40 to 35 mph
 - College Avenue reduce from 35 to 30 mph
 - First Street reduce from 35 to 30 mph
 - Southern Avenue reduce from 45 to 40 mph
- Existing conditions
- Considerations
- Next steps

Discussion included future speed reductions, enforcement, signage, Southern Avenue crashes, and public feedback.

A motion was made to approve advancing to the next step and holding public meetings regarding the proposed speed limit changes.

Motion: Commissioner Claire Lauer

Second: Commissioner Kelsey Files

Decision: Approved by Commissioners

JC Porter

Paul Hubbell

Jacob Cox

David Sokolowski

Jonathon Bates

Claire Lauer

Peter Schelstraete

David King

Kelsey Files

Dawn Hocking

Stevie Milne

Pam Goronkin

Robert Miller

Agenda Item 5 – Country Club Way Bike/Ped Bridge Over UPRR

Chase Walman presented information on the Country Club Way Bike/Ped Bridge over the Union Pacific Railroad Project. Topics included:

- Project overview
- Public Outreach
- Existing conditions
- Proposed design changes
- Next steps

Discussion included funding, signage, increased visibility on the bridge, Tempe Marketplace connection and green screens.

Agenda Item 6 – Department & Regional Transportation Updates

Eric Iwersen announced that the Transportation Division has merged with the Sustainability & Resilience Department to create the Transportation and Sustainability Department. He also introduced Tom Duensing, Chief Deputy City Manager.

Agenda Item 7– Future Agenda Items

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

- April 9
 - Accessory Dwelling Units
 - Traffic Task Force Update and Vision Zero
 - Traffic Bureau Update
 - Flash Changes
- May 14
 - Bike Hero
 - CIP Update
 - Protected Bike Lanes and How They Are Prioritized
 - Available public and ADA parking spaces in downtown
- June 11
 - Transportation Master Plan & Transportation Equity
 - College and University Underpass Project
 - Proposed Speed Limit Changes
- July 9
- August 13
 - Discussion about possible joint meeting with Sustainability Commission
- September 10
 - Vision Zero Update
 - TMA/TDM, Personal Delivery Devices
- October 8
 - Transit Prioritization Strategies
- November 12
 - Annual Report (*Action*)
 - 2024 Transportation Survey Results
- 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 April 9, 2024. The meeting was adjourned at 8:32 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

MEMORANDUM



TO: Transportation Commission members
FROM: Ryan Levesque, Deputy Community Development Director-Planning
DATE: April 9, 2024
SUBJECT: Accessory Dwelling Units – Update & Outreach w/ Preliminary Draft

BACKGROUND:

On April 11, 2019, City Council approved an ordinance adopting new regulations for Accessory Dwellings (ADU) and expanded the Guest Quarters provisions for lots with a minimum 8,000 sf. in size. (Ordinance No. O2019.08)

The Zoning and Development Code changes allow a property, zoned multi-family but with a single-family home, to add an accessory dwelling that is smaller in scale (800 sf.) and consistent with the standards of a property maintained as single-family. The ADU provisions allow a more streamlined process just like any other single-family improvement. This effort started with review out of the City Manager's Humble Homes/Tiny Homes Working Group, as well as the "Incentives to Limit R-3 Development" City Council Work Study Session. Additionally, this ordinance expanded the Guest Quarters regulations to allow now all lots with a minimum 8,000 sf. lot size for a dwelling or sleeping space for guests of the main residents (without being rented independently). Previous allowance required a minimum 15,000 sf. lot size.

With direction from City Council, City staff held a public outreach meeting on October 16, 2023 at 6pm, at the Tempe Public Library, to discuss ADU's received feedback on the ideas of expanding or allowing certain types of ADUs and received public feedback. On October 17th at noon, staff also held a virtual meeting online to discuss and present the very same topic. Additionally a public survey forum on the topic of ADUs was provided to the public.

Staff also provided an overview presentation and solicited feedback to the Neighborhood Advisory Commission on November 1, 2023. Staff received a recommendation from the NAC that, "proposed a statement to Mayor/Council that DRAFT language be prepared, with further research and analysis, for a potential ADU text amendment."

Staff presented the results of the survey and analysis to the City Council Work Study Session on Monday, November 20, 2023. City Council provided consensus to continue further outreach and studying of other cities with ADU regulations with additional recommendation to City Council at a future work study session.

UPDATES / OUTREACH / PRELIMINARY DRAFT ADU:

As of March 27, 2024, City staff has kicked off the second round of public outreach and engagement on ADUs. Three in-person public meetings have been scheduled and one online public meeting set up to go over staff's collected research from other cities and initial survey data received from the public. As well, staff has prepared the public with a Preliminary Draft of Tempe's potential ADU expanded regulations, in order to solicit feedback on these concepts. And from March 27th through May 1st, a new survey is online providing the draft ADU code rules and requesting input and suggestions on the draft. Information is available at: www.tempe.gov/ADU

Staff welcomes the Transportation Commission to comment and provide any input/suggestions on the presented follow-up materials and preliminary draft regulations for ADUs in Tempe.

Thank you!

Accessory Dwelling Units (ADU) Code Proposal Update

Transportation Commission
April 9, 2024



Presentation Overview



- What is an Accessory Dwelling Unit (ADU)?
- Current City of Tempe Regulations
- Summary results from first round of outreach and research
- Highlight Preliminary draft ADU Code
- Next steps & timeline
- Questions for residents & public input



Source: Morgan Taylor Homes

What is an Accessory Dwelling Unit (ADU)?



What is an Accessory Dwelling Unit (ADU)?



An Accessory Dwelling Unit (ADU) is an independent, rentable dwelling unit located on the same lot with a standalone single-family home.



Source: American Planning Association

Objective of the Proposed Text Amendment



- The City is considering updates to the ADU section of the Zoning and Development Code to expand ADU's applicability to single-family residential zoned properties (AG, R1-15, R1-10, R1-8, R1-7, R1-6, R1-5, R1-4 and R1-PAD). This is the largest land use category in Tempe with approx. 39% of the total.
- Staff has conducted research related to ADUs and is gathering further stakeholder input for a potential Code Text Amendment.
- ADUs are expected to expand affordable housing options, provide extra income opportunities for homeowners and facilitate multi-generational living

State Legislature Efforts to Allow ADUs



- HB2720 – Awaiting AZ State Senate Vote
- This Bill would:
 - Require Municipalities with population 75,000+ to adopt ADU regulations where a single-family dwelling is allowed.
 - Allow at least one (1) ADU on all single-family properties, and
 - Allow at least one additional ADU as a restricted-affordable unit;
 - Permit lesser of 1,000 sf or 75% of the main dwelling area;
 - No additional parking allowed.

Current City of Tempe ADU Regulations



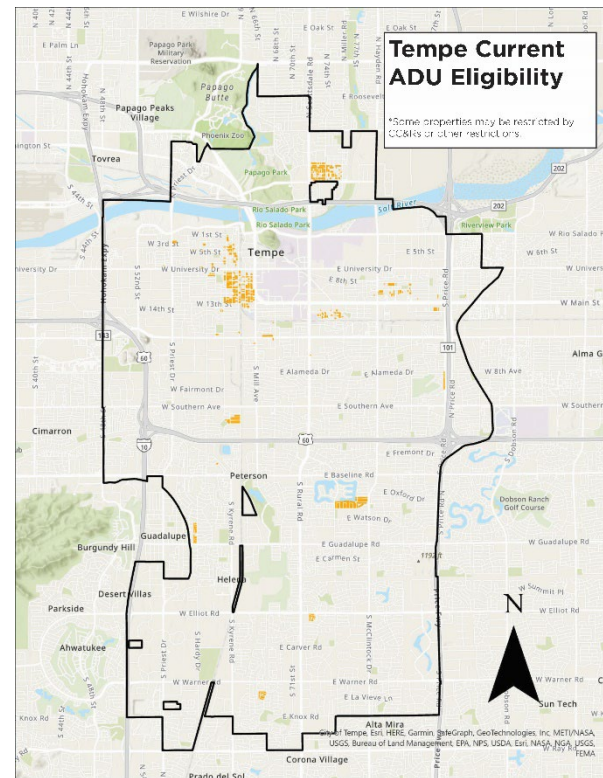
Current City of Tempe Regulations



Adopted April 2019 (Ordinance No. O2019.08)

The property must:

- Be zoned for multi-family residential
- Have an existing single-family use



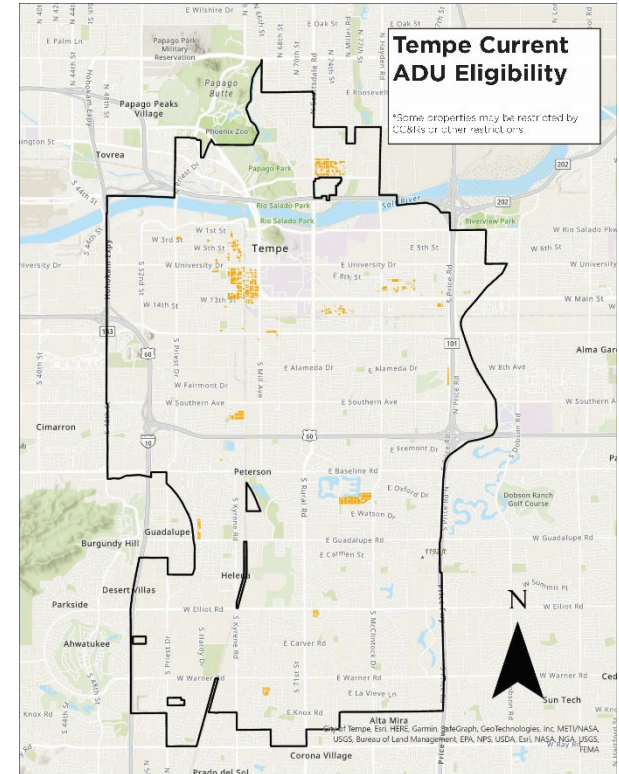
Lots shown in orange allow ADUs

Current City of Tempe Regulations



Development Standards:

- Maximum 800 square feet livable area
- One (1) ADU allowed per lot
- No additional vehicle parking required
- No more than two (2) bedrooms



Lots shown in orange currently allow ADUs

Public Input: October 2023 – Feb 2024: What we heard



Public Input: **First Round**



- 10/16/2023 – Public Meeting at Tempe Public Library
 - 57 Attendees
- 10/17/2023 – Public Meeting via Zoom
 - 43 Attendees
- 10/16/2023 – 10/31/2023 - Public Survey
 - 201 Responses
- 11/01/2023 – Neighborhood Advisory Commission
 - Advised to proceed with research and outreach
- 11/20/2023 – City Council Work Study Session
 - Directed to proceed with additional research and public outreach
- 01/13/2024 – Breakfast with Berdetta
 - Presentation and discussion, 123 Attendees



Public Input Common Themes



- ADUs can help improve housing supply
- ADUs provide opportunities for income streams for owners
- Possible investor-led boom in ADU resulting in concerns for traffic congestion and disruption in neighborhood character
- The cost of construction for an ADU should be minimized
- Short term rental of ADUs could be a problem



Photo source:
designandremodelingteam.com

Visit tempe.gov/adu for
FAQ and the complete
[Public Input Summary](#).

Common Themes from Public Input



- More than 67% of respondents think ADUs will improve housing affordability
- More than 72% say the City should consider allowing ADUs in single-family zoned properties
- More than 80% feel that ADUs should be allowed both in large and traditional lots. Some wanted no lot size restriction.
- 24% of respondents do not want the city to consider expanding where ADUs are allowed.



Photo source: botanistofthevalley.com

Visit tempe.gov/adu for FAQ and the complete [Public Input Summary](#).

Common Themes from Public Input



- 65% said ADUs should allow between 800-1,000 sft of livable space
- 55% wanted no parking requirements, while 20% wanted one additional parking space for ADU
- More than 55% wanted to restrict short-term rental in ADUs



Photo source: bwslaw.com

Visit tempe.gov/adu for FAQ and the complete [Public Input Summary](#).

Ongoing Staff Research



City Interviews



Phoenix, AZ →

- Neighboring city
- ADU Code adopted Sept. 2023



Tucson, AZ →

- Small to medium sized cities
- Recent ADU Code adopted
- Home to a major university



Raleigh, NC →



Provo, UT →

City Interviews: Phoenix, Arizona



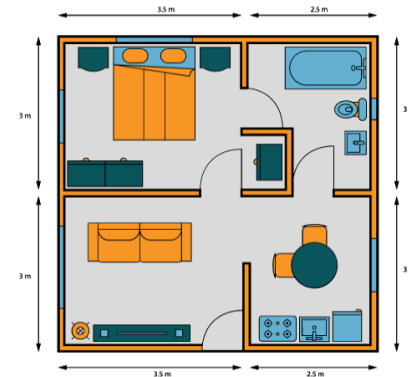
- Allowed in single-family zoning districts with an existing residence
- Max. ADU size = 75% area of the main residence AND
Lots less than 10,000 sft. = 1,000 sft. ADU
Lots more than 10,000 sft. = 3,000 sft. ADU
- No restrictions on short-term rentals
- No owner occupancy requirements
- No additional parking required
- Majority of the public supported the ADU code amendments

Accessory Dwelling Units (ADUs)

What is an Accessory Dwelling Unit (ADU)?

ADUs, often referred to as guest houses, casitas, or granny flats are separate, self-contained living areas that are either fully detached structures or attached to an existing home, with its own external entrance.

An ADU usually contains all of the amenities to operate as a fully independent, operational dwelling, including a kitchen, bathroom, living area and sleeping quarters.



Source: City of Phoenix

City Interviews: Tucson, Arizona



- Allowed on all one and two-unit residential lots
- Max. ADU size = 10% of the lot size (max. 1,000 sft). All lots are allowed an ADU of at least 650 square feet
- Max. height = 12' when primary unit is single story, or same height as the existing two-story building on site for two story ADU
- No restrictions on short-term rentals
- No owner occupancy requirements
- One parking space required for ADU, but offer many waivers
- Majority of the public supported the ADU code amendments

City of Tucson
Planning & Development Services

Want to Build a Casita?

A Casita (also known as an ADU, or Accessory Dwelling Unit) is a secondary residential unit that can be added to a lot with an existing home. Casitas are independent units that have their own kitchen, bathrooms, living and sleeping space. They can be attached or detached from the primary residence, or they can be garage conversions. They must have a permanent foundation and a cool roof.

In December 2021, the City of Tucson adopted Ordinance 11890 to allow casitas. Before then, many backyard dwellings were not allowed to be built with a kitchen.

Standards and guidelines for properties in Historic Preservation Zones (HPZs) or Neighborhood Preservation Zones (NPZs) should be followed in addition to the guidance below.



See page 2 for information about an Amnesty Program

Step 2: Design your casita.

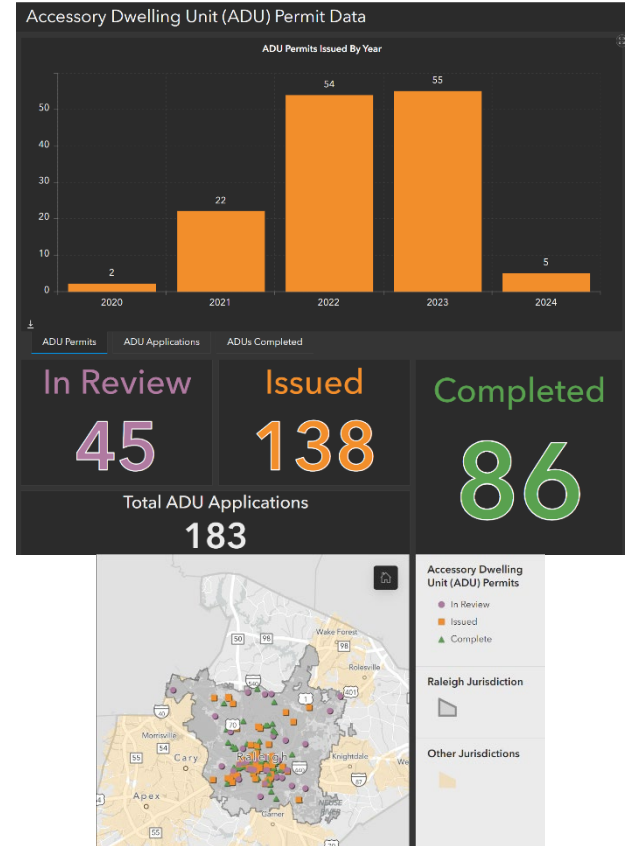
Size - the square footage of a casita is based on two guidelines: Lot Area and Lot Coverage



City Interviews: Raleigh, North Carolina



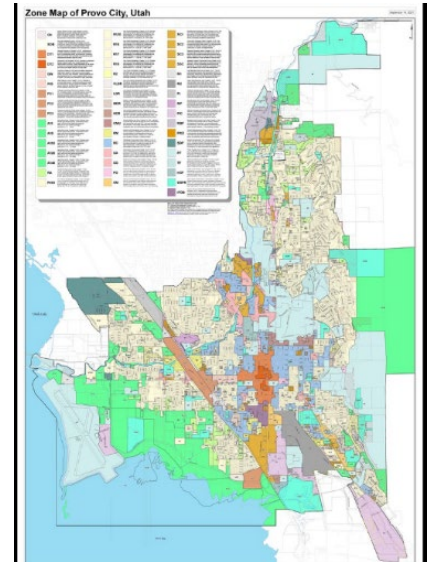
- Allowed in residential & mixed-use districts
- No minimum lot size for ADUs. Limited by stormwater retention and development standards
- No restrictions on short-term rentals
- No owner occupancy requirements
- No additional parking required



City Interviews: Provo, Utah



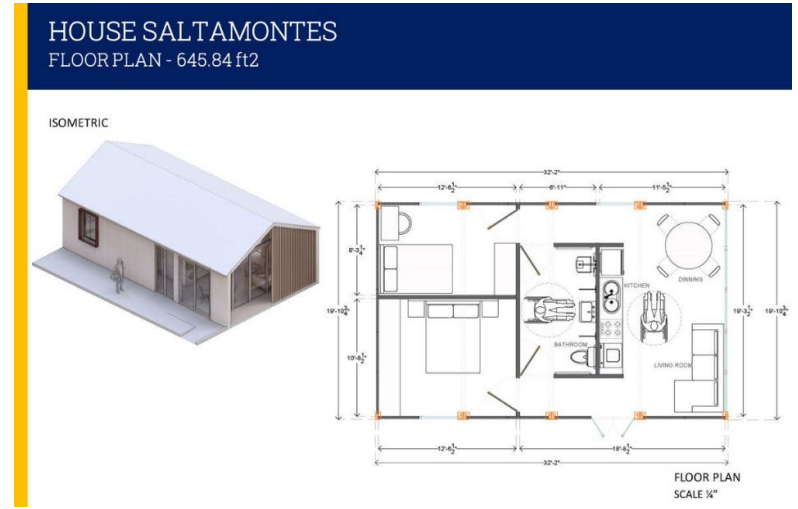
- Utah HB-82 required at least 33% of residentially zoned acreage to allow ADUs
- Allowed in single-family residential district
- ADU square footage and height not to exceed main dwelling
- Four total parking spots required for a lot with an ADU
- Required owner occupancy of the primary unit or ADU
- Maximum ADU occupancy – three unrelated adults
- No shipping containers allowed for ADU construction
- Strict requirements make permitting difficult. Possibly several illegal ADUs existing



Research on Pre-Approved ADU Plans



- Architectural plans for ADUs that have already been reviewed and approved by a local government's Building department. Design/architecture firms submit plans for consideration.
- Pre-approved ADU plans on their website for purchase from a private design firm
 - Plan cost ranges from \$500 to \$1,200
- Pre-approval is for Building Code only and will still require a site plan that meets other requirements (zoning, setbacks, etc.)



Source: Tucson.com

Visit tempe.gov/adu to view the Council Memo on Pre-Approved ADU Plans.

ADU Permitting Numbers



Tucson, AZ

- 61 applications from Jan - Dec 2022

Raleigh, NC

- 183 applications and 86 ADUs completed since late 2020

Boulder, CO

- 200 applications and 96 completed ADUs from Feb 2019 to July 2022

Berkeley, CA

- 112 ADUs permitted and 72 completed in 2022



Preliminary Draft ADU Code



Preliminary Draft ADU Code Updates at a Glance



Current Code

Property must be multi-family residential zoning



No restrictions for short term rentals



No additional parking required



Maximum square footage is 800 sq. ft.



Cannot have both ADU and Guest Quarters on one lot



No owner or occupancy requirements



Guest Quarters on all single-family residential lots 8,000 sq. ft. or larger



Proposed

Property can be single-family or multi-family residential zoning

The City can allow or restrict ADUs as short-term rentals

Parking requirements based on # of bedrooms on lot

Maximum square footage to 1,000 sq. ft.

No changes

Property must be owned by the same owner for the preceding three (3) years

Guest Quarters allowed in AG – Agricultural zoning districts



Guest Quarters:

- Eliminate Guest Quarters regulations from R1- zoning (single-family residential), only allowed in ADU regulations
- Opportunity to convert existing Guest Quarters into ADUs, with compliance of standards
- The current proposal would allow Guest Quarters regulations only on AG (Agricultural) zoned properties (typically 1 acre lots or larger)



No proposed changes to:

- Maximum height
- Setbacks – front, sides, rear...
- Lot coverage requirements



On-site parking:

- If the ADU + primary residence have:
 - 5 or less bedrooms = 2 req. spaces
 - 6 or more bedrooms = 3 req. spaces
- Owners can seek to remove the additional required space through the Use Permit process through a public hearing



Short-Term Rentals:

- Proposal to restrict ADUs from being used as a short-term rental (renting for less than 30 days).
- However, the property owner may still list the primary residence or entire property for short-term rental



Use of Alley Access for ADUs:

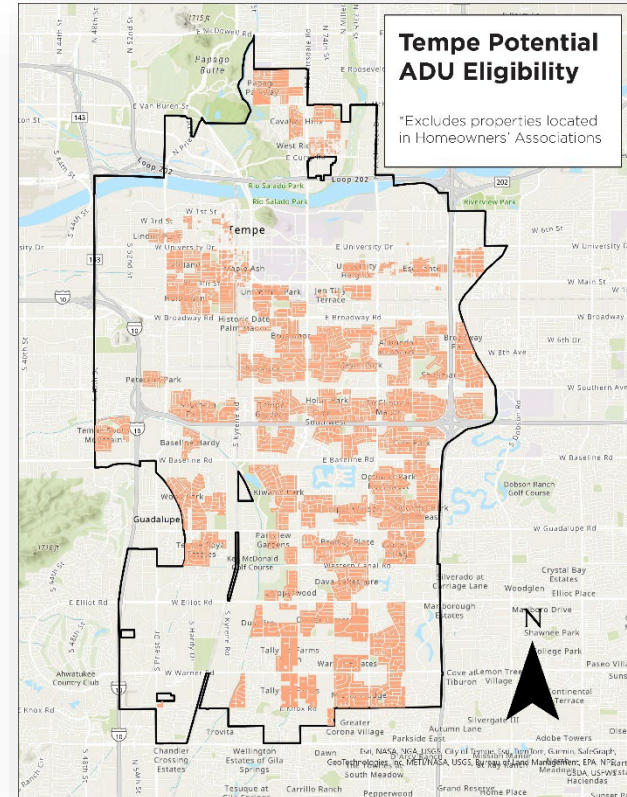
- Standard public alley is a 20' wide with a dust-proof paved surface.
- Issues identified from Transportation staff on use of substandard alley ways that are only 18' or 16' in width.
- May need to limit or restrict areas from vehicles access to ADUs.

Potential ADU Eligible Lots w/ Single-Family



Total parcel counts, excluding properties in Homeowners' Associations:

- North Tempe – 12,909
- South Tempe – 10,902
- Total (All Tempe) – 23,811





Next Steps

**More Info and survey: tempe.gov/ADU
Opens March 27 – Closes May 1**

Timeline & Next Steps: August 2023 to September 2024



Aug. – Nov. 2023: Research and Preliminary Public Input (Completed)

August-October	<i>Initial topic research and project preparation</i>
October 16-30	<i>Public comment and survey</i>
October 16	<i>Public Meeting at Tempe Library</i>
October 17	<i>Virtual Public Meeting</i>
Nov. 20	<i>City Council Work Study Session requesting guidance</i>

Dec 2023 – Feb 2024: Expanded Research (Completed)

- *Expanded research and interviews with additional cities and stakeholders*
- *Creation of educational materials, presentations and project resources*
- *Present and share info at the Jan. 13 Breakfast with Berdetta*

Continued...



Timeline & Next Steps: August 2023 to September 2024

March through April 2024: Public Input, Meetings and Outreach (*Upcoming*)

4 Public Meetings

- ***March 27, 2024 - Public Meeting – Tempe Public Library***
- March 27, 2024 - Virtual Public Meeting – Via Zoom
- April 2, 2024 - North Tempe Public Meeting – North Tempe Multi-Generational Center
- April 8, 2024 - South Tempe Public Meeting – Arizona 811
- Plus! Online Survey with feedback on Draft ADU Concepts (March 27 – May 1, 2024)

In-person outreach, locations TBD

Neighborhood meetings and presentations, locations TBD

Presentations and feedback at:

- Neighborhood Advisory Committee
- Development Review Committee Study Session
- Historic Preservation Committee
- Mayors Youth Advisory Council
- Sustainability and Resilience Commission
- Transportation Commission

Timeline & Next Steps: August 2023 to September 2024



May 2024 - Use compiled feedback to draft final ADU update language

- Boards and Commissions and additional stakeholders

June 2024 - Release final proposed language and Collect Public Input

- Target June 20, 2024, City Council Study Session meeting for report follow-up

September 2024 - Hearings and adoption

- Development Review Commission on July 23rd or Aug. 13th
- Neighborhood Advisory Council Aug. 7th (If requested to receive a formal recommendation)
- City Council ***TBD (Intro & 1st hearing) August/September
- City Council ***TBD (2nd & Final hearing) August/September



PLANNING

- Ryan Levesque – Ryan_Levesque@tempe.gov
(480) 858-2393
- Ambika Adhikari – Ambika_Adhikari@tempe.gov
- Michelle Dahlke – Michelle_Dahlke@tempe.gov
- Lucas Jensen – Lucas_Jensen@tempe.gov

NEIGHBORHOOD SERVICES

- Shauna Warner – Shauna_Warner@tempe.gov
- Brenda Clark – Brenda_Clark@tempe.gov

Questions and Public Input



Frequently Asked Questions



Why is Tempe considering updates to ADU regulations?

- ADUs are supported by numerous adopted city plans to increase affordable housing stock, support multi-generational housing, and provide extra income for homeowners.
- Aligns with state and nationwide interest in updating local ADU codes.

Are ADUs affordable for renters?

- Per Wegmann and Chapple ([2012](#)), ADUs typically rent for less than other housing types in the same area
- AARP notes that ADUs are an affordable housing option in most locations



Frequently Asked Questions



Are ADUs affordable for homeowners to build?

- Urban Land Institute (ULI) found that building an ADU cost \$156,000 in Arizona on average.
- The cost of an ADU in Tempe is between \$180,000 - \$260,000 according to builders.



How are enforcement matters addressed with an ADU?

- The City of Tempe has enforcement tools in place to help address a myriad of complaints. Noise or loud parties are addressed with the Police Department; any excessive trash or overgrown weeds, or in the alley, are enforced by the Neighborhood Enhancement Division. More information on ADU FAQ webpage...

Frequently Asked Questions



Will the property owner be required to live in either the ADU or main residence?

- The current draft does not propose any occupancy requirements to construct an ADU
- Most US cities researched do not require the owner to occupy the site.
- Maintain a property owner's right to allow entire property to be rented, avoid enforcement and costs associated with occupancy monitoring.

How do ADU parking regulations impact congestion?

- ADUs in an area should have minimal traffic impacts
- Occupants (e.g., students, retirees, and seniors) often walk, bike, or use scooter or public transit.
- Most US cities do not require additional parking for ADUs



Will construction of ADUs put a strain on existing infrastructure?

- City of Tempe Municipal Utilities staff have confirmed that water and sewer infrastructure can accommodate ADUs. In some cases, water lines may need to be upsized, but this cost is the responsibility of the property owner.

MEMORANDUM

TO: Transportation Commission
FROM: Sam Stevenson, Transit Manager (480-858-7765)
DATE: April 9, 2024
SUBJECT: FLASH Service Change



PURPOSE

The purpose of this memo is to provide the Commission with an update on the FLASH route and to request direction on the proposed FLASH service changes.

CITY COUNCIL STRATEGIC PRIORITY

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

BACKGROUND

The Free Local Area Shuttle (FLASH) was launched in 1994 and has evolved over the past thirty years, primarily connecting Arizona State University (ASU) campus to satellite parking facilities and Downtown Tempe. Today, the service is fare-free and operates according to ASU’s student calendar, circulating through the campus every 10-15 minutes from 7am – 10pm with reduced service hours during semester breaks. Service parameters, including the route, frequency, and hours of service, are coordinated in collaboration with ASU. The service is operated by Valley Metro.

COSTS AND FUNDING

Like other transit services provided in Tempe, FLASH operating costs have risen substantially in recent years. Net operating costs for the service are projected to be \$953,997 for FY 2024, and are funded entirely by ASU. The City funds certain capital aspects, including the local match towards the FLASH buses through Tempe’s allocation of Proposition 400 dollars and any bus stop improvements necessary in support of the service through Tempe’s dedicated transit sales tax.

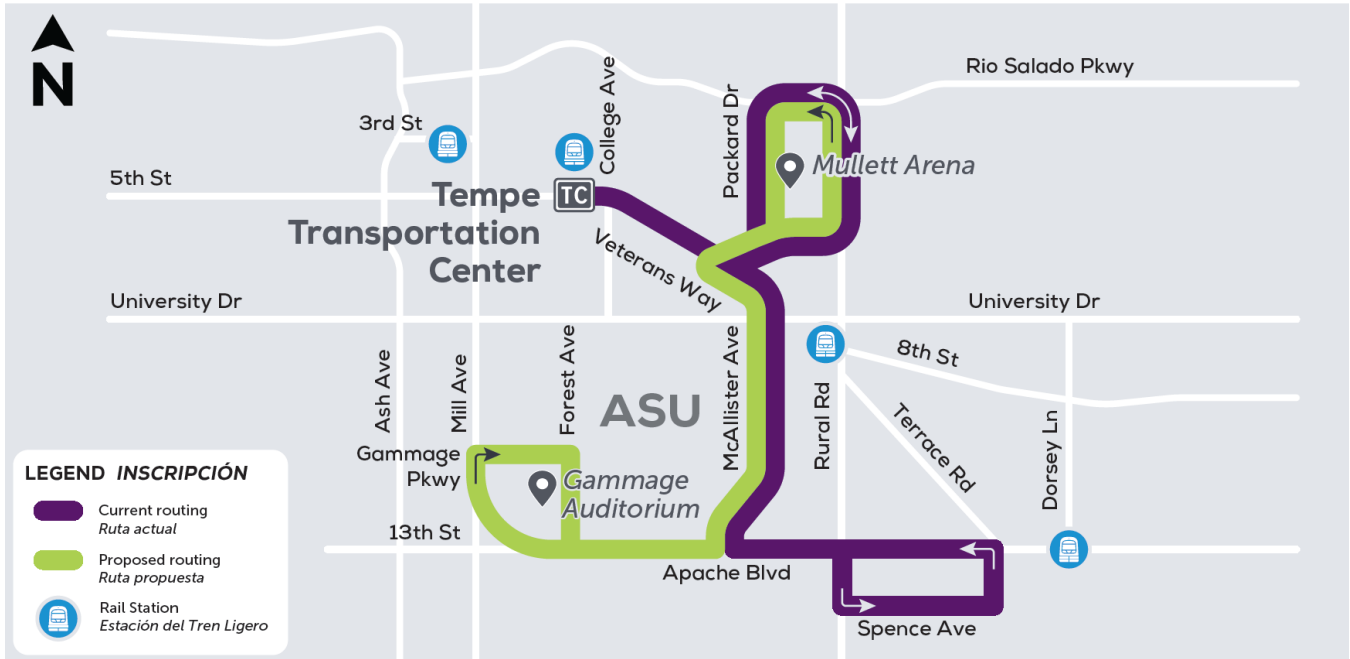
RIDERSHIP

Utilization of the service has declined over the past several years – the FLASH registered 41,238 annual passenger boardings between March, 2023 and February, 2024, roughly 14% of the passenger boardings recorded 10 years earlier. Staff believes the decline in ridership may be attributed to the gradual redevelopment of and subsequent decline in parking available in ASU’s Lot 59, reduction in service coverage in response to the increasing costs of providing the service, and the onset of additional transit options adjacent to ASU campus including Streetcar and various Orbit and local bus routes.

PROPOSED SERVICE CHANGES

The City has partnered with ASU and Valley Metro to conduct public outreach associated with a proposal to adjust the FLASH route, span and frequency of service which would become effective July 22, 2024. The current proposal represents a revision to a previous proposal to eliminate the FLASH service entirely. In response to the previously proposed route elimination, over 280 comments were recorded - the majority of which indicating that the proposed change would result in a negative impact. Feedback received included requests to maintain service along McAllister Avenue on ASU campus, as well as suggestions to improve awareness of the service to the ASU community. As a result, the proposal has been updated to incorporate the feedback received. The current proposal, which preserves FLASH as a service with a modified route with reductions to span of service and frequency, aims to enhance connectivity within ASU campus - while improving efficiency of the service and reducing operating costs:

Proposed FLASH Route Adjustment



Proposed Span of Service and Frequency Reduction

	Existing	Proposed
Span of Service	7am – 10pm 7am – 6pm (semester breaks)	7am – 6pm
Frequency	10 minutes 7am – 6pm 15 minutes 6pm – 10pm 15 minutes (semester breaks)	15 minutes

A hybrid public meeting was held in the Don Cassano Community Room at the Tempe Transportation Center on March 27, 2024. Signage was posted at all FLASH bus stops and on-board FLASH buses with information on opportunities to submit feedback in response to the proposal, with a public comment period running from March 18 – April 1. In response to the current FLASH service change proposal, 28 comments were recorded. While the majority of comments indicated that the proposed changes would result in negative impacts, the feedback received in response to the route modification is less negative than the feedback recorded in response to the prior proposal to eliminate the service. All comments received to-date are included in Attachment 2.

RECOMMENDATION OR DIRECTION REQUESTED

Staff recommends approval of the proposed FLASH service changes.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES

Operating costs for the FLASH service are funded through an intergovernmental agreement with ASU. Capital assets are funded through a combination of local/Tempe Transit Tax, regional/Proposition 400 and federal dollars. The proposed change reduced annual operating costs by approximately 50%. Fleet requirements are also reduced from four buses to two.

ATTACHMENTS

1. PowerPoint
 2. Public Feedback Summary
- Click or tap here to enter text.

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FLASH Service Change

Transportation Commission
April 9, 2024

Agenda



- FLASH Overview
- Costs, Funding and Ridership
- Proposed FLASH Service Changes
- Timeline and Next Steps



Direction Requested:

- Approval of the recommended FLASH service changes

City Council Strategic Priority Performance Measures

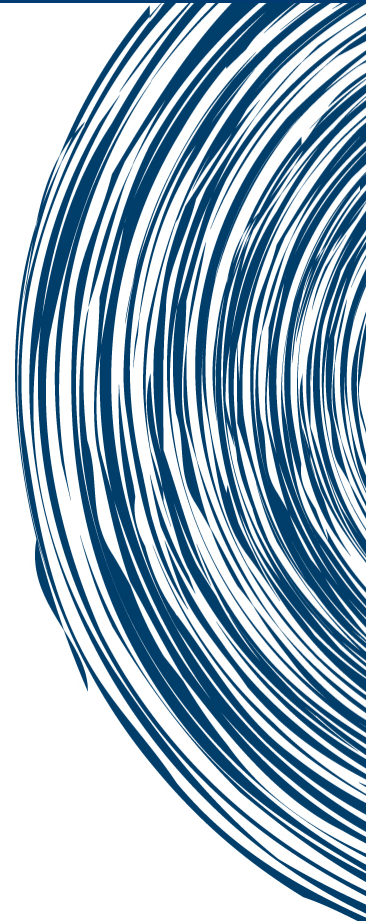


Quality of Life 3.26

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

Quality of Life 3.29

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



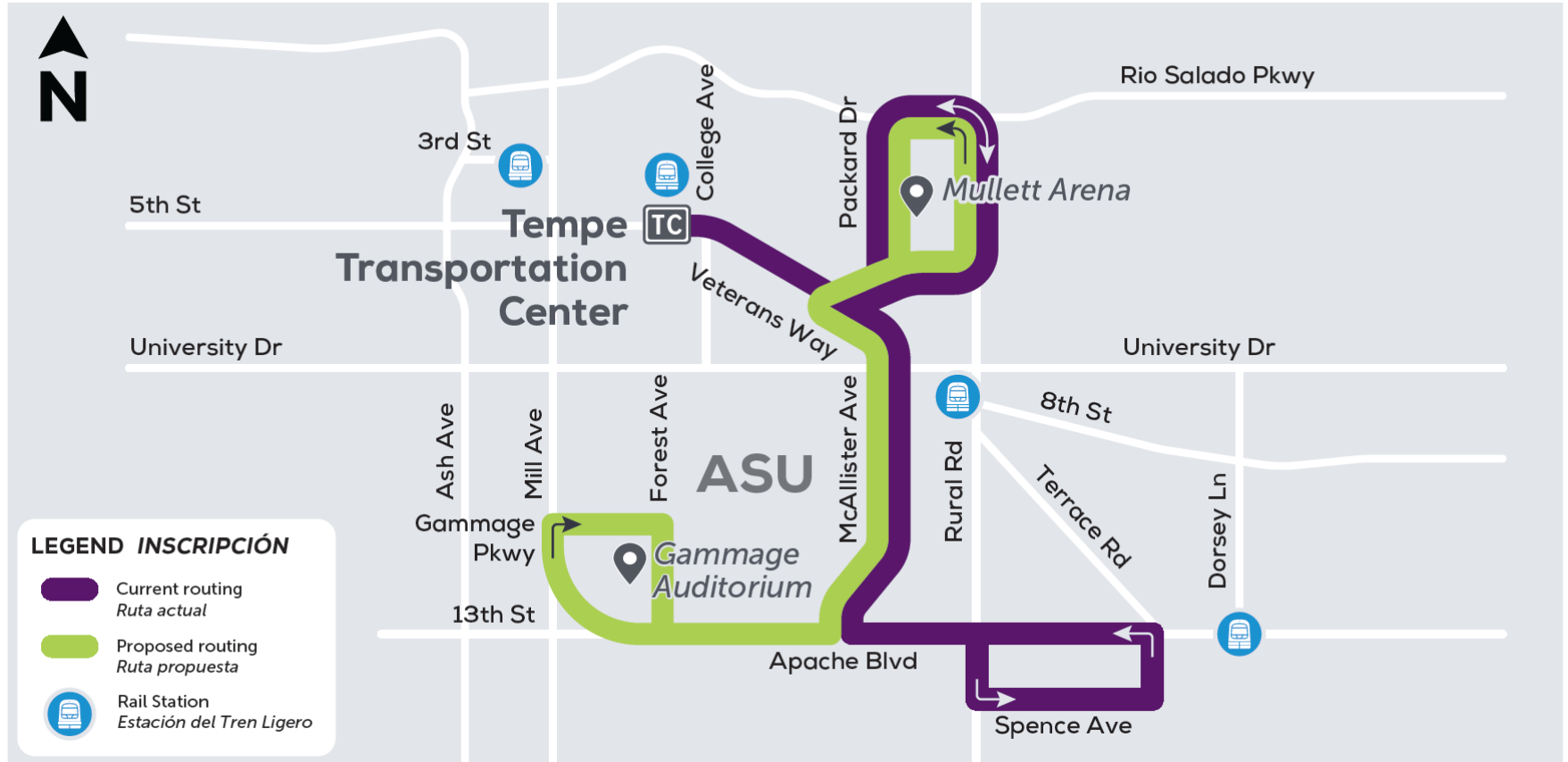
FLASH Overview



- Free Local Area SHuttle
- Launched in 1994
- Downtown/ASU Campus Circulator
- Ridership: 41,238 (3/23 – 2/24)
- Operating Costs: \$954,000 (FY24)
 - Operating Costs: ASU
 - Fleet: Federal (85%) + Regional (15%)
 - Bus stops: Tempe Transit Tax



Proposed FLASH Service Changes – Route



Proposed FLASH Changes – Span & Frequency

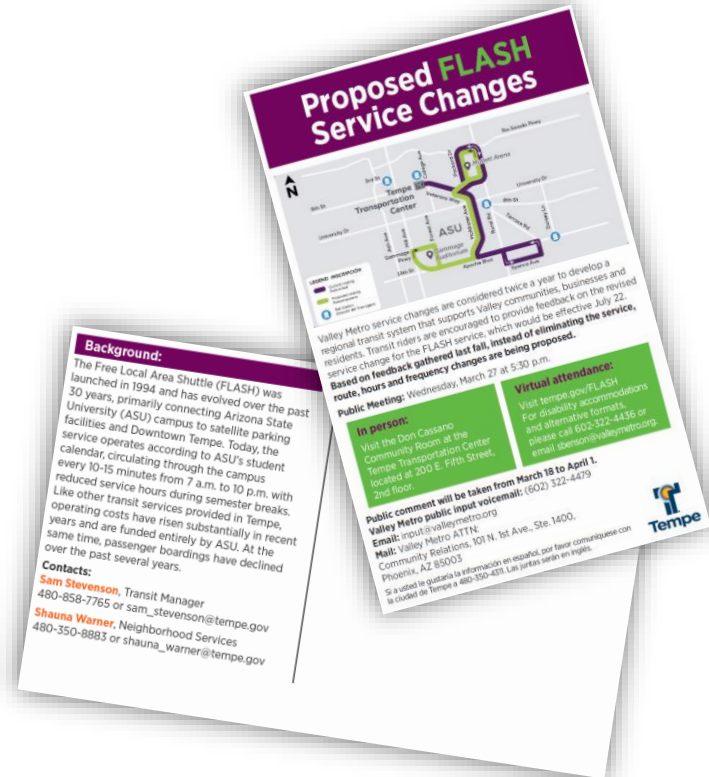


	Existing	Proposed
Span of Service	7am – 10pm 7am – 6pm (semester breaks)	7am – 6pm
Frequency	10 minutes 7am – 6pm 15 minutes 6pm – 10pm 15 minutes (semester breaks)	15 minutes

Proposed FLASH Service Changes – Public Feedback



- Public Meetings, On-Board Signage, Bus Stop Signage, Social Media, Postcards
- 28 Survey Responses
- Schedule Adjustment: 18% positive impact, 21% no opinion/neutral, 61% negative impact
- Route Adjustment: 40% positive impact, 5% no opinion/neutral, 55% negative impact
- “This is a fantastic route change while still helping students. Thank you for hearing us!”
- “The FLASH bus needs to be advertised better. I am a senior at ASU and did not find out it was an option until this semester.”
- “The route around Spence Ave/Apache is super important because so many students live in those apartment like Park Place, District, and Apollo”



Timeline and Next Steps

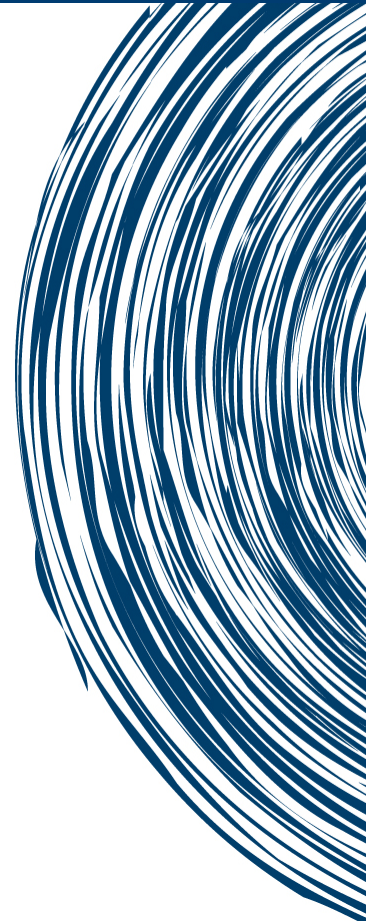


~~Proposed FLASH Service Elimination~~

- Nov. 6 – Dec. 8: Public Comment Period
- Nov. 15^t: Public Hearing – Hybrid/Don Cassano Room

Proposed FLASH Service Changes

- March 18 – April 1, 2024: Public Comment Period
- March 27, 2024: FLASH Public Meeting – Hybrid/Don Cassano Room
- **April 9, 2024: Tempe Transportation Commission**
- July 22, 2024: FLASH Change Implemented (if approved)



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Sam Stevenson
Transit Manager
(480) 858-7765

sam_stevenson@tempe.gov

Attachment 2: FLASH Public Feedback Summary

Proposal to eliminate FLASH service effective June 30, 2024:

1. How did you hear about the April 2024 proposed service changes?

Bus announcement	55
Social media	123
City newsletter	11
Website	28
Email	7
A-frame	7
News article	32
TV	3
Other (please specify)	33

1. City postcard mailing
2. Metro app
3. Spouse
4. ASU Facebook
5. Facebook
6. ASU Moms group!
7. Local news vroadcast
8. Mailer
9. Bus routes
10. Facebook
11. Had a conversation with the bus driver
12. Also word of mouth
13. Physical Flyer
14. poster at bus stop
15. billboard at bus stop
16. Posted sign on flash bus stop
17. Poster at bus stop
18. Poster above bus route
19. on bustop
20. I heard from my college friend
21. Reddit
22. r/tempe
23. Web Search Presantly Now
24. Reddit
25. Reddit
26. Friend
27. Notice at a bus stop
28. Friend
29. Reddit
30. Flyer on bus stop
31. Reddit (ASU)
32. Flyer on the bus stop

33. Co-worker

2. Tempe FLASH: Eliminate route.

Positive Impact	11
Slightly positive impact	2
No opinion/Neutral	21
Slightly negative impact	18
Negative impact	225

1. A positive impact would be less wear and tear on Spence Ave., which is the main road leading into my neighborhood, JenTilly Terrace, from a 40 foot bus entering our residential neighborhood.
2. Instead of eliminating the route, Valley Metro should consider rerouting FLASH to increase ridership. Some segments of the route are duplicated by the (currently free) streetcar, making FLASH redundant there. Instead, FLASH could be used as a supplement to the streetcar for getting around campus, serving the north and far south sides of campus, as well as possibly providing connections to commerce/retail areas and park space. As it stands now, I personally have little reason to ride FLASH, but with a few small changes to its route the value would skyrocket.
3. There are lot of student community who leaves around and take bus from Spence avenue road. If this route will be eliminated then it will ne very hectic for us to get buses on time. As flash provides best services for all the student and residents and it is very convenient. I would request you to please do not eliminate spence avenue route. I would be grateful if you would consider my request. I hope you will understand my concern. Thank you!
4. I am an ASU graduate who attended during and just after the pandemic. I was never aware of FLASH and from the public hearing this seems like a common issue. I think public transit is important for the university. I think that the closing of FLASH could be taken better if there was a proposal of what to do with the money saved from the closing of FLASH. I have seen the bike route map for Tempe and really like the availability of the bike lanes. I do have an issue with the quality though. Most of the lanes are unprotected, some of the route lacks bike lanes completely. I think the budget could go a long way in improving the bike infostructure along these routes. I am worried how disabled and older members of the community will be able to get by without the FLASH system though as they may not be able to take advantage of bike paths.
5. The FLASH works not only to support students, but staff and faculty at ASU. The impact of FLASH being removed would have a greater impact on education than something can could be measured fiscally.
6. Tempe flash is very needed
7. I need this bus to get back to my dorm. A lot of people use this bus.
8. WE NEED THIS BUS. Why would you eliminate such a useful mode of public transport that helps so many students?
9. Many rely on this service
10. My child uses the bus between campuses for ASU. One reason why we picked ASU-no need for car.
11. Many students/tempe residents rely on this type of transportation. As someone who uses it daily to get home and to work. It would be hurtful to eliminate this transportation option.
12. This service provided safety for my son and daughter when they attended ASU
13. This would be a major safety concern for my daughter who attends the west campus but has to commute to the Tempe campus for classes and various events.
14. My son uses this to get around campuses
15. Tempe is not a safe city for pedestrians or cyclists, especially at night. The removal of the FLASH route eliminates a safe, accessible method of transportation for the hundreds of students that don't have personal transportation.
16. Always down or in a crash
17. ASU kids need this service!

18. This service has been vital to our son's education at ASU. The cost of paying for a campus parking pass would have prevented our son from driving to campus. We would have had to drive from Queen Creek to pick him up every week end.
19. This is the only bus that services the lower end of campus. The closest alternative is Mars but that bus line is often too full to pick up at my stop. I can't use the metro because there isn't a stop close.
20. Without a car here on campus and without the streetcar I wouldn't be able to get to class or stores I need to get to.
21. I rely on the ASU bus all the time and it helps me out and has become a crucial mode of transportation for me since I don't have a car. Other buses cost money and more importantly have homeless and other people that make me nervous to sit next to, while the ASU bus is only ASU students.
22. The elimination & changing of the routes of the Flash service would put many students and staff at risk, walking for miles in the dark or heat. The route change that occurred in 2020, eliminating stops at the southwest side of campus was already detrimental to those needing to get to that side of campus on a regular basis. Eliminating the service altogether would make it very difficult for a lot of students and staff to get to class & work on time, as we rely on this to compensate for the high price of parking.
23. I don't take the FLASH because the stops it do not take me anywhere useful. Altering the route to serve more Tempe neighborhoods or along key corridors such as further south on Rural or continue west on Rural on quicker routes than Orbit buses would provide me with alternatives to both Orbit busses and driving. As the route stands right now, however, it serves no locations of interest.
24. With no car on campus due to lack of and cost of parking students won't be able to get to class on campus or local places to shop.
25. With no car on campus due to lack of and cost of parking I won't be able to get to class on campus or local places to shop.
26. My asu son lives off campus and uses this service it's extremely important. Prices at places too close to campus are unaffordable.
27. I use this transportation frequently and it would be terrible to have such an affordable option of transportation be taken away from students.
28. It makes it much easier and cheaper to get to campus since parking near campus is hard to find and very expensive for the more "convenient" spots.
29. My son is a freshman on the Downtown campus, who has to travel to Tempe several times a week to work. Obtaining a car is not in our budget on top of paying tuition and out of state fees. Having to spend money for transportation would be a huge burden on our family. I also believe that this is the safest means of transportation for students. We respectfully ask that other considerations are made to cut costs. Thank you!
30. My daughter uses it all the time
31. The FLASH route is a valuable route that drives right through the center of campus up McAllister as many other routes do not.
32. I use the bus route very often, and this would make it very hard to get around town. I love Tempe, and think this would be detrimental to me and other students.
33. I no longer need the Flash as I am no longer a student at ASU. However, as a disabled person, I needed the Flash to survive on campus. I know you have seen a decline in usage now that more students have cars & scooters, but many disabled students do not have that option.
34. I'm disabled which leaves me already low on income and unable to walk far. This would be detrimental to many disabled people like me.
35. I'd like to know what services are covering this route??
36. Instead of elimination altogether, why not instead make the stops less frequent, or possibly combining the routes?
37. My issue with Flash is that I live just west of Spence/Terrace. The bus goes right past me, but is not flagable like Mars Orbit. For this reason, I ride Orbit system into campus. I'd ride Flash, if it was flagable. Or another stop was added on Spence before it turned onto Terrace.
38. This is a vital service for many students in the Tempe area. It should not be eliminated.
39. This is going to lead to students not having safe and affordable ways to get around. Please don't stop this critical service
40. I am a new student in Tempe and it will largely affect the student that go there and is the only free route that goes up McAllister. This largely affects the students that have stadium events and I am still learning my way around and it helps to have a free route to get around especially when most students can't afford bus passes and the free route being eliminated will become a lot of safety concerns

because having a bus for free to get around campus and you are not taking in to consideration that their are student with disabilities that can not walk that far or fast across campus you should be adding more buss routes not taking them away. i need that route to be able to get to class thi semester and next. I always have to walk very far on campus and that bus makes it to where i get closer to my class without having to walk for 2-3 hours just to get to class and i also helps the students that have to commute to campus. Even during the summer time when the other busses are less reliable. Consider more than just the ones that take the bus Consider all the factors. This bus is a huge help in the community in tmpe i am wishing Phoenix had a bus route that way for the downtown students. But not just students take the route faculty and community people also take that route to help them get to work. And i was hoping on my days off to take all the bus in tempe and see how far they actually go so that i don't get lost.

41. Essential to the safety of ASU students coming back to campus from outside
42. it just follows city bus routes, students can pay for transportation just like everyone else who isn't able to attend higher education
43. To many homeless ride
44. We NEED this service to get around! I was planning it for retirement so I can give up my car!
45. Please do not eliminate the Flash service/stops at lot 49. I am a faculty member at ASU and parking closer to my office and classes is more than \$800. I am able to save \$400 a year by parking at lot 49. However, especially during the summer months it is much too far to walk to my classes and office. I use the flash is to get around campus. I think more students would use the flash if 1) They knew about it 2) the route went all the way around campus like it used to. Lot 49 to McAllister to Apache to Mill to University and back
46. It will ruin the way I travel to ASU! Please do not eliminate the Flash route.
47. I take the flash to go to ASU games and events. I am not a student I am an alumni, but I still ride the flash regularly. It is such a convenience to take the orbit to transportation center. Catch the flash at the transportation center and go to south of ASU campus
48. It's used by the ASU community. The Flash helps alleviate overcrowding on The Tempe Orbit.
49. It is a very good transport mode for students, but the route could be better, to cover more area around the university. This would be a better route:
[4](https://www.google.com/maps/dir/Tempe+TC,+Tempe,+AZ+85281/Rio+Salado+Pkwy+%26+Packard+Dr/University+Dr%2FRural+Rd/McAllister+Av+%26+Lemon+St/Rural+Rd+%26+Apache+Bl/Forest+Av+%26+Gammage+Pkwy/University+Dr+%26+Mill+Av/College+Av+%26+University+Dr/33.4256176,-111.9361905/@33.4226575,-111.9371875,16.59z/data=!4m66!4m65!1m5!1m1!1s0x872b08d893e7527d:0x40489270ef16d7d0!2m2!1d-111.936317!2d33.425719!1m5!1m1!1s0x872b0920030d259d:0x2579dad32a57c569!2m2!1d-111.92868!2d33.428688!1m10!1m1!1s0x872b08e774bfd8c7:0x4462b3313de9b8d4!2m2!1d-111.926978!2d33.420732!3m4!1m2!1d-111.92888!5!2d33.4212034!3s0x872b08e77b56935b:0x753cc26212a7c6d4!1m10!1m1!1s0x872b08c2ae6af1ff:0x16f9726d4ba16c06!2m2!1d-111.929209!2d33.416975!3m4!1m2!1d-111.9264894!2d33.4168339!3s0x872b08e86be8b18d:0x9f344e19c41b7136!1m5!1m1!1s0x872b08e9b323f56b:0xbcdcaf0f419339fe!2m2!1d-111.9264454!2d33.415134!1m10!1m1!1s0x872b08db3d4642ab:0xe9b2a50b20267623!2m2!1d-111.9365245!2d33.417581!3m4!1m2!1d-111.939876!2d33.4177599!3s0x872b08da873f388f:0x1bd38c58b7f961e4!1m5!1m1!1s0x872b08d9eece3bff:0x21e74495608f96c2!2m2!1d-111.9393072!2d33.4218475!1m5!1m1!1s0x872b08d937acf995:0x5bbaa1ebef413e90!2m2!1d-111.934875!2d33.4229486!1m0!3e!entry=ttu

50. It is a negative impact because it connects asu destinations and is a quick bus to get from point A to B
51. The problem is people aren't aware of the FLASH. Some think its costs, some think it doesn't stop when we want it to. Nobody is aware enough to know its service.
52. During summer months the outdoor temperature is past 105F even at 7am.
53. I park in Lot 59 and rely on this route to get to campus.
54. I rely on the FLASH route to get to work safely in the early mornings. Without FLASH I feel unsafe walking. I will say that there are some stops that seem unnecessary for which I would propose more flag areas rather than stops. I have made friends with many of the bus drivers and would hate to see them out of a job as well.
55. The FLASH is very important for me to be able to get to class on time. Without it, I'll have serious trouble getting to class.
56. Flash provides transportation in areas not well service by the orbits, other buses, and the trolley. It also provides a safe ride in parts of campus where it's not safe to walk after dark.

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57. I am a STEM major & first-year student at Arizona State University. I park in Lot 59 and the majority of my classes are over a mile away from the parking lot. I use the Tempe FLASH to efficiently and safely commute back and forth from the lot to my classes & vice versa. The current amount of FLASH routes is extremely beneficial for me, a college student with rigid time parameters, as it allows me to always have a guaranteed ride. Many of my classes have inconvenient start & end times, causing it to be a hassle for me to ensure I manage to get to my classes on time. Tempe FLASH: Eliminate route, would not only prove detrimental to my success as a undergraduate at ASU, but it would also hinder the success of many other students who utilize the FLASH.
58. I use the FLASH everyday and it is the most efficient bus system in Tempe!
59. Parking at ASU is very expensive. The FLASH shuttle makes it possible for students to make use of the cheaper remote lots and still safely get to and from campus in a timely way.
60. I love it
61. as a student at ASU, I use the Flash route every day to get to class everyday. I would be very upset if the route was shut down during my time at ASU.
62. What are students supposed to do? I depend on this bus, and other routes do not cover this area.
63. Students use this route to get to certain classes, including me.
64. Many students and families use flash, i use flash to get to class and to the store
65. I use the FLASH daily to get me to work at the ASU campus and to meetings. Please keep this service for students, staff, and faculty. You might consider a new FLASH route, but don't cancel.
66. This route is very important for getting around campus in a timely manner to get to classes on time.
67. I and so many other rely on this bus route, if anything, Valley Metro should be expanding the flash and other circulation routes to support more reliable movements.
68. The Flash route is essential to the Tempe community, especially students and low-income families. Eliminating this route would cause extreme disruption to many people's everyday lives.
69. The rural road and Spence avenue bus stop is close to student housing community, eliminating the route will make our commute difficult
70. the flash shuttle is super helpful for those living in apollo/park place. it would be better to just reduce the number of buses but not the overall service, maybe make it every 20 minutes instead of 10 minutes. but completely eliminating a free public transportation system for students is terrible.
71. I use the FLASH bus route to get to classes and work along both McAllister Ave and Packard Dr. No other bus routes or the light rail effectively serve this area, to lose this resource would make it much more difficult for me to be engaged in research and the university which could have positive future impacts for everyone. I would also have to start driving which would not be environmentally sustainable for a short journey.
72. Please do not eliminate this route!! This route provides safe transportation at night and enables students to connect with campus. The traffic in Tempe is already bad; we need more routes, not fewer. Removing this route would create another barrier between students and accessing higher education.
73. The flash bus provides an accessible mode of transportation through the ASU Tempe campus for me and others, so its removal would decrease the overall accessibility of ASU Tempe.
74. I use this stop every weekday and is a great help for me and others who ride this stop
75. The Flash is an important and necessary part of the public transportation system at Tempe and ASU. It's a necessity for many students, faculty and staff.
76. students use this bus and it so helpful to getting to class
77. There are people relying on this route for work and school. Please don't shut it down
78. It's convenient and fast. It comes every 10 mins
79. The flash route is incredibly helpful for getting to work and class
80. It will affect my ability to go through college next year and the following years
81. This would just be such a bad thing to do. This bus helps many college students.

82. Many people rely on the bus to bridge the gap in routes not offered by other lines of transportation. Eliminating this would have an extremely negative impact on many people, including students attending ASU campuses. Taking away free, reliable transportation is not only shameful, but is a disservice to the community and the people it serves.
83. Please don't eliminate flash. It is so helpful. It's the best. Please don't get rid of it.
84. As an ASU student living off-campus, I rely on the flash route to get to my classes twice a week. Without the flash route, I would have to take two different buses instead. I know there must be several others just like me. Please reconsider this decision for the benefit of people who don't have a better choice
85. I have relied on the FLASH service for many years as a student. Service should not be scrapped or eliminated. It would only cause more car traffic, and in effect, cause more harm to pedestrians.
86. It is the only nearest option for student living near this route which is free. Also the service should be working on Saturdays and Sundays as well.
87. DON'T GET RID OF FLASH!!! It's useful!!!!
88. Unless all trafficLosing the FLASH will be detrimental to students and tempe residents
89. This bus helps me get to class when it is scorching hot out. I have to walk from lot 59 all the way to the other end of campus and this shuttle cuts down on my travel time by so much. I hate having to walk in the 100+ degree heat on campus and use the shuttle instead.
90. The Tempe FLASH route helps keep college kids safe! It's the only safe way for me to get back at night from my late classes. Eliminating the route would have a HUGE negative impact on safety!
91. Use service as full-time substitute for a car, which I don't have.
92. Although ridership has decreased, the flash bus offers an alternative route into the asu Tempe campus. Many of the orbit buses that are in close proximity to the flash stops are often full of riders, with little room for any more. As a result, these orbit buses often skip stops or blatantly ignore those standing at the stop. With little notification from the app, those abandoned riders are fortunately able to take the flash bus. With the abandonment of the flash route. Many students will be forced to walk extensive distances to get into campus. My suggestion is to add more buses to the orbit system to reduce congestion and revise the routes of the flash bus to reach areas in which orbit buses may be a distance away.
93. The Flash is a Great service! It should not be eliminated or reduced!
94. With this route, it was hard to think of what would replace the 2009 L40LFR's used should the route continue into next year.
95. It would be helpful to state why the decision to eliminate the Tempe Flash is being made.
96. Tempe Flash is a very useful service for the Tempe community, specially for the ASU students. Please try to keep this service active.
97. Students depend on flash to get around campus area. Ride sharing like this is important to me and my family.
98. i need it to get to work, very convenient route on McAllister to get from north and south of asu campus. very short wait times as well.
99. I had heavily relied on FLASH bus to get to my classes as a Undergrad student at ASU. Especially for those who have to walk from the parking lot to class it was always helpful using the bus when available to get to my class especially during the times when it was so hot. I would be disadvantageous to remove this resource from students.
100. I depend on this bus route to get to my classes everyday
101. This would be bad for the ASU students, who usually do not have the ability to drive places. Taking this away would hurt ASU students in their ability to travel outside of the campus.
102. Add another MARS instead
103. ASU students depend on this transit as ASU does not care about providing free public transits to their students like other good schools do. So this route matters to us.
104. It's a very important route for ASU Tempe campus students.
105. Please don't eliminate this useful service
106. Please don't further decrease public transportation options at ASU Tempe. The streetcar is a gimmick that takes too long. The FLASH bus is even more essential with all of the additional traffic in and around campus.
107. The FLASH was literally the only means I had of making it across campus when I was pregnant with debilitating sciatica. During this time I could barely walk and the FLASH directly serviced the route I needed. I heard from older students that the flash used to have a

much more involved route servicing more buildings and had a higher, standing room only, usage by students. If anything, there should be more access by bus for Tempe and ASU students.

108. The MARS route serves somewhat areas but is unreliable as it is often full during class hours. An increase to MARS service would make the removal of FLASH more justifiable.
109. Do not eliminate public transportation options. The valley needs more public transportation not less. The service can be adjusted/improved, it should not be ended.
110. Eliminating route cuts off the education of many students. Limiting education creates an uneducated society.
111. Many people rely on this mode of transportation. We need it to continue to be available
112. I use the flash buses everyday to get to my classes. It would be hard without them
113. The Flash bus services an entire block of off-campus apartments; its real issue is inconsistency. The bus seems to operate on no schedule at all. If the Flash buses were slightly more infrequent (i.e every 20 minutes) but more consistent in arrival time, it would do wonders for students. I, along with many peers, rely on this route to commute to class, especially in the summer and late spring when temperatures are in the triple digits. Elimination will only hurt students and make campus less accessible; instead, the bus's route and times should be reworked to best serve the college students who depend on it every day to go home, to their car parked in Lot 59, and much more.
114. Many students use it, including me, to get around.
115. It serves the students, helps people get around
116. I use the FLASH several days a week, and I am physically disabled. Eliminating the FLASH route would make it infinitely harder for me to get to work and class on time.
117. I use FLASH about five times a month. I understand why it's being removed, but it would be helpful if other circulators are used to fill gaps if possible.
118. Very bad idea how are college students supposed to get to school? I don't have a car and rely on the public transport
119. The route probably needs to be updated, but should not be eliminated
120. ASU students rely on this service to attend class
121. Lots of students use this bus to travel to classes and I'm one who uses it to get halfway to the Marching Field. Please keep the bus!!
122. I take the Flash bus to school everyday please do not remove it
123. it is very helpful when getting to places such as classes and work
124. I utilize the Tempe FLASH route almost daily, particularly during the hot summer months. There is still a large number of students and faculty at ASU Tempe who are spared a mile-1.5 mile walk in the 110F+ heat by the FLASH
125. The orbit bus is always crowded so I use the Flash everyday!
126. Instead of removing the Flash, you should expand it's route or return it to the larger path it used to take around by Forest Mall.
127. Plenty of students use it every day
128. Ending this route would ruin the process of which ASU students get to classes. Parking passes are ridiculous costing \$800+. Most of us depend on public transportation and it would be a shame to end this route.
129. So many students rely heavily on this route. Please don't take it away.
130. ASU students and the surrounding community highly rely on this route
131. Many students depend on this route and if they are unable to make it to school, you're the part of the problem and if you can't see it then you shouldn't be touching on this topic.
132. I think the bus service is extremely helpful now that the Streetcar is getting flooded. I believe a revision in the route will be better justice.
133. I use flash everyday, eliminating this would really effect my daily commute, especially because the other bus MARS is always full and has literally no space. Flash has been a reliable bus for me. I use it literally 4 times everyday
134. I use the Flash all the time to get around campus and would not be able to do so if it was eliminated. DONT GET RID OF THE FLASH!
135. Many ASU students depend on this route to get in-between campuses
136. My friends and I depend on the Flash system to get around ASU Tempe campus and the city itself.

137. please don't get rid of this. a bunch of students depend on it, and even I use it on occasion
138. This will for sure have a negative impact on me and my ability to move around campus
139. Many students like me depend on FLASH to get to ASU. you shouldn't eliminate the service.
140. The Flash bus is how I get to school everyday. Without it, I'd have to handle walking 30 min in the heat to get to school everyday—there and back. It's frankly dangerous to be outside for so long, especially when the temperature gets to be over 100 degrees.
141. I like the Flash, it gets where the streetcar doesn't
142. Eliminating anything except mask lovers is always bad

3. Do you have any additional comments for us (not regarding the previously listed routes?)

1. Please keep the flash
2. Stagger the busses going to Tempe Marketplace because two busses end their routes there but they arrive at the same time. Instead have them arrive between each other so a bus departs from Tempe marketplace every 15 minutes. Or just more busses but I know that's hard to fund and staff.
3. ASU should ditch the FLASH and use the funds to support increasing the frequency of the Mars Orbit neighborhood circulator. My nephew works overnights at Safeway and walks to work but in the morning tries to catch the Orbit home after a long night of work. He uses a cane from a bout with Guillain-Barre syndrome in 2021. Often the Orbit is either totally full or is standing room only. On the former days, he walks home while on the latter he has to stand up on the ride. More frequent buses, such as every 10 minutes during morning hours, would make a difference in his quality of life, especially on the days he grocery shops after work and carries his items home.
4. As of now, the Tempe Streetcar remains free. However, with incoming fare reforms and upgrades in 2024, it seems likely that Valley Metro might finally add a \$1 fare to the streetcar. In my view, this move would annihilate current ridership numbers on the Streetcar. Many of my fellow Streetcar riders, as well as myself, are students using it for short trips from campus to downtown Tempe or Tempe Town Lake. However, these trips are usually short that, in addition to sometimes upwards of 10-15 minute wait times, it would certainly be easier/cheaper/more convenient to simply walk rather than pay \$1 for each way of a Streetcar trip. If headway between Streetcars was shortened to 5-10 minutes, I could see it being much more worth a \$1 fare. As it stands now, however, it serves much the same purpose as FLASH and Orbit, both free services that are indispensable to the community.
5. Local Buses, especially in Tempe, do not run late enough on Friday's and Saturdays. This prevents the bus from being a viable option as a safe ride home from a bar
6. I mentioned this in my original comment but the bike infrastructure along the BikeIT routes needs to be upgraded.
7. Are you keeping Tempe orbit
8. From my viewpoint Phoenix is growing, eliminating routes on public transportation seems foolish.
9. I hope this proposal is reconsidered. This type of transportation helps so many people including families to get from A to B. There are other options that can be made but keep the routes available.
10. Students, especially first year student do not have vehicles on campus and rely on public transportation to get around. Signs and visibly as well as schedule times could improve ridership
11. Weekend scheduled on the 170 and other buses need to be changed. I depend on the buses to run my errands and on weekends is horrible.
12. My son used it many times to connect to get home to Phoenix, around campus especially when he couldn't afford a car
13. Flash bus is my safest and reliable transportation getting around to ASU, groceries, activities around Tempe and Off Campus Housing 2 miles away. I can't afford parking for a car on campus or off. Public transportation availability was one of the top reason I chose ASU I am an out of state student and I really heavily on the Flash services
14. At the end of September, I witnessed the aftermath of an accident, I believe a cyclist was hit by a bus. This occurred in Tempe on Smith & University, and I have never been able to find any information on the incident, if the victim made it, anything. Why are you letting ASU cover up these incidents? Where is the justice for victims?

15. Please do not end this important service.
16. this is a vital service for ASU students and staff
17. Tempe FLASH is a critical for safe and available transport for ASU students and members of the community. Plus, without it, more and more students will bring cars to campus leading to all kinds of negative impacts
18. My college aged kids rode the bus between campuses from Poly. Removing that option would be devastating to all students.
19. This is a vital service which will not just affect students but local businesses.
20. ASU students count on this free public transportation and cutting the service would be detrimental to student's safety and continuation of attending ASU. Students are also selecting housing for fall based on the belief that the FLASH service will be available.
21. I use this program to get to and from school
22. Please reconsider it is such a valuable resource for asu students like my daughter who do not have a car
23. Please don't eliminate this route. As an ASU student, this will put me in some dangerous situations if I cannot have this transportation option[
24. The drivers ignore riders wanting to get on the FLASH
25. Is Valley Metro just getting rid of every circulation route now?? Why? Small areas need better service! What's being done to service neighborhoods!?! Don't tell me Waymo or taxis are taking care of that. You have a responsibility to provide service to everyone!
26. Elimination of underutilized routes is an important action that Valley Metro must periodically take to ensure efficient and effective use of resources.
27. It is stupid to get rid of any routes especially those that help students faculty and community members. And transfer student's that are incoming students you never realize how it affects those who do take that route or any of the busses routes. It affects everyone. That also means that more people on the other bus routes that won't take them where they need to go and the street cars will constantly be to packed that bus helps eliminate the stress of a packed bus.
28. Please reconsider eliminating this route
29. Please add more Goodyear Express 562 routes after 6:58AM please
30. This is vital for the students. I don't think many of them are familiar with this service. It would be nice to see a osih promoting it. Many students rely on this service. It would really be a disservice to discontinue
31. Rather than eliminating the service, you should work on making it more punctual and reliable. I have tried to take the bus many times, but it has often been either too late or even too early at times. Perhaps there lies the reason behind a decline in ridership. Nobody wants to depend on a mode of transportation that they can't rely on.
32. This service is needed in North Tempe! We do not have street car up here!
33. Please bring back the old Flash route from a few years ago
34. I am a person that has issues while walking. I cannot walk more than a mile. Every semester, my classes are at different locations. Some times near ASU Bookstore, sometimes near Noble library, sometime near the Tempe Transportation centre. My dorm is near the Flash bus stop on Apache, so I use it twice a day everyday. If you eliminate the Flash route, you will impact me and a lot others, as you will leave us no access to travel to the locations I mentioned. Flash is essential for ASU students like me. Like oxygen!
35. please keep the current routes
36. Often Earth routes buses are delayed
37. If you want, maybe get a smaller flash and get a bigger bus for orbit mars and mercury routes as a lot of off campus housings are covered by those two. FLASH should be available but maybe a smaller soze should suffice.
38. We need to be making it easier to navigate through the system not harder. If a schedule says 4:41 (Gilbert and Main eg) then the operator must do everything they safely can to ensure the bus arrives at the stop as close to the time scheduled. Now I get that traffic happens or the bus breaks down and I'm not talking about those things. I'm talking about operators who leave their time points behind schedule and think they can get back on track easily
39. This change would directly impact the perception of ASU for transfer students such as myself
40. Do not cancel this route. So important for ASU commuters
41. Supporting and creating bus rapid transit lines for Tempe and pehonix Valley Metro is important to the future of the valley.

42. Sometimes, I encounter rude bus drivers. There was one bus driver I had that blatantly drove past stops despite the bus being nearly empty. I think there should be surveys or a way to give feedback.
43. Don't eliminate flash bus please. Its nice
44. There are no other bus routes that circulate in this local area frequently enough to warrant FLASH's removal. Many local residents and especially students use it to shuttle to and from locations via FLASH, especially to the ASU parking lots. Removal of this route would pose a negative impact on the community.
45. Please add routes that cover places such as walmart etc for students to be more accessible
46. I use Flash free routes to travel North-South in Tempe, which is not possible on train or rail car. Twice a week I take Flash to senior center (Pyle) where my group volunteers in helping other seniors.
47. Improve the app so it actually shows where buses are/ if they are full or not/ and better times so people do no have to wait 10+ minutes for a bus that was supposed to have arrived according to the app. Orbit bus routes such as the mars and Venus are severely packed at times in the morning to noon. It often leads to waiting passengers being ignored and forced to wait 30 minutes for the next bus or walk. Some drivers also do not let passengers on when there is clearly enough room.
48. The Flash is a Great service! It should not be eliminated or reduced!
49. Earth to Downtown Tempe when passing the North Tempe Multi-Generational Center should continue north on Bridalwreath St and then turn left at Lilac Dr. It should avoid going on Marigold Ln so as to have less turns and increase service efficiency
50. Input for Paratransit Improvements that would speed up Paratransit Operations, ease Operations, reduce Operation Waste, reduce cost of Oprations...We are late for our appointments over 90% of the time, we have been forgotten for a scheduled pickup, an had to call which delayed us over an hour for our Dialysis. Dispatchers seem confused and discordinated, Drivers don't communicate (well / or) with Dispatchers. Dispatchers don't listen to drivers.Drivers lack training. GPS locators are not precise to pickup address locations. We get a different Driver mostly each pickup or drop off. 99% seem lost. We need a curb / yard placard, placed for pickup drop off would aid address identification location for Driver. Also need QR Code Pass Card per Riders Area, Driver Scans Riders QR Card for ride payment.
51. Earth should use N Scovel St instead of going on N Miller Rd twice. I ride Earth and no one ever gets on or off at stop Miller Rd/Marny Dr. It would allow Earth to continue route faster without having to wait for traffic to turn at Miller Rd
52. Tempe need multiple options for ride sharing and commuting around town. Flash is an important part of the community transportation.
53. Cutting transit should never be the first option. If anything, transit needs to be expanded so that more people get out of cars.
54. So many students use that bus for daily commute
55. Please add more mars
56. If they would put it back on its old route, where it actually served the Student Services Building and downtown as intended, this wouldn't even come up.
57. Increase routes, not eliminate them
58. Don't make stupid decisions. Flash is helpful to so many people
59. I did miss the input for the change to the 62 route. I preferred the old route when it ran through Guadalupe.
60. Please don't discontinue it
61. Expand the orbit
62. Ending this route would be a monumental mistake on Valley Metros part, this route has served students for years and is necessary to work toward a more transit oriented community.
63. Orbit buses get delayed too often
64. Route not provide here. Just ridiculous. That's all you expect to do - to eliminate a couple of routs?
65. Express bus service for E Mesa, Gilbert and Chandler need better timing at those precise pick-up spots in Downtown Phoenix during the evening rush. One bus at 5pm can't be reached in time due to construction Downtown and the rush hour traffic crossing Jefferson, Washington and Adams St and then have to wait another half hour. Make these busses depart at 445 or 515 and that will allow more commuters a ride at better times.

Proposal to change FLASH service effective July 23, 2024:

1. How did you hear about the Tempe FLASH proposed schedule and route adjustment?

Bus announcement	0
Social media	7
City newsletter	0
Website	2
Email	4
A-frame	12
News article	0
TV	0
Other (please specify)	6

1. I saw the signs posted on the bus and bus stops
2. Sign at stop
3. Poster board at bus stop
4. Flyer
5. It's posted at the bus stop
6. Instagram

2. Tempe FLASH: Schedule Adjustment: Monday-Friday, 7 a.m. – 6 p.m.

Positive Impact	4
Slightly positive impact	1
No opinion/Neutral	6
Slightly negative impact	5
Negative impact	12

1. Many students have class in the evening. I like how the frequency of the shuttle is reduced in the evening from 6-10. It ensures that students have a safe mode of transportation. Walking alone at night is dangerous.
2. One of the reasons I love flash is because it is until 10pm allowing me to spend some time in the library without any worries. As a female, I really rely on this bus route during the aftwr hours
3. I won't have essential access to transport me from my apartment to ASU campuses
4. Previous time is more preferred.
5. Previous timing is better
6. Extend 6am to 10pm due to classes
7. Will impact students or employees leaving late classes
8. As a student who relies on this service, I have classes and extracurricular events which end after 6pm. I wish the bus would continue to run until at least 8pm to ensure I could use it when going home.
9. I usually use it in the afternoon and evening as a commute back home.
10. it would be helpful if it's a little later in case students have later classes
11. It would be better if it ran until 8 pm
12. My last class ends 5:45. With the bus ending at 6 I wouldn't be able to get dinner.
13. Flash currently runs better hours, although cutting back the hours are not the biggest issue as the busses run practically empty at night.

3. Tempe FLASH: Route adjustment

Positive Impact	6
Slightly positive impact	2
No opinion/Neutral	1
Slightly negative impact	3
Negative impact	8

1. I always take flash from apache/terrace stop and always get off at tyler street/mc allister. Removing this route would just make flash pointless for me
2. With this new route change, you are denying access to me
3. Previous route caters to most number of people
4. Negative impact. The eastern portion of the FLASH route serves multiple apartment communities, especially those near the Spence Ave and Apache/Terrace stops. If FLASH no longer services these areas, those that rely on it for transportation to/around ASU will lose a valuable resource, and will have to rely on more expensive and/or less reliable modes, including Streetcar which arrives less often, is less predictable (no live tracking on Valley Metro app), and often becomes obscenely full during peak hours. Similarly, Orbit routes often become so full to the point where they don't stop for more passengers, and also don't serve all the same areas as FLASH.
5. As a student who lives in the row of off-campus apartments by the Apache Blvd/Terrace Rd stop, the new route adjustment will do more harm than good as I can no longer use it to directly commute back and forth to the east end of campus and any events/work up at the Stadium. I would ask that the route be adjusted to preserve the Apache/Terrace stop as it accounts for much of the system's ridership based on my own observations as a daily rider. A personal suggestion would be making it so that when the FLASH is leaving the Student Services Building (Northbound) it continues east on Apache, stops on the eastbound side of Apache/Terrace, and then turns left up terrace. From there it could go west on Lemon and then reconnect the loop when it intersects with McAllister. Then perhaps it could do something similar on the return trip, reusing the existing stop on the westbound side of Apache. I will say I think the removal of the tempe transit center and preservation of the Stadium/Lot59 loop is a great idea and will hopefully lower wait times. I think it is also fantastic to have this route connect with the west side of campus, it would be nice to have this option. Overall, I'm happy that the route will be preserved in some capacity.
6. the route around spence ave/apache is super important because so many students live in those apartment like park place, district, and apollo
7. The students in all the apartment complexes being served near park place would suffer. Adding the new section would be great, but the old loop should be cut out. Have both!
8. Please keep the original route.

4. Do you have any additional comments for us (not regarding the previously listed routes?)

1. If you want to serve additional route then start additional bus, don't eliminate current flash bus and it's timings
2. More frequent buses
3. I live on the east section of the Apache route and having the stop next to me is super convenient! There's already the streetcar for the west section of the ASU campus so please keep the current route.
4. This is a fantastic route change while sill helping students. Thank you for hearing us!
5. i wish the buses were a little more on time or the times on maps are more accurate
6. The FLASH bus needs to be advertised better. I am a senior at asu and did not find out it was an option until this semester.
7. The current schedule and the route have been serving me pretty well since two years so I don't think this change would have any positive impact on me
8. If it is going to change to this I will literally never use it and I am currently using the bus everyday.

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Transportation & Sustainability Director
DATE: April 9, 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.

- May 14
 1. Bike Hero
 2. Protected Bike Lanes and How They Are Prioritized
 3. Available public and ADA parking spaces in downtown
- June 11
 1. Transportation Master Plan & Transportation Equity
 2. College and University Underpass Project
 3. Proposed Speed Limit Changes
- July 9
- August 13
 1. Discussion about possible joint meeting with Sustainability Commission
 2. CIP Update
- September 10
 1. Vision Zero Update
 2. TMA/TDM, Personal Delivery Devices
- October 8
 1. Transit Prioritization Strategies
- November 12
 1. Annual Report (*Action*)
 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