



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, January 9, 2018
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 November 14, 2017 meeting.	Don Cassano, Commission Chair	Action
3. Commission Business The Commission will be asked to elect a chair and vice chair for 2018 as well as reach consensus on meeting date and time.	Don Cassano, Commission Chair	Action
4. Bike Hero Award Staff will request the Commission select a recipient for the city's annual Bike Hero Award.	Sue Taaffe, Public Works	Action
5. Vision Zero Staff will present information on City Council strategic priority 1.08 – reducing the number of fatal and serious injury crashes to zero.	Julian Dresang, Public Works	Information and Possible Action
6. Fifth Street Streetscape Project Staff will provide an update on the Fifth Street Streetscape Project.	Eric Iwersen and Tony Belleau, 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.	Commission Chair	Information and Possible Action

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Minutes City of Tempe Transportation Commission November 14, 2017

Minutes of the Tempe Transportation Commission held on Tuesday, November 14, 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)	Kevin Olson
Paul Hubbell	Shereen Lerner
Jeremy Browning (via phone)	Bonnie Gerepka
Nigel A.L. Brooks	Ryan Guzy
Cyndi Streid	Shana Ellis
Susan Conklu	Lloyd Thomas (via phone)
Charles Huellmantel	Brian Fellows

(MEMBERS) Absent:

Charles Redman

City Staff Present:

Eric Iwersen, Transit Manager	Laura Kajfez, Neighborhoods Services Specialist
Amanda Nelson, Public Information Officer	Chase Walman, Transportation Planner
Shelly Seyler, Deputy Public Works Director	Sue Taaffe, Public Works Supervisor
Tony Belleau, Transportation Planner	Joe Clements, Transportation Financial Analyst

Guests Present:

John Federico, resident	Lori Jones, SRP
Nick Fox, APS	Matthew Goodnight SRP
Shawna Hash, CycleHop	Dave Nelson, CycleHop
JC Porter, ASU	AJ Rayes, ASU student
Alex Albert, WSP	

Commission Chair Cassano called the meeting to order at 7:28 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Chair Cassano introduced the minutes of the October 10, 2017 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Nigel A.L. Brooks

Second: Commissioner Paul Hubbell

Decision: Approved

Agenda Item 3 – Maintenance Procedures for Trees near Overhead Power Lines

Nick Fox with APS and Matthew Goodnight with SRP presented information about their respective tree trimming programs. Topics of the presentation included:

- Overview of program
- Operations
- Maintenance
- Outreach

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

- Is the work subcontracted? APS said that most of the tree trimming is contracted. SRP also uses contractors.
- One Commissioner commented that their experience with the pruning crews has been excellent. He also stated that his preference would be for the utility companies to prune the canopy and the city to trim the rest of the tree.
- How far from the utility lines are the trees pruned? It varies depending on the circumstances, but they do not prune for clearance of the telecommunication lines.

Agenda Item 4 – Commission Business

Chair Cassano asked if there were any questions about the proposed language to amending the residency requirements for the Transportation Commission as stated in the city code. The city code 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 draft language reads: “There is hereby established a Transportation Commission consisting of fifteen (15) members who are appointed for a term of three years. Two (2) members may be non-residents; one (1) who is affiliated with Arizona State University and one (1) who works in Tempe.”

A Commissioner asked if “affiliated” meant that the person could be either an ASU staff or student. Staff responded that was the intention.

A motion was made to approve the language presented by staff.

Motion: Commissioner Kevin Olson

Second: Commissioner Brian Fellows

Decision: Approved

Agenda Item 5 – Bike Share

Sue Taaffe made a presentation about Tempe’s bike share program. Topics of the presentation included:

- Background
- Trips to date
- Miles ridden
- Average trip time and distance
- Outreach
- Next steps

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

- Did Scottsdale choose a different vendor? Scottsdale had been talking with Lime Bike about launching a system. GRID decided to launch a system on Nov. 6 without an agreement with Scottsdale.
- How much access does the city have to the data? There is a section in the contract that states that the city may request any data CycleHop possesses. If there is additional data that the Commission would like to see in the monthly reports, the city can request that information.
- Are there any plans to locate stations near schools? Staff had met with the Tempe Union High School District prior to the launch and they were not interested in having stations near their facilities.
- It appears that some of the stations are located along streets that are challenging due to the lack of infrastructure.
- Is the city considering dockless bike share systems? At this time, there is nothing preventing a vendor from operating a dockless system in Tempe.
- Can a neighborhood or business sponsor a station, and would CycleHop maintain the additional bikes? Yes they can, but there is no advertising permitted. The city does not have the funding to purchase additional bikes and racks. The contract with CycleHop stipulates that a certain number of bikes and racks will be maintained in Tempe and as such the contract would likely have to be amended.
- At what point would the city consider moving low performing stations to other locations? We will continue to monitor ridership at low performing stations and relocate them as necessary.
- Why is the hourly rate \$7 and the monthly rate only \$15? The hourly rate starts when the bicycle is unlocked and ends when it is locked, which means the user pays a 12 cent per minute rate. The maximum fee for using a bicycle in a 24-hour period is \$25. The monthly rate allows for 60 free minutes a day and the user will be charged for any usage over that time period.

Agenda Item 6 – Plan for Expansion of Bicycle/Pedestrian Paths

Chase Walman made a presentation about Tempe's bicycle/pedestrian projects. Topics of the presentation included:

- Current status
- Recently completed projects
- Projects under construction
- Projects in design
- Federal funding

A Commissioner asked how projects could be added to the list. The best time for the Commission to make project recommendations is during the annual pedestrian assistance grant process every spring.

Agenda Item 7 – Department & Regional Transportation Updates

Eric Iwersen handed out information about the Orbit Saturn celebration on Nov. 25. Sue Taaffe mentioned that, due to construction in the Cassano Room, the January and February meetings may be held at a different location.

Agenda Item 8 - Future Agenda Items

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

- December 12
- January 9
 - Commission Business
 - Speed Limits
 - Crash Data, Enforcement and Texting
 - Fifth Street Streetscape Project

- February 13
 - North/South Railroad Spur MUP
 - FY 18/19 Paid Media Plan
 - Prop 500
 - Bike Hero Award
 - Streetcar
- March 13
 - Capital Improvement Project Update
 - Alameda Drive Streetscape
 - Upstream Dam Bridge
- April 10
 - Vision Zero
- May 8
 - MAG Design Assistance Grants
- June 12
 - Streetcar
- July 10
- August 14
- September 11
 - Annual Report
- October 9
- November 13
 - Orbit Saturn
- TBD: Bicycle/Pedestrian Signal Activate Operations Update

The December 12, 2017 meeting was cancelled. The next meeting is scheduled for January 9, 2018.

The meeting was adjourned at 8:27 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler and Eric Iwersen

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

January 2, 2018

SUBJECT

Commission Business

PURPOSE

To request that the Transportation Commission makes selections for the positions of chair and vice-chair as well as reach consensus on meeting date and time.

BACKGROUND

At the January meeting of each year, the Commission addresses the following business:

- Chair and Vice-Chair. The Commission annually elects a Chair and Vice-Chair for the upcoming year per the Tempe City Code, Sec. 2-249 "The officers of the commission shall be selected by the commission members at the first meeting of the commission following the 31st day of December of each year and shall serve until the 31st day of December of the next succeeding year. No officer shall serve in the same capacity for more than two (2) consecutive one-year terms."
- Meeting Dates and Times. The Commission regularly scheduled meetings are the 2nd Tuesday of each month at 7:30 a.m.

As of January 2, 2018, the Commission has 15 member positions filled. Transportation Commission members are listed below.

1. Don Cassano (Current Chair elected in Jan. 2016 and reelected in January 2017)
2. Ryan Guzy (Current Vice Chair elected in Jan. 2016 and reelected in January 2017)
3. Jeremy Browning
4. Bonnie Gerepka
5. Charles Huellmantel
6. Kevin Olsen
7. Charles Redman
8. Cyndi Streid
9. Susan Conklu
10. Shereen Lerner
11. Lloyd Thomas
12. Brian Fellows
13. Shana Ellis
14. Nigel A.L. Brooks
15. Paul Hubbell

FISCAL IMPACT

None

RECOMMENDATION

None

CONTACT

Shelly Seyler

Deputy Public Works Director

480-350-8854

shelly_seyler@tempe.gov

ATTACHMENTS

None

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

January 2, 2018

SUBJECT

Tempe Bike Hero Award

PURPOSE

The purpose of this memo is to request that the Commission select a recipient for the city's annual Bike Hero Award.

BACKGROUND

The purpose of the Tempe Bike Hero Award is to celebrate bicycling in Tempe, increase awareness of bicycling as an alternative mode of transportation, promote bicycling as an environmentally-friendly recreational activity and illustrate the dedication of Tempe residents and organizations to bicycling.

Award criteria include:

- Individuals who live or work in Tempe.
- Tempe-based organizations.
- Demonstration of how the nominee promotes bicycling in Tempe including listing his/her or the organization's achievements and contributions to bicycling along with specific instances of bicycle advocacy. Contributions that could qualify for the award include, but aren't limited to, the following:
 - demonstration of using a bicycle as a significant mode of transportation
 - consistent implementation of bike-friendly facilities at a business site
 - organization of bike events
 - bike-friendly elements in facility design
 - bike safety advocacy
 - youth involvement in bicycling
 - advocacy for bicycle-friendly roads

Nominees include:

1. Richard Redel
2. Laura Kajfez
3. JC Porter

Past winners include Broadmor Bobcats (2017), Bike Saviours (2016), Catherine Brubaker (2016), Eric and Rochelle Geryol (2015), Ryan and Jennifer Guzy (2014), Maja Wessels (2013), Patricia Berning

(2012), Eric Iwersen (2011), Bicycle Cellar (2010), Sue Fassett (2009) and Tempe Bicycle Action Group (2008). The recipient will be presented with the award at a future Tempe City Council meeting.

FISCAL IMPACT

\$125 for the award, which is budgeted in cost center 3916-6629.

RECOMMENDATION

Select a recipient for the 2018 bike hero award.

CONTACT

Sue Taaffe
Public Works Supervisor
480-350-8663
sue_taaffe@tempe.gov

ATTACHMENTS

Nominations

**City of Tempe
Tempe Bike Hero Award Application**

70

To nominate a person or organization for the 2016⁷⁰ Tempe Bike Hero Award, please complete this form and provide the information requested below. If you wish to nominate more than one person/organization, please complete a form for each individual/organization that you wish to nominate.

I am nominating the following person/organization for the Tempe Bike Hero Award:

Name of Person/Organization Nominated: Richard Redel

Street Address: 1236 E. Bishop Dr.

City: Tempe State: AZ Zip Code: 85282

Phone: 5204409853 E-mail: (if available) rich.redel@gmail.com

The nominee (check all that apply):

- Lives and/or works in Tempe
- Lived and/or worked in Tempe at time of contribution
- Is a Tempe based organization

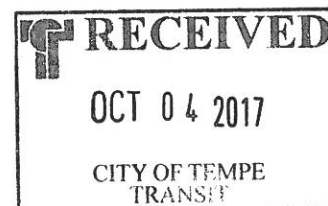
Describe in no more than two pages why this person or organization should receive this award. Up to three additional supplemental pages are permitted. Supplements can include photos, newspaper articles, flyers or recommendations. Nominations will not be returned.

Nominated by: Katie Redel

Street Address: Same as above

City: _____ State: _____ Zip Code: _____

Phone: 5203733000 E-mail: (if available) kathryn.redel@gmail.com



September 29, 2017

Dear Sue Taaffe,

I would like to nominate Rich Redel for the Tempe Bike Hero award. Much of his promotion of biking in Tempe goes unnoticed, but as his wife I see the effort he personally puts into it.

First, Rich is committed to saving gas when biking is a realistic mode of transportation. When choosing our home, proximity to his place of work was a major factor in the decision. We live one mile from ASU, where he works, and the only time he drives is when he must bring something with him that is too difficult to take on a bike. He bikes to work four if not five times a week. Programs like the bike valet at ASU, allows Rich to bike to campus and leave his bike knowing it is safe.

Second, Rich has a passion for bikes. He has slowly accumulated bike tools to fix up friends' bikes to get them back on the road. The students he works with know we have an open-door policy and often bring their bikes over for Rich to fix. He does this all free of charge with a smile on his face, sometimes dipping into his own wallet to replace a tire or chain.

Third, Rich would love to give everyone who does not have a bike, a bike. While we cannot afford to give everyone without a bike, a bike, Rich occasionally asks friends and neighbors for bikes they no longer use. He fixes them up and gives them to ASU students and staff who do not have bikes. He usually includes a bike lock as our family has learned the hard way, several times, that if a bike is not locked up it will soon be stolen. He also makes sure those who receive bikes know the law about having a light on their bikes at night.

Fourth, Rich uses biking as a means of bonding time with his daughters. As soon as they could walk, they were also learning how to ride a bike. He is committed to bike safety and makes sure they always have a helmet on. They can be seen riding around our neighborhood several times a week, when it is not too hot.

I don't know how many bikes Rich has fixed up and donated to someone needing one, I just know a lot of bikes have come through our garage over the years. I am proud of how he promotes biking in this city, helps others get bikes, and encourages his daughters in a healthy activity. And you would think he would have enough of bikes after all that, but he is also an avid mountain biker and can be found on the South Mountain trails several times a week.

Sincerely,

Katie Redel

**City of Tempe
Tempe Bike Hero Award Application**

To nominate a person or organization for the 2018 Tempe Bike Hero Award, please complete this form and provide the information requested below. If you wish to nominate more than one person/organization, please complete a form for each individual/organization that you wish to nominate.

I am nominating the following person/organization for the Tempe Bike Hero Award:

Name of Person/Organization Nominated: Laura Kajfez - Messer

Street Address: 111 E 14th Street

City: Tempe State: AZ Zip Code: 85281

Phone: 480-820-0161 E-mail: (if available) messerkajfezecox.net

The nominee (check all that apply):

- Lives and/or works in Tempe
- Lived and/or worked in Tempe at time of contribution
- Is a Tempe based organization

Describe in no more than two pages why this person or organization should receive this award. Up to three additional supplemental pages are permitted. Supplements can include photos, newspaper articles, flyers or recommendations. Nominations will not be returned.

Nominated by: Cindy Kominska / Tempe Community Council

Street Address: 237 E Sesame / 34 E 7th Street

City: Tempe State: AZ Zip Code: 85283 / 85281

Phone: 602-503-2016 cell E-mail: (if available) cindy-kominska@
480 858-2310 wk tempe.gov

Tempe Bike Hero

Laura Kajfez-Messer is my Tempe Bike Hero and embodies the spirit of the award to its fullest.

Those who know Laura, know how much she loves Tempe, family, friends and community, but also know her by her mode of transportation – her bicycle – the mellow yellow retro rider with a basket.

Though I'm sure Laura has been biking around Tempe for many years, I became aware of how much Laura uses a bike to get places in Tempe while working for Tempe Community Council, a local nonprofit.

In 2009, I first learned of Laura's commitment to utilizing her bike after she was selected to serve as a board member for Tempe Community Council. Regardless of the time of year, type of weather, or how early in the morning or late at night, she arrived on her bike for meetings and activities.

A few years later, Laura was hired as a full-time employee at Tempe Community Council, and her bike took up a permanent parking spot on the TCC porch each weekday. Unless a meeting was a considerable distance from downtown Tempe, she biked her way to her work meetings.

Within a year or so, Laura took a job offer to become a City of Tempe Neighborhood Specialist for Neighborhood Services. A perfect fit for her...and her bike. Laura's work takes her to many meetings, gatherings and events around the downtown area and into Tempe neighborhoods. Wherever and whenever possible, Laura uses her bike to get there.

Those who know Laura know she is no idle soul. Not only does her job with Neighborhood Services, which has her visible and visiting every neighborhood or homeowner's association in Tempe, she is also a VERY dedicated volunteer. As a parent she has volunteered at her children's schools, Tempe High Booster Club, preparing and helping arrange meals for neighbors dealing with difficult situations, serving on nonprofit boards, and COUNTLESS hours of projects, activities and events. Any of them she has gone to, especially within a reasonable area from her home and work – Laura uses her bike to get there.

Many of her neighbors, friends, coworkers and acquaintances will attest to her commitment as a bike her of Tempe.

My most recent encounter and memory about Laura's deeply engrained dedication and commitment to biking, was a recent work day as I was visiting the City of Tempe Property Yard and Print Shop at Fifth and Hardy Drive. While driving in my car down Fifth Street from Mill, I passed an obvious professional woman, in a dress on a very familiar bike with a basket – Ms. Laura Kajfez. I recognized her wild but perfectly managed curly hair – my heart warmed to see her riding her bike somewhere important – most likely, work related. Using her bike to get there was as natural as if driving a car. To my surprise, shortly after my arrival at the Hardy Property Yard, Laura arrived to pick up some documents she ordered from the Print Shop. I've driven to the Print Shop from downtown Tempe many times to pick up documents, seeing her utilize her bike for everyday tasks, including picking up materials from the Print Shop nearly a mile away, was inspiring and motivating to emulate. Laura and the extensive use of her bike is incredible, amazing and worth recognizing. Who is a better model and citizen and a Tempe Bike Hero whether working, volunteering, socializing, playing or shopping than Laura Kajfez-Messer? I hope you think so, too.

**City of Tempe
Tempe Bike Hero Award Application**

PURPOSE

The purpose of the city of Tempe Bike Hero Award is to:

- celebrate bicycling in Tempe;
- increase awareness of bicycling as an alternative mode of transportation;
- promote bicycling as an environmentally-friendly recreational activity; and
- illustrate the dedication of Tempe residents and organizations to bicycling.

AWARD CRITERIA

- Nominations are open to individuals and organizations that contribute to making Tempe a bicycle friendly community.
- Individuals must currently, or at the time of contribution, live or work in Tempe.
- Organizations must be Tempe based.

HOW TO NOMINATE

There is no cost to enter. Nominations should include why this individual or organization deserves to win a Tempe Bike Hero Award. Include how the nominee promotes bicycling in Tempe, list his/her or the organization's achievements and contributions to bicycling, and list specific instances of bicycle advocacy. Contributions that could qualify for the award include, but aren't limited to, the following:

- demonstration of using a bicycle as a significant mode of transportation
- consistent implementation of bike-friendly facilities at a business site
- organization of bike events
- bike-friendly elements in facility design
- bike safety advocacy
- youth involvement in bicycling
- advocacy for bicycle-friendly roads

DEADLINE FOR SUBMISSIONS

November 30, 2015

NOMINATIONS CAN BE MAILED TO

City of Tempe
Attn: Sue Taaffe
200 E. Fifth St. 2nd floor
Tempe, AZ 85281

Or email submissions to sue_taaffe@tempe.gov

CONTACT

If you have any questions, please contact, Sue Taaffe at (480) 350-8663.

**City of Tempe
Tempe Bike Hero Award Application**

To nominate a person or organization for the 2018 Tempe Bike Hero Award, please complete this form and provide the information requested below. If you wish to nominate more than one person/organization, please complete a form for each individual/organization that you wish to nominate.

I am nominating the following person/organization for the Tempe Bike Hero Award:

Name of Person/Organization Nominated: JC Porter

Street Address: 20 E. University Drive, Ste. 204

City: Tempe State: AZ Zip Code: 85281

Phone: 480-965-8157 E-mail: (if available) j.porter@asu.edu

The nominee (check all that apply):

- Lives and/or works in Tempe
- Lived and/or worked in Tempe at time of contribution
- Is a Tempe based organization

Describe in no more than two pages why this person or organization should receive this award. Up to three additional supplemental pages are permitted. Supplements can include photos, newspaper articles, flyers or recommendations. Nominations will not be returned.

Nominated by: ASU Parking and Transit Services

Street Address: 20 E. University Drive, Ste. 204

City: Tempe State: AZ Zip Code: 85281

Phone: 480-459-1569 E-mail: (if available) shereen.shaw@asu.edu



Parking and Transit Services

Dear Tempe Bike Hero Awards Committee,

JC Porter, ASU Parking and Transit Services' assistant director for commuter services, exemplifies what it means to be a bike hero because he leads by example. As one Boise-area reporter said, "Some talk the talk, others walk the walk; JC Porter rides the ride."¹ To say that JC is an avid cyclist would be an understatement. He makes the 20-mile commute from home to work and back again – a 40-mile roundtrip – each day on his bicycle. Because he is so intimately familiar with what a cyclist experiences in the course of a ride, he offers invaluable insight to what is needed in order to make bicycling a more attractive option for ASU students and employees.

His contributions to the cycling community at ASU have been numerous. Under his stewardship, what were typical bike accommodations on a university campus three years ago have exploded into a robust bicycling program that boasts state-of-the-art facilities and convenient routes. He opened bike valet stations, where attendants parked more than 30,500 bicycles on campus during the 2016-2017 academic year. JC spearheaded the effort to add bike boxes at several intersections on campus, sharrows along campus and adjacent city streets, and established a contra-flow bike lane along one of the most heavily bicycle-traveled streets leading to the university. He also initiated the implementation of a shared-use path along University Drive, giving electric carts, bicyclists, skateboarders and pedestrians a safe route along University Drive, all while keeping them out of the roadway. In cooperation with the City of Tempe, JC secured a memorandum of understanding for the bike share company GRID Bike to have a presence on ASU's Tempe campus.

Soon after JC's arrival at ASU, the Tempe campus was designated a Gold-level Bicycle Friendly University by the League of American Bicyclists, with the Downtown Phoenix, Polytechnic and West campuses later earning a Bronze-level distinction. His diligence earned him recognition from the City of Tempe, which also garnered Gold-level status from the League thanks in great part to JC's efforts. In April 2017, ASU's bike program received the university [President's Award for Sustainability](#).

Members of JC's staff frequently host [bike registration events on campus](#), where ASU students and employees can register their bike for free and learn more about bicycle care and safety. In that vein of bicycle safety, JC developed a [bike safety video](#) that can be accessed from [ASU's bike webpage](#) and has been featured in ASU's official employee newsletter.

¹ "Point A to Point B: How Boise State is driving the City of Boise away from cars and toward bikes." George Prentice. Boise Weekly, May 8, 2013. <http://www.boiseweekly.com/boise/point-a-to-point-b/Content?oid=2865761>

JC's commitment to making meaningful contributions to promoting biking as a sustainable form of transportation is evident by the many boards and councils on which he participates. He represents the university at City of Tempe transportation meetings, Arizona State Parking Advisory Committee and Arizona State Bicycle Advisory Committee meetings, and Maricopa Association of Governments (MAG) bike and pedestrian meetings.

JC frequently shares his knowledge by presenting at transportation industry conferences where one of his most requested subjects is sustainability. A topic for which he has great enthusiasm, but is often misunderstood, is the concept of "placemaking." JC clears up any misconceptions and teaches that placemaking is the art of embedding parking facilities within the community and using them as a gathering place for residents; for example, housing a bicycle learning center inside an existing parking garage on campus.

These contributions clearly make JC a top candidate for the City of Tempe's 2018 Bike Hero Award. He uses bicycle as a significant mode of transportation, consistently implements bike-friendly facilities at his business site, organizes bike events, is mindful of incorporating bike-friendly elements in facility design, and is an advocate for bike safety and bicycle-friendly roads. Indeed, JC truly rides the ride. We thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Melinda Alonzo", with a large, sweeping flourish extending to the right.

Melinda Alonzo

Director

ASU Parking and Transit Services

bike infrastructure



bike boxes

shared lane markings



shared paths

contra-flow bike lane



bicycle parking options

bike val



horizontal rac

card-access facilities

bicycle registration

more than
doubled
the
number of
registered
bicycles
in one year



3,032 in FY15 | 6,467 in FY16

nearly
quadrupled
the number
of bikes
parked
at valet
stations



8,905 in 2013-14 | 30,500 in 2016-17

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

January 2, 2018

SUBJECT

Vision 0 – Reducing Serious and Fatal Injury Crashes

PURPOSE

The purpose of this presentation is to discuss with the Transportation Commission the strategic approach of adopting a Vision Zero framework for Tempe.

BACKGROUND

Crashes happen almost every day in the City of Tempe. Many result in only property damage but others result in minor injuries, severe injuries and fatalities. In the past five years (2012-2016), 47 people lost their lives and an additional 406 people were seriously injured on Tempe streets. These crashes are not “accidents” and can be prevented. In addition, often the severities can be reduced. Many city departments including Public Works, Police and Fire Medical & Rescue are already actively employing programs that improve safety and response times. The goals of Vision Zero is to build upon those existing programs with new strategies to help meet the Council’s adopted performance measure to “achieve a reduction in the number of fatal and serious injury crashes to zero” in Tempe.

PERFORMANCE MEASURE

Under Safe and Secure Communities, the Council has adopted the following performance measure:

- 1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

DATA

Crashes that involve motorized vehicles are reported to the Tempe Police Department. These include single vehicle crashes, vehicle-vehicle crashes, vehicle-bicycle crashes and vehicle-pedestrian crashes. The following data includes fatal and serious injury crashes for the five-year period from 2012 to 2016:

- 2012: 3 Fatalities, 88 Serious Injuries
- 2013: 8 Fatalities, 96 Serious Injuries
- 2014: 14 Fatalities, 81 Serious Injuries
- 2015: 6 Fatalities, 65 Serious Injuries
- 2016: 16 Fatalities, 76 Serious Injuries

VISION ZERO

There is an international and national movement to embrace Vision Zero. The original concept began in Sweden and has expanded around the globe. Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users. There are three key principles:

1. Traffic deaths and severe injuries are preventable.
2. When crashes do occur, severity can be reduced.
3. Safety is everybody's responsibility.

As of November 2017, over 30 cities in the United States have embraced the following "Vision Zero framework":

1. A clear goal of eliminating traffic fatalities and severe injuries has been set.
2. The Mayor has publicly, officially committed to Vision Zero.
3. A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
4. Key city departments (including police, transportation and public health) are engaged.

STRATEGIES

Staff has identified the following strategies to make Tempe the first City in the State of Arizona to embrace Vision Zero:

1. Adopt the "Vision Zero" framework
2. Develop a comprehensive Vision Zero action plan by engaging city departments and community stakeholder groups
3. Positively influence the transportation safety culture by focusing on the "5 E's" of Transportation Safety:
 - Engineering
 - Education
 - Enforcement
 - Emergency Response
 - Evaluation

FISCAL IMPACT

TBD

RECOMMENDATION

To support staff's recommended approach of adopting a Vision Zero framework for Tempe.

CONTACT

Julian Dresang
City Traffic Engineer
480-350-8025
julian_dresang@tempe.gov

ATTACHMENTS

- PowerPoint

Vision Zero

Reducing Fatal and Serious Injury Crashes

Transportation Commission
January 9, 2018





Arizona pedestrians among nation's most likely to die in fatal crash

Robert Gundran, The Republic | azcentral.com Published 5:24 p.m. MT Dec. 5, 2017 | Updated 8:24 a.m. MT Dec. 6, 2017

Tempe police investigating deadly rollover crash near Kyrene/Baseline roads

BY: Morgan Tanabe
POSTED: 11:00 PM, Jun 25, 2017

2-vehicle crash kills one person in Tempe

By: FOX 10 Staff



POSTED: JUL 31 2017 10:33PM MST
UPDATED: AUG 01 2017 04:53AM MST

Two killed in Tempe crash, police say

Alexis Egeland, The Republic | azcentral.com Published 9:05 p.m. MT Oct. 2, 2017 | Updated 12:03 p.m. MT Oct. 3, 2017

Mother who lost her son in a deadly crash gets help from her friends

BY: Jason Valentine
POSTED: 10:00 PM, Nov 14, 2017

1 dead after SUV with 3 teens hits man on Tempe sidewalk

Posted: Jun 16, 2017 1:31 AM

Woman on scooter killed in Tempe crash involving semitruck

Alexis Egeland, The Republic | azcentral.com Published 9:15 p.m. MT Nov. 20, 2017

ASU doctoral student, renowned pianist Xiaoying Wen killed in Tempe crash

BY: Clayton Klapper
POSTED: 6:50 PM, Nov 21, 2017

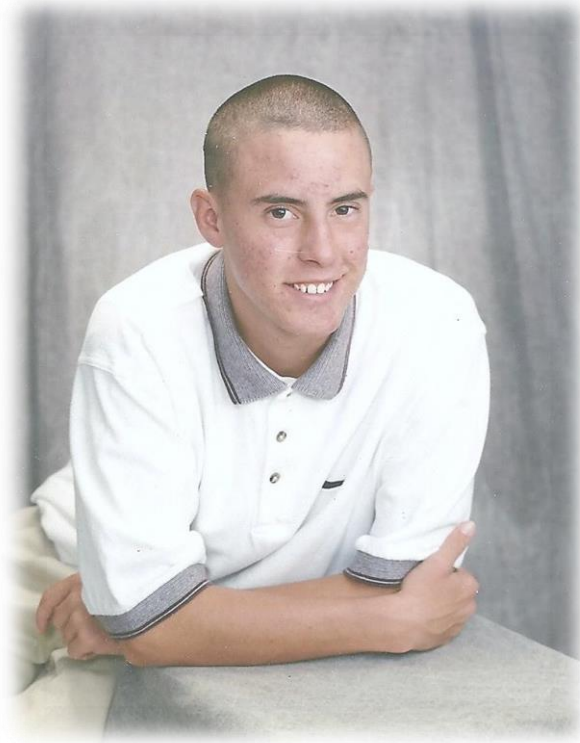


- 1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero.

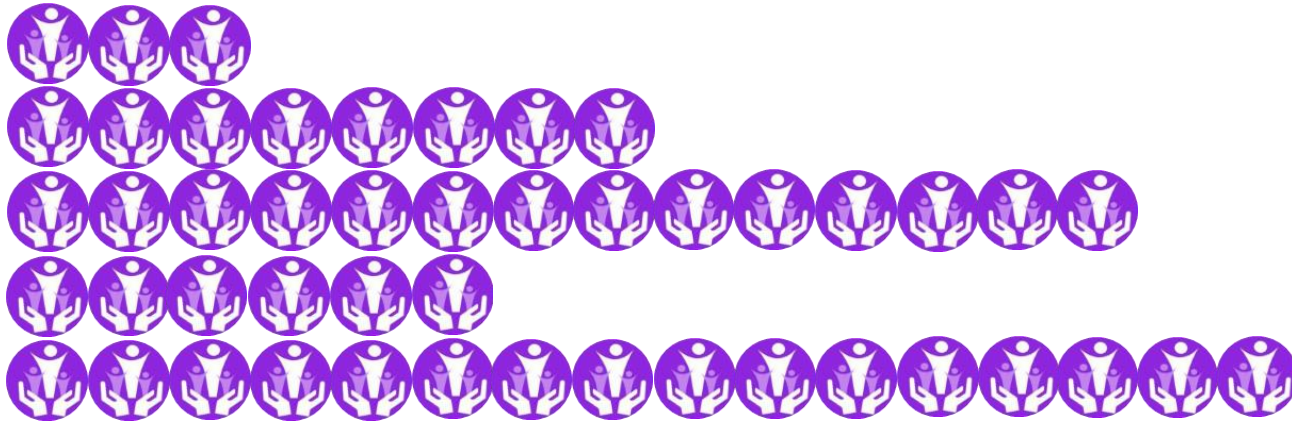


Safe & Secure
Communities

Performance Measure



Performance Measure



Performance Measure



Performance Measure

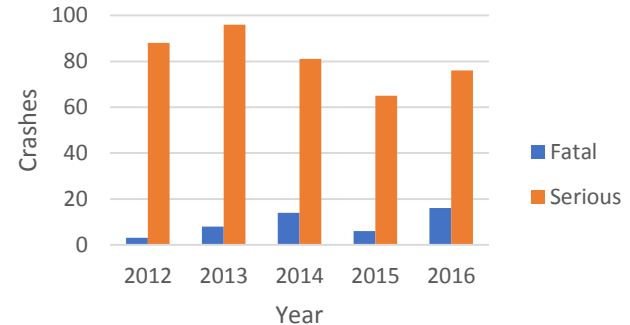


In the past six years, more than **60 people** lost their lives in vehicle crashes on Tempe streets.

...in addition more than **400 people** were seriously injured.



- Crashes happen almost every day and are reported to the Police Department.
- Crash severities are recorded as fatal, serious injury, minor injury, possible injury and property damage only.
- Crashes that involved fatal and serious injuries (2012-2017):
 - 2012: 3 Fatal, 88 Serious Injury
 - 2013: 8 Fatal, 96 Serious Injury
 - 2014: 14 Fatal, 81 Serious Injury
 - 2015: 6 Fatal, 65 Serious Injury
 - 2016: 16 Fatal, 76 Serious Injury
 - 2017*: 12 Fatal, TBD Serious Injury



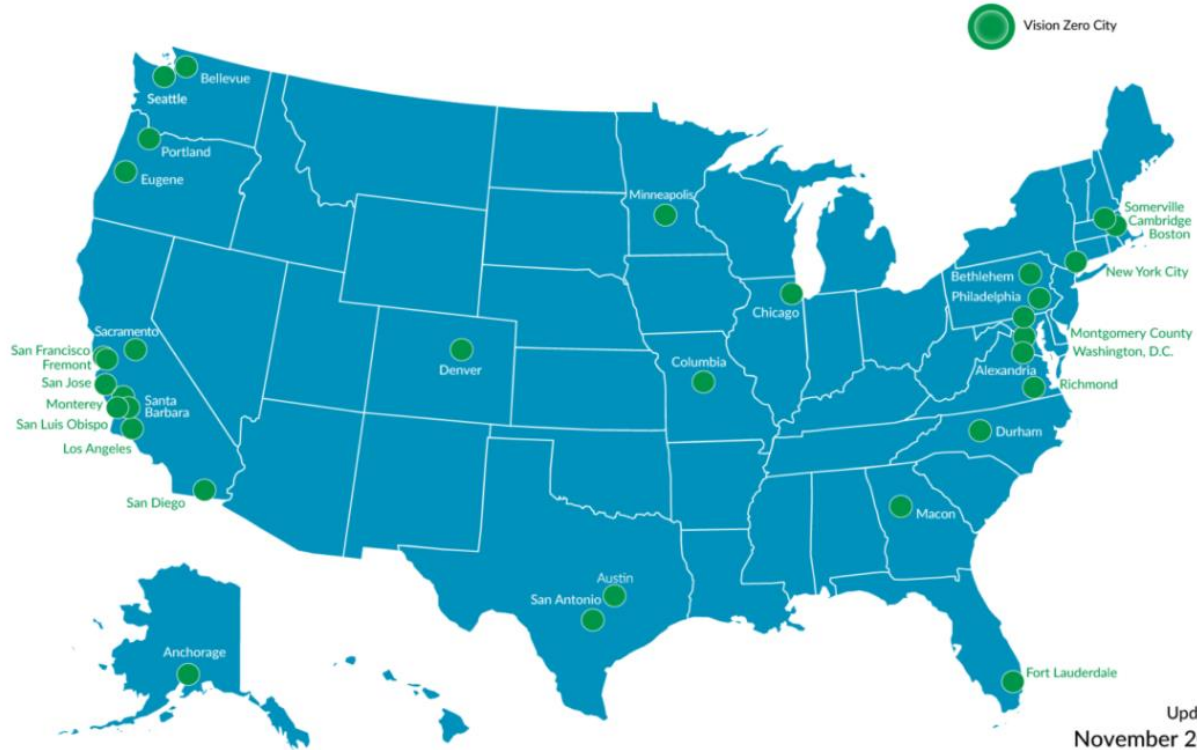
(2012-2016 data is from ADOT Crash Records; 2017 data is from Tempe PD)*

Vision Zero

- Started in Sweden in the late 1990s
- It's a traffic safety policy that takes an **ethical approach** toward achieving safety for **all road users**.
- Key principles:
 - Traffic deaths and severe injuries are **preventable**.
 - When crashes do occur, **severity** can be reduced.
 - Safety is **everybody's** responsibility.

Vision Zero

Vision Zero Cities



Updated
November 2017

Strategies

- Adoption of the “Vision Zero” framework includes:
 - Setting a **clear goal** of eliminating traffic fatalities and severe injuries.
 - The Mayor and Council publicly, **officially committing** to Vision Zero.
 - A Vision Zero **plan or strategy** is in place, or the city commits to doing so in a clear time frame.
 - Key **city departments** (including police, transportation, fire) and **community stakeholders** (ASU, school districts, public health agencies), **are engaged**.



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 6

DATE

January 3, 2018

SUBJECT

Fifth Street Streetscape Project

PURPOSE

The purpose of this memo is to provide the Commission with an update on the Fifth Street Streetscape Project.

BACKGROUND

This streetscape project includes a half-mile stretch between Farmer and College avenues along Fifth Street, a signature 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, 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, short-term parking
- Preserving utility operations & allowing for future growth
- Balancing design with cost control and long-term maintenance
- Connecting to and protecting neighborhoods while creating gateways
- Creating an innovative, sustainable, iconic street
- Expanding landscaping & shade – 25% canopy goal
- Utilizing sustainable techniques (water harvesting, solar) – 100% rainfall capture goal

Community Outreach & Public Feedback: The first public meeting was held in October 2016 to introduce the

project and get public feedback on its direction. Along with data supporting current and projected (2040) traffic volumes, 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 preliminary design was then refined based on public feedback received during spring 2017.

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

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

- Removal of dedicated right turn from eastbound Fifth 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

Data was collected 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 online comment form, phone and email, with 25 recorded comments (21 online, four phone/email). Comments included some concerns about turn movement removal and future traffic capacity with downtown density, as well as support for trees, pedestrian enhancements and extra parking.

Stakeholders and the general public were notified about the test phase and opportunity to comment through the following:

- Postcards direct mailed to the area bordered by McAllister on the east, Hardy on the west, University on the south and Rio Salado on the north, including DTA's mailing list for merchants
- Nextdoor post for same targeted area
- Direct email to anyone who has commented during the process
- Direct email to Kate Borders to share with DTA members
- Direct email to the following stakeholders in the targeted areas:
 - Culinary Dropout/The Yard
 - The Lodge
 - Anza Environments
 - Studio Productions
 - Zion & Zion
 - Architekton
 - Manager: Encore on Farmer
 - Manager: Residences on Farmer
 - Arizona Public Service
 - Desert Parking
 - Fox Restaurants
 - The Madison
 - Pacific Retail (Prop Mgr. Dropout)
 - Matheny & Co.

- American Renegades
- Riverside NA
- Hayden Square HOA
- Lofts (The) at Orchidhouse HOA
- Rosen Place HOA
- Scene One HOA
- Downtown Tempe Authority
- Los Vecinos
- ASU On-Campus/Off-Campus Housing
- Hanover Mill Avenue
- Regatta Pointe Condos
- Alliance Residential (Farmer Ave. Lofts)
- University House
- West 6th
- Brownstones at Hyde Park
- Wexford Developments (NE Corner of 5th & Mill)

Design Options: The current design (at 30% level) reflects modifications based on public/stakeholder feedback and the traffic simulation phase. At the Jan. 11 Issue Review Session, staff will present design options for each intersection and key mid-block segments of the street, seeking City Council direction at each location to determine appropriate design treatments based on impacts on vehicular capacity (now and into 2040), parking and landscaping. (See design options in attached PowerPoint.)

All options presented retain the following proposed improvements to varying degrees:

- Increasing on-street, short-term parking new parking spaces, total dependent on selected configuration
- Maintaining east/west vehicle capacity
- Creating “civic center” block at City Hall
- Adding public restrooms
- Enhancing pedestrian spaces
- Improving ADA accessibility
- Creating a more attractive, flexible street for events
- Adding public art
- Creating a sustainability demonstration street
- Providing 100% rainfall capture
- Increasing tree canopy coverage from 8% to upwards of 25% (±250 new trees)

NEXT STEPS

Based on City Council direction on proposed design concepts, 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, impacts to the public, and overall project expenses.***

FISCAL IMPACT

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

RECOMMENDATION

Staff seeks a recommended traffic design from the Commission to further the overall project design to final construction documents in 2018.

CONTACT

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eric_iwersen@tempe.gov

ATTACHMENTS

- PowerPoint
- Public Comments

5th Street Streetscape

Transportation Commission

January 9, 2018





- Project Area & History
- Public Input & Design Goals
- Preliminary Design
- **Design Options by Intersection / Council Direction**
- Next Steps



- Approximately ½ mile segment of signature downtown collector street; a critical pedestrian corridor
- 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, Sixth Street Park, Historic and Redeveloping Neighborhoods



- 2015 - Downtown Parking Study
- 2016 - Design team/CollectiV hired
 - Oct 19 public meeting
- 2017 - Preliminary design concept
 - April 4 public meeting
 - April 6 City Council meeting
 - Character Area 3 public meetings
 - September test phase
 - Design modifications
 - Traffic model/long term projected growth
 - Small Area Transportation Study
- 2018 - Council Design Direction

PROJECT PARTNERSHIPS

Project partnership & joint meetings with Sustainability & Transportation Commissions

Consolidate: water line work, pavement management, parking changes, Streetcar, ADA transition plan; limit construction duplication



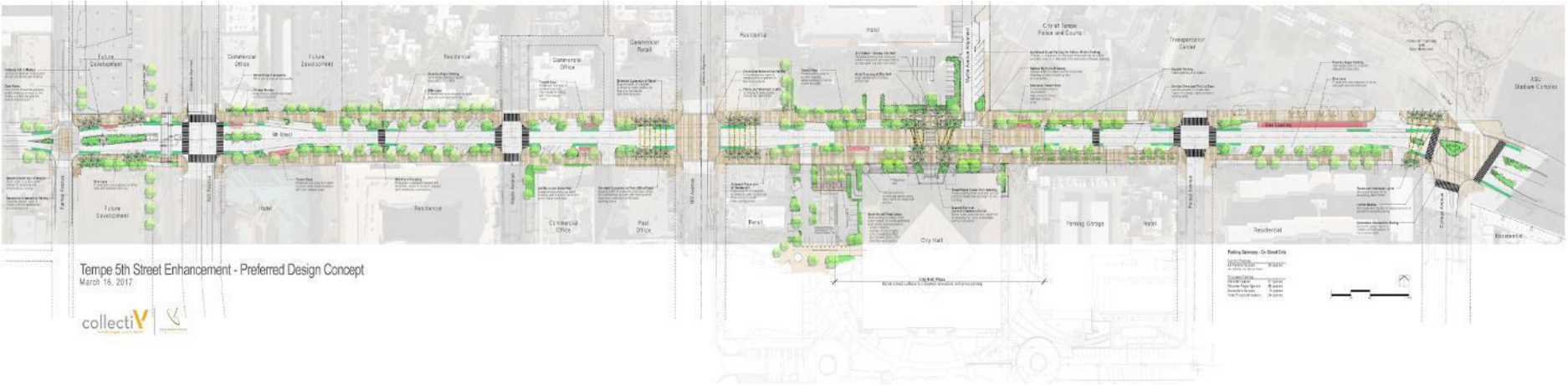
- Public Meetings (Oct '16 & April '17)
- Boards, Commissions & Character Area 3 (Sustainability, Transportation, Disability Concerns, Parks, Historic Preservation, Development Review)
 - 3 presentations to each commission
- City Departments Online comments
- Postcard notification of public meetings & test phase
- April 2017 City Council
- Test phase - Sept

- Community / Stakeholders
 - ASU
 - SRP
 - Tempe Mission Palms
 - DTA
 - Architekton
 - Studios 5c / Gammage & Burnham
 - Yam
 - Cousins
 - Businesses & Property Owners
 - Neighbors

Design Goals / Public Feedback



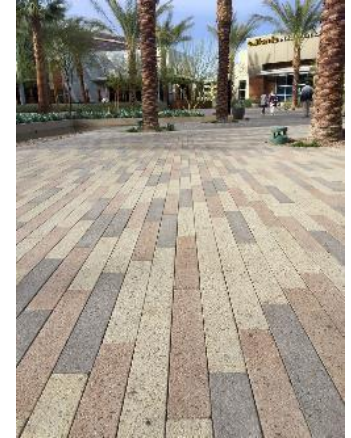
- Provide mobility for all
- Increase on-street, short-term parking
- Preserve utility operations & allow for future growth
- Balance design with cost control & long term maintenance
- Connect to and protect neighborhoods, while creating gateways
- Create innovative, sustainable, iconic street
- Expand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



Balanced Street Approach

- Incorporates goals, public feedback & sustainability in transportation objectives
- ADA compliance and upgrade / Parking increase from 41 to 68 stalls / More pedestrian crossings / Continuous bike lanes / “City Hall Plaza” / Increased shade & landscaping throughout / Water harvesting / Gateway treatments / public art & wayfinding opportunity / enhanced transit experience / public restrooms

Design Treatments



Design Direction / Traffic Capacity



Character Totals

- A= (Preliminary Design)
 - 288 trees
 - 68 parking stalls
 - highest tree canopy coverage, parking & pedestrian space
 - Some dedicated left turn removals at minor streets
- B= retains all dedicated left turn pockets
 - 275 trees
 - 55 parking stalls
 - Most closely matches today's street capacity
- C= retains all left turn pockets & adds capacity/right turn pockets (where available)
 - 239 trees
 - 49 parking stalls
 - Highest future traffic capacity
- Traffic model shows future capacity needs accommodated with A,B & C
 - Same model as Small Area Transportation Study
- All options increase tree canopy coverage, parking & pedestrian space & achieve project goals
 - Increase is achieved through center turn lane removal between some blocks
 - Maintains General Plan 2040 goals while being sensitive about traffic capacity
 - 78 trees & 41 parking stalls today



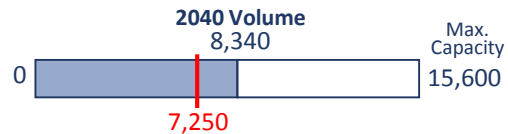


FARMER AVENUE

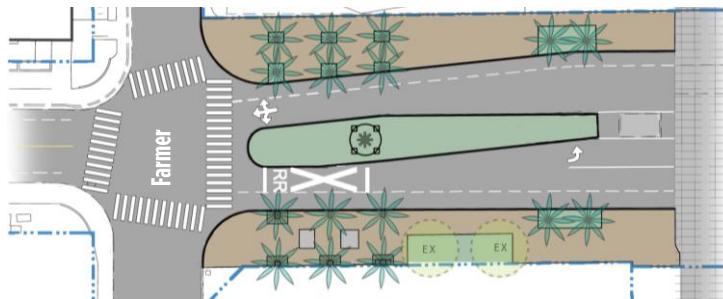


E
X

EB / WB Lane

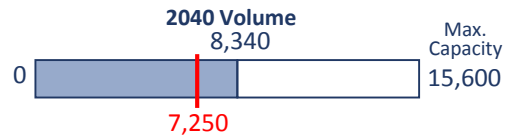


● 2 Trees

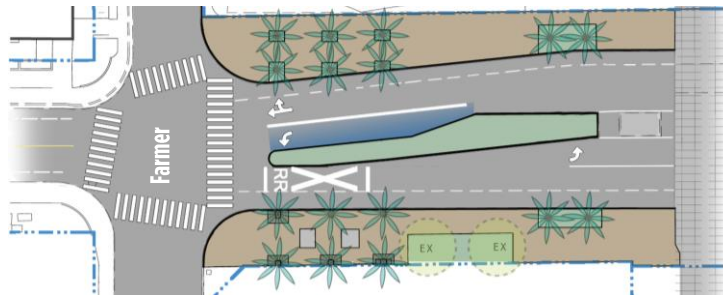


A

EB / WB Lane

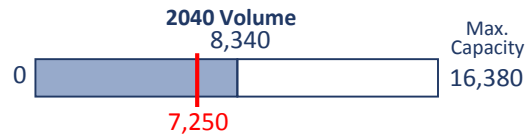


● 18 Trees



B

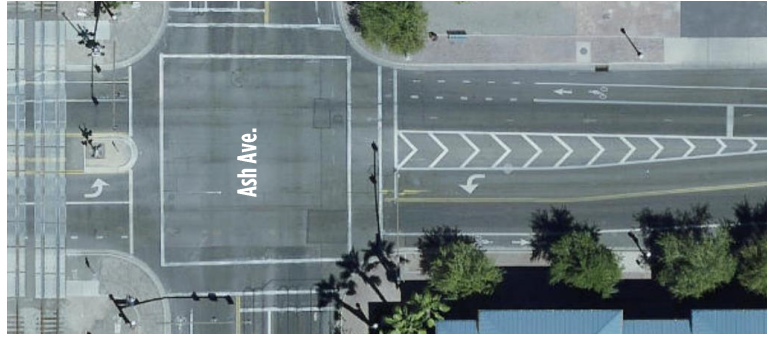
EB Lane / WB Lane + Dedicated Left



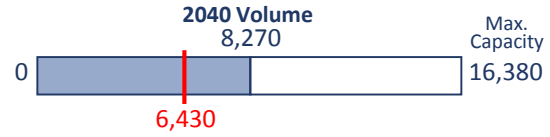
● 18 Trees



ASH AVENUE



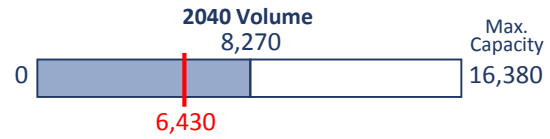
EB & WB Lane + Dedicated Left Turns



● 4 Trees



EB & WB Lane + Dedicated Left Turns

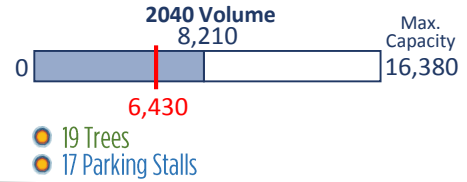


● 15 Trees

E
X



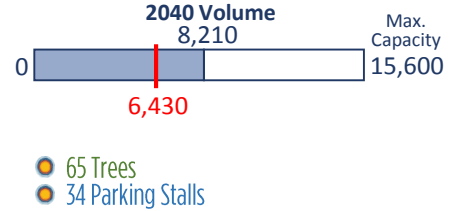
EB / WB Lane + Center Turn Lane



A



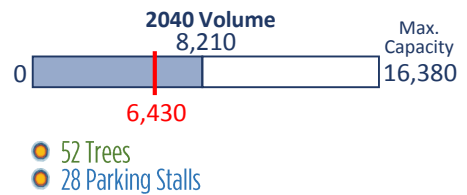
EB / WB Lane



B



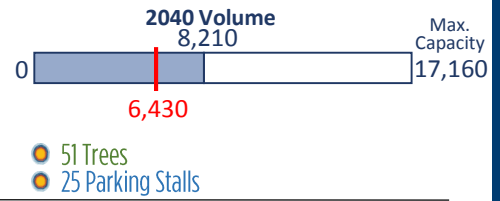
EB / WB Lane + Dedicated Left Turn Pockets



C



EB / WB Lane + Dedicated Left & Right Turn Pockets

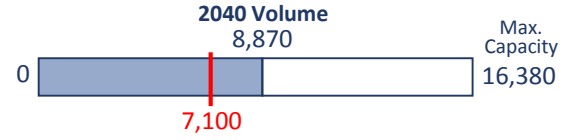




E
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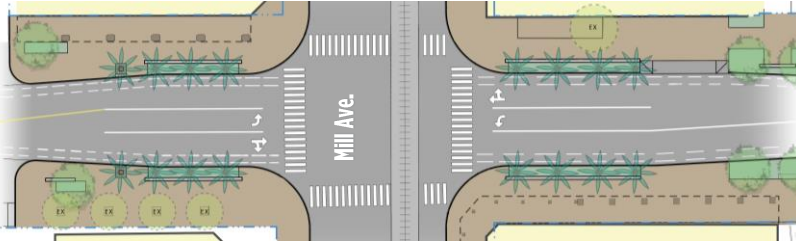


EB & WB Lane + Left Turn Pockets + EB Right Turn Lane

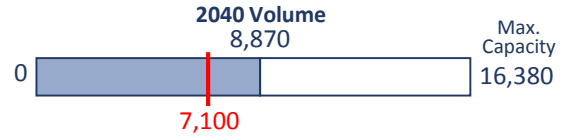


- 14 Trees
- 3 Parking Stalls

A

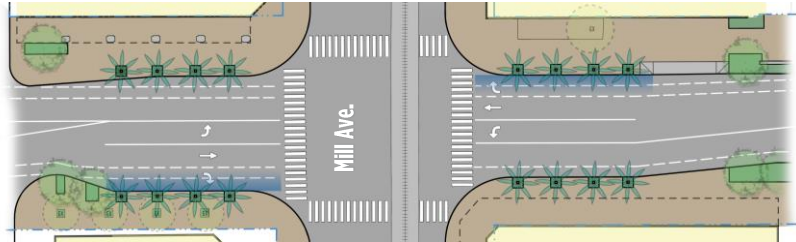


EB & WB Lane + Left Turn Pockets

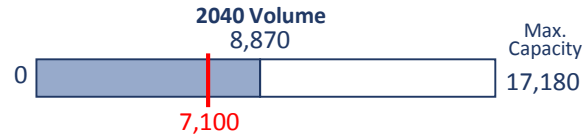


- 27 Trees

B



EB & WB Lane + Left & Right Turn Pockets



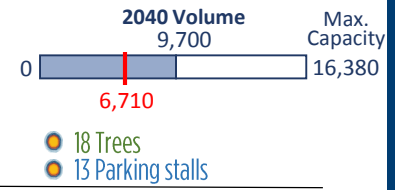
- 27 Trees



E
X



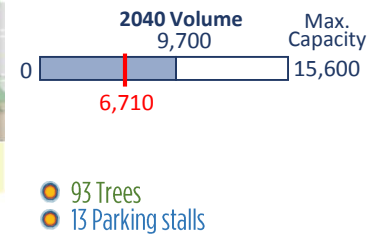
EB / WB Lane + Center Turn Lane



A



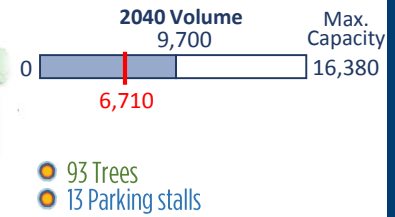
EB / WB Lane



B



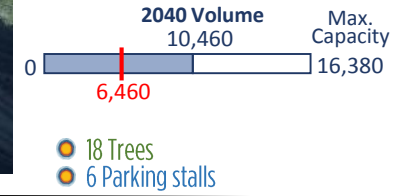
EB / WB Lane + Center Turn Lane



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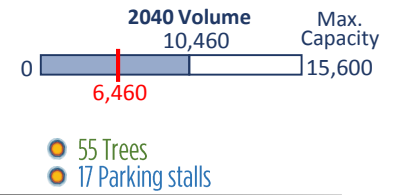
EB / WB Lane + Center Turn Lane



A



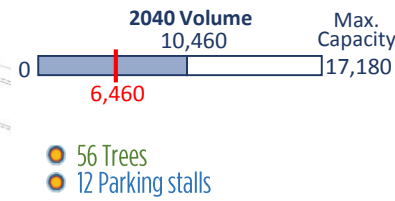
EB / WB Lane



B



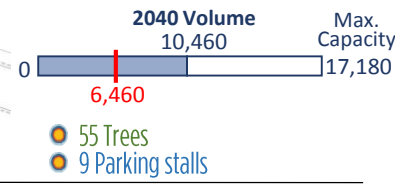
EB / WB Lane + Left Turn Pockets



C



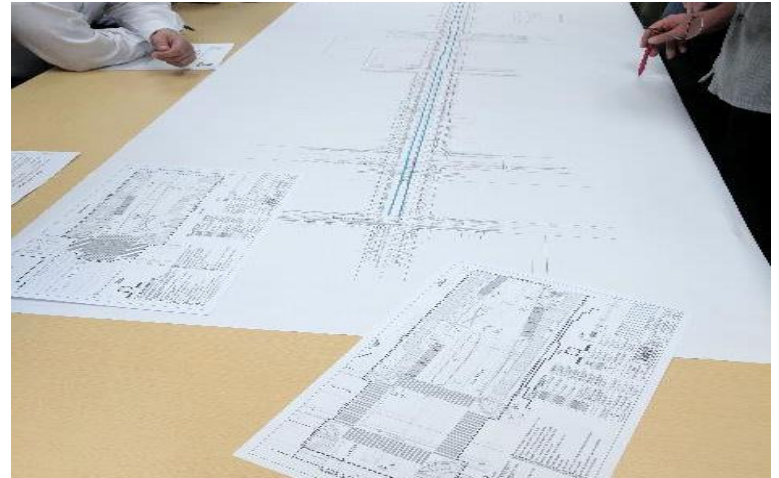
EB / WB Lane + Left Turn Pockets + EB Right Turn Pocket



FOREST TO COLLEGE

RECOMMENDATION:

- Advance selected configuration to final design documents in 2018
- Refine costs & update CIP
- Coordinate with funded partnership projects:
 - Streetcar
 - Parking
 - Waterline
 - ADA Transition Plan & Implementation
 - Pavement resurfacing
- Continued public outreach & stakeholder coordination



PUBLIC COMMENT SPRING 2017



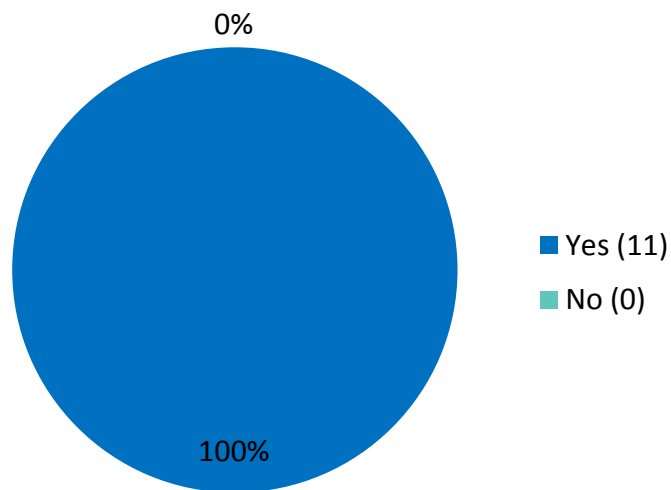
5th Street – Farmer to College Avenues Streetscape Design Concept Public Input Summary

Overview

A public meeting was held on April 4, 2017 to get feedback on a proposed design concept. Twenty-one people attended the meeting. Surveys were available at the meeting and online from March 22 through April 10, 2017. Eleven responses were received.

Responses

1. Do you support the draft concept?



Total responses: 11

2. Why or why not?

1. Anything that cuts down on the late night drag racing on 5th between Maple and Farmer is welcomed!
2. I like the city hall plaza shared space. I like the verticality of the date palms, and strings of lights. I like the wider sidewalks.
3. The draft concept nicely combines the best of the Low Impact Development & Arts and cultural concepts. I would encourage Tempe to maintain those Low Impact

Development design elements that would make 5th Street an exemplar project not only for Tempe, but also other arid cities.

4. I'm looking forward to this iteration of walking on 5th St. as more friendly, beautiful, cooler, cozier.
5. Pedestrian/bicycle friendly designs are forward looking traffic solutions as cities are bound to restrict and even prohibit motor vehicle use more and more in city centers.
6. Shade canopy increases traffic calming, elimination of center lane.
7. Yes, mostly, I would like to see drinking water fountains incorporated into design. Cooling streetscapes should be a main theme. I would like to also see residents put their own touches on the design by maybe designing a brick that is laid into the ground.
8. I ride a bike everyday in Tempe. I really like the improved bike infrastructure on 5th.
9. Need the beauty of the trees for the downtown walk area. Also good parking and walkways. Will be enjoyable.
10. We need the trees and beauty the design will bring to the downtown Tempe area.

3. Do you have any additional comments that you want us to consider with respect to the proposed 5th Street design concept?

1. Unfortunately, I will be out of town for this meeting to voice my support and ask a few questions: - See you are proposing reverse angle parking, like University St. in Tucson. As it may improve sight when pulling out, it decreases sight when backing up and pulling in. Would be interested to see their numbers of cyclists hit when folks are backing in. I know when I'm down there I park farther away as to not deal with it. - Will there be dedicated cross walks at Maple and 5th? As the resident base gets bigger we need a safer way to cross 5th.
2. I like the reverse angled parking in theory, but as implemented I don't think it will work as intended. There needs to be a median to force driver behavior. I, as a driver, will see an open parking spot on the opposite side of the road and take a soft left turn and park nose in. I will worry about how I'm going to get out of the spot when I leave. (I think this behavior will be common for most users). Consider putting angled parking in the middle of the road, away from bikes and pedestrians.
3. This project could make Tempe a leader in Sustainable Streetscape design. Tempe could also partner with ASU to monitor the environmental and community outcomes of the project including how the Low Impact Development techniques reduce air temperatures and how residents & visitors perceive the design. In particular, monitoring & quantifying the benefits could then inform other larger streetscape projects throughout Tempe, ensuring a justifiable return on investment for innovative design strategies.
4. Please allow for minor (short-term) loitering, i.e. provide benches in shady areas for tired pedestrians, especially if mini-parks are not to be included in the design.
5. Transit stop cutaways Farmer to Mill no blocking bike paths. Leave acacias (mature).
6. I would like to see a monument to Ira Hayes, one of the Iwo Jima flag raisers where no such monument exists anywhere in the valley today.

7. I am not a fan of the Hardy Road changes that were done a few years ago. Please don't create a "bike on sidewalk" type of lanes like on Hardy.
8. Not at this time.
9. Make a park at Farmer and 5th Street on the southeast corner. There is a vacant lot there listed as "future development."

PUBLIC COMMENTS FALL 2017 / TEST PHASE

12 COMMENTS – MISSION PALMS

9 COMMENTS - OTHERS

Please provide comments on the simulation of the 5th Street, Farmer to College, design concept.

MISSION PALMS COMMENTS (1-3 and 4-5 duplicate names/emails)

- 1*** Yesterday .. Tuesday 9/12 at two separate times we had semi drivers who are very familiar with Tempe get stuck on Myrtle trying to exit on 5th street as they have done multiple times in the past... we had to assist them in backing up on Myrtle to the rear of the hotel so that they could laboriously turn around and exit at 3rd street.
- 2*** TMP security 2nd shift has noted and conveyed to me that the amount of traffic exiting and cutting through our rear lot is extremely excessive along with the speed at which they are traveling and is very concerned with the safety of our staff and pedestrians walking in the area... He has stated that not only are they exiting the garage and going north but there is a steady stream of traffic from 5th street cutting through to avoid the back up at the 5th and Mill traffic light..
- 3*** In Just two days, since the set up of 5th street, the traffic coming through the back of Tempe Mission palms has increased DRAMATICALLY. The vast majority are City Of Tempe Employees and police officers (Both Patrol cars and officers) going to and from work to gain access to the garage,,, This is private property and these vehicles cause ongoing damage through regular wear and tear to our parking lots.
- 4#** I am very concerned about the traffic. Busses already have quite a difficult time turning, let alone if there is only two lanes. If there is some type of accident you will have no where to go. Also, there are so many students on 5th I am worried that someone will get killed crossing the road. We need the turn lane to keep traffic flowing correctly. I'm all for making it look pretty, but I think that if you just re surface the street as is and maybe add some trees on the sidewalk you would be much better off.

Do you have any additional comments that you want us to consider with respect to the proposed 5th Street design concept?

Also... Tempe police department garage users are still using Tempe Mission Palms property to access garage from the north...Both in the AM and the PM shift change or exit..

Today at 7:45 AM traffic on 5th street at the transportation center was completely stopped with a city bus trying to maneuver to head east on 5th street.

Keep 5th the way it is....re-surface it....add trees but do not remove the center turn lane.

5# The designs are very pretty, but a bit impractical. We have a business right on 5th street and on many occasions we arrange for Tour Busses. There would be absolutely no way these buses could turn into our property near Myrtle if the street is changed. More on street parking is not the answer. We have several areas to park in. It would be a better flow of traffic with the center lane.

6 I formally and personally state that I am against this project. Working at the Tempe Mission Palms hotel and being a part of such a great business I'm confused as to why the city has decided to make this decision. These decisions will all around impact multiple businesses in the area who agree Tempe does not need to become more of a congested area.

7 I understand the city's aspiration of trying to come up with a design that would be more appealing to pedestrians and bicycle traffic, and this may be a great idea where there is established public transportation consistent throughout the city/region i.e. major European capital cities. However, without this infrastructure and given that 6 months out of the year weather doesn't permit much pedestrian traffic, I don't see a point of this study.
The area cordoned off is en route several businesses, i.e. a major conference center that on any given day can host up to a 1000 people that all need to get meeting facilities, currently there is no left turning lane to the property heading east on 5th Street. Additionally vendors delivering goods to local businesses are going to be limited navigating through the artificial narrow turn lanes, i.e. semis delivering food, beverages...
Overall, I would sum up the project as having good intent on paper. In my opinion, I believe it should never be permanently implemented.

8 As the Purchasing and Receiving Manager at the Tempe Mission Palms Hotel, this will cause a major effect on our deliveries. Some of the deliveries require large trucks and they need to travel on Myrtle to get in or out.
We also have MANY buses that provide transportation for our guests and they also need Myrtle to travel in and out. Please really think about the pros and cons of this issue before jumping in and doing it.

I think the road needs to be re-surfaced, but this project seems way more than we need. Smooth transitions into businesses and even the bus terminal off of 5th street will not be improved if the center lane is gone and new on street parking is added. We have a lot of traffic for the police station and hotel that cutting down on this would cause more problems.
none.

The sooner the cordons come off the better.

9 when coming down 5th street, first we have to wait for the train to pass, the let busses out, then let pedestrians pass, once we are past the walk way, cars are turning into to the public parking lot on the left under the residence Inn building, stopping ALL traffic again, for those of us trying to get into the parking garage off Myrtle street. The two lanes will not work in this area. Daily you have people trying to get to the court house, they have no clue where to park, so they slow down and stop around the courthouse, again stopping all traffic. We have motor coaches coming in on Myrtle for our guests that have off site events, this current street set up, is making it almost impossible for them to turn onto Myrtle to pick up guests.

10 This simulation is just facilitating flustered, impatient drivers to cut through the north side of the Tempe Mission Palms Hotel resulting in more accidents in an area that already faces challenges with accessibility.

Please do not turn 5th Street into another congested Rio Salado.

11 Good Morning, I am writing to let you know my thoughts on the test phase of this project. Why? Why are we constricting traffic on a street that is already constricted? We are already in a heavy traffic area. This doesn't seem like a good idea to me. I drive in and out of Tempe every day from the 101 to University to 5th street to get to work at Tempe Mission Palms and I already feel the affects of the traffic on the street. Thousands of people come into this city and we are considering restricting the road? It is already a nightmare on 5th. What we should do is make the road wider with multiple lanes in each direction, not narrower. Can't we beautify the street with out restricting the access??? Other reasons why we should not do this: 1. LOSS of BUSINESS to Tempe Mission Palms Hotel. We are already competing with the surrounding competitive market in Tempe. When talking with Clients, it is already challenging sometimes in talking about parking. Adding this project to the mix will strongly hurt us! We will LOOSE Clients due to Construction (however long this takes) and to the surrounding area access when the project is finished. Clients want ease, uncongested areas for their Guests, meetings and events. We are a VERY busy hotel! 2. Our Parking Garage is off Myrtle where valet runs cars and employees park. Valet and employee access will be slowed down. 3.. We have busses and large trucks delivering guests and additional items to the ballroom via Myrtle. This is the only area where busses and trucks can turn around. Where would these busses go if we move on with this project? We will loose business from this. Side ballroom access is a SELLING POINT for Clients. Easy access, less labor, less costs for Clients. 4. We also add additional Valet services off Myrtle avenue. When we have large events we provide additional valet on Myrtle avenue so that Guests can valet right to the ballroom doors. When we do events in the Valet Area, we move Valet to Myrtle avenue. Again, valet on Myrtle is a SELLING POINT for Clients. 5. How is it even possible that you not be able to turn right from 5th to Mill? This is a major route and access point to the freeway, light rail, and Scottsdale area. Bad move. 6. The entire project will slow down everything in this area. We WILL lose business.

12 I work at Tempe Mission Palms hotel as the Guest Services Manager. In that role, I'm responsible for our guests arrival and departure experience as well as all parking on property. I believe that the proposed lane changes to 5th Street will impair the ability of enter and depart out property. During the test this month, westbound traffic often backed up past our driveway and without the turn lane, made it virtually impossible to enter our property. The evening of the ASU football game was even worse. The volume of traffic on 5th St. makes a left turn lane between Mill and College a need not an option. The street and the areas along the street can be improved without the need to remove the left turn lane.

All of the above reasons are just a starting point as to why this is not a good idea. Overall, the hotel will lose business from this project when we are already being affected by the surrounding competitive market. Thank you.

OTHER COMMENTS

- 13** This is just more absolutely pointless money being spent on a project that is not necessary whatsoever. Why fix what's not broken. 5th street is perfectly fine just the way it is. You're always screwing all the business owner on Mill Ave with this pointless light rail down Mill Ave. Most of us will be lucky to stay in business long enough to see the light rail accomplish absolutely nothing. Now you want to tear up 5th street and cause more headaches? How are businesses supposed to get people in their doors if the entire area is torn up and under construction for basically 2 straight years. So unnecessary.
- 14** The traffic has been extremely backed up, especially as buses have been stopping to let people on/off.
- 15** I work downtown Tempe and I think this is a bad idea and has caused traffic congestion that is not needed. Westbound on 5th at Mill, when someone needs to turn right and the slow pedestrians clog the crosswalk, anybody that needs to get through the light westbound is stuck waiting for the right turn vehicles, and may not make the light. Mill & College needs right turn lanes if this idea is to proceed. The cities money can be better spent.
- 16** This streetscape design concept is a bad idea, as is being proven by the traffic study, as well as the reasons stated below. Elimination of the center turn lane is proving to cause problems getting on the Forest in the morning as well as getting on to 5th Street in the evening, where I and many others turn left off of and onto 5th Street. One can easily surmise that this will cause slow-downs and backups along 5th Street as cars attempt to turn left onto Forest, and along Forest as cars attempt to get into the westbound traffic on 5th Street, particularly during the higher traffic events such as football games. If the intent is to eliminate the left turn at Forest altogether, this will cause greater backup at Veterans Way at College, which will congest that intersection even more. Attempting to eliminate the center lane turning left off Forest onto 5th Street is also a bad idea, since it will cause safety concerns (vehicle crashes), pedestrian hazards at the crosswalk, plus backups along Forest during peak hours. Eliminating the left turn here would send Forest traffic eastbound, which would further congest the Veterans Way eastbound traffic and backing up the light at 6th Street, an already slow exit out of the city center. University needs no additional congestion, so sending Forest Ave traffic south is also a bad idea. Also, the constriction of 5th Street at mill (westbound) is greatly slowing down traffic at that intersection, since vehicles intending to turn right (northbound) on Mill have to wait before changing lanes. Another bad idea.

This street has enough issues with traffic due to ASU students and faculty.

In short, leave well enough alone, Tempe. Not since Mill Ave was reduced to a single lane each way - with enormous waste in oversized parallel parking spaces, and the backwards notion of traffic "calming" by way of ill-timed traffic signals - have I seen a more ill-conceived and unnecessary traffic change proposed. If you want to keep business in the city center, access to and out of the downtown needs to be easier and more streamlined, not more convoluted, hazardous, and time-consuming. I'm all for some additional landscaping, medians, pedestrian safety, and the like, but please do so with greater regard to existing traffic conditions.

17 I am not sure if this would be a part of the design concept but would someone please consider putting a left turn signal at the corner of 5th Street and Mill ave. in both directions? It is a disaster during rush hour as everyone in the opposite direction is turning right. I have not seen an accident as of yet but I think there is one waiting in the wings
. Thank you in advance for your consideration in this matter.

18 Please plant native trees, not palm trees. For one they would provide more shade. Two, it's better for the habitat.

19 As a worker in Tempe, who takes the light rail to the 3rd street station and either rides down Ash to University or walks on Maple, these improvements would have a direct impact on my stress level during three Tempe portion of my commute. The lack of crosswalks at 5th and Maple is ridiculous. There needs to be speed control along 5th street and the lack of shade on the north side of 5th is deathly!
I love this plan, thank you!

20 I like the design. A safer walkable/bikeable downtown is great for our community.

21 Heading west on 5th Street to pass through the intersection at Mill is very frustrating as you are in the same lane as vehicles that are turning right, and since there's always pedestrians, bicycles, skateboards, etc. crossing the intersection, it's hard for vehicles to turn right, and if you just want to go straight through the intersection, you are stuck behind all of the above issues. It's a very congested intersection as it is, so please keep the traffic going straight moving!

Protected bike lanes would be nice. Maybe even signage saying no biking on the sidewalk (so unsafe and I see it every day).

The plan accessible in the PowerPoint does not show a solution for the all important intersection at Forest and 5th. Is that not a part of this streetscape? Currently active transportation users have to dodge traffic in order to cross to the Tempe Transit Center. There needs to be a HAWK Signal or a street light at this very busy intersection. Especially if people actually end up occupying the development at Forest and University!

#1. Bike safety

Another aspect of keeping Mill and 5th Street traffic flowing is when there is any activity at the stadium or the arena, frequently Veteran's Way is blocked and that puts a lot of extra traffic going the other way to get around the situation.

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 8

DATE

December 21, 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:

- February 13
 - North/South Railroad Spur MUP
 - FY 18/19 Paid Media Plan
 - Prop 500
 - Speed Limits
 - Streetcar
- March 13
 - Capital Improvement Project Update
 - Alameda Drive Streetscape
 - Upstream Dam Bridge
- April 10
 - Crash Data, Enforcement and Texting
- May 8
 - MAG Design Assistance Grants
- June 12
 - Streetcar
- July 10
- August 14
- September 11
 - Annual Report
- October 9
- November 13
 - Orbit Saturn
- December 11

RECOMMENDATION

This item is for information only.

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