Tempe

PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE
Tuesday, August 13, 2013
7:30 a.m.

MEETING LOCATION
Tempe Transportation Center
200 East 5th Street, Don Cassano Community Room
Tempe, Arizona

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a *three-minute time limit* per citizen.	Charles Huellmantel, Commission Chair	Information
2. Approval of Meeting Minutes: The commission will be asked to review and approve meeting minutes from the July 9, 2013 as well as past meeting minutes from June 12, 2012 and August 4, 2012	Charles Huellmantel, Commission Chair	**ACTION**
3. Maricopa Association of Governments Planning Grants City staff will provide an update of awarded MAG grant projects.	Eric Iwersen, Community Development	Information
4. University Drive and Hardy Drive Streetscape Public Art Staff will provide an update of the public art concepts for each streetscape project.	Maja Aurora and Eric Iwersen, Community Services	Information
5. Mary O'Connor Memorial Transit Shelter Staff and Councilmember Shana Ellis will request approval to name the bus shelter at 5th Street and Mill after Mary O'Connor and provide information on the design and cost of the shelter.	Councilmember Shana Ellis and Sue Taaffe, Community Services	**ACTION**
6. Fifth Street Discussion Staff will discuss with the commission opportunities to change the character of 5th Street.	Shelly Seyler, Public works and Eric Iwersen, Community Development	Information

7. General Plan 2040 Staff will provide Commission with review method/opportunity for the General Plan	Eric Iwersen, Community Development	Information
8. Department and Regional Transportation Updates Staff will provide updates from city Departments and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works, Community Development, Community Services	Information
9. Future Agenda Items Commission may request future agenda items.	Charles Huellmantel, 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 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.

Minutes
City of Tempe Transportation Commission
July 9. 2013

Minutes of the Tempe Transportation Commission held on Tuesday, July 9. 2013, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5th Street, Tempe, Arizona.

(MEMBERS) Present:
Charles Huellmantel (Chair)
Pam Goronkin
Sue Lofgren
Kevin Olson
Charles Redman
Gary Roberts
Don Cassano
Ben Goren
Nikki Gusz
Philip Luna
German Piedrahita
Peter Schelstraete

(MEMBERS) Absent:
Aaron Golub
Benjamin Sanchez

City Staff Present:

Greg Jordan, Deputy Public Works Director-Transit
Shelly Seyler, Deputy Public Works Director-Traffic
Eric Iwersen, Interim Transportation Planning Manager
Tanya Chavez, Neighborhood Services Specialist
Joe Clements, Transportation Financial Analyst
Mike Nevarez, Transit Operations Coordinator
Nancy Ryan, Project Management Coordinator
Robert Yabes, Principal Planner
Kathy Wittenburg, Administrative Assistant

Guests Present:
None

Commission Chair Charles Huellmantel called the meeting to order at 7:45 a.m.

Agenda Item 1 – Public Appearances
None

Agenda Item 2 – Meeting Minutes
Commission Chair Charles Huellmantel introduced the minutes of the June 11, 2013 meeting and asked for a motion.

Motion: Commissioner Roberts
Second: Commissioner Lofgren
Decision: Approved

Agenda Item 3 – General Plan 2040 – Circulation Chapter

Nancy Ryan, Project Management Coordinator, presented an update on the Circulation Chapter of the General Plan – Circulation Chapter. Nancy distributed Circulation Chapter handouts and maps and gave an update on highlighted strategies and objectives listed below:

- Quality of Life – Transportation capacity impacts
- Pedestrian/Bike/Bus – Sidewalk modifications
- Development Patterns – Bike and pedestrian sections with 20-Minute City concept
- ADA and accessibility in transit, pedestrian and street access
- Improve shading on pedestrian paths
- Identifying routes for bike commuters as well as recreation and family
- Bike travel is an important part of the transportation modes
- Facilities connecting to other facilities in the greater region
- Travel ways maps: identified potential inner city rail and transit travel ways supporting street car and increased use by pedestrians and bikes seeking access to transit for connections.

Commissioner Cassano asked why the transit map doesn't show the most current option for the streetcar and Nancy replied that the draft shows the locally preferred alternative.

Commissioner Goren asked what does "Green Street" mean in this context and Nancy explained that it identifies routes that are more conducive for pedestrian and bike traffic.

Commissioner Gusz asked who will be tracking the progress on this plan and Nancy replied that we are creating a tracking program to generate an annual report to gauge the process.

Commissioner Piedrahita asked why the reluctance to stay away from Elliot Road. Eric responded by stating Elliot Road is a part of this process and is identified for bicycle and pedestrian improvements.

Nancy indicated the Commission input is needed to reflect the community needs. Eric shared that the streetcar alignment will be presented to Council in the late fall with the new preferred alternative alignment. Commissioner Goren stated hopefully by 2040, and Commission Chair Huellmantel added he hoped that we would also be looking for future streetcar routes and paths along the railroad both ways. These items are no longer included and are priorities for the Commission. Nancy stated these elements will be added back and shared, the entire General Plan can be found on the GP 2040 website.

Agenda Item 4 – Non-ADA Dial-a-Ride Fares Update

Mike Nevarez, Transit Operations Coordinator, presented with possible action an update on the current fiscal budget impacts based on the current imbalance of ridership due to the current fare structure. Presentation and discussion highlights include:

Mike directed the commission to the memos provided and gave a brief update of the fee structure, which indicates that the imbalance of ridership between ADA (Americans with Disabilities Act) and Non-ADA dial-a-ride services has tilted. The number of Non-ADA passengers is increasing. As of now the cost of a trip is $1.00 and the zone is $.50. The Fare Recovery for ADA is 13% with a fare recovery for Non-ADA is at 5%. The imbalance needs to be corrected by increasing the Non-ADA fare, which has not increased in over nine years.

A fare increase is recommended by September 1, 2013 to raise the base Non-ADA fare from $1.00 to $2.50 and to keep it on par with the ADA base fare by July 2014 which will bring the fare to $4.00. From that point forward, both services would stay comparable. The difference would be the imposition of a mileage charge with Tempe's rider's averaging 7 or 8 miles. It is recommended; we provide a base distance fare of $2.50 for 5 miles, a .50 surcharge per mile for 6-15 miles, plus $1.00 per mile for over 15 miles. The goal is to ensure ADA individuals utilize the appropriate services and the Non-ADA individuals will still have services available while maintaining efficiency.

Commission Chair Huellmantel, thanked Mike for coming back with more detailed info and answering all questions asked about the recovery in the previous meeting.

Commissioner Gusz asked how the RPTA collected feedback from "targeted public outreach forums" to meet riders at forums they already participated in, instead of holding public meetings. Mike clarified that the workgroup solicited feedback from over twenty groups who already meet regularly and use the service to take proactive steps to collect quality data.

Commissioner Gusz asked how many public meetings the workgroup went to and Mike responded that they went to three in Tempe, 15 to 20 different places valley wide.

Commissioner Cassano questioned if the increased fare will impact ridership drop. Mike explained there should be a shift from Non-ADA to ADA. Currently the Non-ADA dial-a-ride is a little less convenient due to the length of reservation time needed in advance. A suggested change would be a demand response of same day or one day reservation.

Commissioner Goren asked why the Non-ADA is so much cheaper and how did this get started. Mike answered that the ADA is a federally mandated service and it cannot be more than twice the normal fare of the Fixed Route service. For Non-ADA, it just wasn't addressed. With our new brokerage model, we are using public and private resources resulting in a quality of service that has skyrocketed.

Commissioner Goren wondered why there are two different services. Mike informed him that the Non-ADA dial-a-ride still accepts individuals with a disability but not to the effect that prevents them from using the Fixed Route service. ADA eligibility is anyone who cannot access or navigate to the Fixed Route system. Examples would be an individual who cannot walk the distance to the bus stop, can't navigate it, or safely cross an intersection.

Commission Chair Huellmantel asked for clarity of why we are so heavily subsidizing the people that don't need the ADA service but claiming ADA services and what are the parameters. Commissioner Olson responded, it's the result of differing resources from different region the ADA service is mandated but at a much lower standard than what we provide. Tempe was in the lead, recognizing how bad the service was, with the region we came up with innovative ways to build a public/private partnership which provides better services at a reduced cost.

Commission Chair Huellmantel inquired how to define who is ADA qualified and Non-ADA eligible. Mike replied that the Non-ADA criteria is based on age and disability, and added that the City is required by federal law to provide discount transportation services to citizens who are disabled and over 65; essentially those who qualify for SSI.

Commissioner Roberts added that the advantage of the Non-ADA service is that it provides essentially door to door service.

Commissioner Cassano asked why the fees are being increased incrementally rather than all at once. Mike explained that the fee structure is a system that involves other entities worried about political ramifications, the need for low

income individuals to prepare for the raise in fares, and those who are not ADA certified the chance to become certified. As a compromise between all involved, the incremental fare increase was the best solution.

Commissioner Lofgren questioned if individuals wanted to become ADA certified that they will physically need to come down to the Valley Metro Center. Mike reassured that was correct and noted that part of the process is that the individuals are provided a cab to and from the location. This is a functional ability test, prior to that process it was self-certification. We have also implemented the Cabs for Coupons program which provides up to 75% subsidies for seniors and persons with disabilities who need to travel outside of the region.

Commissioner Goren suggests if raising fees incrementally is based on concern for individuals, then increase the fare immediately but design a sliding scale or assistance available for those who are financially challenged.

Greg indicated staff will be moving this item forward to Council in August and is seeking approval from the Commission.

Motion: Commissioner Olson
Second: Commissioner Cassano
Decision: Approved
Bring it back next year to see how it's working.

Agenda Item 5 – MAG Planning Grant Assistance

Eric Iwersen, Interim Transportation Planning Manager, presented an update on the MAG Planning Grant application process. Presentation and discussion highlights include:

Eric reviewed the process to apply for MAG (Maricopa Association of Governments) grants and acknowledged the Commission's previous direction to forward the Highline Canal Project application. Staff also continued pursuing options that would develop a north and south railroad alignment path. Subsequently, staff generated a second grant application proposal for the North South Rail Spur Path Project and applications for both projects were submitted to MAG.

Commission Chair Huellmantel thanked Eric and staff for their efforts and appreciates the Commission's direction and vision.

Commissioner Roberts asked for more clarification of what the funds will cover. Eric responded that this grant would cover the work required to develop a tangible concept vision and costs to help determine what projects are viable to be considered for future Capital Improvement Projects (CIPs) (basically the work would take the projects to a 15% design).

Agenda Item 6 – Regional Bike Share Program

Eric Iwersen, Interim Transportation Planning Manager, presented an update about the proposed Regional Bike Share Program. Presentation and discussion highlights include:

Eric explained that this proposal would create a partnership between the Cities of Phoenix, Mesa and Tempe, ASU and Valley Metro and that all parties with CycleHop to operate service, and equipment for a regional bike share program. Preliminary discussion topics focus on branding, logos, determining rental rates, drafting map locations, accessories and safety.

The City of Phoenix anticipates securing a contract in August and plans to launch in December; the City of Tempe would launch in the spring on 2014. CycleHop is actively pursuing corporate sponsorship to reduce or eliminate program costs, which will effect branding, advertising, logos, and the look of the equipment. Citi Bank donated $43 million to New York City's "City Bike" program. Eric presented a bike with equipment as a prototype.

Commission Chair Huellmantel suggested that the name should have regional significance.

Commissioner Roberts asked if there were lights for night driving. Commissioner Goren asked if the bikes were equipped with a locking GPS device and how will lights be permanently secured to the bike. Eric demonstrated the location of the lights and GPS and reiterated that the bike presented is a preliminary example and modifications have been discussed to address Arizona's extreme weather conditions.

Commissioner Guzs asked how health and safety concerns will be addressed and Eric replied that consumers would sign a waiver at the registration sites.

Commission Chair Huellmantel asked how the bikes would be parked and Eric explained specific docking stations are designed to secure the bike and charge the solar features that power the GPS.

Commissioner Goren mentioned that it would be beneficial if there were racks for groceries.

Commissioner Schelstraete asked if CycleHop is operating anywhere else and Eric replied no, that Tampa, Florida is their first venture.

Commissioner Piedrahita asked if the tires are flat proof and Commissioner Goren asked how break downs would be addressed. Eric replied that the tires have thorn protection and a system would be in place where the consumer would call in a break down and an attendant would help the customer.

Eric informed the Commissioners that staff would continue to work out details on the project and bring future updates back to the Commission.

Agenda Item 7 – Department and Regional Transportation Updates

- Transportation: Greg is leaving City of Tempe to go to Portland, Maine next month.
- Valley Metro/RPTA:
    - The merger occurred on July 1st and operations have run well.
    - The "major event" on the 4th of July was a success.
    - The strike is on a 30 day cooling off period, discussions continue over economics and benefits. A resolution is expected before the 30 days has expired.

Agenda Item 8 – Future Agenda Items

None

The Commission's next meeting is scheduled for August 13, 2013.

Meeting adjourned at 8:52 a.m.

Prepared by: Kathy Wittenburg & Travis Mullen
Reviewed by: Yvette Mesquita

Minutes
City of Tempe Transportation Commission
June 12, 2012

Minutes of the City of Tempe Transportation Commission held on Tuesday, June 12, 2012, 7:30 a.m., at the Don Cassano Community Room, 200 E 5TH St., Tempe, Arizona.

(MEMBERS) Present:
Ben Goren, Pam Goronkin, Charles Huellmantel, Marcellus Lisotta, Sue Lofgren, Phillip Luna, German Piedrahita, Gary Roberts, Steven Saiz, Peter Schelstraete,.

(MEMBERS) Absent:
Matthew Garcia, Susan Jones, Catherine Mayorga, Melody Moss, David Strang.

City Staff Present:
Joe Clements, Jason Hartong, Eric Iwersen, Dana Janofsky, Yvette Mesquita, Nancy Ryan, Shelly Seyler, Sue Taaffe, Robert Yabes.

Guests Present:
Terry Gruver (Infra Consult)

Commission Chair Charles Huellmantel called the meeting to order at 7:32 a.m.

Agenda Item 1 – Public Appearances
None

Agenda Item 2 – Approval of Meeting Minutes
Commissioner Huellmantel called to approve.

Pam Goronkin made a motion to approve the May 8, 2012 Transportation Commission meeting minutes. Sue Lofgren seconded the motion. All approved except Ben Goren and German Piedrahita who were not present for the approval.

Phillip Luna made a motion to approve the May 22, 2012 Transportation Commission meeting minutes. Sue Lofgren seconded the motion. All approved except Ben Goren who was not present for the approval.

Agenda Item 3 – Transportation Commission Work Session Overview

Terry Gruver provided an over view of the work session on August 4. The Commission will be reviewing the goals and objectives of the existing Comprehensive Transportation Plan. She will be continuing to work with staff on the format and content to be discussed at the work session.

Agenda Item 4 – Current Comprehensive Transportation Plan: Sections 1 (Introduction), 2 &3
Nancy Ryan presented the review of the current Comprehensive Transportation Plan, Planning.

Planning and Implementation Framework consists of the Tempe General Plan, Master Plans, Implementation Documents and Operations& Procedures.

The General Plan's Transportation-related elements as required by State statute are:

- Circulation Elements: Correlated to the Land Use Plan
- Bicycle Element: Existing and proposed bicycle facilities
- Growth Area Element: Policies to make automobile, transit and other multi-modal circulation more efficient, infrastructure more economical and provide for a rational pattern of land development.

The Transportation Continuum consists of Planning and Engineering, Grants and Funding, Operations and Maintenance and Project Design and Construction.

The Current Transportation Maser Plan is organized by Mode (pedestrian, bikeway, transit, and travelways). The new plan will be organized by corridor with an emphasis on complete streets, reflecting Tempe's approach, while including asset management.

Robert Yabes presented highlights of the current Transportation Plan including:

- Plan's Overview
- Coordination with other city planning efforts
- Community Workshops and Meetings
- Plan Emphasizes
- Modal elements including streets, travelways, freeways, transit, pedestrian network, and bicycle network,
- Purpose: multi-modal emphasis, link between transportation and land use
- Vision Statement; overall goals
- Measures of success
- Street Transportation Projects (Streetscapes, Traffic Calming)
- Transit Projects
- Transportation Design Toolbox
- Land Use Information
- 2030 Base Case Summary
- Existing Travel Patterns
- 2030 Travel Patterns.

Eric Iwersen presented pedestrian and bicycle highlights of the General and Transportation Plans including project lists and types, components, history and conditions.

Commissioner Pam Goronkin asked about the mapping of air quality hot spots and if there is any consideration for traffic circles. She would like them to be considered in the future. Shelly Seyler responded that the challenge of roundabouts is the existing right-of –ways and obtaining property to have roundabouts. Commissioner Goren stated that smart traffic signaling also helps to continue the flow the traffic. Shelly replied that if the fiber network exists then it is just about procuring the technology, which can be done through grants. The Rural corridor uses traffic signal timing to reduce travel times which equates to less gas, time and pollution.

Commissioner Gary Roberts asked about bikeway maps. Sue Taaffe stated that they are located at the Transit Store or she could e-mail them.

Commissioner German Piedrahita stated that the transition on the bicycle lanes from old to new paving is hard for bicycling. Eric Iwersen stated that eventually the streets will be resurfaced, but due to budgetary restraints it was that way. Commissioner Goren also added that three foot distance cannot be met at the passing lane. Commissioner Charles Huellmantel stated the bicycle lanes would be a topic for discussion at the work session.

Commissioner Sue Lofgren asked about neighborhood lighting. Eric Iwersen stated that it depends on the neighbors and the funding. Shelly added that there are lighting standards. In addition, the capital improvement projects program was cut from millions of dollars to $250, 000. Current maintenance needs are upwards of $10 million

Commissioner Peter Schelstraete asked if bicycle ordinance was part of the plan. Eric stated that it is not part of the August 4 work session, but that he and the City's Attorney's Office are working on it.

Commissioner Roberts asked if funding sources will be a discussion on August 4. Commissioner Huellmantel stated yes, and that a portion of the Transit Tax should be set aside for projects as part of quality of life and that time should be spent at each meeting to look at capital projects.

.

Agenda Item 5 – Future Agenda Items

- Bicycle License Update
- Current Transportation Comprehensive Plan – Sections 4 &5

Meeting adjourned at 9:03am

The Commission's next meeting will be held Tuesday, July 10, 2012 at 7:30 a.m. Don Cassano Room at the Tempe Transportation Center, 200 E Fifth St, Tempe, Arizona.

Action Taken
City of Tempe Transportation Commission
August 4, 2012

Minutes of the City of Tempe Transportation Commission held on Saturday August 4, 2012, 7:30 a.m., at the Don Cassano Community Room, 200 E 5TH St., Tempe, Arizona.

(MEMBERS) Present:
Ben Goren, Pam Goronkin, Charles Huellmantel, Marcellus Lisotta, Sue Lofgren, Phillip Luna, Catherine Mayorga, Melody Moss (left at 8:07am), German Piedrahita, Gary Roberts, Steven Saiz, David Strang, Peter Schelstraete,.

(MEMBERS) Absent:
Matthew Garcia, Susan Jones

City Staff Present:
Eric Iwersen, Dana Janofsky, Greg Jordan. Nancy Ryan, Shelly Seyler, Robert Yabes.

Guests Present:
Terry Gruver (InfraConsult), Alex Albert (InfraConsult)

Commission Chair Charles Huellmantel called the meeting to order at 7:51 a.m.

Agenda Item 1 – Goal(s) of the Workshop

No Action Taken

Agenda Item 2 – Workshop Ground Rules

No Action Taken

Agenda Item 3 - Summary Review of Draft Updates

No Action Taken

Agenda Item 4 – Streets and Travelways

No Action Taken

Agenda Item 5 – Bicycle and Pedestrian Network

No Action Taken

Agenda Item 6 – Total Transit Network

No Action Taken

Agenda Item 7 – Next Steps

No Action Taken

Meeting adjourned at 11:24 am

The Commission's next meeting will be held Tuesday August 14, 2012 at 7:30 a.m. Don Cassano Room at the Tempe Transportation Center, 200 E Fifth St, Tempe, Arizona.

MEETING SUMMARY

Date: August 23, 2012

Meeting: **Tempe Transportation Commission Transportation Master Plan Workshop**
August 4, 2013 (Changed by Transit Staff) ~~August 14, 2012~~, 7:30 a.m. – 12:15 p.m.
Don Cassano Community Room, Tempe, AZ

1. Background and Purpose

The City of Tempe is currently undertaking an update of its Comprehensive Transportation Plan (to be renamed the Transportation Master Plan). The Tempe Transportation Commission and City of Tempe staff identified a need to seek and appropriately incorporate input from the Commission into this update process. The purpose of the work session is for members of the Transportation Commission to 1) provide meaningful input to staff's initial updates to the Transportation Master Plan; 2) reach consensus on the prioritization of objectives for each plan element and add other as agreed; and 3) allow members to improve their understanding of Tempe's transportation issues and the options for moving forward to achieve the City's goals as they relate to transportation.

2. Workshop Structure and Context

The agenda created for the workshop provided specific topics, speakers, and allocated time for each item (Attachment A). Commission members also received an overview memo from staff (Attachment B). Finally, city staff evaluated the vision, values, goals, and objectives in the current Comprehensive Transportation Plan, and developed draft updates for the Transportation Master Plan's vision, values, goals, and objectives. This information was organized into two categories: **Travelways**, i.e., physical infrastructure such as streets, pathways, sidewalks, bike lanes, and **Total Transit Network**, i.e., services and infrastructure that make up the transit system (Attachment C).

3. Summary of Input: Travelways

Staff presented the draft and answered clarifying questions from the Commission. Commission members provided the following input:

- Draft Goal A
  - Measure(s) of success need to be provided for this goal
- Objective A: *Retain existing automobile traffic capacity while reducing reliance on the SOV.*
  - Incorporate quality of life considerations
  - Include potential street-narrowing into the evaluation processes
  - Consider developing separate objectives for arterials vs. collectors
- Objective B: *Create a compatible relationship between travelways and adjacent land uses.*
  - Tailor TOD to the appropriate mode
  - Encourage transit-oriented development
- Objective C: *Mitigate heat, storm water runoff and climate condition along streets, where appropriate.*
  - Develop a master plan for landscaping (uniform standards), but with variety that is representative of the specific area's character and without "becoming an HOA"

  - Doesn't always need to be native plants
  - Clarify connection between objective and native plants
  - Seek expert help with landscaping and plant species (note: The University of Arizona Cooperative Extension program provides resources)

- Objective D: *Provide safe pedestrian and bicycle environments along streets and other corridors (i.e., canals, rivers, railroads).*
  - (no comments)

- Objective E: *Avoid widening streets as a solution to traffic congestion.*
  - Consider high speed rail (i.e., high capacity transit) in medians
  - Monitor freeway congestion
  - Develop new freeway objective:
    - Potential measure of success related to congestion and safety
  - Involve council committees

- Objective F: *Encourage and plan for rail and high capacity transit use, such as the Tempe Modern Streetcar Project.*
  - **HIGH priority**
  - Add "freeways" to strategy 4: *"Participate in the regional development of commuter/inter-city rail service."*

- Objective G: *Develop a systematic approach to ensure adequate maintenance of the street system.*
  - **HIGH priority**
  - FTA has increased the emphasis on asset management; operations and maintenance should be a key component of the plan
  - Revise language of the objective to read, "*Develop **and maintain** a systematic approach to ensure adequate maintenance of the street system."*

- Objective H: *(proposed NEW objective) Develop ITS enhancement for safe and efficient travel consistent with the city's ITS Strategic Plan.*
  - (no comments)

- Objective I: *(proposed NEW objective) Develop a comprehensive strategy for improving safety at intersections.*
  - (no comments)

- Objective J: *Increase awareness that pedestrians and bicyclists are a priority in Tempe, and that pedestrian and bicycle travel is an important part of the overall transportation system (Events & Marketing).*
  - Increase marketing budget
  - Provide education about what the transit tax does, i.e., its impact on transportation and the community (See also Objective K in section 4 below)

4. Summary of Input: Total Transit Network

Staff presented the draft and answered clarifying questions from the Commission. Commission members provided the following input:

- Values Statement
  - Provide a more direct link between transit and quality of life, including a definition of quality of life

  - Strengthen the relationships between the city and other agencies so that messages can be coordinated
  - Place more emphasis on marketing and education
  - Include transit's impact on the carbon footprint, productivity, and health benefits, e.g., stress reduction
  - Include increased space for bikes on bus as part of the vision

- Objective A: *Restore/add high value and high-performing arterial bus service.*
- Objective B: *Expand high capacity transit services.*
  - (no comments)
- Objective C: *Expand neighborhood transit options.*
  - Consider creative funding sources
- Objective D: *Improve transit utilization for major city events.*
  - (no comments)
- Objective E: *Develop innovative programs that provide incentives for transit use.*
  - Encourage employers to promote transit use among employees through proactive city efforts (consider peer city analysis to define/support these efforts)
- Objective F: *Develop transit services that provide high speed links between residences and workplaces and major destinations.*
  - Provide additional park and ride locations and seek shared use opportunities
  - Explore travel patterns to best serve current and potential transit users, e.g., focus on origins/destinations rather than geographic borders
- Objective G: *Implement improvements on designated Transit Streets that improve accessibility and encourage increased use by pedestrians, bicyclists, and transit users.*
  - Implement policies that give the city's transit department more input and authority over site plan review and approval
  - Increase bus capacity to carry bicycles
- Objective H: *Enhance pedestrian access to transit and ease of use across the city.*
  - Recognize the individual characters of South Tempe and North Tempe:
    - Use language such as "respects the character" of a given area and note that improvements depend on:
      - Character of the area
      - Current conditions
      - Community values
- Objective I: *Integrate Intelligent Transportation Systems (ITS) technologies into transit system plans and services.*
  - (no comments)
- Objective J: *Improve the speed and seamlessness of transit system transfers.*
  - Evaluate and implement signal prioritization for transit vehicles
  - Explore emerging technologies
- Objective K (formerly H): *Maintain all transit system infrastructure in a state of good repair (bus stops, transit centers, transit buildings, multi-use pathways).*

  - Provide education about what the transit tax does, i.e., its impact on transportation and the community (see also Objective J in section 3 above)
  - Highlight the benefits of maintenance for all citizens
- Objective L (formerly I): *Expand and improve the safety, security and comfort of bus stops.*
  - (no comments)

5. Bike Rack

During the course of the workshop, important issues that were identified but not germane to the work of the day were listed on a flip chart for future follow-up. Those issues were:

- The Transportation Toolbox – needs to be stronger than just guidelines
- What is the city's Intelligent Transportation System Plan?
- Parking
- Transit – Related stipulations/regulations (issue: policy(ies) not enforceable)
- Cooling technologies, e.g., cooling tower, Phoenix light rail station – 3rd/Washington

6. Next Steps

City staff summarized next steps in the update of the Transportation Master Plan as follows:

- Evaluate and appropriately incorporate input from this workshop into the next drafts for Commission review and additional comment;
- Present the Transportation Master Plan public involvement plan to the Commission for review and comment;
- Provide maps showing population and employment statistics for the Commissioner's information and work; and
- Address the "Bike Rack" items generated at the workshop at future meetings with the Commissioners.

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 3

DATE
August 13, 2013

SUBJECT
Maricopa Association of Governments Pedestrian Design Assistance Grants

PURPOSE
The purpose is to provide an update on two grant submittals made in June to Maricopa Association of Governments for pedestrian and bicycle projects in Tempe.

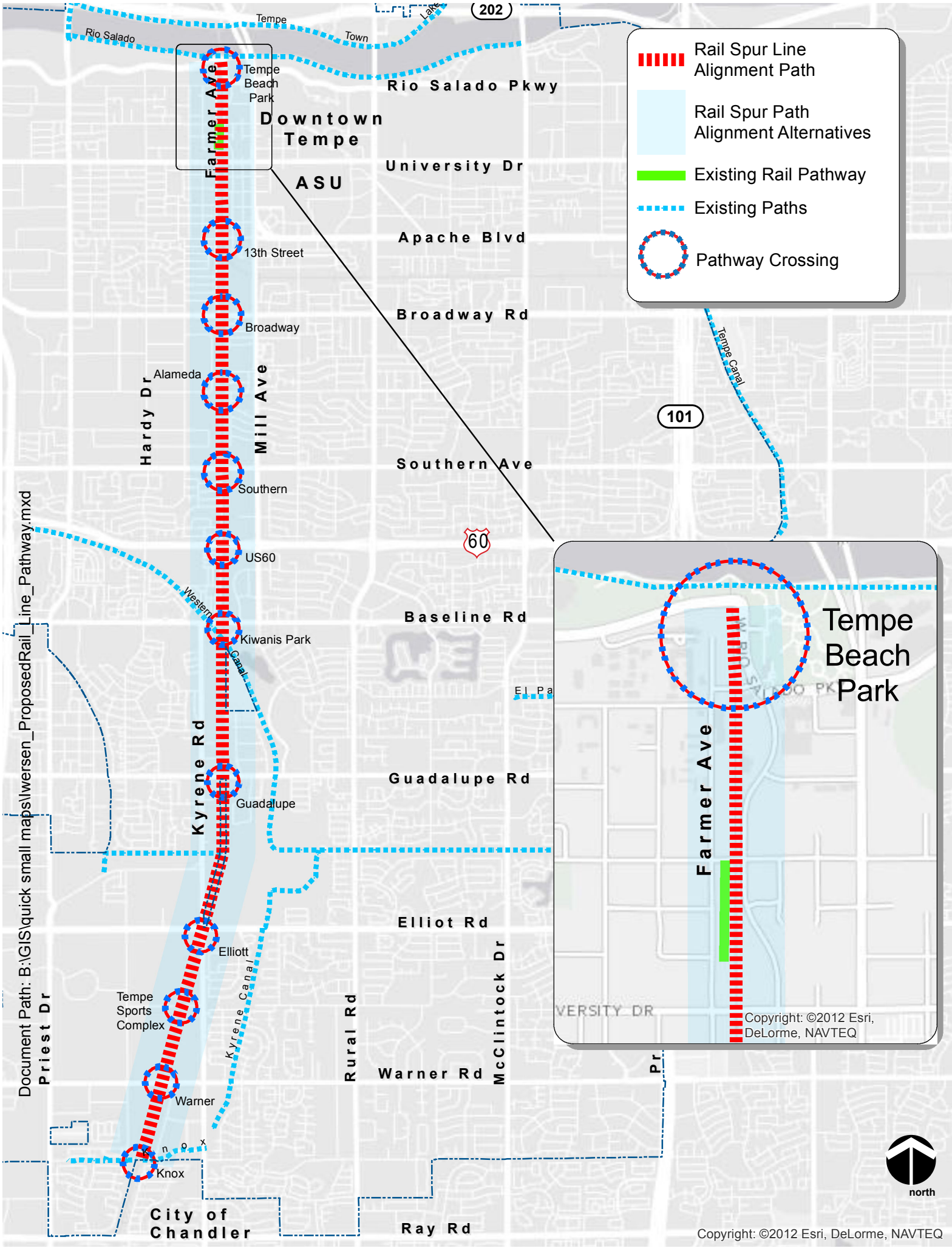
PROJECT
The MAG Pedestrian Design Assistance funding is from federal monies set aside to help local agencies advance ideas into a project phase. In June and July, the North South Rail Spur Path and the Highline Canal Path competed for these regional design funds and both were ultimately successful in receiving funding. Each was allocated $65,000 for design. The process was competitive, but Tempe received approximately 40% of the regional funding. The funding for each project will result in development of design concept plans for the projects that could then be used to apply for federal construction funds. Additionally, the process of developing these design concepts would help staff and the City Council determine how to advance the projects into the Capital Improvements Program budget for Tempe. In the upcoming months staff will work with MAG staff to hire design teams to develop the project concepts. The Commission will be involved and have opportunity to comment on design development throughout the process. It is anticipated that the design process will take 8-12 months.

FISCAL IMPACT
Each project has been awarded $65,000 for design concepts. The city of Tempe is also committed to contributing an additional $30,000 for each, if needed. The additional Tempe funds would be from Transportation Planning funds.

CONTACT
Shelly Seyler
Deputy Public Works Director
480-350-8854
Shelly_seyler@tempe.gov

Eric Iwersen
Acting Transportation Planning Manager
480-350-8810
Eric_Iwersen@tempe.gov

ATTACHMENTS
North South Rail Spur Path & Highline Canal Path Project Maps


Rail Spur Line Alignment Path
Rail Spur Path Alignment Alternatives
Existing Rail Pathway
Existing Paths
Pathway Crossing
Tempe
Rio Salado
Town
Lake
202
Rio Salado Pkwy
Tempe Beach Park
Farmer Ave
Downtown Tempe
University Dr
ASU
Apache Blvd
13th Street
Broadway Rd
Broadway
Hardy Dr
Alameda
Mill Ave
Tempe Canal
101
Southern Ave
Southern
60
US60
Western Canal
Kiwanis Park
Baseline Rd
Kyrene Rd
Guadalupe Rd
Guadalupe
Elliot Rd
Elliott
Tempe Sports Complex
Kyrene Canal
Rural Rd
McClintock Dr
Warner Rd
Warner
Knox
City of Chandler
Ray Rd
Priest Dr
Document Path: B:\GIS\quick small maps\Iwersen_ProposedRail_Line_Pathway.mxd
Tempe Beach Park
Farmer Ave
Copyright: ©2012 Esri, DeLorme, NAVTEQ
north
Copyright: ©2012 Esri, DeLorme, NAVTEQ

Highline Canal

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 4

DATE
August 13, 2013

SUBJECT
University Drive and Hardy Drive Streetscape Public Art

PURPOSE
Provide the Commission with an overview of the proposed public art elements for the University and Hardy Streetscape projects.

PROJECT
As part of most transportation projects, a public art element is encouraged and an important feature. It offers the community the opportunity to integrate a design feature and aesthetic enhancement that reflects the character and story of the area. The two artists selected are: Melissa Martinez for Hardy Drive and Chris Trumble for University Drive.

Chris Trumble is focusing on installing patterns along the University Drive sidewalks. Patterns include footprints of people jogging, galloping, skipping, moonwalking and strutting as well as animal tracks.

Melissa Martinez is focusing on incorporating Palo Verde flowers onto the bus shelters and creating a Palo Verde tree sculpture to be placed in the median on Hardy Drive south of University Drive.

FISCAL IMPACT
Both public art projects are funded by the Tempe Municipal Arts Fund administered through the Tempe Municipal Arts Commission. Each project budget is $24,000 which includes artist fees, design, fabrication and installation. Both projects will be constructed and installed in collaboration with the overall streetscape projects.

CONTACT

Eric Iwersen
Acting Transportation Planning Manager
480-350-8810
Eric_Iwersen@tempe.gov

Maja Aurora
Public Art Coordinator
480-350-5160
Maja_Aurora@tempe.gov

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 5

DATE
August 13, 2013

SUBJECT
Mary O'Connor Memorial Bus Shelter

PURPOSE
As referred by Mayor Mitchell as part of the City Council facility naming request process, the purpose of this agenda item is to seek a recommendation from the Transportation Commission to name the bus shelter on the south side of Fifth Street just east of Mill Avenue in front of Tempe City Hall after former Tempe Transit Manager, Mary O'Connor. In addition, Staff and Councilmember Shana Ellis, and John Kane with Architekton are prepared to share the draft design concept, timeline and cost estimate with the Commission.

BACKGROUND
Mary O'Connor enjoyed a successful career in transportation at the city of Tempe from 1990 to 2004. At Tempe, she was the city's Transit Manager responsible for implementing the Tempe in Motion plan which included:

- adding late evening and weekend bus and dial-a-ride service
- planning and implementing the first neighborhood circulator route
- creating an alternatively-fueled fleet
- implementing the regional light rail project
- adding bikeways
- building neighborhood pedestrian facilities
- promoting all facets of the transit program through an award winning marketing program

Overseeing and implementing these programs directly contributed to enhancing the well-being and quality of life for Tempe residents. Under Mary's leadership, transit ridership increased from 1.2 million boardings in 1996 to 7.1 million boardings in 2003. She was passionate about city politics and government, having devoted most of her career to working in municipalities, and she was dedicated to her community, serving on the board of directors for the Tempe Community Council and Friends of the Tempe Center for the Arts. Mary was also active in Women's Transportation Seminar, the US Access Board, and the American Public Works Association. Mary passed away in 2009.

Mary's love of art and passion for transit inspired a group of friends to approach the city with the idea of modifying an existing bus shelter in order to memorialize Mary O'Connor. A draft design concept was created by John Kane with Architekton. (See attachment). Using a mesh sun screen, the design incorporates projected images of Mary, her cat Jack, the color red (representing wine) and an image representing her generosity. The design incorporates the existing bus bench and part of the existing shelter structure. Planters could be added at a later date using transit funds, through a donation from DTC or private donations. In addition, a plaque describing Mary's contributions to the Tempe transit program would be installed in the side of the shelter. Mary's family has reviewed the design concept and given their support for the project.

Next steps include:

- Present to the Development Review Commission Study Session (Aug. 27)
- Solidifying the concept and cost estimate (Fall 2013)
- Holding the fundraiser (Nov. 2013)
- Seeking approval from the Tempe City Council on the design concept and naming of shelter (Jan. 2014)
- Beginning construction (Summer 2014)

FISCAL IMPACT
$0 for naming the shelter after Ms. O'Connor.

Approximately $10,000 to $15,000 to construct the shelter. A group of private citizens have currently raised $5,000 for the project and plan to hold another fundraiser in November. The goal is to raise the full amount need to build the shelter.

RECOMMENDATION
- Recommend that the City Council approve naming the transit facility the "Mary O'Connor Memorial Bus Shelter."
- Proceed with the current design and timeline.

CONTACT
Sue Taaffe
Public Information Officer
480-350-8663
sue_taaffe@tempe.gov

ATTACHMENTS
Request to Name a City Facility after Mary O'Connor
Draft concept
Resolution No. 2012.130

Mary O'Connor Memorial Bus Shelter 07/29/2013

Generosity & Caring07/29/2013

ARCHITEKTON

ASTERISKOS///DESIGN*FABRICATION

Request to Name a City Facility After Mary O'Connor

1) *Current City facility name and street address:* Bus shelter on the south side of Fifth Street just east of Mill Avenue in front of Tempe City Hall
2) *Requesting entity and contact Information*: Councilmember Shana Ellis, shana_ellis@tempe.gov, 480-350-8813
3) *Proposed facility name:* Mary O'Connor Memorial Bus Shelter
4) *Written summary that includes information about the proposed facility name. The summary should explain how the individual's contribution related to any one or more of the guidelines listed.*

   Mary O'Connor enjoyed a successful career in transportation at the city of Tempe from 1990 to 2004. At Tempe, she was the city's Transit Manager responsible for implementing the Tempe in Motion plan which included:

   - adding late evening and weekend bus and dial-a-ride service
   - implementing the neighborhood circulator shuttle routes, including FLASH
   - creating an alternatively-fueled fleet
   - implementing the regional light rail project
   - adding bikeways
   - building neighborhood pedestrian facilities
   - promoting all facets of the transit program through an award winning marketing program

   Overseeing and implementing these programs directly contributed to enhancing the well-being and quality of life for Tempe residents. Under Mary's leadership, transit ridership increased from 1.2 million boardings in 1996 to 7.1 million boardings in 2003. She was passionate about city politics and government, having devoted most of her career to working in municipalities, and she was dedicated to her community, serving on the board of directors for the Tempe Community Council and Friends of the Tempe Center for the Arts. Mary was also active in Women's Transportation Seminar, the US Access Board, and the American Public Works Association.

5) *Proof of consent of the proposed facility name by the individual or consent of family member:* Via email to Sue Taaffe, city Public Information Officer on May 30, 2013, Kathy Hackworthy, Mary's niece, consented to naming a bus shelter after Mary. Email is available upon request.

Revised 7/23/2013

RESOLUTION NO. 2012.130

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, APPROVING PROCEDURES FOR NAMING OF CITY FACILITIES.

WHEREAS, the City Council of Tempe wishes to adopt written procedures for naming of City facilities, including parks, buildings, structures and rights of way (except for streets and alleys); and

WHEREAS, the City of Tempe desires to establish fair and consistent procedures for naming of City facilities;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

1. That the procedures for naming of City facilities as set forth on *Exhibit A*, attached hereto and incorporated herein by this reference, is hereby approved and adopted.

2. That should the need arise, the Mayor or his designee is hereby authorized to execute any documents that may be necessary to carry out the purpose of this resolution.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, THIS 13th day of December, 2012.

Mark W. Mitchell, Mayor

ATTEST:

Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

Andrew B. Ching, City Attorney

EXHIBIT A

Procedure for Naming of City Facilities

Purpose:

This document establishes a process for naming a City facility in recognition of an individual, and includes procedures to follow when completing a naming request.

Definitions:

"City facility," any building, structure or property owned by the City of Tempe and any City right-of-way excluding the naming of City streets and alleys as governed by Chapter 25, Article III of the Tempe City Code;

"Individual," a natural person whose name is submitted as part of, or in whole, as a proposed facility name;

"Felony," an offense for which a sentence to a term of imprisonment in the custody of any state within the United States or the Federal Bureau of Prisons is authorized by a law of any state, or the United States;

"Naming guidelines," suggested information to include in any City facility naming request;

"Naming request," the City facility naming request and all supporting documentation;

"Proposed facility name," the City facility name that the requesting entity proposes be adopted by the City Council;

"Requesting entity," the individual, entity, or group that is initiating the naming request;

"Supporting documentation," any documents used to support the naming guidelines.

The following information must be included in any City facility naming request:

1) Current City facility name and street address;

2) Requesting entity and contact information;

3) Proposed facility name;

4) A written summary that includes information about the individual in the proposed facility name. The summary should explain how the individual's contribution relates to any one or more of the guidelines listed in the following section;

5) Proof of consent to the proposed facility name by the individual for whom the City facility is to be named or, in the case of a deceased individual, proof of consent of a family or legal representative.

The following guidelines apply to any naming request:

1) The requesting entity should not be the same as the proposed facility name;

2) The proposed facility name should not be similar to any existing City facility name;

3) The connection between the contribution of the individual and the City facility should be thoroughly explained;

4) The naming request should contain information supporting the affiliation between the individual and the City;

5) The naming request should summarize the individual's contributions through community service, involvement, or dedication beyond an ordinary interest level that clearly resulted in tangible benefits to the City. Examples of tangible benefits to the City may include:

    a. An enhanced well-being and quality of life for City residents;

    b. Preservation of the City's history;

    c. Contributions toward the acquisition, development, or conveyance of land, buildings, structures or other amenities to the City or community;

    d. Local, state or national recognition for work in public service that directly impacted the City;

    e. An act of heroism;

    f. Any other contribution that resulted in tangible benefits to the City or City residents.

6) The naming request shall not include a proposed facility name for an individual who has been convicted of a felony.

Re-Naming:

The City Council reserves the right to re-name any City facility previously named, if it is determined that it is in the best interest of the community that the facility should no longer bear its current name. The City Manager shall remove the name from any City facility if the person for whom the facility was named has been subsequently convicted of a felony. If a name is removed from a facility, it shall immediately revert to its previous name, until the City Council approves a new name.

Procedure:

The requesting entity shall deliver the naming request to the City Clerk. The City Clerk shall determine if the naming request is complete and, if so, shall submit the naming request to the Mayor for assignment to the appropriate Board, Commission, or Committee. The Board, Commission, or Committee so assigned shall review the naming request and report its recommended action to the City Council.

Approval by City Council Resolution shall accomplish the naming of the City facility.

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 6

DATE
August 13, 2013

SUBJECT
Fifth Street Discussion

PURPOSE
The purpose of this agenda item is to begin discussions about the character of Fifth Street between Farmer Avenue and College Avenue. Although not currently listed as a project in the current Comprehensive Plan, staff has included it in the list as a future project for inclusion in the plan update (Transportation Master Plan) which was presented to the Economic, Lake, Downtown, and Advanced Transportation Council Committee in June.

BACKGROUND
Fifth Street is currently designated in the Comprehensive Transportation Plan as a green street which is defined as:

> Green Streets typically include collector streets that already serve as high volume bicycle and pedestrian corridors. Green Streets serve as priority routes for bicyclists and pedestrians and function as connectors between off-street multi-use paths. Green streets may be located both inside and outside pedestrian overlay districts and are particularly important in providing pedestrian and bicycle access to parks, shopping, schools, civic places and other community destinations.

Typical Characteristics of Green Streets:

- Wider sidewalks – Depends on street classification, but generally 6’ minimum, 8’ desirable where space permits
- Bike lanes – 5’ minimum
- Traffic calming techniques
- Sidewalk extends to the curb at intersections
- Intersection improvements that accommodate accessibility needs (curb ramps, signals, signs, etc.)
- Consideration of access to transit at intersections
- Mid-block crossings and related improvements where needed
- Curb extensions at intersections or midblock crossings

- Medians for pedestrian refuge
- Street trees and landscaping
- Shade and shelter (shade structures, trees etc.), particularly in the transit waiting area
- Pedestrian scale lighting
- Benches, low seat walls, or other seating and resting structures, particularly in the transit areas
- Way finding signs
- Street furnishings
- Water amenities
- Integration of public art and creative expression in design
- On-street parking where feasible

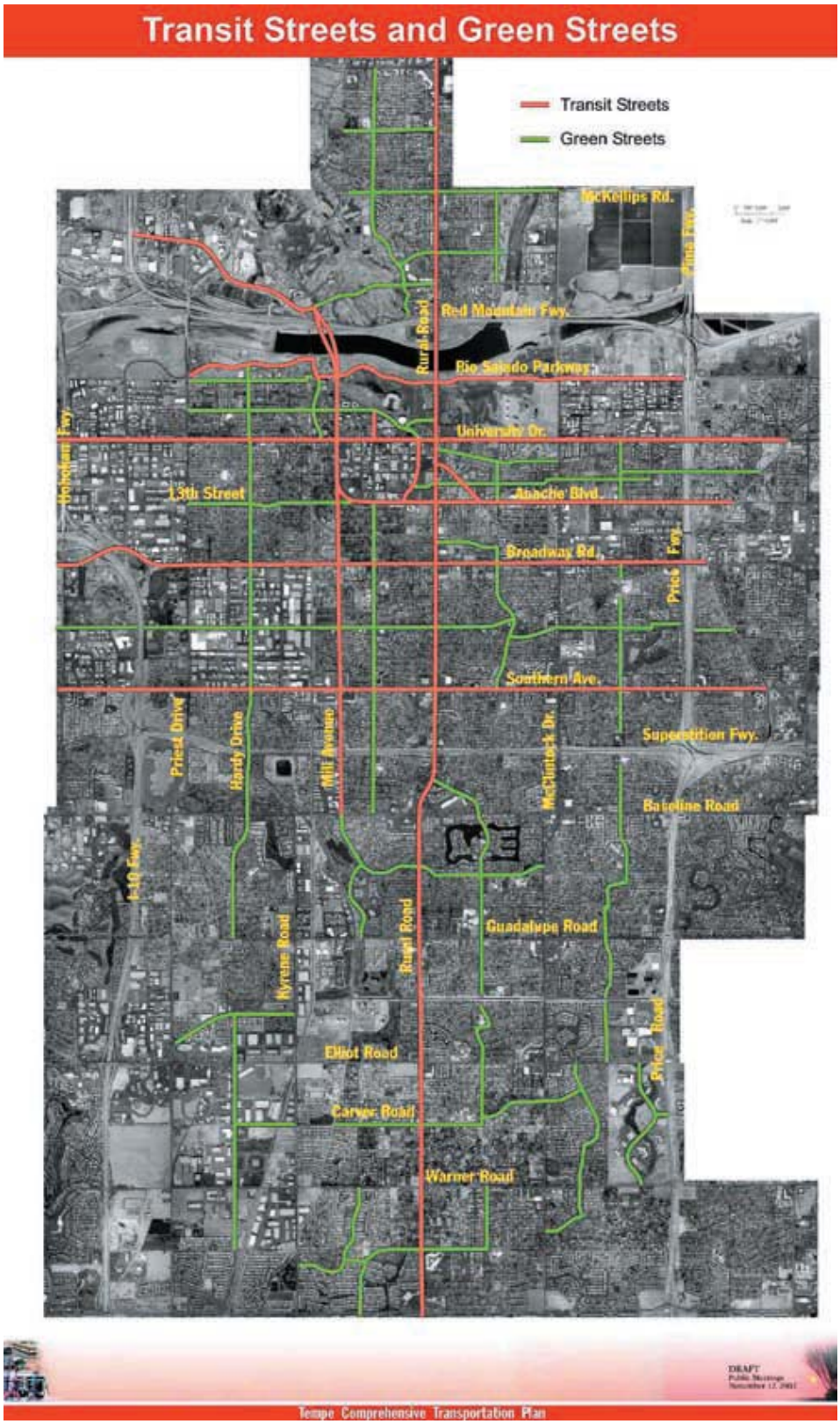
FISCAL IMPACT
No fiscal impact at this time.

CONTACT
Shelly Seyler
Deputy Public Works Director
480-350-8854
Shelly_seyler@tempe.gov

Eric Iwersen
Interim Transportation Planning Manager
480-350-8810
Eric_Iwersen@tempe.gov

ATTACHMENTS
Transit and Green Streets – Comprehensive Transportation Plan

Attachment


Transit Streets and Green Streets
Transit Streets
Green Streets
McKellips Rd.
Red Mountain Fwy.
Rural Road
Rio Salado Parkway
University Dr.
Hohokam Fwy
13th Street
Apache Blvd.
Broadway Rd.
Price Fwy.
Southern Ave.
Priest Drive
Hardy Drive
Mill Avenue
McClintock Dr.
Superstition Fwy.
Baseline Road
Guadalupe Road
Rural Road
Kyrene Road
Elliot Road
Carver Road
Warner Road
Tempe Comprehensive Transportation Plan

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 7

DATE
August 13, 2013

SUBJECT
General Plan 2040

PURPOSE
The purpose is to provide an update on and discussion of the Tempe General Plan 2040.

PROJECT
Since spring 2012, Tempe staff have been developing an update to the voter approved and City Council adopted Tempe General Plan 2030. The process for developing this new plan, the General Plan 2040, provides the community and stakeholders the opportunity to influence the overarching guiding policies for the city well into the future. The General Plan 2040 Community Working Group, a 24-member group appointed by the City Council, worked with staff throughout the spring and summer to assist in developing the draft plan. Significant outreach has taken place through public meetings and various boards and commissions, including the Transportation Commission. The Commission has had oversight with the Circulation Chapter specifically. The most current version of the Circulation Chapter is provided with this memo and will be discussed. The entire General Plan 204 DRAFT can be located at the following address: http://www.tempe.gov/index.aspx?page=2896

FISCAL IMPACT
No fiscal impact.

CONTACT
Eric Iwersen
Acting Transportation Planning Manager
480-350-8810
Eric_Iwersen@tempe.gov

ATTACHMENTS
Circulation Chapter – General Plan 2040

CIRCULATION CHAPTER

The purpose of the Circulation Chapter is to guide the further development of a citywide multi-modal transportation system integrated with the City's land use plans. The chapter identifies bicycle routes and facilities, pedestrian ways, existing freeways, arterial and collector streets, transit service areas and routes including light rail and streetcar, rail facilities including commuter rail and freight rail, air transportation and other transportation issues as they relate to land use.

CONTENTS

LIST OF FIGURES

LIST OF TABLES

The purpose of Tempe's Circulation Chapter is to guide the further development of a citywide multi-modal transportation system integrated with the City's land use plans. It is based on the philosophy and strategies of the Comprehensive Transportation Plan (2008), which are to:

- Coordinate local and regional land use and transportation decisions
- Achieve a more balanced transportation system and reduce reliance on the automobile
- Preserve neighborhood character and enhance quality of life
- Enhance streets to maximize safe and efficient use by all users such as pedestrians, bicyclists, transit riders, and motorists
- Enhance the ability to drive to, from and within Tempe, but not through Tempe

The Transportation Chapter highlights the ability to move people, instead of focusing solely on improving the ability to move vehicles. In order to maximize the safety and efficiency of the transportation system in Tempe, objectives and strategies encourage the use of a variety of transportation options and a reduction in single occupancy vehicle trips. Effective land use planning that takes advantage of a development site's proximity to public transit furthers the plan's objectives. Integration of advanced transportation technology will also help to achieve the plan's objectives.

The Circulation Chapter contains five respective elements:

- The Pedestrian and Bikeways Element provides a comprehensive inventory of bicycle and pedestrian walkways and proposed bicycle facilities such as bicycle routes, multi-use paths and separated freeway or railway crossings. Additionally the element suggests future improvements to those facilities as well as integrating with regional systems to complete a network of pedestrian and bikeways.
- The Transit Element identifies the existing and proposed system of mass transit, circulator, rail or rapid transit modes that integrate locally and regionally. Regional connection reflects the circulation system provided by others that connect Tempe residents and businesses throughout Maricopa County and beyond. Regional circulation connections allow access for the movement of people and goods by vehicle and rail transport. These existing and proposed regional routes include highways, freeways, bus rapid transit, inter-city rail and freight rail.
- The Travelways Element identifies the character and quality of Tempe streets as multi-modal transportation conduits to move people as well as vehicles. The Travelways Element introduces the concept of creating streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. These types of complete streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods.
- The Parking and Access Management Element distinguishes the supplementary role these transportation components play.
- The Aviation Element identifies the connections to national and international air transportation provided by Phoenix Sky Harbor and growth of reliever airports.

Tempe provides a desirable quality of life for its residents, employees, and guests. The City has a strong commitment to maintaining the characteristics that enhance livability and contribute to making it one of the best places in the country in which to live, learn, work, and play. The goals established by this chapter of the plan reinforce this commitment and will help ensure that Tempe preserves its quality of life and becomes a sustainable community that offers a variety of transportation options to its residents.

TRANSPORTATION

Roadway corridors are a type of land use too. Beyond connecting vehicles to the places that people go to school, work and shop, streets serve as the conduit for the comfortable movement of people. The best designed corridors entice pedestrians to walk, bicyclists to ride in comfort and safety in addition to accommodating transit, emergency services, deliveries, and vehicles.

The addition of light rail transit in Tempe has transformed the City's transportation system and land use. Tempe's investment in light rail provides great opportunity to transform and improve the neighborhoods along its corridors. Transit Oriented Development is the creation of compact mixed-use (e.g., residential, office, retail, entertainment) development, located within an easy walk of a transit station or stop. By focusing compact development around transit stations, transit-supportive developments capitalize on public investments. The typical components of transit-oriented development near a station include moderate to high-density development, a mix of land use types, parking behind buildings or on the street, shaded sidewalks, plazas or public spaces, and public art.

TRANSPORTATION GOAL

Develop an effective multi-modal transportation system integrated with sound land use planning, thereby creating safe, efficient and accessible mobility for persons, goods and commerce within the City and region

OBJECTIVES

T1 Develop a functional relationship between the diverse land uses in Tempe and the transportation system that serves them

STRATEGIES

1. Evaluate quality of life considerations for planning, and evaluating transportation capacity improvements.
2. Implement strategies for strengthening cooperative land use and transportation planning and design efforts among the City of Tempe, Arizona State University, and other public and private stakeholders
3. Continue to involve neighborhood and community representatives in ongoing planning and design of transportation systems, facilities, and services
4. Work to ensure that transportation solutions preserve and enhance Tempe's neighborhoods
5. Coordinate project development with the Transportation Master Plan, Tempe ordinances and relevant codes to ensure consistency among city goals

T2 Accommodate regional travel demands by transit and other modes, as alternatives to street widening, to address capacity needs

STRATEGIES

1. Continue to discourage the use of single occupant vehicles
2. Continue to encourage the use of alternative modes of transportation
3. Provide incentives to increase the number of transit trips

PEDESTRIAN AND BIKEWAY ELEMENT

Every trip begins and ends as a pedestrian trip. The City of Tempe recognizes that pedestrian travel is an integral part of the citywide transportation system. The City is committed to improving conditions for pedestrians citywide. Pedestrian activity in the City is for both recreation and commuting. ASU and Mill Avenue generate significant pedestrian traffic. About 4.2 percent of Tempe residents commute primarily by walking. Tempe has improved conditions for pedestrians and incorporates pedestrians as an integral component of the transportation system. The City seeks to guarantee a safe, secure, comfortable and attractive environment for walking to achieve its transportation goals. The City strives to provide mobility for all pedestrians. American with Disabilities Act (ADA) guidelines are followed as facilities are built or improved.

Bicycling is an important mode of travel throughout Tempe, and the City has a long-standing commitment to encouraging bicycling through the development of bikeways and various educational and promotional programs. As a Bicycle Friendly Community, Tempe has more than 175 miles of on-street bike facilities and 23 miles of multi-use pathways. While the system is extensive, there are discontinuities/gaps that need to be addressed. Almost four percent of Tempe residents use a bicycle to commute and most major destinations in Tempe have bicycle parking. Tempe continues to expand its multi-use path system. Bike racks on buses, as well as lockers located in areas served by transit are part of the bike-on-bus program. Frequently at signalized intersection push buttons are located on posts by the roadway for pedestrian and bicycle crossings. The bikeway and multi-modal path network is illustrated in **Figure 1**

PEDESTRIAN NETWORK GOAL

Develop safe and comfortable walking environments and pedestrian connections to encourage pedestrian travel

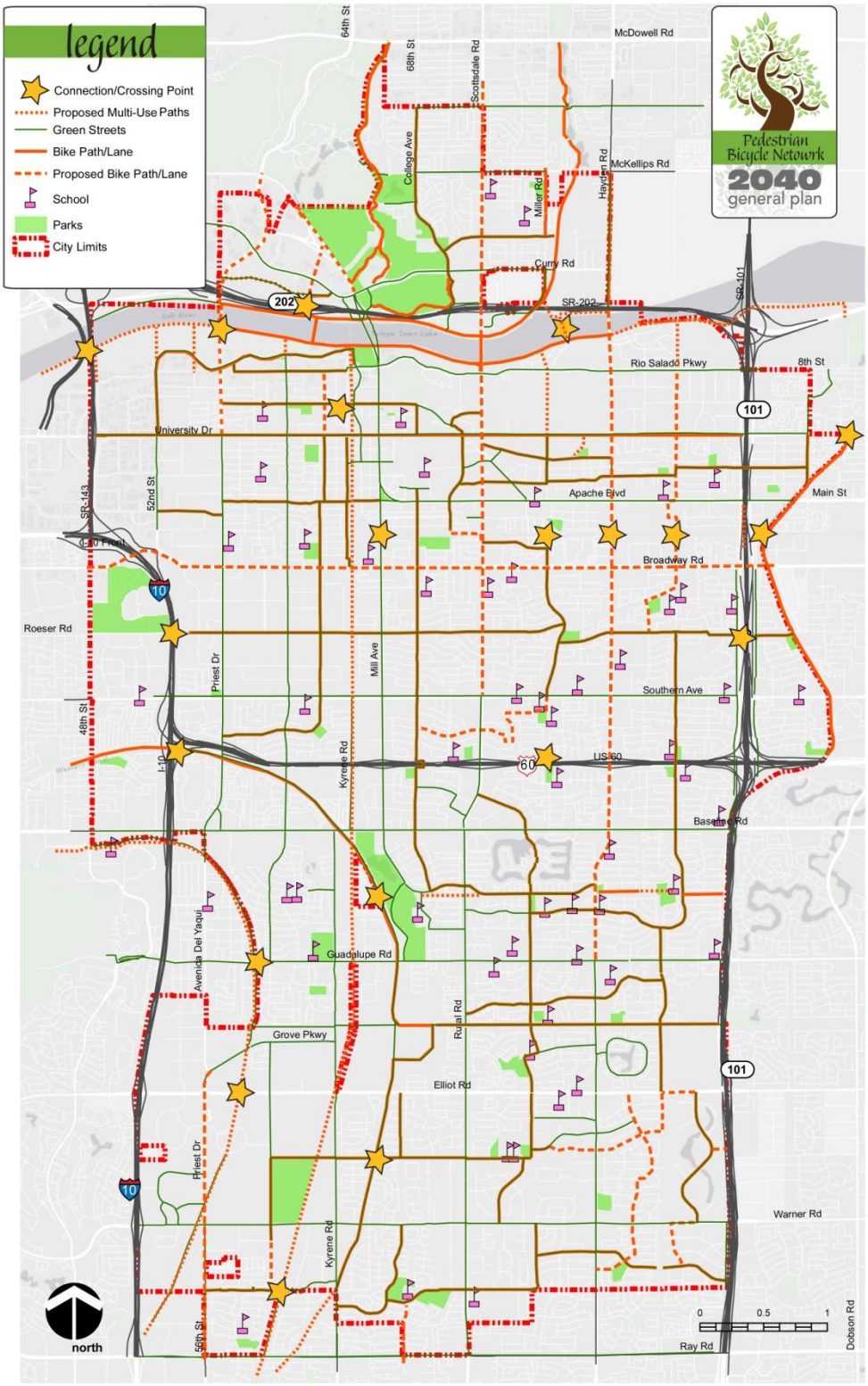
OBJECTIVES

PN1 Increase awareness that pedestrians are a priority in Tempe, and that pedestrian travel is an important part of the overall transportation system

STRATEGIES

1. Encourage planning that provides a diversity of land uses (employment, shopping, businesses, services, parks, schools) within a 20-minute walk for all Tempe residents
2. Encourage development patterns and site configurations that maximize pedestrian access and circulation
3. Utilize programs to educate and encourage walking by youth

Figure 1 Bikeways and Multi-Modal Path Network



PN2 Provide convenient and safe pedestrian access to destinations to promote neighborhood sustainability

STRATEGIES

1. Improve the pedestrian network to include: sidewalks on all streets in accordance with prescribed standards; street crossing improvements, as well as crossings at railroad rights-of-ways, canals, freeways, and other barriers to travel; and additional multi-use paths and crossings
2. Evaluate the sidewalk system and pedestrian network to assess adequacy and implement specific improvements, such as eliminating gaps, removing barriers, and widening sidewalk capacity to facilitate and thereby encourage increased pedestrian travel
3. Continue to implement public education and outreach techniques to promote pedestrian safety and compliance with pedestrian-related laws and regulations
4. Continue to improve the pedestrian network in school areas to make it increasingly safe and attractive to walk to school.

PN3 Ensure pedestrian accessibility for all

STRATEGIES

1. Raise awareness about the needs of all pedestrians, including accessibility goals that go beyond mere compliance with the Americans with Disabilities Act (ADA)
2. Develop design guidelines for the classification of complete multi-modal streets with inclusion of accessibility features as part of the pedestrian network
3. Evaluate and implement improvements for pedestrian components within planned transportation projects.

PN4 Increase pedestrian accessibility, safety and security, enhance the pedestrian environment and create engaging and interesting experiences for pedestrians.

STRATEGIES

1. Implement programs and projects that increase pedestrian accessibility, safety, and security, enhance the pedestrian environment and create engaging and interesting experiences for pedestrians
2. Improve shading on all pedestrian paths to encourage pedestrian traffic
3. Improve the pedestrian network in Tempe to accommodate all types of pedestrians

BIKEWAYS GOAL

Expand and enhance bicycle travel within the City.

OBJECTIVES

B1 Provide safe and convenient access between neighborhoods and schools, parks, shopping, transit, employment, and other

Bicycle Network Options

Sharrows

Shared lane pavement markings ("sharrows") are bicycle pavement markings placed on streets popular with bicyclists but too narrow for conventional bike lanes. Sharrows can be helpful on streets where there is insufficient space to add bicycle lanes.

Bike Boulevards

Bike boulevards are designated bike corridors that may include bike lanes, bridges, paths, local streets or major streets that are specifically signed and treated for high volumes of bicyclists and preferred routes. Bike boulevards have system gaps removed and are specifically designed to emphasize bicycling, in some cases over car travel.

Bike Share

Bike share is a concept of rental bikes available at many points throughout the community. The bike share system operates much like a ZipCar program and gives locals and visitors the opportunity to ride a bike for area travel, while supporting the local transit system.

Cycle Tracks

Cycle tracks are separated bicycle facilities that run alongside a roadway. Unlike bike lanes, cycle tracks are typically separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. Cycle tracks may be one-way running with traffic, one-way running against traffic, two-way on the same side of the road, or two-way on both sides of the road.

destinations
STRATEGIES

1. Encourage planning that provides a diversity of land uses (employment, shopping, businesses, services, parks, schools) within a 20 -minute bike ride for all Tempe residents
2. Identify bike routes, develop wayfinding signage and maps that connect schools, parks, shopping, employment and other destinations
3. Establish bicycle registration as a bike theft deterrent

B2 Ensure that the circulation network and facilities will accommodate all types and levels of bicyclists
STRATEGIES

1. Identify bikeways that serve as commuter routes
2. Identify bikeways that serve recreational and family users

B3 Facilitate regional bikeway planning efforts to ensure that Tempe's bikeways connect with those of neighboring communities and that Tempe's system is an integral part of the overall region-wide system
STRATEGIES

1. Participate in regional bikeway planning efforts to ensure this objective
2. Continue to implement programs and special events that raise awareness about bicycling safety, the needs of bicyclists, and the availability of bicycling opportunities in Tempe, including special events related to bicycling in the community

B4 Improve the bikeways network
STRATEGIES

1. Inventory gaps that exist in the system and develop a plan to complete those missing segments.
2. Implement the planned improvements identified on the Bikeways Network Map
3. Create a network that includes:
   a. Safe bike lanes on arterial streets,
   b. enhanced half-mile or mid-block street crossing improvements,
   c. crossings at railroad rights-of-way, canals, freeways,
   d. reduction of other barriers to bike travel and
   e. additional multi-use paths and crossings
4. Evaluate and implement, as appropriate, new techniques for bicycle safety including: bike boxes, sharrows, bike boulevards and cycle tracks
5. Implement design and development standards that provide shaded, secured bicycle parking for development projects (public and private).

TRANSIT ELEMENT

Tempe is the leader in the region in providing public transit. Tempe has a well-defined transit system that provides a variety of services. The services can be defined by their hierarchy of function. The City bus routes provide service along the arterial streets and some collector streets. The local circulators, Orbit and FLASH, serve shorter trips with higher frequencies in high demand areas. Buses are equipped with wheelchair lifts to ensure accessibility for all users.

Tempe's bus transit program promotes the use of alternative modes of transportation and helps to create a livable community with a balanced transportation system. Bus service in Tempe operates year-round with 15-minute peak-period service on many routes and 30-minute off-peak service. Most routes run until midnight Monday through Saturday, and 10 p.m. Sunday. Tempe provides bus service on most arterial streets with 14 local routes, four express routes, two free Flash routes, and five Orbit neighborhood circulator routes. Tempe buses are wheelchair accessible and have bicycle racks accommodating up to three bicycles. All Tempe buses are alternatively fueled.

Valley Metro operates fixed-route transit service within Tempe and the region. Tempe provides free, high-frequency bus circulator services (Flash), serving downtown and Arizona State University (ASU), and Tempe Orbit circulator system to neighborhoods north, south, east and west of these destinations. Special event transit service is provided from designated park-and-ride lots in Tempe.

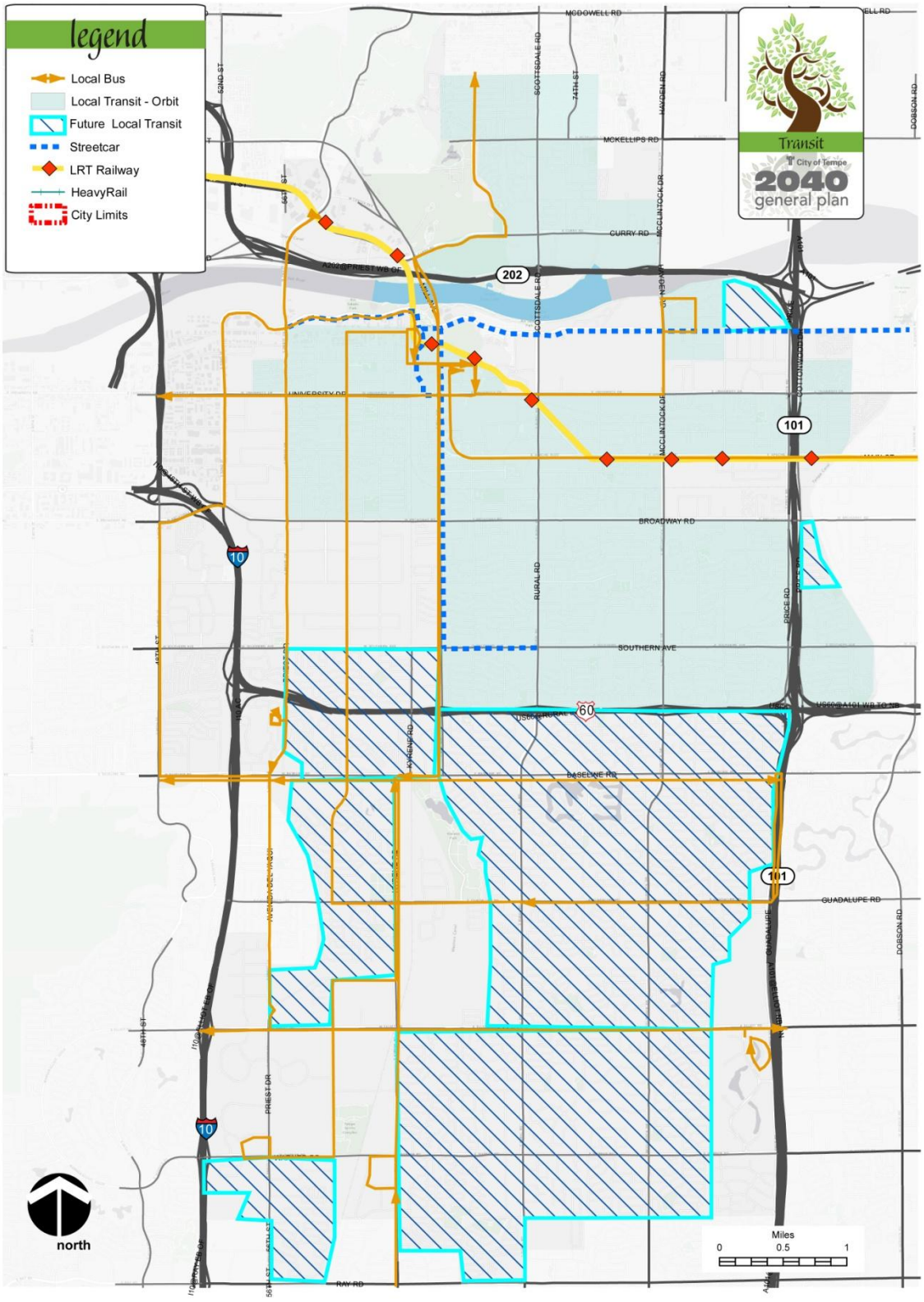
ASU provides campus shuttles between the Main campus in Tempe and the East campus (Mesa Gateway) and West campus (Glendale), as well as to Mesa Community College. Transit transfer centers provide a high concentration of bus routes for passenger connections. Tempe has three transit transfer centers: 1) ASU at Rural and University, 2) Arizona Mills Mall off of Priest Drive south of the Superstition Freeway and 3) the intermodal Tempe Transportation Center at Fifth Street and College Avenue. Valley Metro coordinates a system of publicly and privately owned park-and-ride lots throughout the metropolitan area. Tempe funds regionally-oriented Dial-a-Ride service for senior citizens and people with disabilities. In addition, the Tempe Youth Transit Pass Program allows all eligible Tempe youth ages 6 to 18 to ride regional and local Valley Metro bus routes and the METRO light rail for free.

The METRO Light Rail Transit initiated its operations in December 2008. The planned 57- mile high- capacity system initiated with the starter 20-mile light rail system between Phoenix, Tempe and Mesa, including 5.5 miles through the heart of Tempe, serving employment, activity and cultural centers, downtown Tempe, ASU and Apache Boulevard. Light Rail trains arrive every 12 minutes from 7:30 a.m. to 6:30 p.m. and run every 20 minutes in early morning and evening and on weekends trains arrive every 15-20 minutes from 5 a.m. to 7 p.m. and arrive every 20 minutes at all other times. A planned streetcar system addition and connection to light rail offers a new mode for transit users in Tempe. Federal approval of Valley Metro's request to enter Project Development for Tempe Streetcar for a 2.6-mile extension of the Valley Metro system is a first step toward receiving federal project approval and ultimately federal funds to build the extension. The streetcar in downtown Tempe serves as a critical connection to the existing transit system and provides mobility options for a community having a high demand for transit. The streetcar is planned to travel as a one-mile downtown loop along Mill and Ash avenues and south to Apache Boulevard. However, two route modifications are being explored for Rio Salado Parkway from Packard Drive west to Mill Avenue and a downtown loop to Apache Boulevard, east to Rural Road.

Tempe's involvement in development of the Maricopa Association of Governments (MAG) Regional Transportation Plan identified areas where high capacity transit investments will be constructed within Tempe. Rural/Scottsdale Road is an identified corridor for bus rapid transit to connect from the SanTan (Loope202 to Scottsdale/Shea Blvd. High Capacity Transit includes: Light Rail, Bus Rapid Transit, Streetcar and Commuter Rail. Description and the anticipated growth of these modes are provided in the **Appendix to the Circulation Chapter**.

Community support for transit system enhancements will make possible Tempe's ability to meet future travel demands.

Figure 2 Transit and Rail Systems



TRANSIT GOALS

GOAL 1: Coordinate and produce efficient, safe, convenient and interconnected transit options to increase ridership

OBJECTIVES

TR1 Increase transit modes and services that support ridership increases and an expanded transit mode share

STRATEGIES

1. Provide transit throughout the city that is supported by funding and ridership
2. Ensure that fast and frequent transit service is provided to achieving accessibility and mobility from any location within Tempe at service levels supported by ridership.
3. Attract new users to transit associated with special events
4. Collaborate with Arizona State University transit programs to redirect vehicle traffic to alternative modes
5. Integrate Intelligent Transportation System (ITS) technologies into transit system plans and services

TR2 Facilitate connections among transportation modes

STRATEGIES

1. Provide transit that is accessible to users of all abilities
2. Implement improvements to facilitate increased use by pedestrians, bicyclists seeking access to transit
3. Implement the provisions of the transportation overlay district within the rail corridor
4. Expand and improve express bus service between Tempe and key regional locations develop supporting facilities, including direct access ramps and HOV lanes
5. Develop regional park-and-ride facilities at regional centers or connection points to foster connectivity to transit
6. Develop transit or transfer centers in Tempe serving light rail and at other major transfer locations
7. Provide traffic priority to transit vehicles
8. Improve the transit system in Tempe to ensure that the network and facilities will accommodate all types of transit users

GOAL 2: Support transit that facilitates regional and interregional commute patterns

OBJECTIVES

TR3 Expand transit availability to regional and interregional systems

STRATEGIES

1. Implement regional Bus Rapid Transit (BRT) corridors with regional partners
2. Complete Federal and local authorization for the Tempe Streetcar project and build the line while continuing to develop a plan for future extensions to the line.
3. Coordinate and cooperate with Maricopa Association of Governments High Capacity Transit Study
4. Study the viability of commuter rail along the Union Pacific corridor and placement of rail station(s) in Tempe
5. Secure a major role in the coordination with all neighboring cities and the region on regional transportation planning programs and projects
6. Modify bus routes to support light rail stations and streetcar
7. Facilitate regional transit and rail planning efforts to ensure that the systems connect to neighboring communities and the larger region

TRAVELWAYS ELEMENT

Tempe has been a leader in the planning, design and construction of travelways that accommodate all modes of travel for all types of users. Tempe is developing a street network that considers pedestrians, bicyclists, disabled users, automobile drivers and others in an environment that is safe and accessible.

Tempe implements transportation projects that include multiple modes in the same project consistent with complete multi-modal street practice, which furthers Tempe's goal to be a multi-modal community. Following this approach to streets, mobility and urban livability are improved by providing safe and comfortable transportation choices for people of all ages and abilities and enhancing the places people walk, ride and drive with the incorporation of amenities such as street trees, lighting, and other streetscape improvements. This approach to streets plays an integral role to reduce the reliance on automobiles, improve mobility, reduce greenhouse gas emissions and other air pollutants, enhance pedestrian safety and promote active lifestyles.

Tempe's current street network includes freeways, arterials, collectors, local streets, and alleys. The network is based on a hierarchy of functions with freeways providing regional access, arterials providing mobility across Tempe, collectors providing both mobility and accessibility to adjacent land uses, local streets providing direct land access, and alleys providing access for some service vehicles and utilities. The length of trips follow a hierarchy with longer trips produced on the freeways and shortest trips produced on local streets.

Infrastructure for the City's transportation system is largely in place and the street system infrastructure is considered a major investment for the City that must be maintained. As of 2012 there were 447 miles of arterials, 107 miles of collectors, 72 miles of industrial roadways, and 615 miles of local streets. The City needs to ensure the system is conserved through regular maintenance and periodic reconstruction. In addition to the street pavement, there are 11,778 street and pathway lights, 222 traffic signals, and 25,100 traffic signs that support the transportation system and safety. The key is to maintain to avoid major reconstruction and equipment replacement.

Traffic volume data were collected from the City of Tempe and other sources. See **Table 1** in Appendix to the Circulation Chapter. These data include daily traffic counts from 2008 through 2012. Data was not available for all roadways during all years. The following statistics were developed based on the data supplied:

- About 75 percent of the roadway segments included in the volume database reflected data collected within the past three years,
- Only 14 percent of the roadway segments counted reflected year over year growth between 2008 and 2013,
- 46 percent of the roadway segments counted reflected year over year decreases in volumes between 2008 and 2013, and
- The remainder of the roadway segments reflected decreases in traffic between some years and increases in traffic between other years.

The corridors with the highest volumes carry traffic from Tempe and adjacent communities to the two north-south freeways within the city, I-10 and the Price Freeway. They also carry traffic destined for downtown and other major employment centers.

Tempe is served by and nearly completely surrounded by freeways. The Arizona Department of Transportation system of highways, state routes, freeways and interstate freeways are generally a developed system of north-south and east-west corridors. Freeways that traverse the City of Tempe include the Superstition Freeway (US 60), Red Mountain Freeway (Loop 202), Pima Freeway (Loop 101), Interstates 10 and 143. These freeway facilities provide access at various interchanges and provide regional and interstate connections. Tempe has a multitude of entry points to these freeways.

USING TECHNOLOGY

In order to maximize the capacity of the transportation system (without widening streets), the technology of the system needs to be kept up to date. Within Tempe the signal system will be updated and new technologies implemented such as adaptive signals, vehicle and bike detection, audible pedestrian signals, and transit system priority.

TRAVELWAYS NETWORK GOALS

GOAL 1: Encourage redevelopment of the street network that balances the needs for various types of travelers and more fully serves all modes of transportation safely and efficiently

OBJECTIVES

TW1 Retain existing traffic capacity while reducing reliance on the automobile

STRATEGIES

1. Explore a travel demand model as one tool to measure street and travelway performance
2. Develop a measure for operational efficiency of travelways that accounts for pedestrian, bicycle and transit usage to measure capacity among all modes
3. Develop and implement projects that offer and promote alternative transportation choices (such as walking, bicycling, transit) within the street network projects
4. Establish travelway planning and development that is consistent with the street classification system including the development of complete multi-modal streets
5. Seek opportunities to separate pedestrians and other modes of transportation where possible

Figure 3 Travelways System

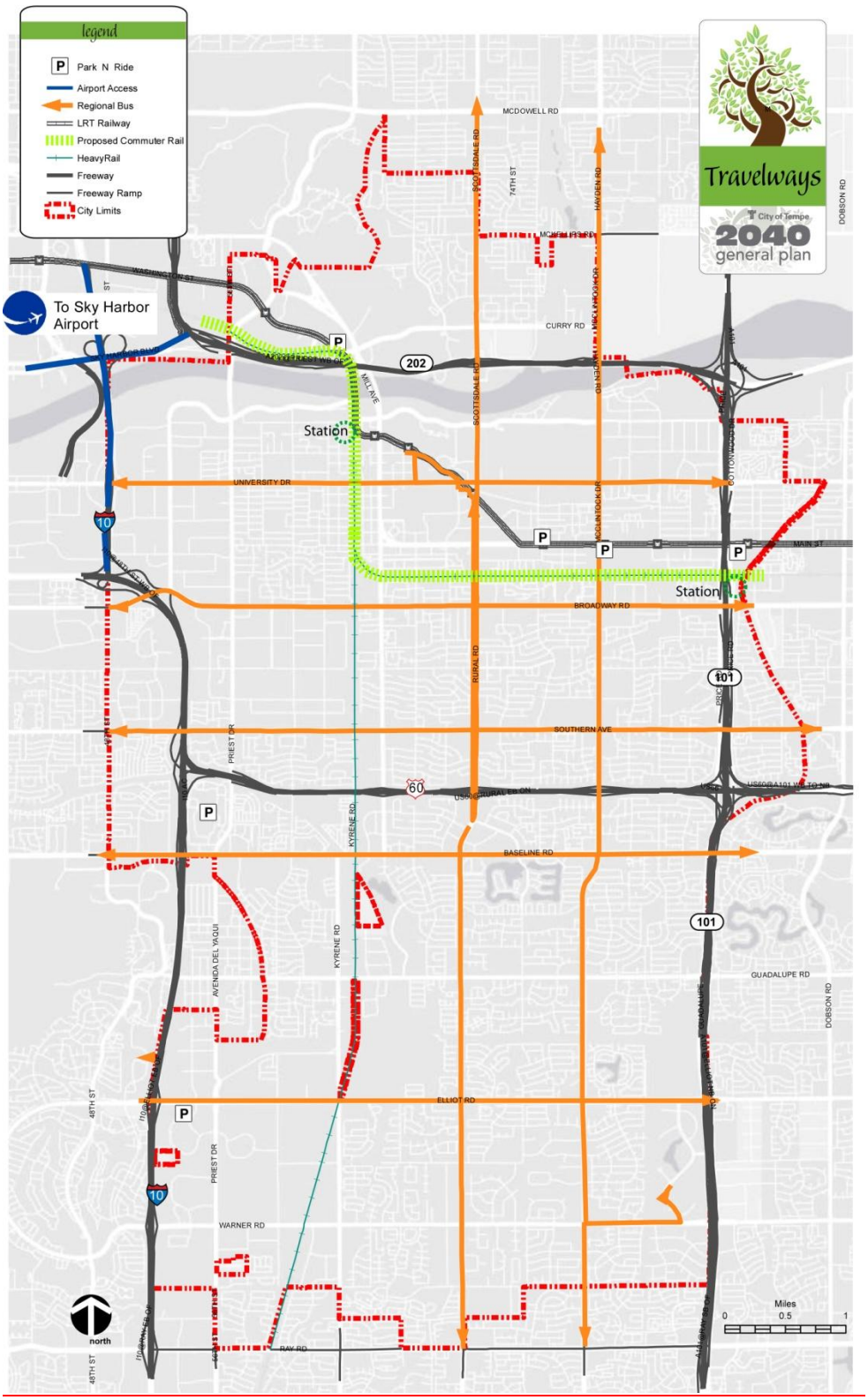
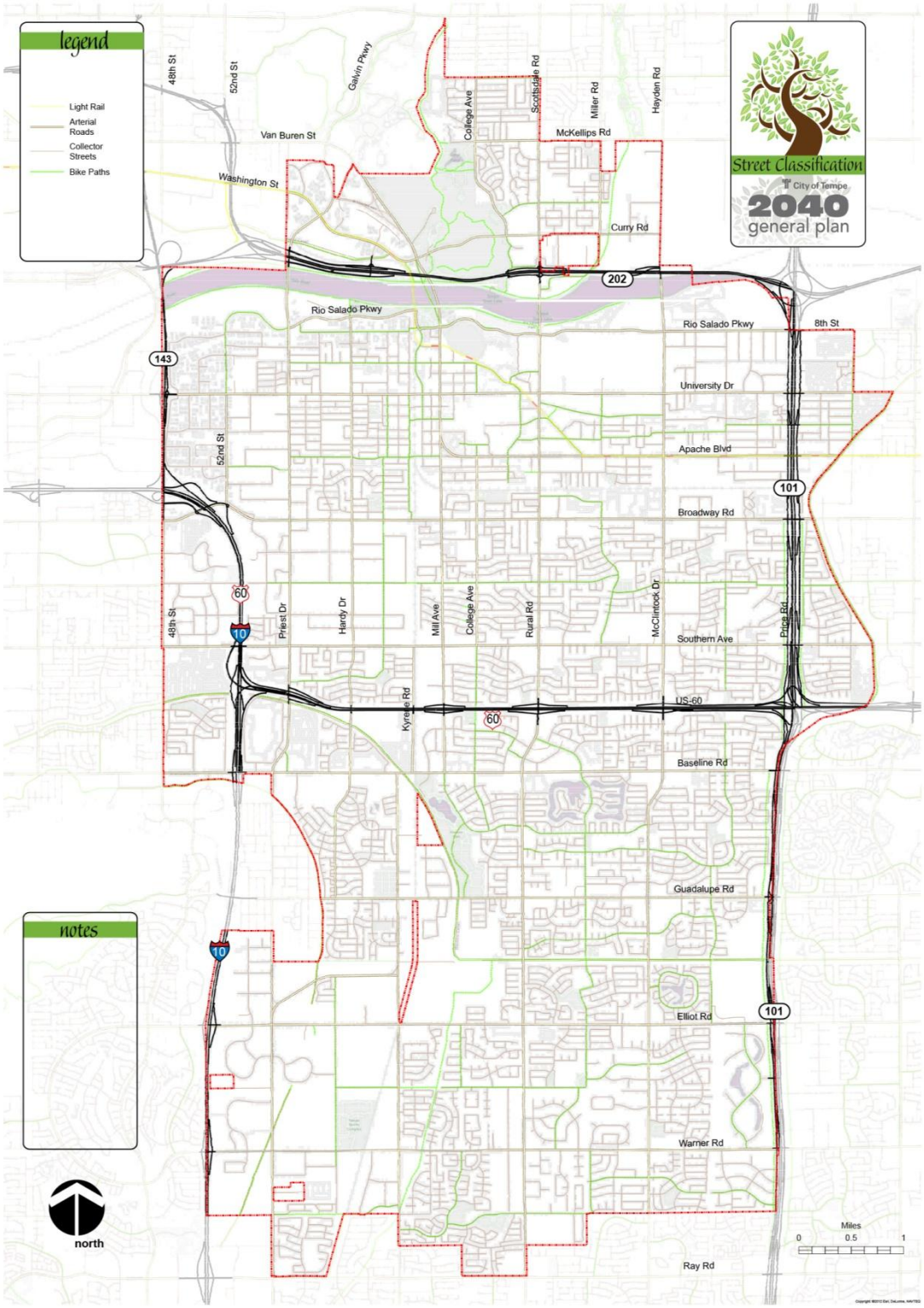


Figure 4 Street Classification



TW2 Ensure the system integrity is conserved through maintenance and preservation
STRATEGIES

1. Implement frequency standards for travelway system maintenance
2. Continue to proactively repair and maintain the City's street system
3. Manage public rights-of-way to minimize disruption to public services or quality of life

TW3 Establish guidelines that enhance the land use and transportation connection
STRATEGIES

1. Avoid widening streets as a solution to traffic congestion
2. Increase street tree plantings and landscaping on collector and arterial medians and edges to facilitate pedestrian and bicycle usage
3. Enhance the strong visual identity and aesthetic of Tempe, its gateway entrances, and its neighborhoods
4. Implement the provisions of the transportation overlay district within the light rail corridor
5. Implement the provision of the Mill and Lake District Streetscape principles and guidelines to support pedestrian friendly design and development

TW4 Facilitate safe and efficient movement on arterial and collector streets
STRATEGIES

1. Facilitate safe access to destinations for everyone regardless of how they travel
2. Provide a comprehensive strategy for improving safety at intersections
3. Utilize the Transportation Toolbox guidelines for collector streets to increase non-vehicular traffic and meet the needs of each mode of travel
4. Continually investigate new and emerging transportation technologies for use in the design and operation of streets and transit
5. Continue to integrate Intelligent Transportation System (ITS) technologies into the street network and traffic flow control system where appropriate as identified in Tempe's ITS Strategic Plan
6. Coordinate with emergency services to ensure that proposed transportation projects maintain a high level of emergency response
7. Work with neighborhoods to minimize negative impacts of transportation projects
8. Consider lowered speed limits (e.g., 35 mph arterial speed limits) to promote efficiencies and safety where appropriate

GOAL 2: Encourage transportation interconnections between street, highway and rail networks that balance and more fully serve all modes of transportation safely and efficiently

OBJECTIVES
TW5 Avoid widening highways as the only solution to traffic congestion
STRATEGIES

1. Advocate for other alternatives (HOV lanes, managed lanes /HOT lanes, high capacity transit service, park-and-ride, etc.) when Arizona Department of Transportation considers freeway widening proposals in Tempe

2. Support opportunities for managed lanes funded with Public Private Partnerships (PPP) where appropriate
3. Continue to implement Transportation Demand Management (TDM) policies through major employers to encourage alternatives to single-occupant vehicle trips
4. Require any proposal to widen or otherwise expand a freeway to include as part of the planning and design process provisions for noise abatement, avoidance of impacts on air quality and neighborhoods, and consideration of aesthetics, landscaping, and public art
5. Monitor freeway congestion impacts on Tempe streets

TW6 Plan and encourage beneficial rail uses

STRATEGIES

1. Provide viable options for the rail movement of people and goods
2. Monitor and participate in the Freight Transportation Framework Study
3. Support inter-city and commuter rail planning that provides Tempe with connection to the mainline.
4. Expand noise mitigation strategies (such as Quiet Zone) for freight activities
5. Evaluate rail transportation connections and free trade zone opportunities along the planned I-10 freight corridor

PARKING AND ACCESS MANAGEMENT

The parking facilities within Tempe range from non-managed residential areas in south Tempe to intensely managed parking areas at Arizona State University (ASU) and in downtown Tempe. Specific areas and issues within Tempe result in varying needs for parking management. Downtown Tempe has metered on-street parking, fee parking off-street, and free public parking, validated parking at specific locations. Parking in downtown is managed by the Downtown Tempe Community (DTC) and private entities. ASU has developed an extensive parking infrastructure and management program to address the needs of students, faculty and staff and visitors, including metered on-street parking, fee parking off-street, permit parking in designated lots and special event parking.

In addition to light rail and transit service frequency, parking policies influence the use of transit. An ample and easily accessible supply of parking, such as that found in typical office parks, encourages auto use and reduces attractiveness to transit riders. Conversely, the concentrated uses and limited and costly parking supply found in downtown Tempe leads to higher ridership. The decreased amount of land dedicated to parking not only generates transit ridership, but supports the development of compact and denser land uses.

Access management is a philosophy and practice in roadway design that is targeted at reducing accidents, improving safety and making travelways more predictable. Tools like medians, curbs, shared driveways, cross access, and limiting the number of driveways are all used to implement access management. Specifically access management refers to the regulation of interchanges, intersections, driveways and median openings to a roadway. Its objectives are to enable access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and

operation. This is particularly important for major roadways intended to provide efficient service to through-traffic movements.

PARKING AND ACCESS MANAGEMENT GOAL

Incorporate parking and access management strategies that influence travel behavior and reduce congestion on busy streets

OBJECTIVES

PAM1 Promote consolidated and shared use parking areas

STRATEGIES

1. Promote shared use parking facilities
2. Improve the visibility and motorist awareness of downtown parking
3. Improve wayfinding for downtown parking

PAM2 Promote a balanced and sustainable community access strategy

STRATEGIES

1. Support automobile, transit, bicycle, and pedestrian goals through the parking management program
2. Comply with development code parking and access management provisions
3. Implement on-street parking where appropriate in the Rail Corridor Growth Area

PAM3 Ensure neighborhoods are not adversely impacted by parking issues

STRATEGIES

1. Encourage compliance with parking regulations, parking strategies, as well as, the transportation overlay district provisions
2. Expand the residential permit-parking program, where appropriate

PAM4 Integrate urban design principles relative to parking facility design and land use policies with transportation and parking needs

STRATEGIES

1. Continue to implement access management regulations, design standards, and review processes related to parking
2. Continue agency coordination efforts related to parking issues among the City of Tempe, ASU and Mill Avenue District and Town Lake

AVIATION ELEMENT

Phoenix Sky Harbor International Airport (PHX) is one mile from Tempe's border and three miles from Downtown Tempe and ASU. Aviation is a critical component of the regional transportation system, and serves many businesses and residents in Tempe. The airport is the primary regional airport and hub for U.S. domestic and international flights to Mexico and Great Britain. American Airlines and Southwest Airlines are the airport's two largest carriers. In 2012, the airport served 40.4 million passengers, making it the tenth busiest in the United States in terms of passengers, and the 25th busiest airport in the world. On a daily basis, the airport handles about 1,233 aircraft that arrive and depart, along with 110,744 passengers daily, and more than 747 tons of cargo handled.

Aircraft passengers link directly with other transportation modes such as light rail and bus to and from the airport. In April 2013, a direct train link, the Sky Train, was opened for passenger travel. The Sky Train runs between METRO light rail at 44th and Washington streets north of the airport to the airport East Economy Parking lot and Terminal 4. In the future Sky Train will extend to Terminal 3, Terminal 2 and to the Rental Car Center. At Sky Harbor the aircraft freight cargo connects to ground freight facilities to minimize contributions to roadway congestion.

With the benefits of Tempe's proximity to Phoenix Sky Harbor also come several challenges. The City of Tempe is a member of The Phoenix Airspace Users Working Group, a forum where the local FAA Air Traffic Organization at the PHX Tower and terminal radar approach control (TRACON) keeps a dialogue with airports and the users of valley airspace about what is on the agency's agenda and what the air traffic issues are. Tempe is there to communicate noise mitigation flight procedures in place for departing aircraft intended to keep aircraft (departing to the east) over the Tempe Town Lake and Salt riverbed areas and away from residential areas on both sides of the riverbed until they reach the Price Rd/Hwy 101/202 intersection and directing departures east and west of the airport in an effort to distribute the noise burden evenly on an annual basis between communities on both sides of the airport. Tempe is there to learn and inform PHX about potential concerns the Tempe community has at an early stage in the process before airspace or procedure changes are approved for implementation. This is rather unique opportunity, since the FAA typically does not solicit formal input from the public on changes that are not subject to an Environmental Assessment or Environmental Impact Statement.

Tempe will work with the City of Phoenix, and advocate improvements to the Phoenix Sky Harbor International Airport's environmental programs. The goal is for cities to agree that it is not mainly a question on airlines providing future reductions in the airport's noise and emission footprint through fleet modernizations. Environmental programs need to be effective irrespective of the economy is booming or at a slow pace.

The Phoenix-Mesa Gateway Airport is a reliever commercial airport to Phoenix Sky Harbor International Airport and general aviation airport. The airport is currently served by Allegiant, Spirit and Frontier Airlines, and the Phoenix-Mesa Gateway Airport Authority owns and operates the Airport. The Authority currently consists of the City of Mesa, City of

Phoenix, Town of Gilbert, Town of Queen Creek, and The Gila River Indian Community. Gateway serves 38 cities. The airport Master Plan forecasts enplanements to reach 850,000 by 2017 and 2.2 million by 2027. Recent extension of Highway 202 to Phoenix-Mesa Gateway Airport is a product of regional cooperation and the regional consensus that is facilitating continued growth of commercial aviation at Gateway. The question of Phoenix-Mesa Gateway Airport, becoming a larger reliever airport to Phoenix Sky Harbor International Airport is connected to the pace of suburban development over the long term and foreseeable capacity limitations or economic incentives for any major airline carrier to move its operations from Sky Harbor or start up new regular service at the Phoenix-Mesa Gateway Airport.

There are three private use heliports in Tempe; the Cross Cut, Tempe St. Luke's Hospital and the Tempe Buttes. The Cross Cut is used by the Salt River Project (SRP) to facilitate power line inspections, the Tempe St Luke's for air ambulance operations and the Tempe Buttes for occasional sightseeing operations authorized by Westcor Aviation stationed at the Scottsdale Airpark. Because the airspace over Tempe is within Class B controlled airspace, all helicopter operations within central areas of Tempe follow procedures and agreed upon by the PHX Tower and the helicopter operators. The City of Tempe has a 1994agreement with the City of Phoenix on flight procedures designed to mitigate aircraft noise from Phoenix Sky Harbor International Airport.

AVIATION GOAL

Facilitate compatible land uses, minimize airport over-flight noise impacts, and promote easy access to and between different modes of transportation, within Tempe and the region

OBJECTIVES

A1 Encourage regional approaches to aviation transportation

STRATEGIES

1. Promote the City's proximity to airports, to visitors and prospective companies locating in the Valley
2. Maximize economic benefits and minimize environmental impacts to Tempe residents
3. Ensure that only compatible land use development occurs along the critical area within Tempe
4. Ensure that re-zoning to residential zoning districts will not be allowed in the 65 DNL (Day-Night Sound Level) exposure contour line
5. Notify developers that may be within the airport's 65 DNL flight corridor and provide them with FAA design guidelines for sound attenuation standards

A2 Encourage continued growth at the reliever airports to disperse airport traffic and cargo

STRATEGIES

1. Assist and encourage airport planning and development as a regional effort, where airports can be integrated into the transportation infrastructure in timely fashion
2. Environmental programs need to be effective irrespective of if the economy is booming or at a slow pace

A3 Coordinate with regional and federal aviation authorities on aviation issues

STRATEGIES

1. Seek community input on airport related issues, such as provided by the Tempe Aviation Commission (TAVCO)
2. Refer to the Environmental Planning Element noise reduction strategies pertaining to aviation noise

APPENDIX

TRAVELWAYS - STREETS AND TRAFFIC

A variety of traffic data is regularly collected for the traffic volumes and turning movements at the City's key arterial streets. The City of Tempe maintains traffic volume data for major roadways throughout the City. The data is typically collected every other year. For specific information on traffic volume data, please visit https://www.tempe.gov/index.aspx?page=460.

The corridors with the highest volumes were identified in **Table 1**. They carry traffic from Tempe and adjacent communities to the two north-south freeways within the city, I-10 and the Price Freeway. They also carry traffic destined for downtown and other major employment centers.

Table 1 Highest Daily Traffic Volumes

ROADWAY	DIRECTION	2008-13 HIGHEST DAILY VOLUME	DESCRIPTION OF STREET GEOMETRY
MCCLINTOCK DRIVE	North-south	39,025	McClintock Drive is an arterial roadway with a cross section that varies from five to six through lanes.
RURAL ROAD/ SCOTTSDALE ROAD	North-south	51,380	Rural Road/Scottsdale Road is an arterial roadway with a cross section that varies from five to six through lanes.
PRIEST DRIVE	North-south	44,551	Priest Drive is an arterial north-south arterial with a cross-section that varies from four to six through lanes. It is discontinuous as a City street as it is in the Town of Guadalupe for just over one-mile south of Baseline Road.
ELLIOT ROAD	East-west	48,927	Elliot Road is a six-lane arterial with a center median. Median breaks are provided at regular intervals for business and cross-street access.
BROADWAY ROAD	East-west	49,560	Broadway Road is an arterial roadway with a cross section that varies from five to six through lanes.
SOUTHERN AVENUE	East-west	35,372	Southern Avenue is an arterial roadway with a cross section that varies from five to six lanes.
BASELINE ROAD	East-west	59,081	Baseline Road is a six-lane arterial.
48TH STREET	North-south	35,358	48th Street is a five lane arterial in the City. It transitions to six lanes at Broadway and north of Broadway becomes SR 143, a limited access facility.
WARNER ROAD	East-west	31,754	Warner Road is a four-lane arterial.
APACHE BOULEVARD	East-west	31,625	Apache Boulevard is a four-lane arterial. East of Terrace Road, it has a center median that accommodates the light rail line.

Connecting the "Last Mile"

Transit system planners have long struggled with how to solve what is called the "last mile" problem. Many would-be transit riders have a transit line that runs most of the way between their home and destination, but no good way to get to or from the transit stop itself. The transit stop may be just outside of walking distance. In the case of some suburban office parks and subdivisions without sidewalks, walking to a nearby bus stop may be dangerous or otherwise difficult. Or, in Arizona's climate, walking long distances in the searing summer sun to catch a bus may simply be too much for a person to bear. Neighborhood circulators address the last mile problem by using relatively small transit vehicles to bring residents to transit stations or other nearby attractions. A resident of one of 's residential neighborhoods can feel confident leaving his car at home, knowing that an Orbit bus will come along every 15 minutes to carry him to the light rail station or a destination within.

Green Streets

Green streets typically include collector streets that already serve as high volume bicycle and pedestrian corridors or some arterial streets where traffic volumes facilitate greater bicycle and pedestrian use. Green streets serve as priority routes for bicyclists and pedestrians and function as connecters between off-street multi-use paths. Green streets may be located both inside and outside overlay districts (such as the transportation overlay district along Apache Boulevard) and are particularly important in providing pedestrian and bicycle access to parks, shopping, schools, civic places and other community destinations. With further enhancements and improvements, Tempe residents will be able to immediately recognize these streets as pedestrian and bicycle friendly. Typical characteristics of green streets can be found in the Tempe Transportation Plan - Transportation Toolbox, A Guide for Planning and Design of Friendly Streets and Sidewalks.

HIGHWAYS AND FREEWAYS

The State Transportation System is the multimodal transportation system in the State. This includes the system of State Routes, U.S. Highways, and Interstate Highways, which is owned and operated by ADOT, as well as transit, aviation and rail modes for which ADOT has an interest in advocating or supporting.

Expansion of Regional Circulation Systems

Arizona has been identified as having one of ten "megapolitan" regions of the United States in which two out of every three Americans are expected to live in the next 40 years. This Arizona region is the "Sun Corridor," which stretches from Santa Cruz County to central Yavapai County. Arizona adopted (in January 2010) a shared vision for quality of life in 2050 and based upon a strong economy was the foundation of the transportation planning vision called Building a Quality Arizona (BQAZ).

Arizona projects a population of nearly 15 million people by 2050 and identified that at least half the transportation system that Arizona will need in 2050 has yet to be built. As this population growth occurs, adding vehicles to an existing road network will certainly reduce travel speed, thereby exacerbating the state's existing traffic congestion for Arizona businesses, residents and visitors.

ADOT I-10 Corridor Improvement Study (Broadway curve)

ADOT initiated a Corridor Improvement Study (CIS) to evaluate freeway improvement alternatives along the I-10 from State Route 51 to Loop 202 (Santan Freeway). Alternatives include the addition of local and express access routes in the study area. The proposed freeway improvement is delayed until 2024. MAG Regional Council has decided to re-evaluate the freeway improvements as a result of the reduced sales tax collection.

Another option being proposed currently is to install High Occupancy Toll (HOT) lanes on the I-10 Corridor. The cost of development will be shared in partnership with the private sector. HOT lanes will be free to carpools but can also be used by single occupancy vehicles for a fee. The fee will be based on a sliding scale depending on the current freeway congestion levels. The higher the congestion level at the freeway, the cost for single occupancy to use the HOT lanes will also increase.

ADOT Passenger Rail Corridor Study (2012-2013)

A Passenger Rail Corridor Study is underway to focus on identifying and comparing a number of ideas to solve the transportation problem that exists along Interstate 10 between Phoenix and Tucson. The 105-mile drive now takes 95 minutes at the speed limit. Demographers expect the area around I-10 from Tucson past Phoenix will be one of the fastest-growing regions in the country and it's identified as the Sun Corridor. Population growth models predict that, by 2050, the populations of Maricopa and Pima counties will roughly double and that Pinal County's will grow six-fold and job growth will rise even faster.

The study identified six possible rail routes between downtown Phoenix and Tucson International Airport and narrowed the options to two corridors.

The rail options would follow tracks paralleling I-10 south of the Picacho area. Those could be existing Union Pacific tracks or new tracks in the interstate right-of-way or a new path to the side of the freeway. North of Picacho Peak, the two options call for routes through the southeast Valley in the Queen Creek/Mesa Gateway airport area and the second relies on new track along I-10 with connection to the north side of Phoenix Sky Harbor,

Union Pacific has consistently told the state it has no capacity on its busy freight tracks to make way for passenger service. There is no funding for the project other than to study options. Arizona will be poised to look for funds once the potential corridors are identified and potential cost of the project is refined.

All the study options pass through Tempe and would have stops at Phoenix Sky Harbor International Airport. Tempe has the opportunity to plan for inter-city rail stations along the Mainline and Tempe branch alignments.

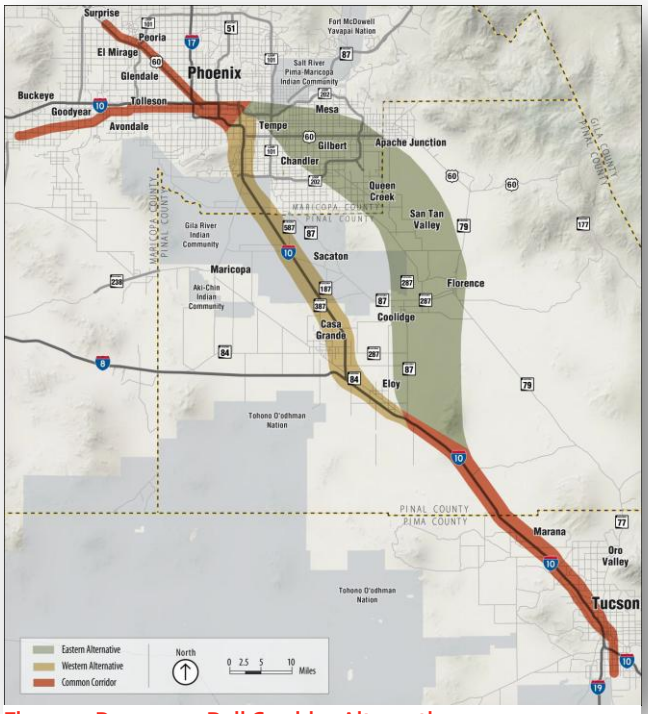


Figure 5 Passenger Rail Corridor Alternatives

REGIONAL TRANSIT

The Maricopa Association of Governments Regional Transportation Plan identifies areas where high capacity transit investments will be constructed. To maintain our economic vitality, Tempe needs to meet future travel demands with significant transit investments. High capacity transit, especially rail, fosters economic development. High Capacity Transit includes: Light Rail, Bus Rapid Transit, Streetcar and Commuter Rail.

The regional transit system is comprised of three components—regional fixed route (Supergrid), arterial bus rapid transit (BRT) and high capacity transit (HCT). Regional fixed route bus is a two-way service that provides both local and regional access to transit riders on the arterial street network. This service, also known in the county region as Supergrid, is to provide consistent levels of service across jurisdictions in the region. Supergrid service operates both weekdays and weekends. Fixed route bus is the mode for this service, which generally operates on arterial streets. Passenger access is available at bus stops, which are located approximately every quarter mile. The county region began operating Supergrid service in 2007. To date, three Supergrid routes are in service: Scottsdale/Rural Road, Chandler Boulevard, and Glendale Avenue. These routes provide consistent service levels and operate seven days a week.

Arterial bus rapid transit (BRT) is a two-way service that operates at higher speeds than Supergrid service by taking advantage of limited stops and other time- saving enhancements, including signal priority systems, queue jumpers and potentially semi-exclusive shared lanes. The proposed arterial BRT routes identified in the RTP are intended to operate weekdays both peak and off-peak and on weekends. Arterial BRT is generally overlaid on local bus or Supergrid service. Passenger access is available at enhanced bus stops located approximately one mile apart.

Express bus provides enhanced-speed, moderate-volume commuter or regional access in the county region and is designed to operate primarily on the region's freeway system, including High Occupancy Vehicle (HOV) lanes. Express bus service typically operates from park-and-ride locations to employment centers throughout the region. These routes

provide service Monday through Friday during the morning and evening peak time periods. While express bus service usually operates one-way in the peak direction, two-way service may be warranted in reverse commute markets. Passenger access is generally available at park-and-ride facilities and a minimal number of other locations.

The region operates more than twenty express bus routes providing three types of service: suburb to downtown Phoenix (and the State Capitol), suburb to suburb, and suburb to light rail. The suburb to downtown Phoenix service, which is the most common type, generally operates morning inbound (to Phoenix) and evening outbound (from Phoenix). The suburb to suburb service operates between suburban communities and suburban employment centers, such as Scottsdale Airpark, during peak periods. Suburb to light rail service provides direct connections to light rail, such as the Northeast Mesa Express that operates between Power Road and Tempe Transportation Center. Four of the routes operate two-way service.

High Capacity Transit Systems

High-Capacity Transit (HCT) Peak Period provides higher-speed, high-volume commuter or regional access, when compared with express bus. While express bus sometimes operates in mixed traffic, HCT Peak Period generally operates in an exclusive guideway, providing service between park-and-ride locations and major employment centers. This service typically operates Monday through Friday during the morning and evening peak time periods traveling in the peak direction. Fixed route bus or rail vehicles (e.g., commuter rail) are the mode types for this service, which would operate in a dedicated guideway. Passenger access is typically available at park-and-ride facilities and a minimal number of limited non-parking locations.

Passenger and Freight Rail

The State's railroads, while not owned or operated by ADOT, are a critical part of Arizona's multimodal and intermodal transportation system and, likewise, an important part of the statewide and national economies.

Intercity passenger rail services are currently provided by Amtrak, and ADOT is looking to these services to provide an important travel alternative – as is the nation as a whole. There is no north-south connection between the major metropolitan areas of Phoenix and Tucson. Amtrak's Sunset Limited route traverses 1,995 miles between New Orleans, Tucson, and Los Angeles. The route crosses the southern tier of Arizona on the Sunset Route of the Union Pacific (UP) Railroad with stations in Benson, Tucson, Maricopa, and Yuma. The Southwest Chief route travels 2,256 miles between Chicago, Flagstaff, and Los Angeles. The route crosses the north-central tier of Arizona on the Transcontinental Route of the Burlington Northern Santa Fe Railway (BNSF). There are four stations in Arizona served by the Southwest Chief: Winslow, Flagstaff, Williams Junction (connection to the Grand Canyon Railroad discussed below), and Kingman. Over the longer term, there may be support for implementation of an interregional commuter rail service, for example between Phoenix and Tucson, to provide long distance commuters an alternative to driving (see Local and Regional Plans section regarding the ADOT Inter-city-Commuter Rail Study underway).

Goods moving on freight railways typically require truck transport on either or both ends of the trip, making highways the necessary enabler for freight rail transport. Both the Burlington Northern Santa Fe Railway Company and Union Pacific have significant intermodal operations in Arizona; because of the State's proximity to Mexico, many of the State's jobs depend on rail freight, freight movements, and foreign trade.

Two freight rail lines pass through Tempe connecting south and east-west. Union Pacific owns the right-of-way and controls operations along the freight railroad tracks in Tempe. The main line enters Tempe in the northwest, runs south through Downtown Tempe and turns east parallel to Apache Boulevard. The freight rail line also runs south, west of Mill

Avenue and east of Kyrene Road within the City boundary. As of 2013, freight traffic averages eight trains per day, and often uses branch lines serving industrial areas within the City. There are 44 railroad/roadway crossings in Tempe.

In 2012, the City of Tempe, in conjunction with the Arizona Corporation Commission, Union Pacific Railroad and Federal Railroad Administration, established a railroad Quiet Zone in Tempe. A Quiet Zone is a rail corridor at least one-half mile in length with one or more public highway-rail crossings where activation of train horns is prohibited except in certain situations. These exceptions are usually related to safety concerns such as pedestrians, bicyclists or motorists in too close proximity to the tracks. The Quiet Zone includes the portion of the Union Pacific Railroad north of Broadway Road from city limit to city limit.

The Arizona Department of Transportation is conducting a study for a Phoenix to Tucson rail connection. Several of the proposed alternatives pass through the Tempe. The rail connection between Phoenix and Tucson through Tempe will be beneficial for the City's economy. A direct connection between ASU and UA will also benefit both universities.

REGIONAL TRANSPORTATION PLANS

MAG Regional Transportation Plan

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2013. The RTP cover all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycle and pedestrian facilities, goods movement and special needs transportation. Tempe portions of the MAG Plan address:

Freeway Widening - General Purpose Lanes and HOV Lanes: Additional general purpose and new High Occupancy Vehicle (HOV) lanes have been completed on the regional freeway/highways adjacent to Tempe. This includes additional lanes on I-10, 101 Loop (Price Freeway), 202 Loop (Red Mountain Freeway).

Light Rail Transit: The alignment for the Light Rail Transit (LRT) Phase 1 segment was completed from Bethany Home Road and 19th Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa.

The RTP also includes regional funding for the completion of six additional LRT/HCT segments on the system. These include a two-mile extension south light rail to Southern Avenue (Tempe Streetcar Extension). To date the Tempe South Extension has been designated as a modern streetcar, and has completed its Alternatives Analysis and Preliminary Design.

Regional Transit Framework Study (2009)

The MAG Regional Transit Framework identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030, with consideration for longer range transportation needs through 2050. MAG identified transit needs, deficiencies, opportunities, and constraints. Three scenarios for transit services and facilities were then developed to address future travel needs. Three regional transit scenarios were developed for 2030 to provide options for improving transit service in the region.

MAG Sustainable Land Use and Transportation Integration Study (ST-LUIS)

ST-LUIS was completed in three phases undertaken from 2010-2013, complemented by the stakeholder activities. These activities included two business/public forums coordinated by the Arizona Chapter of the Urban Land Institute (ULI). The perspectives of participants from these forums were integral to understanding the market realities in local communities. Study recommendations, findings, and a summary of the project's research and analysis activities, scenario planning, and

tools and strategies development is found at http://www.bqaz.org/pdf/sustainable/BQAZ-STLU_2013-03-29_Key-Findings-and-Recommendations.pdf.

Recommendations from the study are to:

1. Provide a high quality, productive transit system supported by compact walkable and transit-oriented places.
2. Create a small, focused rail network with an upgraded bus system that feed the rail network and extends transit access to much of the region.

Findings:

- Transit Oriented Development (TOD) demand will be driven by projected regional growth in population and jobs and supported by demographic shifts.
- Transit supportive and compact walkable development is achievable with distinct opportunities in different parts of the region.
- A small, compact and selective High Capacity Transit (HCT) network is most productive.
- A large rail network would oversupply land for TOD.
- Targeted corridor modifications improve transit productivity
- Regional transit mode share and regional access increase with mix of LRT and upgraded bus services.
- Existing conditions drive the pathway for future HCT service.

The scenarios build on the transit enhancements identified in the MAG RTP (funded through proposition 400 and local sources) and are based on a defined level of financial investment. New enhancements beyond those already defined in the RTP include improvements to existing transit service, expansion of transit service to new areas, and the inclusion of new transit service options (e.g., express bus, arterial bus rapid transit, high capacity transit). The three scenarios are described in **Table 2.**

The scenarios evaluated in the study were:

Enhanced Transit - Scenario 1 – This scenario reflects a moderate expansion of the MAG's planned transit network, as well as a reallocation of total regional growth to specify transit-oriented development and compact development within one half mile of transit stations. The scenario includes 10 corridors.

Transit Supply - Scenario 2 – This scenario reflects a very generous expansion of MAG's planned transit network, and reallocation of total regional growth to direct transit-oriented and compact walkable development to station areas. This scenario includes all 44 corridors including LRT, BRT, streetcar, and commuter rail corridors.

Refined Transit Supply - Scenario 3 – This scenario was generated after Scenarios 1 and Scenario 2 were completed. This scenario tests a transit network that is more extensive than that of Scenario 1, but less extensive compared to Scenario 2. This scenario includes 25 corridors including LRT, BRT, streetcar, and commuter rail corridors.

Table 2 Regional Transit Framework Scenarios

SCENARIO	INVESTMENT LEVEL	PHILOSOPHY	CHARACTERISTICS
I: BASIC MOBILITY	Lowest (extend existing sources)	Continuation of RTP Minimal service expansion with same types of services and programs as currently programmed in the RTP	• Expands service to new areas • Improves service levels within a limited number of high demand transit corridors • Many deficiencies not addressed
II: ENHANCED MOBILITY	Moderate (comparable to peer regions level)	Concentrated Expansion • Moderate service expansion • Moderate increase in service area • Improved frequencies to meet standard service levels • Higher speed options (express bus, arterial BRT & HCT) • Activity centers outside urbanized area primarily connected through frequent, limited stop express services	• Expands regional transit service levels • Improves transit travel speeds in highest priority corridors • Deficient service levels improved
III: TRANSIT CHOICE	Higher	Growth Expansion • Most aggressive service expansion • Comparatively greatest increase in service area • Improved frequencies to meet standard service levels • More high-speed options in urban/non-urban area • Activity centers outside urbanized area connected through frequent, limited stop express services and Super-grid bus	• Expands regional transit service levels • Provides a more comprehensive regional transit system • Improves transit travel speeds in many more corridors • Nearly all deficiencies are addressed

The ST-LUIS study fits well with Tempe, which has moved forward with light rail and expanded bus transportation, and produced compact and transit oriented development along the light rail corridor. The addition of BRT connections to the larger region will also benefit current and future transit users living in Tempe.

Freight Transportation Framework Study (2012)

Planning for freight is approached on a corridor level. A joint State and County study is underway to look at the movement of freight through the state, in what is identified as the "Sun Corridor." The Sun Corridor mega-region stretches from Nogales, Mexico, to Prescott, Arizona. Approximately 85 percent of the population in Arizona resides within the Sun Corridor. The Sun Corridor's population is projected to reach approximately 8 million people by 2030, which would place a

significant strain on the transportation network that connects Maricopa, Pinal, and Pima counties not only from a commuter perspective, but also from a freight operations and safety perspective.

Freight movement in Arizona is expected to double by 2030 with increases of 70 percent in tons moved by truck and 100 percent in tons moved by rail. Currently, 85 percent of freight moved in Arizona travels by truck, with 75 percent of that freight using Arizona's transportation infrastructure as it passes through our state en route to destinations in other states. Pass through freight represents lost opportunity for business development and job creation in the industrial, manufacturing and transportation logistics industries. Traffic congestion, lack of adequate highway infrastructure and the lack of cost-effective rail shipping are identified as weak links in Arizona's freight transportation system. ADOT identified that transportation and logistics industries result in some of the highest ancillary job development with one truck transportation job creating 2.2 others, one rail transportation job creating 3.14 others and one air transportation job creating 3.61 others.

Within the Freight Transportation Framework Study, Tempe was identified to be appropriate as a mixing center , (described as an area to store, consolidate and/or redirect domestic and import goods for distribution) for industrial areas along the I-10.

AVIATION

Air Traffic Growth

The airline industry is expecting moderate growth. The pressure on the airline industry to consolidate into economic s of scale is a global trend and affecting Tempe by the recent merger between US Airlines and American Airlines to the world's largest airline. Consolidations will eliminate overlapping routes between merging airlines. This is likely to strengthen the trend we currently see at Phoenix Sky Harbor International Airport; that fewer operations overall can sustain or moderately grow the number of total passenger enplaned each year. Allegiant Airlines is an example of how to deal with cost not by consolidation, but by maintaining a lean organization with route program that is flexible to changes in the demand in the leisure travel market to attractable destinations without depending on large hub airports. The airline has been joined by Spirit and Frontier at Phoenix-Mesa Gateway Airport, and the need for an additional commercial service airport to Phoenix Sky Harbor International Airport in a large and growing metropolitan region has been proven.

Performance Based Navigation

The City supports an environment of cooperation with federal and other municipalities that own or operate centers for air transportation in the valley to look at all aspects of aviation, both economic and environmental. The implementation of Performance Based Navigation (PBN) confines the flight paths as more airlines adopt the new technology and air traffic control becomes more a management of a system rather than based on strategic intervention to ensure the airspace is safe at all times. Even though the FAA Modernization and Reform Act of 2012 exempted new PBN (Performance Based Navigation) from environmental review that results in measurable reductions in fuel consumption, carbon dioxide emissions, and noise, the technology has the potential to make flights paths more concentrated to areas with less population. PBN has the potential of improving airline compliance with the 4-DME instrument departure procedure, which was designed to reduce noise from commercial jets over north Tempe by directing take-offs over the Salt River alignment.

CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 8

DATE
August 13, 2013

SUBJECT
Future Agenda Items

PURPOSE
Chair Huellmantel will request future agenda items from the commission members.

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

- General Plan 2040 – Transportation Chapter - 4
- Transportation Master Plan
- Scottsdale/Rural Road BRT Link Service Study Update
- Commuter Rail Study
- Presentation by Arizona Transit Association on statewide funding
- College Avenue Streetscape Project (University to 5th St)

FISCAL IMPACT
None

RECOMMENDATION
This item is for information only.

CONTACT
Shelly Seyler
Deputy Public Works Director
480-350-8854
shelly_seyler@tempe.gov

ATTACHMENTS
None