



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, October 13 2015
7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
Don Cassano Room
200 E. 5th Street, 2nd floor
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 <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the September 8, 2015 meeting.	Pam Goronkin, Commission Chair	ACTION
3. Passenger Rail Study (Tucson to Phoenix) Arizona Department of Transportation staff will present information on the Passenger Rail Study.	Steve Hogan, Arizona Department of Transportation	Information and Possible Action
4. I-10/I-17 Spine Project MAG staff will provide information on the near-term and short-term progress of the I-10/I-17 Spine Project.	Bob Hazlett, Maricopa Association of Governments	Information and Possible Action
5. Department and Regional Transportation Updates Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works Staff	Information

6. Future Agenda Items Commission may request future agenda items.	Pam Goronkin, Commission Chair	Information
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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 September 8, 2015

Minutes of the Tempe Transportation Commission held on Tuesday, Sept. 8, 2015, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Pam Goronkin (Chair)
Ryan Guzy
Bonnie Gerepka
Don Cassano
Susan Conklu
Philip Luna

Kevin Olson
Peter Schelstraete
Cyndi Streid
Lloyd Thomas (via phone)
Charles Redman
Shereen Lerner

(MEMBERS) Absent:

Charles Huellmantel
Jeremy Browning

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Eric Iwersen, Principal Planner
Sue Taaffe, Public Works Supervisor

Amanda Nelson, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Julian Dresang, City Traffic Engineer

Guests Present:

Radu Nan, Kittelson and Associates
JC Porter, ASU
Olivia Turner-Tolley, resident

Commissioner Pam Goronkin called the meeting to order at 7:35 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Chair Goronkin introduced the minutes of the August 11, 2015 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Don Cassano

Second: Commissioner Peter Schelstraete

Decision: Approved

Agenda Item 3 – Alameda Drive Bicycle/Pedestrian Design Concepts Project

Eric Iwersen, Public Works, and Radu Nan, Kittelson and Associates, presented the design concept for Alameda Drive from Rural Road to 48th Street. The refined design concept is intended to re-characterize three miles of a very wide collector street with no current bike or pedestrian amenities other than signage and basic sidewalk into an enhanced pedestrian area and bicycle boulevard, while retaining vehicular access. A design concept is the first phase in project development and is used to seek federal grants for construction. The project links directly to the location of a bike/ped bridge over the I-10 at Alameda Drive and connecting to Tempe Diablo Stadium that is now funded as part of ADOT's near term improvements to the interstate.

Commission discussion included the lack of a bicycle/pedestrian bridge at Arizona Mills Mall, over the I-10 and the Western Canal Multi-use Path, the bike parking configuration near Tempe Diablo Stadium, the feedback received from the industrial park regarding truck parking, repaving of Alameda Drive as part of this project, sharrows, the configuration of the roadway just east of College and the redesign of the bollards at the Union Pacific Railroad crossing.

The first public meeting was held May 6 and a second public meeting will be held Sept. 16 at 6 p.m. at Broadmor Elementary School.

A motion was made to approve the proposed Alameda Drive Bicycle/Pedestrian Design concepts and to defer to the neighborhoods between Rural and the railroad as to whether or not they would like a landscape median

Motion: Commissioner Kevin Olson

Second: Commissioner Don Cassano

Decision: Approved.

Agenda Item 4 – Bike Boulevards

Eric Iwersen and Julian Dresang, Public Works, presented information regarding the bike boulevard system. In March 2015, a corridor analysis was conducted on the Seat route (Knox Road) to identify improvements based on projected costs. The low-cost improvements listed below would be implemented during FY 15/16, while the high- and medium-cost improvements will likely require infrastructure improvements (e.g., traffic signals, traffic calming, new path, grade separated railroad crossings, etc.) that exceed the \$100,000 earmarked for FY 15/16. As such, these improvements will be submitted in the CIP budget for FY 16/17 or may be part of the FY 16/17 bike boulevard implementation.

Public meetings for residents along the Seat Route occurred May 13 and August 12. During the first round of public comment, 35 people submitted online surveys. Of those commenting, 13 were generally favorable to some type of bicycle amenities, five were opposed to any improvements, and five made comments that were neutral in nature. Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity. Those opposed identified Knox/LaVieve as a bike boulevard raised concerns with increased bike traffic, safety, and the expending of city funds on the project.

During the second round of public comment, 39 people responded to the survey online. Of those who commented, 14 were in favor of the signalized crossing at McClintock and LaVieve while 22 were not, 14 were in favor of the signalized crossing at Kyrene and Knox while 15 were not; and 14 were in favor of the signalized crossing at Priest and Knox while five were not. It should be noted that the majority of those residents commenting about these signals live east of McClintock Drive.

Commission discussion included signal timing adjustments, and the potential for the Seat route to impact future routes if the entire Seat route is not implemented

Staff presented three options for consideration:

1. Implement Seat route in entirety including six signs in Circle G, seven signs in Alta Mira, a ramp modification at the pedestrian connection between the two neighborhoods, and advance the traffic signal proposal at McClintock and LaVieve.
2. Implement Seat route from McClintock to Highline Canal, omitting Circle G and Alta Mira neighborhoods and the McClintock and LaVieve traffic signal.
3. Postpone any implementation of Seat route and advance staff time and funding to other bike boulevard routes (Pedal - College Avenue would be next).

A motion was made to approve implementing the Seat route in its entirety including six signs in Circle G, seven signs in Alta Mira, the ramp modification, and advance the traffic signal proposal at McClintock and LaVieve.

Motion: Commissioner Susan Conklu

Second: Commissioner Cyndi Streid

Decision: Approved with Commissioner Olson voting no.

Agenda Item 5 – Department and Regional Transportation Updates

Eric Iwersen mentioned that the second public meeting for Alameda Drive Bicycle/Pedestrian Design Concepts Project will be held Sept. 16 at 6 p.m. at Broadmor Elementary School. Shelly Seyler mentioned that there are Orbit Saturn public meetings on Sept. 9 and 12. Shelly Seyler also mentioned that ADOT is holding a series of public meetings this month regarding the Passenger Rail Tier 1 EIS. Staff will email the Commission with meeting times and locations.

Agenda Item 6 – Future Agenda Items

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

- Bike Share (October)
- Streetcar (October)
- 5th Street Streetscape Project (October)
- Highline Canal Multi-use Path (November)
- Orbit Saturn (November)
- Alameda Streetscape Project (November)
- Long-Range Forecast Presentation (November)
- McClintock @ Rio Salado MUP underpass (December)
- North/South Railroad Spur Multi-Use Path (December)
- Introduction of CIP Requests (December)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)

- Western Canal Multi-use Path Extension (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)
- 8th Street Streetscape (March)
- Bus Unification Update (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)

The Commission's next meeting is scheduled for October 13, 2015.

The meeting was adjourned at 8:59 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

October 13, 2015

SUBJECT

Arizona Department of Transportation (ADOT) Passenger Rail Study Update

PURPOSE

The purpose of this memo is to provide the Commission with an update on the ADOT Passenger Rail Study.

At the March 20, 2014, Issue Review Session, Tempe and ADOT staff provided information to the Council regarding the status of the Arizona Department of Transportation (ADOT) Passenger Rail Study between Tucson and Phoenix. The Council advised careful consideration, protection and no negative impact to downtown Tempe neighborhoods and historic/older homes and properties. In April 2014, the Transportation Commission was also presented with this information and did not take a formal position on a preferred route alignment.

ADOT studied the feasibility of a passenger rail line between Phoenix and Tucson and narrowed the list of alternatives to three. All three alternatives would link Phoenix (and Sky Harbor Airport) south to Tucson and the Tucson International Airport, with multiple options for stops at other cities and towns along the route. All three alternatives show a stop and direct connection to Tempe. The three alternatives were:

- Green Alternative, which would mostly run along Interstate 10 between the two metropolitan areas, and share a portion of the north south Union Pacific Railroad right-of-way as it enters Chandler and Tempe. **The Green route has since been eliminated as a feasible route and ADOT is not soliciting public comment on this route.**
- Yellow Alternative, which would utilize Interstate 10 north from Tucson, then Highway 287 connecting to the Southeast Valley cities of Queen Creek, Gilbert, and Chandler before linking to Tempe. This alignment would use both ADOT road systems and the Union Pacific Railroad.
- Orange Alternative, which would also utilize Interstate 10 north from Tucson, then Highway 87 connecting to Mesa Gateway Airport and ultimately to the ADOT system along US60 and the State Routes 101 and 202.

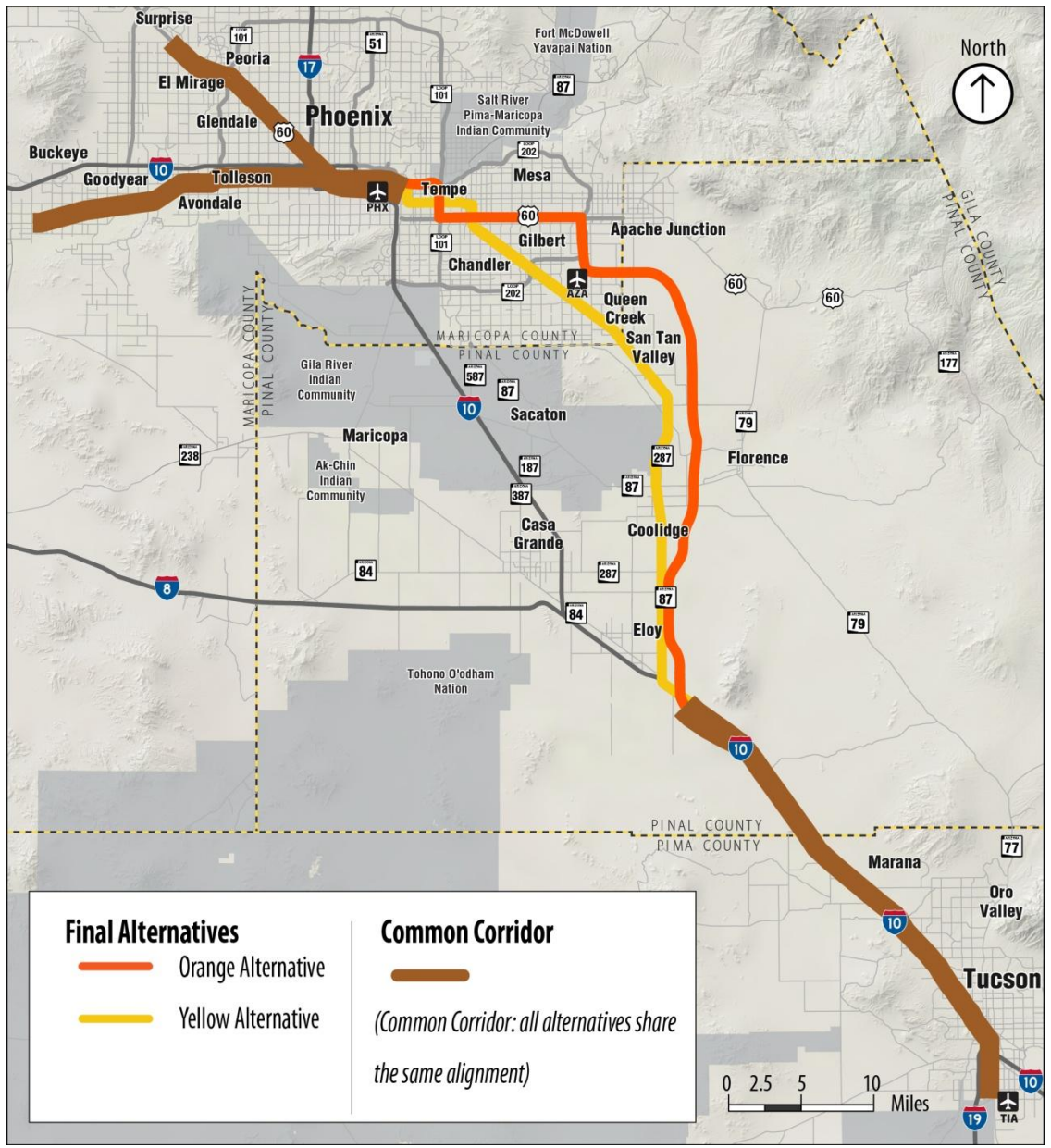
Since that time, ADOT has been working closely with the Federal Railroad Administration and other federal agencies, as well as local governments and planning organizations in Maricopa, Pinal and Pima counties to determine which routes will move forward for further study. To support that effort, a Draft Tier 1 Environmental Impact Statement has been prepared and is now available for public review. The decision to

pursue the alternatives in the Draft Tier 1 EIS came not only from technical evaluations, but was also largely based on public and agency input. During the last four years of the study, more than 10,000 people across Arizona have completed surveys to weigh in with their ideas of which routes best served their communities.

Draft Tier 1 EIS and Public Comment:

The objective of a Draft Tier 1 EIS is to obtain comments from the public on matters pertaining to the conduct and recommendations of the Draft Tier 1 EIS. The document is available for review at <http://www.azdot.gov/planning/CurrentStudies/PassengerRail/deis> through Oct. 30. Public hearings for community members to attend and provide comments were held Sept. 15, 16 and 17.

Below is a map of the two route alternatives currently under consideration and for public input:



Source: <http://www.azdot.gov/planning/CurrentStudies/PassengerRail/overview>

FISCAL IMPACT

There is currently no construction schedule and no funding identified for a project to build a rail system between Tucson and Phoenix. It will be up to the public and policymakers to decide if the project is feasible and how to generate the funding to pay for the project.

RECOMMENDATION

This is for information and action.

CONTACT

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ATTACHMENTS

None

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

October 13, 2015

SUBJECT

Maricopa Association of Governments (MAG) I-10/I-17 Spine Study Update

PURPOSE

The purpose of this memo is to provide the Commission with an update on the MAG I-10/I-17 Spine Study.

MAG, in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT), launched this study to develop a Corridor Master Plan for the Interstate 10 and Interstate 17 corridor. This corridor is referred to as the “Spine,” because it serves as the backbone for transportation in the metropolitan Phoenix area. The 35 mile Spine corridor begins at the I-17/Loop 101 North Stack interchange and continues south and east to the I-10/I-17 Split Interchange. The corridor continues east and south along I-10 to the interchange with Loop 202 (Pecos Stack).



The purpose of the Spine Study effort is to analyze various long-term strategies to improve mobility in the corridor. The study is evaluating the full range of transportation modes and concepts to identify the best multimodal solutions. These long-term solutions are envisioned as a combination of traditional methods, new technology, and increased use of transit. The key outcome of the Spine Study will be a detailed strategy to manage traffic in the I-10 and I-17 corridors through 2040. Study recommendations will be programmed in the MAG Regional Transportation Plan and Transportation Improvement Program.

The first round of public meetings were held in February and March 2015 to share information about the Spine Study and obtain public comment on potential corridor improvements. Members of the public were encouraged to attend the meetings or participate by completing an online survey. Nearly 1,800 members of the community provided their comments during this process

During the next several months, the Study team will analyze the comments and incorporate community ideas and preferences when identifying solutions (known as alternatives) to address the needs of the Spine Corridor. Once the draft alternatives have been identified, the public will be asked to provide feedback on the proposed solution(s). This next round of public participation is anticipated in spring 2016.

FISCAL IMPACT

The current MAG Regional Transportation Plan allocates \$1.47 billion for the Spine Corridor. This amount includes funding for any identified near-term improvements, in addition to longer range improvements. The Spine Study will identify how to best use these funds to achieve the greatest benefit to the region. It will also define funding shortfalls of the preferred corridor improvement approach so that additional funding allocations can be identified.

RECOMMENDATION

This is for information and action.

CONTACT

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ATTACHMENTS

None

STAFF REPORT

AGENDA ITEM 6

DATE

October 13, 2015

SUBJECT

Future Agenda Items

PURPOSE

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

BACKGROUND

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

- Bike Share (November)
- Fifth Street Streetscape (November)
- Streetcar (November)
- Orbit Saturn (November)
- Alameda Drive Streetscape (November)
- Long-Range Forecast Presentation (December)
- McClintock @ Rio Salado MUP underpass (December)
- North/South Railroad Spur Multi-Use Path (December)
- Introduction of CIP Requests (December)
- Highline Canal Multi-use Path (January)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)
- Western Canal Multi-use Path Extension (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)
- 8th Street Streetscape (March)
- CIP Discussion (April)
- Bus Unification Update (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)
- MAG Congestion and Mitigation and Air Quality Program (CMAQ, ITS) and Pedestrian Design Assistance Grants (June)

RECOMMENDATION

This item is for information only.

CONTACT

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