



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, October 10, 2017
7:30 a.m.

MEETING LOCATION

Tempe Transportation Center, Don Cassano Room
200 E. 5th Street, 2nd floor
Tempe, Arizona

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.	Don Cassano, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the September 12, 2017 meeting.	Don Cassano, Commission Chair	Action
3. Autonomous Vehicles Staff from ADOT will present information on the status of autonomous vehicles.	Brent Cain, Arizona Department of Transportation (ADOT)	Information and Possible Action
4. Commission Business The Transportation Commission will review the residency requirements for membership on the Commission.	Elizabeth Higgins, City Manager's Office	Action
5. Fifth Street Streetscape Project Update Staff will provide an update on the project including the results of the testing phase and public comment.	Eric Iwersen, Public Works	Information and Possible Action
6. Tempe Streetcar Staff will provide an update on the project.	Eric Iwersen, Public Works	Information and Possible Action
7. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
8. Future Agenda Items Commission may request future agenda items.	Don Cassano, Commission Chair	Information and Possible Action

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



Minutes City of Tempe Transportation Commission September 12, 2017

Minutes of the Tempe Transportation Commission held on Tuesday, September 12, 2017, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Don Cassano (Chair)
Shana Ellis
Paul Hubbell
Jeremy Browning
Nigel A.L. Brooks

Susan Conklu
Kevin Olson
Shereen Lerner
Bonnie Gerepka
Lloyd Thomas (via phone)

(MEMBERS) Absent:

Brian Fellows
Charles Huellmantel
Ryan Guzy

Cyndi Streid
Charles Redman

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Sue Taaffe, Public Works Supervisor
Eric Iwersen, Principal Planner
Robert Yabes, Principal Planner
Joe Clements, Transportation Financial Analyst
Amanda Nelson, Public Information Officer

Laura Kajfez, Neighborhoods Services Specialist
Mike Nevarez, Transit Manager
Tony Belleau, Senior Planner
Chase Walman, Senior Planner
Rebecca Rothman, Performing Arts Administrator

Guests Present:

John Federico, resident
Alexa Hause, ASU student
Jason Harrington, HP Designs
Dick Yano, Amec Foster Wheeler

John Fleming, Artist
William Selby, ASU student
Madcline Johnson, ASU student

Commission Chair Cassano called the meeting to order at 7:37 a.m.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Minutes

Chair Cassano introduced the minutes of the August 8, 2017 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Nigel Brooks
Second: Commissioner Shereen Lerner
Commissioner Cassano abstained.
Decision: Approved

Agenda Item 3 – Transportation Annual Report

Shelly Seyler presented the 2017 annual report for approval which included the mission statement of the Transportation Commission and the Commission's goals for 2018.

A motion was made to approve the 2017 Transportation Commission Annual Report.

Motion: Commissioner Nigel Brooks
Second: Commissioner Susan Conklu
Decision: Approved.

Agenda Item 4 – First Street/Ash Avenue/Rio Salado Pkwy Intersection Update

Eric Iwersen made a presentation about the First Street/Ash Avenue and Rio Salado Parkway intersection. Topics of the presentation included:

- Background
- Outreach and Stakeholder Coordination
- Design Criteria
- May Council Meeting Feedback
- Refined Design
- Next Steps
- Council Action on Sept. 8

The Commissioners asked the following questions and made the following statements.

- Was the City Council aware of the Commission's stance when they moved the roundabout option forward in May? Staff stated that yes, there was information in the packet and in the PowerPoint presentation about Commission recommendation and resident feedback.
- Will the roundabout accommodate semi-trucks and other large vehicles? Staff responded yes.
- Is the curb standard size? Staff said that there will be a mountable apron or paver materials and a vertical curb allowing for two phases of curbing.
- Why is the north/south crosswalk so far away from the roundabout? Staff responded that the crosswalk will be located at the streetcar station which is closer to the Tempe Beach Park entrance. Staff will continue to review the location of the crosswalk as the plans continue through design.
- Are the yellow lines on the map curbs? Staff responded yes.
- The signaling seems complicated and a detailed explanation should be made available to residents.

Agenda Item 5 – Country Club Way Streetscape Design

Robert Yabes and Jason Harrington made a presentation about the Country Club Way Streetscape Project. Topics of the presentation included:

- Background
- Public Comments
- Preliminary Designs
- Node Concept
- Next Steps

The Commissioners asked the following questions.

- Can the area adjacent to parking include 6-foot bike lanes? Jason Harrington said that there is limited space, but that the travel lane width could possibly be changed or adding a buffer in some areas could be an option.
- How is the Tempe Marketplace portion of the plan designed? Jason Harrington stated that representatives from Tempe Marketplace requested that existing infrastructure be utilized for this project.
- Is there a connection to the existing Rio Salado Path? Staff responded that there are two connections.

Agenda Item 6 – Highline Canal Multi-use Path Public Art

Robert Yabes, Rebecca Rothman and John Fleming made a presentation about the Highline Canal Multi-use Path public art concept. Topics of the presentation included:

- Background
- Nodes
- Conceptual Designs for Artwork
- Next Steps

The Commissioners asked the following questions and made the following statements.

- How many people attended the public meeting? Staff said that approximately nine people attended the meeting.
- Water fountains along the path are nice; and it would be good to see other paths have them

Agenda Item 7 – Small Area/Downtown Transportation and Development Fee Impacts

Shelly Seyler made a presentation about the Small Area/Downtown Transportation and Development Fee Impacts. Topics of the presentation included:

- Background
- Development Fees
- Land Use Assumptions
- Need
- Big Idea Analysis and List
- Decision Criteria
- Recommendation
- Next Steps

The Commissioners asked the following questions and made the following statements.

- Does Tempe own the Rural Road bridge? Staff said yes.
- The pedestrian crossings above ground feel safer.

Agenda Item 8 – Department & Regional Transportation Updates

Shelly Seyler announced that the City Council agreed to move forward with a plan that includes keeping bicycle facilities and adding vehicle capacity to a 3-mile stretch of McClintock Drive. Specifics include:

- Apache to Broadway: Alternative 3, Add third southbound travel lane. Remove planter boxes along southbound UPRR underpass to accommodate wider sidewalk. Bicycles share widened southbound sidewalk. Add standard northbound bike lane by narrowing northbound travel lanes.
- Broadway to Southern: Alternative 1, Add third southbound travel lane. Northbound & Southbound: Standard bike lanes. Requires widening roadway 4-feet along major portions of corridor.

- Southern to Baseline: Alternative 1, Add third southbound travel lane. Northbound & Southbound: Buffered bike lanes. Southbound bike lane would be standard at US60.
- Baseline to Guadalupe and Guadalupe to Elliot: No changes.

Construction will take between one and a half to two years.

Agenda Item 9 - Future Agenda Items

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

- October 10
 - Fifth Street Streetscape Design
 - Annual Report
 - Autonomous Vehicles
- November 12
 - Plan for Expansion of Bicycle/Pedestrian Paths
 - Bike Share
 - Streetcar
 - Maintenance Procedures for Sidewalk Shade Trees near Overhead Power Lines
- December 12
- January 9
 - Commission Business
 - Speed Limits
 - North/South Railroad Spur MUP
 - Crash Data, Enforcement and Texting
 - Western Canal Expansion MUP Final Design
- February 13
 - FY 18/19 Paid Media Plan
 - Prop 500
 - Bike Hero Award
- March 13
 - Capital Improvement Project Update
 - Alameda Drive Streetscape
 - Upstream Dam Bridge
- April 10
- May 8
 - MAG Design Assistance Grants
- TBD: Bicycle/Pedestrian Signal Activate Operations Update

The next meeting is scheduled for October 10, 2017.

The meeting was adjourned at 8:49 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen and Shelly Seyler

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

September 29, 2017

SUBJECT

Autonomous Vehicles

PURPOSE

Brent Cain with the Arizona Department of Transportation will make a presentation about autonomous vehicles in the region.

BACKGROUND

None

FISCAL IMPACT

None

RECOMMENDATION

None

CONTACT

Eric Iwersen

Transit Manager

480-350-8810

eric_iwersen@tempe.gov

ATTACHMENTS

PowerPoint

Autonomous and Connected Vehicles: Technological Evolution for Mobility Revolution

City of Tempe Transportation Commission

Brent Cain, PE

Transportation Systems Management & Operations Division Director

Arizona Department of Transportation

Oct. 10, 2017

Why Autonomous/Connected Vehicles?

The Human Driver ...

... is the most unreliable component
of an automobile.

How Unreliable? Crash facts tell the story

- **94% of crashes due to human error**
- **35,092 fatalities in the U.S. (2015)**
- **964 fatalities in Arizona (2016)**

Autonomous/Connected Vehicle Benefits

➤ Safety

- Crash and Fatality Reduction

➤ Mobility

- Improvement of Traffic Flow
- Wider Demographics
- Ride-sharing and Vehicles for Hire



Image: General Motors

➤ Sustainability

- Decrease in Fuel Consumption and Emissions

Technology Defined

Autonomous Vehicle

Capable of sensing its environment and reacting without human input

Self-Driving Vehicle

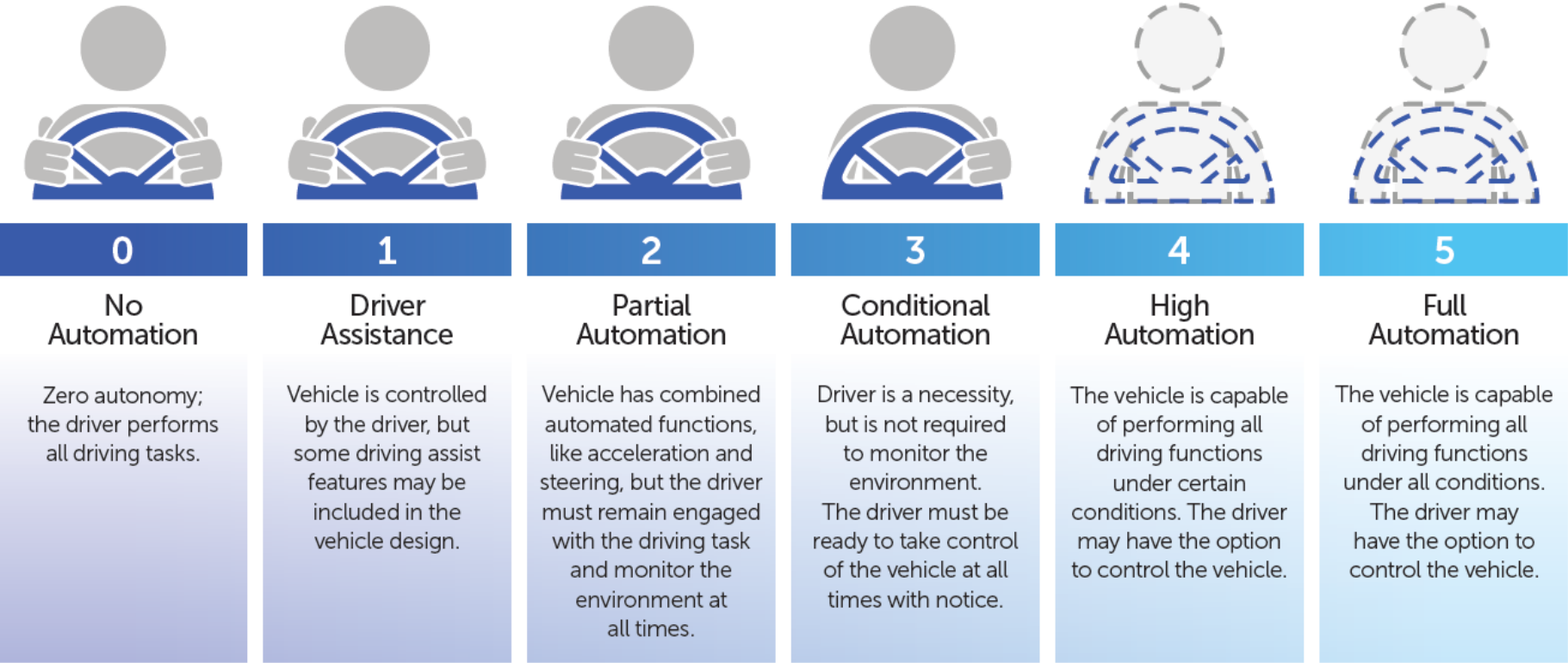
The ultimate autonomous vehicle, using artificial intelligence, vehicle sensors and GPS coordinates to drive itself without human intervention

Connected Vehicle

Utilizes an internet connection, Wi-Fi and wireless local area network (LAN) to send/receive messages between other vehicles and/or infrastructure

Levels of Vehicle Automation

Full Automation



Source: NHTSA

Merging Technologies for Most Benefits

Autonomous Vehicle

Operates in isolation from other vehicles using internal sensors



Connected Vehicle

Communicates with nearby vehicles and infrastructure



Connected Automated Vehicle

Leverages autonomous and connected vehicle capabilities



System Technology and Innovation

➤ Evolutionary Technologies

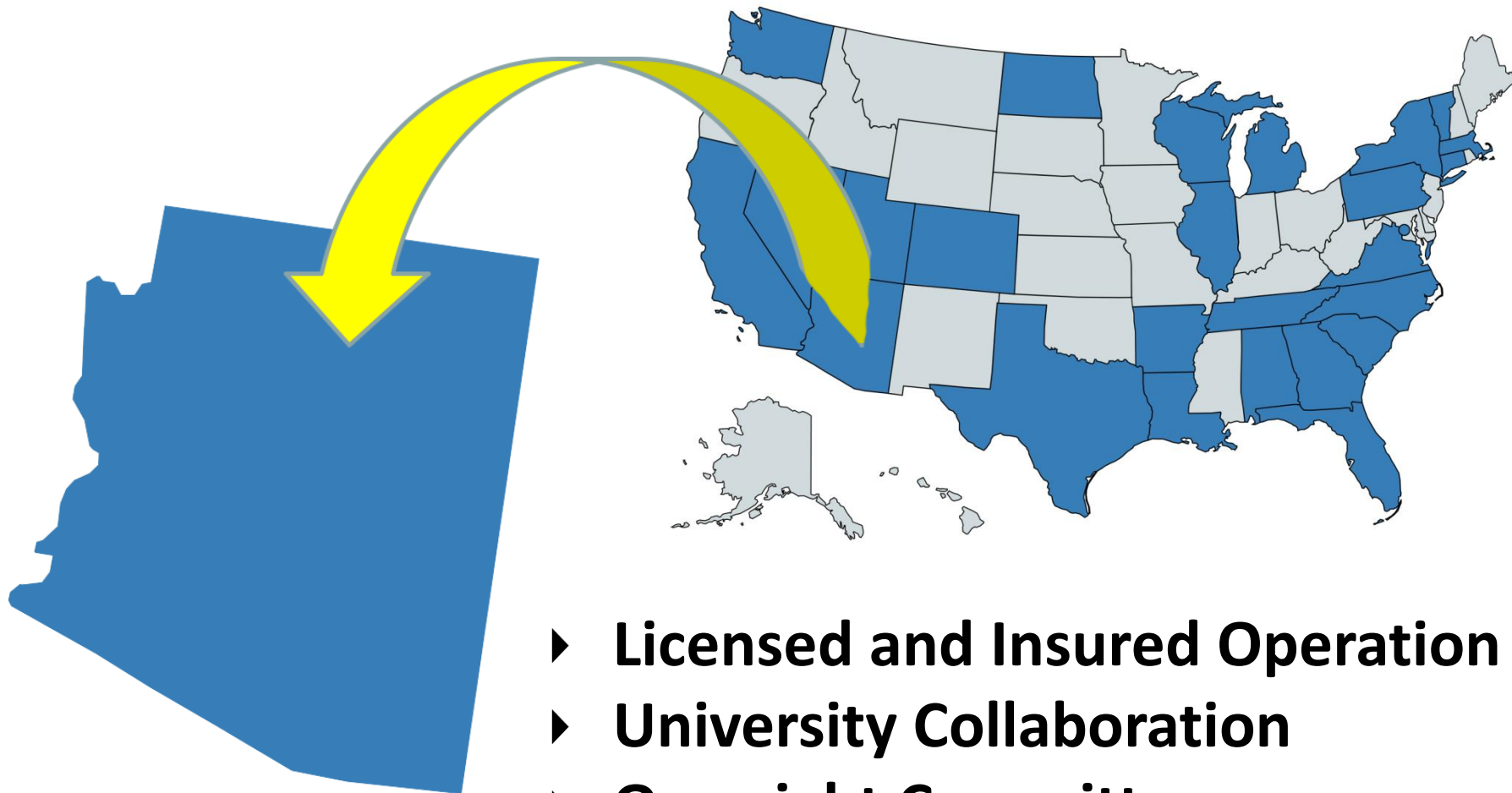
- Autonomous and Connected Vehicles
- DSRC Communication
- Signal Phase and Timing (SPaT) Challenge

➤ Freight

- Truck Platooning
- I-10 Corridor Coalition



Arizona's Action on Autonomous Vehicle R&D



- ▶ **Licensed and Insured Operation**
- ▶ **University Collaboration**
- ▶ **Oversight Committee**

Arizona's Principles of Engagement



- ▶ **Reduce Regulatory Burden**
- ▶ **Stay Open for Business**

Embrace Tomorrow's Technologies *Today*

Arizona's R&D Contributions — Uber



Uber ATG testing and ride-sharing in Tempe

Image: The Verge

Arizona's R&D Contributions — Waymo



Waymo “Early Rider” program in Chandler

Image: Waymo

Arizona's R&D Contributions — Ford



Ford Fusion at Wittmann proving ground



Images: Ford Motor Company

Arizona's R&D Contributions — GM

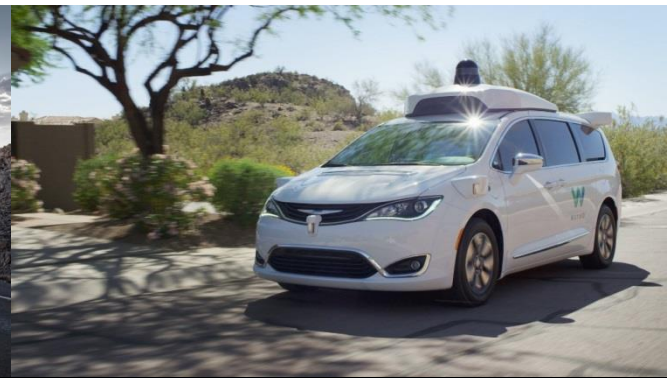


Chevrolet Bolt EV test vehicle in Scottsdale

Image: General Motors

Considerations on the Road Ahead

- Policy and institutional barriers to adoption of advanced vehicle technologies
- Changing infrastructure needs and transportation planning
- Safety and mobility impacts of advanced vehicle technologies
- Evolving motorist acceptance and travel behavior



Questions?

Brent A. Cain, PE
Division Director
Transportation Systems Management & Operations Division
Arizona Department of Transportation
bcain@azdot.gov
602.712.6466



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

September 29, 2017

SUBJECT

Commission Business

PURPOSE

For the Transportation Commission to review the residency requirements for membership on the Commission.

BACKGROUND

At the September 18 Work Study Session, the City Council gave direction for the Transportation Commission to review the residency requirements for membership on the Commission.

The policy currently reads “The Transportation Commission is composed of fifteen (15) members, who must be **Tempe residents** and are appointed for a term of three years. The Commission usually meets on the second Tuesday of each month at 7:30 a.m., in the Don Cassano Community Room at the Tempe Transportation Center, 200 East Fifth Street, Tempe. (City Code, Chapter 2, Article V, Division 8).”

The Commission may consider three options:

- 1) Maintain the current residency requirement;
- 2) Include work OR live in Tempe to the membership requirements; or
- 3) Have no requirements as to who can join the commission.

FISCAL IMPACT

None

RECOMMENDATION

None

CONTACT

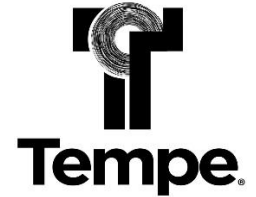
Elizabeth Higgins
Chief of Staff to the Mayor and Council
480-350-8965
elizabeth_higgins@tempe.gov

ATTACHMENTS

None

MEMORANDUM

Public Works Department



AGENDA ITEM 5

Date: October 2, 2017
To: Transportation Commission
From: Eric Iwersen, Transit Manager (350-8810)
Subject: 5th Street Streetscape Project Update

PURPOSE

The purpose of this memo is to provide the Commission with an update on the 5th Street Streetscape Project. A visual presentation is attached and will be provided at the Commission meeting.

BACKGROUND

This streetscape project includes a half-mile stretch between Farmer and College avenues along Fifth Street, a collector street that connects important civic, neighborhood, education and business entities, including: City Hall, Police/Courts, Mill Avenue, ASU, Sun Devil Stadium, Transportation Center, light rail, transit service, mixed-use development, multi-family housing, hotels, Hayden Butte/A Mountain, historic and redeveloping neighborhoods.

Project History: The project was first identified through a 2015 Downtown Tempe parking study that encouraged the city to look for opportunities to maximize on-street parking availability and reconfigure the street to be more multi-modal. A design team was hired in 2016 to develop and design construction documents for a buildable project that strives to enhance landscaping, increase and improve bicycle, pedestrian and transit access, improve parking availability, preserve vehicular access and ensure optimal ADA design.

Design Goals: The goals for the streetscape design identified by project staff, design team, stakeholders and the public include:

- Providing mobility for all
- Increasing on-street parking
- Expanding landscaping & shade – 25% canopy goal
- Utilizing sustainable techniques (water harvesting, solar) – 100% rainfall capture goal
- Preserving utility operations & allow for future growth
- Balancing design with cost control and long-term maintenance
- Connecting to neighborhoods (protect but create gateways)
- Creating an innovative, sustainable, iconic street

Community Outreach & Public Feedback: The first public meeting was held in October 2016 to introduce the project and get public feedback on its direction. That feedback informed development of a preliminary design concept that was presented to the public in April 2017 for feedback through a variety of means, including: public meeting (April 4), City Council presentation (April 6), boards and commissions (Sustainability, Transportation, Disability Concerns, Parks/Rec/Golf, Historic Preservation, Development Review, Municipal Arts), web page and online comment form. In addition, staff met with more than a dozen individual stakeholders, including: ASU, SRP, Tempe Mission Palms, DTA, Architekton, Studios 5c/Gammage & Burnham, Yam, Cousins, other business and property owners, and neighbors. The design was refined based on spring public feedback.

Project partnership with Sustainability & Transportation Commissions: *Of note, the 5th Street Streetscape design was developed through a collaborative process between Tempe’s Transportation and Sustainability commissions, including a joint charette held in spring 2017.*

Test Phase: In September, staff conducted a two-week test of the design’s lane configuration changes in order to assess any potential impacts to traffic flow. The test used barricades to simulate the following:

- Removal of dedicated right turn from eastbound 5th Street to southbound Mill Avenue
- Removal of dedicated left turns at Maple, Myrtle and Forest
- Removal of center lane from Ash to Maple and from Mill to Forest

During the second week of the test, staff collected data during peak traffic periods (lunchtime, afternoon/evening and ASU home football game) at the four key locations: Maple, Mill, Myrtle and Forest. During 20 hours of observation and recording, the test configuration resulted in no additional traffic delay for right turns and eastbound through traffic at Mill, and left turns/through traffic at Maple, Myrtle and Forest.

During the test/simulation, public feedback was collected through an online comment form as well as phone and email, 25 recorded comments (21 online, four via phone/email). Comments included some concern about turn movement removal and future traffic capacity with downtown density, and support for trees, pedestrian enhancements and extra parking.

Current Design: The current design reflects modifications based on public/stakeholder feedback and traffic test phase. In summary:

UNCHANGED

Maintain through capacity (east/west)
Retain Farmer, Ash, College, Forest vehicular capacity
Retain Mill Ave dedicated right turn lane

CHANGED

Widened pedestrian space & landscape
Add parking
Enhanced bike lanes
Remove Maple & Myrtle dedicated left turns
Removed Ash – Maple & City Hall - College center turn lanes

By the numbers:

- New parking spaces
- Maintain east/west vehicle capacity
- Civic center block
- Public restrooms
- Enhanced pedestrian spaces
- Improved ADA accessibility
- Public art
- Sustainability demonstration street
- 100% rainfall capture
- 25% canopy coverage (250 new trees) (8% today)

NEXT STEPS

If City Council supports the current design, next steps would include: updating the CIP, continuing to observe downtown traffic performance and coordination with stakeholders. Construction would be coordinated with Tempe Streetcar and downtown development, ***and would be done in partnership with funded utility work (water line), pavement management and parking needs – in order to limit construction duplication and impacts to the public.***

FISCAL IMPACT

Design and construction document creation is funded through the Downtown Parking fund. A variety of potential sources for construction funding will be reviewed, including Highway User Revenue Funds, parking revenues, pavement management funds, utility partnerships, private development partnerships and transit tax funds.

RECOMMENDATION

Staff recommends support for furthering the current design to final construction documents in 2018.

CONTACT

Eric Iwersen
Transit Manager
480-350-8810
eric_iwersen@tempe.gov

ATTACHMENTS

PowerPoint Presentation

5th Street Streetscape

Transportation Commission

October 10, 2017





- Project History
- Public Input & Design Goals
- Preliminary Design
- Project Testing
- Design Modifications
 - Vehicle capacity
 - Project benefits
- Next Steps



Priority 3 – Quality of Life

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

Project Limits & Context



- Approximately ½ mile
- Connects:
 - City Hall, Police/Courts
 - Mill Ave
 - ASU, Sun Devil Stadium
 - Transportation Center, light rail, transit service
 - Mixed-use development
 - Multi-family housing
 - Hotels
 - Hayden Butte/A Mountain
 - Historic and redeveloping neighborhoods

Project History



- 2015 Downtown Parking Study
- 2016 Design team hired
Oct 19 public meeting
- 2017 Preliminary design concept
April 4 public meeting
April 6 City Council meeting
Test phase
Design modifications

Project partnership with Sustainability & Transportation Commissions

Consolidate utility (water) line work, pavement management & parking needs; limit construction duplication

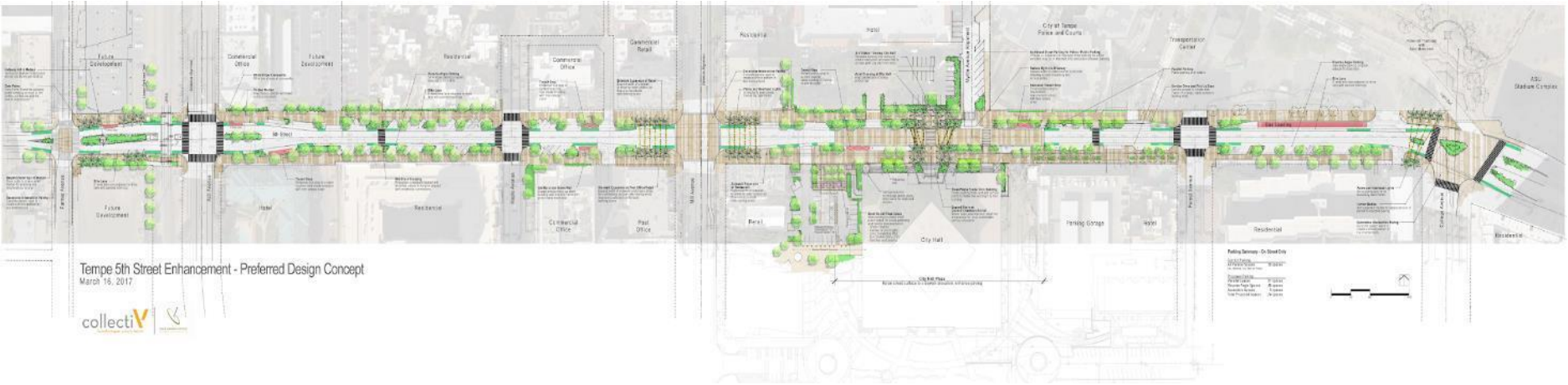


- Public Meetings (Oct '16 & April '17)
- Boards & Commissions
(Sustainability, Transportation, Disability Concerns, Parks, Historic Preservation, Development Review)
- City Departments Online comments
- Postcard notification of public meetings & test phase
- Community / Stakeholders
 - ASU
 - SRP
 - Tempe Mission Palms
 - DTA
 - Architekton
 - Studios 5c / Gammage & Burnham
 - Yam
 - Cousins
 - Businesses & Property Owners
 - Neighbors

Design Goals / Public Feedback



- Provide mobility for all
- Increase on-street parking
- Expand landscaping & shade
 - 25% canopy goal
- Utilize sustainable techniques (water harvesting, solar)
 - 100% rainfall capture goal
- Preserve utility operations & allow for future growth
- Balance design with cost control & long term maintenance
- Connect to neighborhoods, protect but create gateways
- Create innovative, sustainable, iconic street



Balanced Street Approach

- Focus on supporting an active street that provides for all modes of travel; designed to be sustainable.
- Parking increase from 38 to ± 77 stalls / More pedestrian crossings / Continuous bike lanes / “City Hall Plaza” / Increased shade & landscaping throughout / Water harvesting / Gateway treatments / Vehicle capacity

Design Simulation Test Phase



- Two-week test of traffic impacts
- 1-week data collection: lunch, PM peak & ASU football game
- Simulated:
 - Remove dedicated right turn from EB 5th to SB Mill
 - Remove dedicated left turns @ Maple, Myrtle & Forest
 - Remove center lane: Ash – Maple & City Hall – College



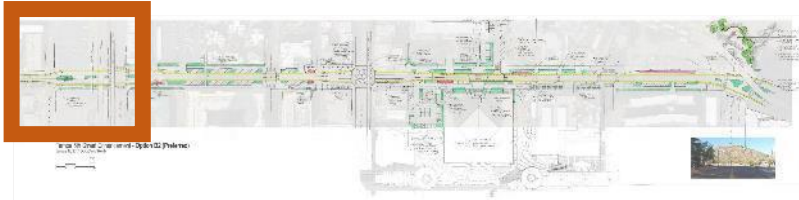
Test Phase Feedback



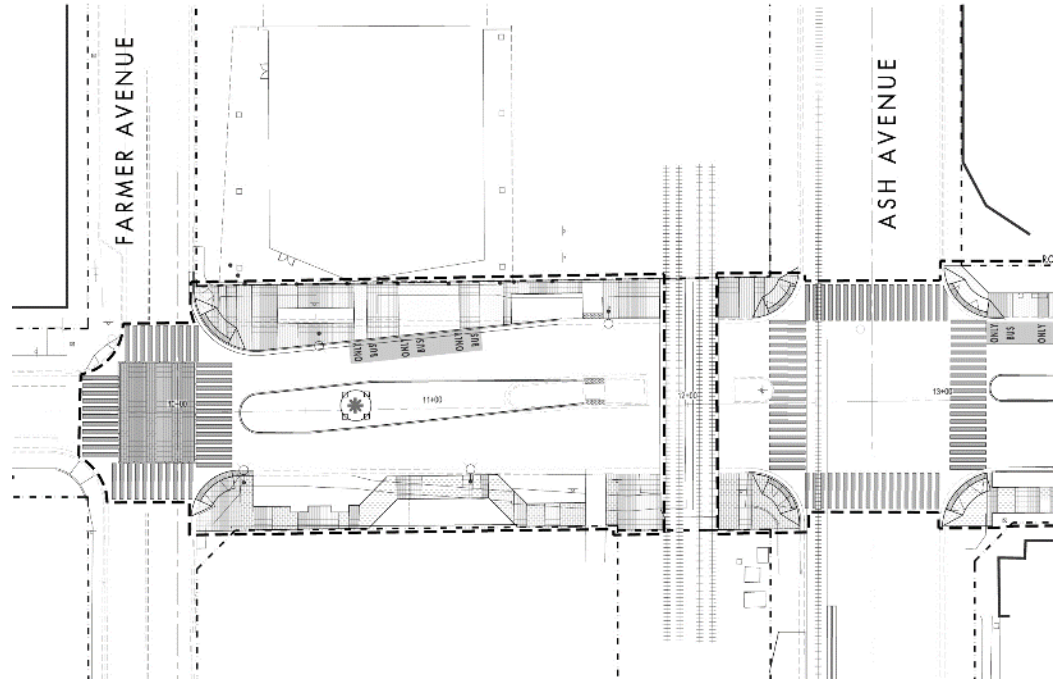
- Staff observations – 20 hours at Maple, Mill, Myrtle, Forest (weekdays & football game)
 - Lunch & PM peaks showed no additional delay for right turn @ Mill, or for left turns at Maple, Myrtle & Forest
- 25 + recorded comments & stakeholder feedback (21 online)
 - Some concern about turn movement removal & future traffic capacity with downtown density
 - Support for trees, pedestrian enhancements, extra parking



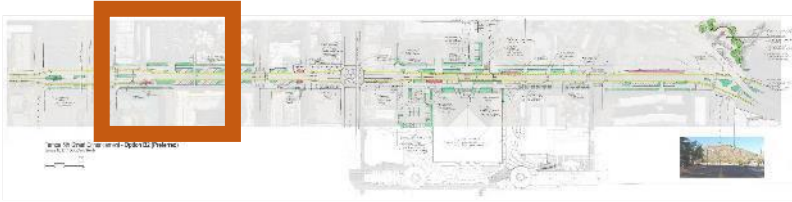
Farmer to Ash (Modified Design)



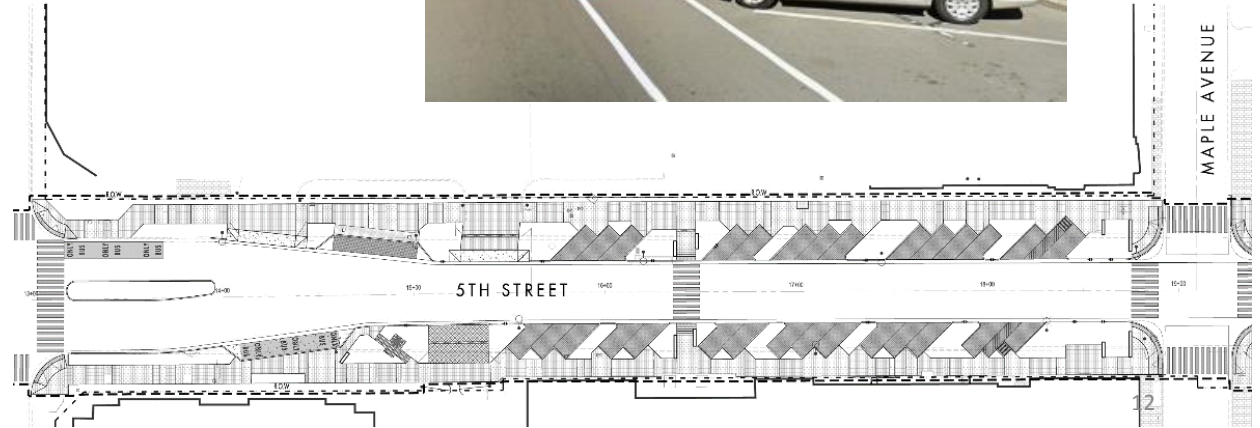
- No vehicular capacity changes
- Neighborhood transition
- Median gateway feature
- Preserves utility & railroad operations
- Introduces date palms & overhead lighting



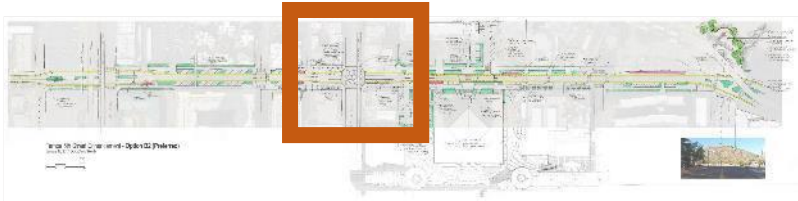
Ash to Maple



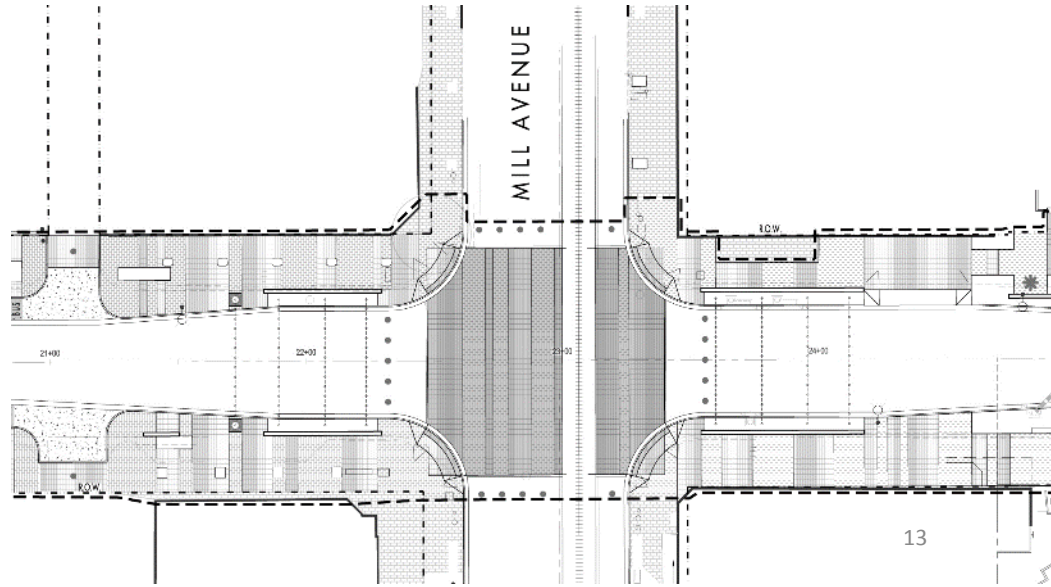
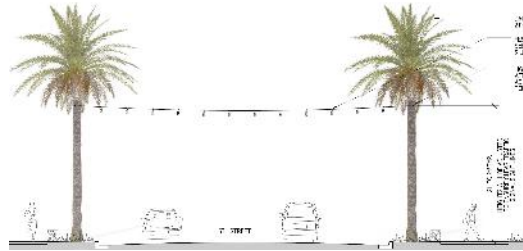
- Remove dedicated left turn lanes to Maple
 - No future density & disconnected street
- Remove mid-block center turn lane to:
 - Add reverse-in angled parking
 - Enhance landscape & shade



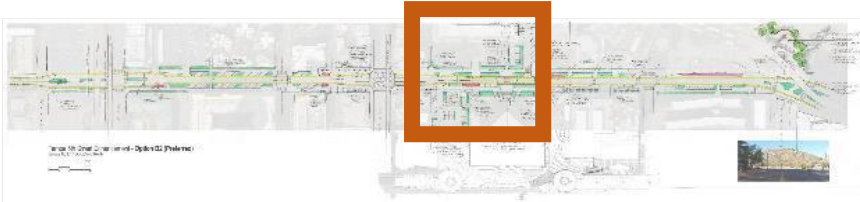
Mill Ave



- No vehicular capacity changes
 - Maintain right turn lane at Mill
- Enhanced sidewalk & gateway treatment



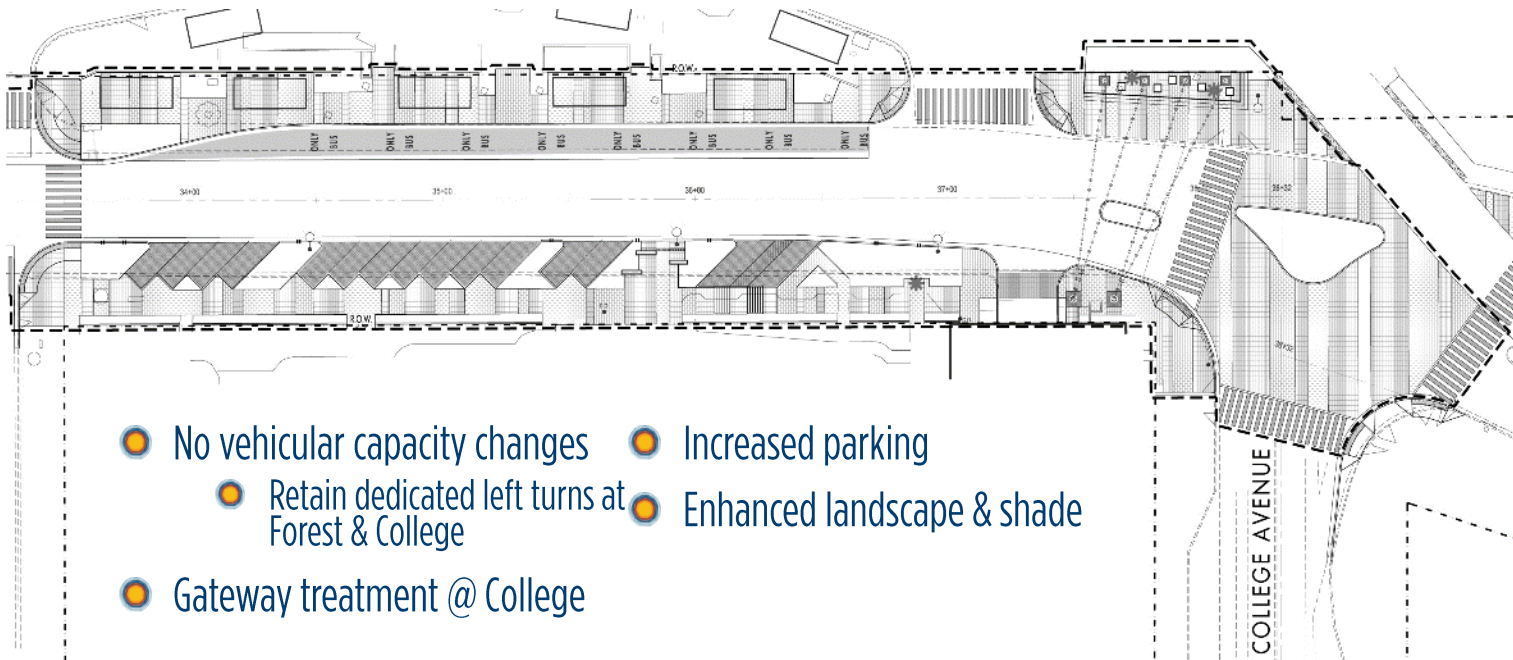
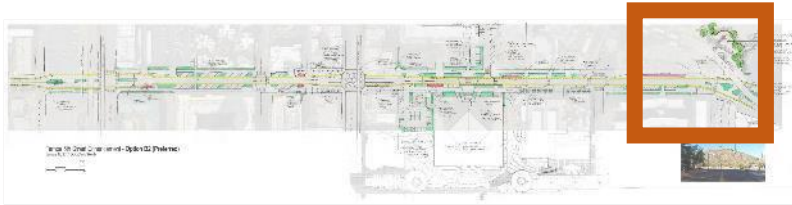
City Hall Plaza



- Remove dedicated left turn to Myrtle
 - No future density & disconnected street
- Remove mid-block center lane to:
 - Enhance landscape & shade
- Street raised to pedestrian level (College Ave: 6th-7th)
- Grand pedestrian crossing to Council Chamber stairway
- Public restrooms & edible landscape/social plaza @ City Hall
- Modular bollards for event/traffic control/safety



Forest - College Ave



- No vehicular capacity changes
- Retain dedicated left turns at Forest & College
- Gateway treatment @ College
- Increased parking
- Enhanced landscape & shade



Vehicle Capacity Summary



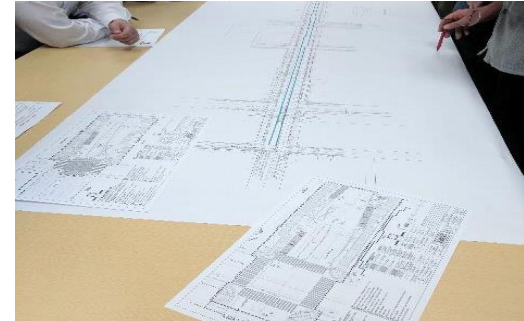
UNCHANGED:

- Maintain through capacity (east/west)
- Retain Farmer, Ash, College, Forest vehicular capacity
- Retain Mill Ave dedicated right turn lane

CHANGED:

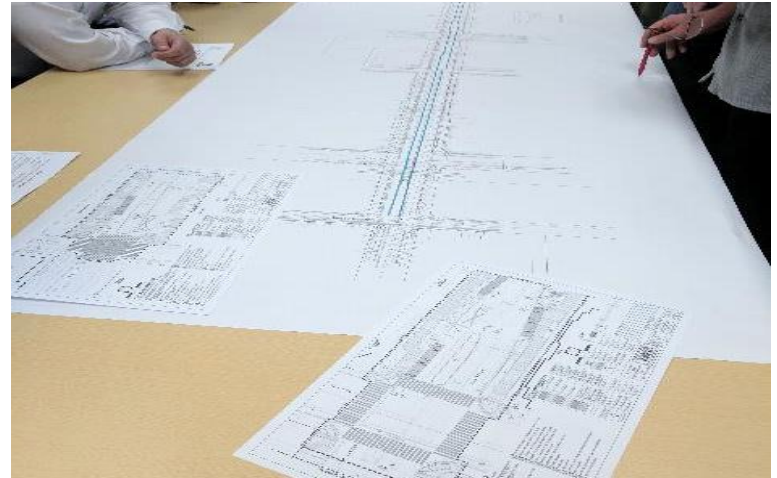
- Widened pedestrian space & landscape
- Add parking
- Enhanced bike lanes
- Remove Maple & Myrtle dedicated left turns
- Removed Ash – Maple & City Hall – College center turn lanes

2040 Capacity Accommodated



RECOMMENDATION:

- Support design to final documents in 2018
- Construction coordination with Streetcar & downtown development
 - Observe downtown traffic performance
 - Update CIP
 - Construction schedule TBD
- Partner with funded utility work (water), pavement management & parking implementation

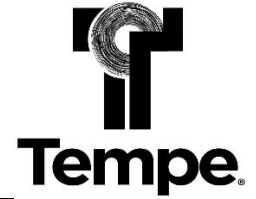


The background features a series of concentric, hand-drawn style circles in shades of blue and yellow, creating a tunnel-like effect that draws the eye towards the center. The circles are layered, with some appearing more prominent than others, giving a sense of depth and movement.

www.tempe.gov/5thStreet

MEMORANDUM

Public Works Department



AGENDA ITEM 6

Date: October 2, 2017
To: Transportation Commission
From: Eric Iwersen, Transit Manager (350-8810)
Subject: Tempe Streetcar Project Update

PURPOSE

The purpose of this memo and PowerPoint is to provide an update on the status of the Tempe Streetcar Project and introduce upcoming efforts and critical decisions related to project development.

BACKGROUND

The Tempe Streetcar Project is a 3 mile urban circulator rail transportation technology with 14 stops, six vehicles and two connections to light rail. The project will connect Tempe Town Lake and the development along Rio Salado Parkway, through the downtown core, linking ASU and Tempe's oldest neighborhoods. A public meeting was held Sept. 13 to provide a 60% design update, including Traction Power Sub Stations (TPSS), vehicle amenities, streetcar stop design and public art, construction schedule and business assistance program.



Traction Power Substations

Tempe Streetcar will include four Traction Power Substations at the following locations:

- Rio Salado & Marina Heights (ASU property)
- 9th Street & Mill Avenue (ASU property)
- Gammage Curve
- Dorsey Lane & Apache Boulevard

Landscaping will be a major component for TPSS aesthetics, as depicted in the images below:



Typical TPSS surrounded by screen and landscaping



Conceptual plans for TPSS located near Dorsey and Apache.

Streetcar Vehicle

The streetcar vehicle contract was awarded in May, and the paint scheme below was approved by the Valley Metro Rail Board following a community review process. Tempe will have six vehicles with the following amenities:

- 69-feet long
- battery-hybrid capable
- ADA accessible
- Bicycle accessible
- Level boarding
- Wi-Fi
- Approximate capacity of 125



Stops & Public Art

Public artists were selected by stakeholder selection panes for each of the four artist zones along the alignment: Rio Salado, Downtown, Gammage Curve and Apache Boulevard. Artists are currently working with project designers and architects to fully integrate art into the 14 stops, as shown in the examples below:

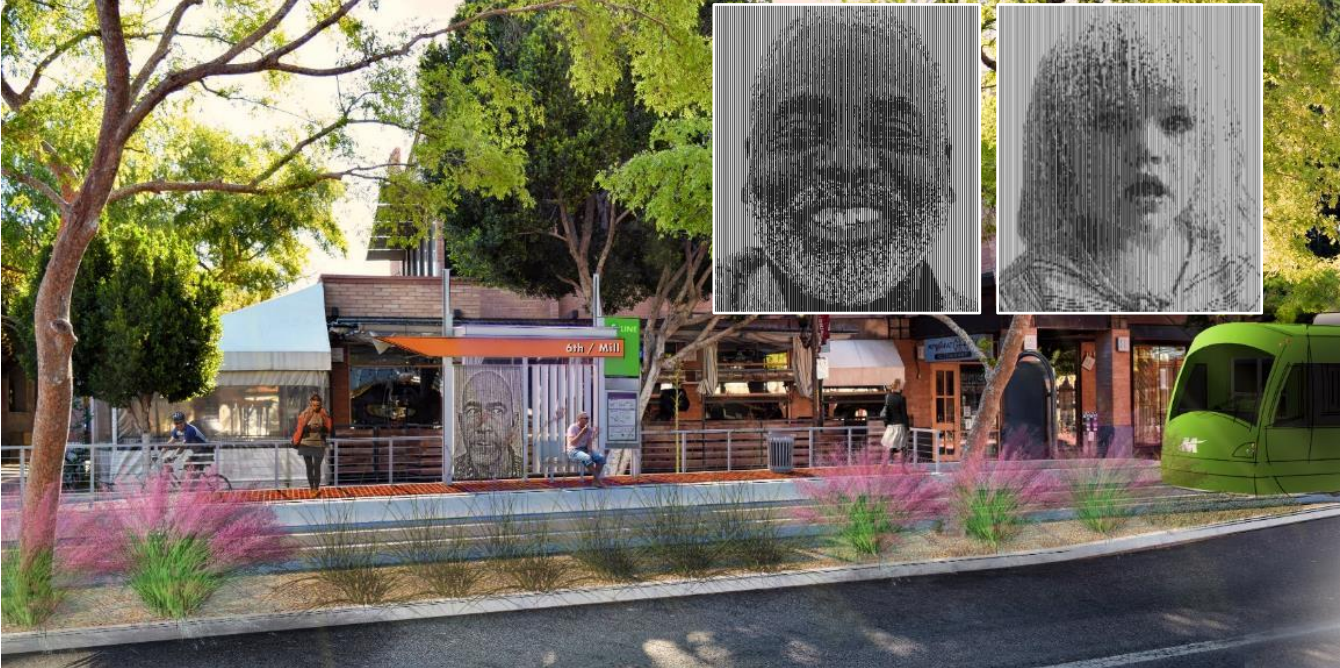
Zone 1 – Rio Salado



Stop Location – Hayden Ferry Lakeside

Artist – Koryn Rolstad

Zone 2 - Downtown



Stop Location – 6th & Mill Artists – Simon Donovan & Ben Olmstead

Zone 3 – Gammage Curve



Stop Location – 11th & Mill Artist – Mary Lucking

Zone 4 – Apache Blvd



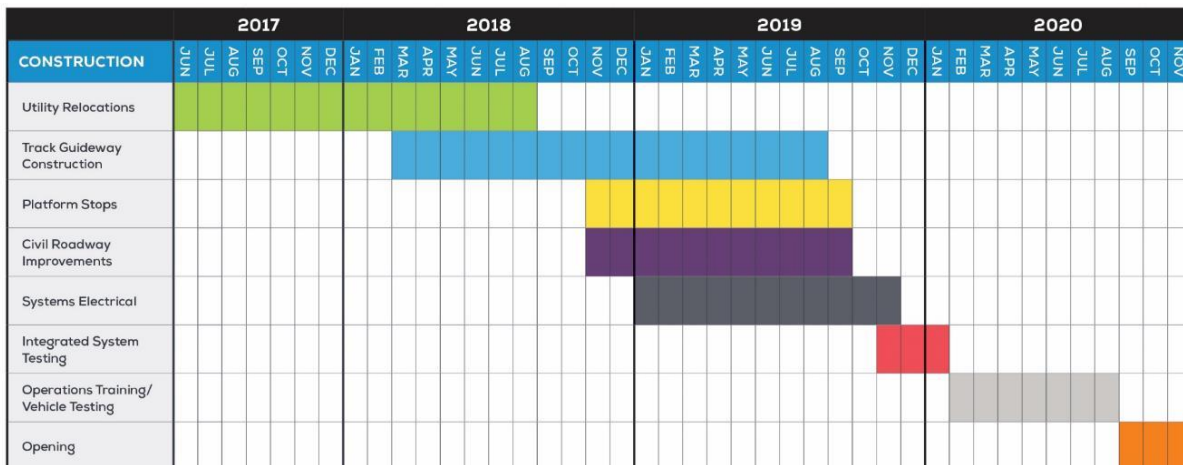
Stop Location – Paseo del Saber/Apache Blvd. Artist – Bobby Zokaites

Construction & Right-of-Way Acquisition

With early Work Package 1 successfully completed in downtown Tempe over the summer, the next phase of utility relocation work began in September south of University Drive on Mill Avenue, continuing south around the Gammage Curve and east on Apache Boulevard to Dorsey Lane through spring 2018. A neighborhood meeting was held Sept. 6 to inform residents near the construction about the coming work and traffic impacts. Construction notices are sent to stakeholders on a regular basis.

The work, which will occur in small sections at a time, includes moving and installing underground utility lines and services to prepare for track and stop construction that will begin in early 2018. Work hours during this phase will be Monday through Saturday from 5 a.m. to 3:30 p.m., with some overnight and weekend work periodically. Two-way traffic will be maintained, with some parking and turn restrictions. Bike lanes will be shared with vehicles through the work zones. Pedestrian access will be maintained.

As shown in the graph below, the bulk of the more significant construction work will occur from early 2018 to mid 2019.



* Schedule subject to change

The process for acquiring needed right of way is starting and includes both temporary construction easements and property acquisition. Because the Streetcar will operate within existing right of way, property acquisition needs are minimal. Valley Metro hired the appraisal firm of Appraisal Technology, LLC to establish a fair market value of the affected area. Property owners will receive an introductory letter from the City of Tempe, followed by a more detailed letter from the appraisal firm. Tempe staff will accompany the appraisers on site visits.

Business Assistance

Valley Metro and Tempe staff are developing and implementing a customized business assistance plan to support businesses during construction. Valley Metro and HDR hired former Tempe Chamber of Commerce Director Mary Ann Miller to coordinate the business assistance program, working with community partners like Local First and SCORE to provide a variety of tools to help minimize construction impacts, establish lines of communication and provide a one-stop shop for businesses to get assistance. Elements of the program include:

- 24-hour hotline
- Shop On campaign
- Business access signs
- Marketing
- Events
- Partnerships
- Financial coaching
- Website assistance
- Social media assistance
- Contractor “open hours”

Public Outreach & Next Steps

A public meeting was held Sept. 13 to provide design updates on TPSS locations and design, vehicle amenities, streetcar stop design and public art, construction schedule and business assistance program. About 35 people attended the meeting and provided feedback on the project.

Valley Metro and the City are implementing a Community Advisory Board consisting of stakeholders (property owners, business owners, residents) along the alignment. The CAB will be responsible for reviewing contractor performance and awarding contingency funds when warranted.

In November, 90% design plans will be submitted. An open house will be held in early 2018 to present final design to the public.

FISCAL IMPACT

N/A

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CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 8

DATE

October 1, 2017

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:

- November 12
 - Plan for Expansion of Bicycle/Pedestrian Paths
 - Bike Share
 - Maintenance Procedures for Sidewalk Shade Trees near Overhead Power Lines
- December 12
- January 9
 - Commission Business
 - Speed Limits
 - North/South Railroad Spur MUP
 - Crash Data, Enforcement and Texting
 - Western Canal Expansion MUP Final Design
- February 13
 - FY 18/19 Paid Media Plan
 - Prop 500
 - Bike Hero Award
- March 13
 - Capital Improvement Project Update
 - Alameda Drive Streetscape
 - Upstream Dam Bridge
- April 10
- May 8
 - MAG Design Assistance Grants
- TBD: Bicycle/Pedestrian Signal Activate Operations Update

RECOMMENDATION

This item is for information only.

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