



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, April 9, 2019
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
<p>1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.</p>	<p>Brian Fellows, Commission Chair</p>	<p>Information</p>
<p>2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the February 12, 2019 meeting.</p>	<p>Brian Fellows, Commission Chair</p>	<p>Action</p>
<p>3. Council Bike Safety Working Group Update (Bicycles, E-Bicycles, Human Powered Vehicles, Non-Human Powered Vehicles and Electric Personal Assistive Mobility Devices) Staff will provide draft language to the Tempe City Code addressing alternative modes of travel.</p>	<p>Shelly Seyler, Engineering & Transportation Department</p>	<p>Information and Possible Action</p>
<p>4. Vision Zero Staff will present the draft Vision Zero Action Plan.</p>	<p>Julian Dresang, Engineering & Transportation Department</p>	<p>Information and Possible Action</p>
<p>5. Alameda Drive Streetscape Project Staff will present the final designs for the Alameda Drive Streetscape Project.</p>	<p>Bonnie Richardson, Engineering & Transportation Department</p>	<p>Information and Possible Action</p>
<p>6. Streetcar Staff will provide an update on the Streetcar project including fares.</p>	<p>Eric Iwersen & Tony Belleau, Engineering & Transportation Department</p>	<p>Information and Possible Action</p>
<p>7. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.</p>	<p>Engineering & Transportation Department Staff</p>	<p>Information</p>

8. Future Agenda Items Commission may request future agenda items.	Brian Fellows, Commission Chair	Information and Possible Action
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Minutes
City of Tempe Meeting of the Transportation Commission
February 12, 2019

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, February 12, 2019, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Susan Conklu (via phone)
Jeremy Browning (via phone)
JC Porter
Paul Hubbell
David A. King
Pam Goronkin

Brian Fellows (Chair)
Lloyd Thomas (via phone)
Shana Ellis
John Federico
Peter Schelstraete
Bonnie Gerepka

(MEMBERS) Absent:

John Kissinger
Cyndi Streid
Ryan Guzy

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Chase Walman, Planner II
TaiAnna Yee, Public Information Officer
Joe Clements, Transportation Financial Analyst
Julian Dresang, City Traffic Engineer
Eric Iwersen, Transit Manager

Sue Taaffe, Public Works Supervisor
Robert Yabes, Principal Planner
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Tony Belleau, Streetcar Project Manager

Guests Present:

Cliff Anderson

Audra Koester Thomas

Commission Chair Brian Fellows called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

Cliff Anderson spoke about the bicycle path closure on the north side of Town Lake just west of Rural Road. He requested that the construction occurring adjacent to the path not impact the ability to use the path.

Agenda Item 2 – Minutes

Commission Chair Brian fellows introduced the minutes of January 8, 2019 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Pam Goronkin

Second: Commissioner Peter Schelstraete

Decision: Approved by Commissioners:

Susan Conklu (via phone)

Jeremy Browning (via phone)

JC Porter

Paul Hubbell

David A. King

Pam Goronkin

Brian Fellows (Chair)

Lloyd Thomas (via phone)

Shana Ellis

John Federico

Peter Schelstraete

Bonnie Gerepka

Agenda Item 3 – Update on Prop 400 Extension Tasks

Audra Koester Thomas with the Maricopa Association of Governments made a presentation regarding the timeline and tasks associated with Proposition 400. Topics of the presentation included:

- Timeline elements
 - Foundation – 2019 to mid-2019
 - Value mapping
 - Enabling legislation
 - Goals and objectives
 - Target setting
 - Analysis – 2018 to 2021
 - Technical needs study
 - Socioeconomic projections
 - Development – 2021
 - Policy foundation
 - Plan drafting & refinement
 - Air quality conformity analysis
 - Plan adoption
 - Election – Nov. 2022
 - Request ballot placement
 - Public pamphlet
- Transportation Policy Committee timeline

Discussion included federal funding options, impacts of the anti-light rail movement, and allocation of funds based on travel made.

Agenda Item 4 – McClintock Drive Reconfiguration Data

Julian Dresang made a presentation about the travel data recently collected regarding McClintock Drive between Apache Boulevard and Guadalupe Road. Topics of the presentation included:

- Travel lane configuration
 - Striping changed July 2015
 - Corridor went from 45 lane miles to 40
 - 7.5 miles of bike lanes added
 - Striping changed March 2018
 - Corridor went from 40 lane miles to 41
 - 7.5 miles of bike lanes remain
- Average daily vehicular traffic
- Bicycle traffic counts
- Travel times
- Crashes (major and minor intersections and mid-blocks)

- Next steps
 - Complete design & construction of McClintock between Apache & Del Rio. Add back one southbound travel lane.
 - Continue to collect & monitor data

Discussion included potential reasons for travel time increases and crashes near US 60.

Agenda Item 5 – First Street/Ash Avenue/Rio Salado Parkway Intersection Updates

Tony Belleau made a presentation about the First Street/Ash Avenue/Rio Salado Parkway roundabout. Topics of the presentation included:

- Background
 - Offset intersection
 - Disjointed connectivity
 - Traffic performance
 - Identified in 2009 study
 - Revisited in 2016
 - Roundabout alternative selected by Council
 - CIP funded (transit tax)
 - Project integrated into streetcar design and construction as a Concurrent Non-Project Activity (CNPA)
- Design
- Bicycle and pedestrian interface
 - Bikes can occupy travel lane or dismount at ramps
 - Directional symbols
- Construction
 - 10-week estimated duration
 - Assumes full intersection closure, exploring potential to construct in halves
 - Total cost: \$3.7 million
 - Includes design, utility relocations, construction
- Next steps
 - Assist with safety certification of roundabout
 - Update CIP with final cost in FY 19/20
 - Work with stakeholders (property owners, special events, adjacent projects) to determine construction schedule

Discussion included the inclusion of traffic signals, special events and bicycle/pedestrian interface.

Agenda Item 6 – Department & Regional Transportation Updates

Shelly Seyler informed the Commission that a reorganization is occurring within Public Works. The City Council will consider later this month whether or not to divide the department into two departments: Engineering & Transportation Department and the Municipal Utilities Department.

Shelly Seyler informed the Commission that the Don Cassano Community Room will be closed from July 2019 to April 2020 to allow the Tempe City Council to hold their meetings in the room while City Council Chambers are being remodeled. Transportation Commission meetings will either be held in the Public Works Department Administrative Conference Room or the conference room on the third floor of City Hall.

Shelly Seyler also stated that two scooter companies have applied for SATV licenses and that Lime has decided not to operate in Tempe. A City Council Working Group is drafting proposed modifications to the Tempe City Code regarding scooter enforcement.

JC Porter with ASU stated that the intercampus shuttle frequency has changed from every 30 minutes to every 15 minutes. Flash service will also change to incorporate more student housing locations and less parking lots. ASU has also added scooter parking spaces adjacent to campus.

Agenda Item 7 - Future Agenda Items

Brian Fellows requested that the Downtown Tempe Authority provide an update to the Transportation Commission at a future meeting. Peter Schelstraete asked if the Tempe bike bait program still existed and requested that the Tempe Police Department include an update about the program the next time they are scheduled to make a presentation in general to the Commission.

- March 12
 - Vision Zero: Distracted Driving Ordinance
 - Capital Improvements Project Update
 - Ordinances Related to Bicycles and Pedestrians
 - Tempe/Mesa Streetcar Feasibility Study Updates
 - I-10 Broadway Curve P3 Project Update
- April 9
 - Paid Media Plan
 - Alameda Drive Streetscape Project
 - Climate Action Plan
 - Vision Zero
 - Streetcar Update
- May 14
 - Transportation Overlay District
 - MAG Design Assistance Grants
 - Bike Hero Award
 - 20 Minute City
- June 11
 - Speed Limits
- July 9
- August 13
 - Transit Security Update
 - Bus Shelter Design Project
- September 10
 - El Paso Multi-use Path Project
 - Grand Canal Multi-use Path Project
 - North/South Railroad Multi-use Path Project
- October 8
 - Annual Report
- November 12
 - Annual Report
- December 10

The next meeting is scheduled for March 19, 2019.

The meeting was adjourned at 8:53 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

MEMORANDUM TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

April 9, 2019

SUBJECT

Council Bike Safety Working Group – Bicycles, E-Bicycles, Human Powered and Non-Human Powered Vehicles, and Electric Personal Assistive Mobility Devices

PURPOSE

The purpose of this memo and PowerPoint is to provide the Transportation Commission with an update on the status and recommendations of the Council Bike Safety Working Group.

BACKGROUND INFORMATION

On August 2, 2018, the Council formed a working group to examine Tempe's rules of the road for bicycles and determine if any changes should be made to Tempe City Code to make the roads in Tempe safer for bicyclists. As the group formed and began to meet, the focus expanded to include a review of the ordinance language as it related to bicycles, e-bicycles, human powered vehicles and non-human powered vehicles as well as electric personal assistive mobility devices.

The working group found that over time, ordinance language had been added to Chapter 7 and Chapter 19 of the Tempe City Code addressing various vehicle types. The goal of the working group was to address the influx of dockless bikes and scooters on Tempe's streets and update the ordinance language related to users.

Recommendations from the working group:

The following summarize the recommendations of the working group:

1. Chapter 7 – Bicycles and Light Motorized Vehicles: Eliminate Chapter 7 from the Tempe City Code and combine with Chapter 19.
2. Chapter 19 – Motor Vehicles and Traffic: Expand and revise Chapter 19 to include the following areas.
 - Pedestrians and Human Powered Vehicles
 - Bicycles, E-Bicycles, and Non-Human Powered Vehicles
 - Electric Personal Assistive Mobility Devices
3. The working group also recommended that the definitions be expanded to include Human Powered Vehicles and Non-Human Powered Vehicles as follows:

Human Powered Vehicles means movement accomplished or propelled by human power, such as walking, running, or by any vehicle or device which is designed and equipped to be propelled by

human power, without any assistance by a motor or power unit. (e.g. bicycle, roller skates, skateboard)

Non-Human Powered Vehicles means movement accomplished or propelled by anything other than human power, such as electric, gas, or other combustion. This includes electric skateboards or item related to vehicles that do not meet the state’s definition of vehicles requiring registration.

- a) A motorized Skateboard.
- b) An Electric Scooter
- c) A Light Motorized Vehicle

4. Update Chapter 19 to include changes as summarized in the following. The specific code language can be found in Attachment 2.

	Bicycles	E-Bicycles	Non-Human Powered (Scooters)	Electric Personal Assistive Mobility Device (Segways)	Human Powered
Same rights as vehicles	X	X	X*		
Allowed on sidewalks	X***	X***	X***	X	X
Allowed in bike lanes	X	X	X	X	
Allowed in crosswalks	X*	X*	X*	X	X
Must have a helmet if under 18	X	X	X		
Must be 16 or older to operate		X	X	X	
Allowed on multi-use paths	X	X**	X**	X	X
Lamps (front & back)	X*	X	X	X*	

***Same rights as bicycles**

***Must have motor disengaged**

***Where there is no bike lane and the speed limit is greater than 25mph**

***Can't exceed 20mph**

***Must dismount**

***Must yield to pedestrians**

***Must Ride with the flow of traffic**

***Must have front light and rear reflector**

Next Steps

- April 2 – April 16 - Tempe Forum Activated for public comment
- April 9, 2019 - Transportation Commission Meeting
- April 10, 2019 - Public Meeting, Don Cassano Room from 6 to 7 p.m.
- May 16, 2019 – Work Study Session
- June 6, 2019 – First Public Hearing
- June 27, 2019 – Second Public Hearing

Staff is seeking input from the Commission on the proposed changes.

FISCAL IMPACT:

No anticipated fiscal impact.

RECOMMENDATION

None.

CONTACT

Shelly Seyler
Deputy Engineering and Transportation Director
480-350-8854
Shelly_seyler@tempe.gov

ATTACHMENTS

PowerPoint
Draft Chapter 19 proposed changes

Council Bike Safety Working Group

**(Bicycles, E-Bicycles, Human Powered and
Non-Human Powered Vehicles and
Electric Personal Assistive Mobility Devices)**

Transportation Commission

April 9, 2019



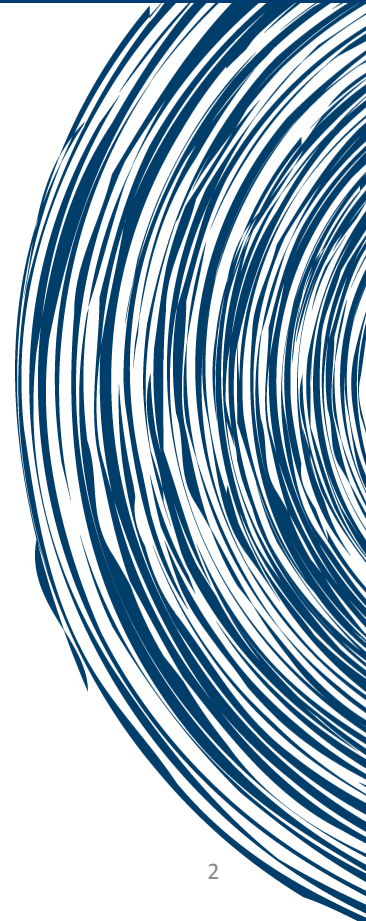


Chapter 7 – Bicycles and Light Motorized Vehicles

- Bicycle Registration
- Abandoned Bicycles
- Operation of Bicycles and Light Motorized Vehicles
- Light Motorized Vehicles
- Electric Bicycles
- Pedicabs

Chapter 19 – Motor Vehicles and Traffic

- Coasters, roller skates, skateboards and similar devices
- Motorized Play Vehicles and Motorized Skateboards
- Pedestrians



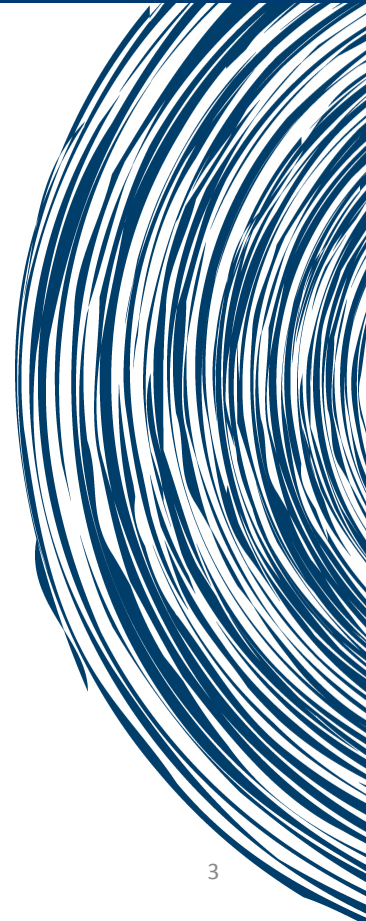


● Chapter 7 – Bicycles and Light Motorized Vehicles

- Eliminate from city code and combine with Chapter 19

● Chapter 19 – Motor Vehicles and Traffic

- Pedestrians and Human Powered Vehicles
- Bicycles, E-Bicycles, and Non-Human Powered Vehicles
- Electric Personal Assistive Mobility Devices





● Human Powered Vehicles

Human-powered means movement accomplished or propelled by human power, such as walking, running, or by any vehicle or device which is designed and equipped to be propelled by human power, without any assistance by a motor or power unit. (e.g. bicycle, roller skates, skateboard)

● Non-Human Powered Vehicles

Non-Human-powered means movement accomplished or propelled by anything other than human power, such as electric, gas, or other combustion. This includes electric skateboards or item related to vehicles that do not meet the state's definition of vehicles requiring registration.

- a) A motorized Skateboard.
- b) An Electric Scooter
- c) A Light Motorized Vehicle



- Given all the rights and responsibilities of a vehicle
- Allowed on sidewalks where no bike lanes exist and speed limit is greater than 25 mph
 - Must ride with the flow of traffic
 - Must yield to pedestrians
- Allowed in bike lanes
- Allowed in crosswalks
 - Must dismount prior to entering the roadway (operate as pedestrian)
- Allowed on multi-use paths
- Must wear a helmet if under the age of 18
- Must have Lamps (front and back)
 - Front light and rear reflector



Electric-Bicycles



- Given all the rights and responsibilities of a vehicle
- Allowed on sidewalks where no bike lanes exist and speed limit is greater than 25 mph
 - Must ride with the flow of traffic
 - Must have motor disengaged
 - Must yield to pedestrians
- Allowed in bike lanes
- Allowed in crosswalks
 - Must dismount prior to entering the roadway (operate as pedestrian)
- Allowed on multi-use paths
 - Cannot exceed 20mph
 - Must yield to pedestrians
- Must be over the age of 16 to operate
- Must wear a helmet if under the age of 18
- Must have Lamps (front and back)



Non-Human Powered Vehicles (scooters)



- Given all the rights and responsibilities of a bicycle
- Allowed on sidewalks where no bike lanes exist and speed limit is mph
 - Unless there is a bike lane or the speed limit is 25mph or less
 - Must ride with the flow of traffic
 - Must yield to pedestrians
- Allowed in bike lanes
- Allowed in crosswalks
 - Must dismount prior to entering the roadway (operate as pedestrian)
- Allowed on multi-use paths
 - Cannot exceed 20mph
 - Must yield to pedestrians
- Must be over the age of 16 to operate
- Must wear a helmet if under the age of 18
- Must have Lamps (front and back)



Electric Personal Assistive Mobility Devices (Segway)



- Given all the rights and responsibilities of a pedestrian
- Allowed on sidewalks
- Allowed in bike lanes
- Allowed in crosswalks
- Allowed on multi-use paths
- Must be over the age of 16 to operate
- Must have Lamps (front and back)
 - Front light and rear reflector



Human Powered Devices



- Given all the rights and responsibilities of a pedestrian
- Allowed on sidewalks
- Allowed in crosswalks
- Allowed on multi-use paths



	Bicycles	E-Bicycles	Non-Human Powered (Scooters)	Electric Personal Assistive Mobility Device (Segways)	Human Powered
Same rights as vehicles	X	X	X*		
Allowed on sidewalks	X***	X****	X***	X	X
Allowed in bike lanes	X	X	X	X	
Allowed in crosswalks	X*	X*	X*	X	X
Must have a helmet if under 18	X	X	X		
Must be 16 or older to operate		X	X	X	
Allowed on multi-use paths	X	X**	X**	X	X
Lamps (front & back)	X*	X	X	X*	

*Same rights as bicycles

*Must have motor disengaged

*Where there is no bike lane and the speed limit is greater than 25mph

*Can't exceed 20mph

*Must dismount

*Must yield to pedestrians

*Must Ride with the flow of traffic

*Must have front light and rear reflector



- April 2, 2019 – April 16, 2019 - Tempe Forum activated for public comment
- April 9, 2019 - Transportation Commission Meeting
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Chapter 19 - MOTOR VEHICLES AND MULTIMODAL TRAFFIC

ARTICLE I. - DEFINITIONS, PENALTIES, LIABILITY

Sec. 19-1. - Definitions.

(a) Whenever any words and phrases used in this chapter are not defined herein but are defined in the state laws regulating the operation of vehicles, the definitions therein shall be deemed to apply to such words and phrases used herein.

(b) In this chapter, unless the context otherwise requires:

Alley and *alleyways* means lanes or passageways for use as a means of access to the rear of lots or buildings. Alleys and alleyways are not in any way to be considered thoroughfares.

Central Business District means all streets and portions of streets within the area described as follows. All that area bounded by the salt river on the north, to 10th Street on the south and from Myrtle Avenue on the east to Maple Avenue on the west.

Commercial vehicle means every vehicle designed, maintained or used primarily for transportation of property and displaying the company name, or logo, or other identifying feature affixed on the vehicle.

Curb loading zone means a space adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading passengers or materials.

BICYCLE MEANS A DEVICE PROPELLED BY HUMAN POWER WHICH ANY PERSON MAY RIDE, HAVING TWO (2) TANDEM WHEELS OR HAVING THREE (3) OR MORE WHEELS IN CONTACT WITH THE GROUND.

BICYCLE LANE MEANS ANY PORTION OF A ROADWAY DESIGNATED FOR BICYCLE USE AND DEFINED BY PAVEMENT MARKINGS, CURBS, SIGNS OR OTHER TRAFFIC-CONTROL DEVICES.

DEALER MEANS A RETAIL DISTRIBUTOR OF NEW OR SECONDHAND BICYCLES.

Downtown district means all streets and portions of streets within the area described as follows: all that area bounded by Tempe Town Lake on the north, to University Drive on the south and from College Avenue on the east to Farmer Avenue on the west.

DOWNTOWN CORE MEANS ALL STREETS AND PORTIONS OF STREETS WITHIN THE AREA DESCRIBED AS FOLLOWS: ALL THAT AREA BOUNDED BY TEMPE TOWN LAKE ON THE NORTH, TO UNION PACIFIC RAILROAD TRACKS ON THE SOUTH AND FROM DORSEY LANE ON THE EAST TO THE UNION PACIFIC RAILROAD TRACKS ON THE WEST.

ELECTRIC BICYCLE MEANS A TWO- OR THREE-WHEELED VEHICLE WITH FULLY OPERABLE PEDALS AND AN ELECTRIC MOTOR OF NO MORE THAN 750 WATTS (1 H.P), THE MAXIMUM SPEED OF WHICH ON A PAVED LEVEL SURFACE, WHEN POWERED SOLELY BY SUCH A MOTOR, IS 20 MPH.

ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE MEANS A SELF-BALANCING DEVICE WITH ONE WHEEL OR TWO NON-TANDEM WHEELS AND AN ELECTRIC PROPULSION SYSTEM THAT LIMITS THE MAXIMUM SPEED OF THE DEVICE TO FIFTEEN MILES PER HOUR OR LESS AND THAT IS DESIGNED TO TRANSPORT ONLY ONE PERSON.

ELECTRIC SCOOTER MEANS A SELF-PROPELLED DEVICE WHICH HAS AN ELECTRIC MOTOR, A DECK, ON WHICH A PERSON MAY RIDE, AT LEAST TWO (2) TANDEM WHEELS IN CONTACT WITH THE GROUND, HANDLEBARS, BRAKES AND DOES NOT EXCEED 20 MILES PER HOUR AND WHICH IS NOT OTHERWISE DEFINED IN ARIZONA REVISED STATUTES TITLE 28,

AS AMENDED, AS A "MOTOR VEHICLE," "MOTORCYCLE," OR "MOTOR-DRIVEN CYCLE." (NOTE: THIS DEFINITION SHOULD BE CONSTRUED TO APPLY TO ELECTRIC SCOOTERS WITH SEATS). UNDER ARIZONA REVISED STATUTES 28-101.67, A SCOOTER QUALIFIES AS A VEHICLE.

Human-powered means movement accomplished or propelled by human power, such as walking, running, or by any vehicle or device which is designed and equipped to be propelled by human power, without any assistance by a motor or power unit (e.g. bicycle, roller skates, skateboard).

Motorcade means an organized procession containing twenty-five (25) or more vehicles, except funeral processions, upon any public street, sidewalk or alley.

~~*Motorized play vehicle* means a coaster, scooter, any other alternatively fueled device or other motorized vehicle that is self-propelled by a motor or engine and which is not otherwise defined in Arizona Revised Statutes, Title 28, as a "motor vehicle," "motor-driven cycle" or "motorized wheelchair."~~

MOTOR DRIVEN CYCLE: A MOTORCYCLE, INCLUDING EVERY MOTOR SCOOTER, WITH A MOTOR THAT PRODUCES NOT MORE THAN FIVE HORSEPOWER.

~~*Motorized skateboard* means a self-propelled device which **THAT** has a motor or engine, a deck on which a person may ride and at least two (2) **TANDEM** wheels in contact with the ground. and which is not otherwise defined in Arizona Revised Statutes, Title 28, as amended, as a "motor vehicle," "motor-driven cycle" or "motorized wheelchair."~~

MOTORIZED WHEELCHAIR MEANS A SELF-PROPELLED WHEELCHAIR THAT IS USED BY A PERSON FOR MOBILITY.

NON-HUMAN-POWERED MEANS MOVEMENT ACCOMPLISHED OR PROPELLED BY ANYTHING OTHER THAN HUMAN POWER, SUCH AS ELECTRIC, GAS, OR OTHER COMBUSTION. THIS INCLUDES ELECTRIC SKATEBOARDS OR ITEM RELATED TO VEHICLES THAT DO NOT MEET THE STATE'S DEFINITION OF VEHICLES REQUIRING REGISTRATION.

A) A MOTORIZED SKATEBOARD.

B) AN ELECTRIC SCOOTER

C) A LIGHT MOTORIZED VEHICLE

Operator means a person who operates or is in actual physical control of a motorized play vehicle or a motorized skateboard upon a public roadway, sidewalk, right-of-way, park, bicycle path or any other public property used for the operation of motor vehicles.

Owner means a person who holds the legal title to a motorized play vehicle or motorized skateboard, or any person who is a lessee, conditional vendee or mortgagor of a motorized play vehicle or motorized skateboard with a right to immediate possession.

Parade means any march or procession consisting of people, animals or vehicles, or combination thereof, except funeral processions, upon any public street, sidewalk or alley, which does not comply with normal and usual traffic regulations or controls.

Parkway means that portion of a street between the curb lines of a roadway and the adjacent property lines.

Rights-of-way means all the property used as a public thoroughfare and lying between the exterior boundary lines of any area granted to or received by the City by grant, gift, easement, deed, dedications or operations of law for street, alley, walk or utility purposes.

Sidewalk means that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use of pedestrians.

Stand or *standing* means the halting of a vehicle, whether occupied or not, otherwise than for the purpose of and while actually engaged in receiving or discharging passengers.

Stop, when required, means complete cessation from movement.

Stop or *stopping, when prohibited*, means any halting, even momentarily, of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal.

Traffic division means the traffic division of the Police Department of this City, or in the event a traffic division is not established, then such term, whenever used herein, shall be deemed to refer to the Police Department of this City.

Traffic Engineer means the Engineering and Transportation Director of the City or his designee.

TRAIL MEANS AN AREA OR AREAS OF A PRESERVE THAT HAVE BEEN DESIGNATED AND POSTED AS TRAILS, INCLUDING HISTORICAL TRAILS IF DESIGNATED AND POSTED

(Ord. No. 86.45, 7-10-86; Ord. No. 95.33, 9-21-95; Ord. No. 98.22, 5-14-98; Ord. No. 2001.17, 7-26-01; Ord. No. 2010.02, 2-4-10; Ord. No. O2015.52, 12-3-15)

Sec. 19-2. - Civil sanctions.

- (a) Any person violating any of the provisions of this chapter shall be liable for the imposition of a civil sanction not to exceed two hundred fifty dollars (\$250.00), unless another penalty is specified.
- (b) Any person violating the provisions of Section 19-122 shall be liable for the imposition of a minimum civil sanction of thirty-one dollars (\$31.00) plus applicable City, county and/or state surcharges, fees or assessments.
- (c) Any person violating the provisions of Section 19-92 shall be liable for the imposition of a minimum civil sanction of forty-eight dollars (\$48.00) plus applicable City, county and/or state surcharges, fees or assessments.

(D) THERE IS NO PENALTY OR CIVIL SANCTION FOR VIOLATION OF SECTION 19-191.

(Ord. No. 86.45, 7-10-86; Ord. No. 94.33, 12-8-94; Ord. No. 95.11, 4-13-95; Ord. No. O2015.52, 12-3-15; Ord. No. O2016.43, 8-18-16)

Sec. 19-3. - Owner's liability for parking offenses.

The registered owner(s) of any vehicle which has been parked in violation of any of the provisions of this chapter or any other city ordinance prohibiting or restricting parking shall be prima facie responsible for such violation and subject to penalty therefor.

(Ord. No. 86.45, 7-10-86)

Sec. 19-4. - Penalties authorized for failure to satisfy judgment; immobilization; towing and impoundment.

- (a) In addition to the fines provided in Section 19-2, where a motor vehicle has been found parked in violation of the provisions of this chapter, and judgment has been entered and remains unsatisfied, the court may order the registration number of the vehicle placed on a list of vehicles which the

Police Department is authorized to immobilize by installing on such vehicle a wheel clamp designed to restrict the normal movement of such vehicle.

- (b) Whenever a vehicle is immobilized, the police officer or employee of the City installing the wheel clamp shall conspicuously attach to the vehicle a notice that the vehicle has been immobilized by the City for failure to satisfy outstanding judgment, that release from such immobilization may be obtained at a designated place, and that unless arrangements are made for release of the vehicle within a reasonable time, the vehicle may be towed and impounded at the direction of the City. Reasonable charges may be made for releasing the wheel clamp from the vehicle or for towing and impounding such vehicle.
- (c) It shall be a misdemeanor for any person to tamper with or remove, without Police Department authority, a wheel clamp which has been attached to a vehicle pursuant to this section.

(Ord. No. 86.45, 7-10-86; Ord. No. 88.06, 2-11-88)

Sec. 19-5. - Parking violations; notice required; judgment by default.

Whenever a vehicle without a driver is found parked in violation of the provisions of this chapter, any police officer, municipally approved private contractor, police aide or employee of the City designated to give such notices shall take the vehicle's registration number, and may take any other information displayed on the vehicle which may identify its user, and shall conspicuously attach to the vehicle a notice of parking violation on a form supplied by the Police Department. The notice of parking violation shall include the date, time and location of the violation, the vehicle registration number, reference to the City Code provisions violated, and a warning that failure either to pay the fine indicated on the notice or to appear at the location indicated on the notice of parking violation and otherwise dispose of the charge within seven (7) calendar days from the date on which the notice was issued may result in a judgment by default being entered against the registered owner of the vehicle, and that the vehicle may thereafter be subject to immobilization by the installation of a wheel clamp and to towing and impoundment pursuant to Section 19-4. The notice of parking violations attached to the vehicle pursuant to this section shall be deemed constructive notice to the registered owner that the vehicle may be immobilized and impounded.

(Ord. No. 86.45, 7-10-86; Ord. No. 2010.34, 9-16-10; Ord. No. 2012.03, 1-19-12)

Secs. 19-6—19-10. - Reserved.

ARTICLE II. - TRAFFIC ADMINISTRATION AND ENFORCEMENT

Sec. 19-11. - Police administration generally.

The Police Department shall enforce the traffic regulations of this City and all of the state vehicle laws applicable to street traffic in this City, to make arrest for traffic violations, to investigate accidents and to cooperate with the Traffic Engineer and other officers of the City in the administration of the traffic regulations and in the developing ways and means to improve traffic conditions.

(Ord. No. 86.45, 7-10-86)

Sec. 19-12. - Powers and duties of Traffic Engineer.

- (a) It shall be the duty of the Traffic Engineer to determine the installation and proper timing and maintenance of traffic-control devices, to conduct engineering analyses of traffic accidents and to devise remedial measures, to conduct engineering investigation of traffic on the streets and highways of this City, to cooperate with other officials in the development of ways and means to improve traffic conditions, and to carry out such additional powers and duties as may be imposed by chapter.

(b) Such traffic-control devices shall conform to the Manual on Uniform Traffic Control Devices as adopted by the Arizona Highway Commission.

(C) THE CITY TRAFFIC ENGINEER IS AUTHORIZED TO ERECT OR PLACE SIGNS UPON ANY STREET IN THE CITY INDICATING THE EXISTENCE OF A BIKE ROUTE AND OTHERWISE REGULATING THE OPERATION AND USE OF VEHICLES AND *BICYCLES* WITH RESPECT THERETO, SO LONG AS THE SAME ARE CONSISTENT WITH THIS CHAPTER. WHEN SUCH SIGNS ARE IN PLACE, NO PERSON SHALL DISOBEY THE SAME.

(Ord. No. 86.45, 7-10-86)

Sec. 19-13. - Drivers' files to be maintained.

The Police Department shall maintain a suitable record of all traffic accidents, written warnings, arrests, convictions and complaints reported for each driver, which shall be filed alphabetically under the name of the driver concerned. Such records shall be kept for a period of five (5) years.

(Ord. No. 86.45, 7-10-86)

Sec. 19-14. - Emergency and experimental measures.

The Traffic Engineer is hereby empowered to make regulations necessary to make effective the provisions of the traffic ordinances of this City and to make and enforce temporary or experimental regulations to cover emergencies or special conditions. The Traffic Engineer may erect and test traffic-control signal markings and signs that are under actual conditions of traffic.

(Ord. No. 86.45, 7-10-86)

Sec. 19-15. - Authority of Police and Fire Medical Rescue Department officials.

It shall be the duty of the officers of the Police Department or such officers as are assigned by the Chief of Police to enforce all street traffic laws of this City and all of the state vehicle laws applicable to street traffic in this City. Officers of the Police Department or such officers as are assigned by the Chief of Police are hereby authorized to direct all traffic by voice, hand or signal in conformance with the traffic laws. Provided, however, that, in the event of a fire or other emergency or to expedite traffic or to safeguard pedestrians, officers of the Police Department may direct traffic as conditions may require, notwithstanding the provisions of the traffic regulations. Officers of the Fire Medical Rescue Department, when at the scene of a fire, may direct or assist the police in directing traffic thereat, or in the immediate vicinity.

(Ord. No. 86.45, 7-10-86; Ord. No. O2014.14, 3-20-14)

Sec. 19-16. - Obedience to police and Fire Medical Rescue Department officials.

No person shall willfully fail or refuse to comply with any lawful order or direction of a police officer or Fire Medical Rescue Department official.

(Ord. No. 86.45, 7-10-86; Ord. No. O2014.14, 3-20-14)

Sec. 19-17. - Persons propelling pushcarts or riding animals to obey traffic regulations.

Every person propelling any pushcart or riding an animal upon a roadway, and every person driving any animal-drawn vehicle, shall be subject to the provisions of this chapter insofar as applicable.

(Ord. No. 86.45, 7-10-86)

Sec. 19-18. – Use of coasters, roller skates, skateboards and similar devices restricted.

- (a) ~~No person upon roller skates or riding in or by means of any coaster, skateboard, toy vehicle, go-carts under five (5) horsepower or similar device shall go upon any roadway except while crossing a street in a crosswalk or implied crosswalk, and when so crossing, such a person shall be granted all of the rights and shall be subject to all the duties applicable to pedestrians. This subsection shall not apply upon any street while set aside as a play street.~~
- (b) ~~No person shall operate a skateboard:~~
- ~~(1) On any public property where such activity is specifically prohibited by appropriate posting, except as may be authorized above; or~~
 - ~~(2) In an unsafe manner so as to infringe upon the safety of themselves or the safety of other persons or property.~~

(Ord. No. 86-45, 7-10-86; Ord. No. 90.18, § 1, 4-12-90)

Sec. 19-19. - Public employees to obey traffic regulations, EXCEPT FOR SAFETY AND EMERGENCY VEHICLES.

The provisions of this chapter shall apply to the driver of any vehicle owned by or used in the service of the United States Government, this State, county or City, and it shall be unlawful for any such driver to violate any of the provisions of this chapter.

(Ord. No. 86.45, 7-10-86)

Sec. 19-20. – Application of traffic laws.

- (a) ~~All traffic laws shall apply to persons riding motorized play vehicles and motorized skateboards. Every person operating a motorized play vehicle or motorized skateboard upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this State declaring rules of the road applicable to vehicles, or by the traffic regulations of this City applicable to the driver of a vehicle, except as to special regulations in this chapter and except as to those provisions which by their nature can have no application.~~
- (b) ~~This section shall not be construed to require the licensing or registration of motorized play vehicles or motorized skateboards, or the carrying of insurance covering accidents involving motorized play vehicles or motorized skateboards.~~
- (c) ~~It is unlawful for any person operating a motorized play vehicle or motorized skateboard not to obey the instructions of official traffic control signals, signs and other traffic direction devices applicable to vehicles, unless otherwise directed by a police officer.~~

(Ord. No. 98.22, 5-14-98)

Sec. 19-21. – Responsibility of parents, guardians and custodians.

~~No person shall, if a parent, guardian or custodian of a child, authorize or knowingly permit any child to violate this article.~~

(Ord. No. 98.22, 5-14-98)

Sec. 19-22. – Prohibited operation.

~~No person shall operate a motorized play vehicle or motorized skateboard:~~

- ~~(1) On any sidewalk in the City, except for use in crossing such sidewalk by the most direct route to gain access to any public or private road or driveway;~~
- ~~(2) In any city parking structure or city park, except for use on public roadways within such park;~~
- ~~(3) On any public property that has been posted or designed by the owner of such property as an area prohibiting "skateboards";~~
- ~~(4) On any public roadway consisting of a total of four (4) or more marked traffic lanes, or having an established speed limit of greater than twenty-five (25) miles per hour; or~~
- ~~(5) On any private property of another, or any public property which is not held open to the public for vehicle use, without the written permission of the owner, the person entitled to immediate possession of the property, or the authorized agent of either.~~

~~(Ord. No. 98.22, 5-14-98)~~

~~Sec. 19-23. - General operating restrictions.~~

- ~~(a) No child under the age of fourteen (14) shall operate a motorized play vehicle or motorized skateboard.~~
- ~~(b) No person shall operate a motorized play vehicle or motorized skateboard in excess of the posted speed limit or at a speed greater than is reasonable and prudent under the circumstances then existing.~~
- ~~(c) The operator of a motorized play vehicle or motorized skateboard, approaching a sidewalk, bicycle path, bicycle lane or multi-use path in order to cross such, shall yield the right-of-way to all other users.~~
- ~~(d) Motorized play vehicles and motorized skateboards may be operated on a path or lane that is designated as a bicycle path or lane by state or local authorities. However, motorized play vehicles and motorized skateboard operators on said bicycle path or lane shall yield at all times to other users.~~
- ~~(e) No operator shall allow passengers when the motorized play vehicle or motorized skateboard is in operation or motion.~~
- ~~(f) No person operating or riding upon a motorized play vehicle or motorized skateboard shall attach themselves in any manner to any other vehicle.~~
- ~~(g) No person shall operate a motorized play vehicle or motorized skateboard while carrying any package, bundle or article which prevents the operator from keeping both hands upon the steering mechanism at all times.~~
- ~~(h) No person, other than the owner, shall operate a motorized play vehicle or motorized skateboard without the written permission of the owner.~~
- ~~(i) No person shall operate a motorized play vehicle or motorized skateboard that has been structurally altered from the original manufacturer's design.~~
- ~~(j) No person shall operate a motorized play vehicle or motorized skateboard in a crosswalk.~~

~~(Ord. No. 98.22, 5-14-98)~~

~~Sec. 19-24. - Operating restrictions on roadway.~~

- ~~(a) A person operating a motorized play vehicle or motorized skateboard on a roadway at less than the normal speed of traffic, at the time and place and under the then existing conditions, shall ride as~~

~~close as practicable to the right-hand curb or edge of the roadway, except under the following conditions and when the movement can be made safely:~~

- ~~(1) If overtaking and passing a bicycle or vehicle proceeding in the same direction;~~
 - ~~(2) In preparing for a left turn at an intersection or into a private roadway or driveway;~~
 - ~~(3) If reasonably necessary to avoid hazardous conditions ahead in the roadway; or~~
 - ~~(4) If the lane in which the person is operating the motorized play vehicle or motorized skateboard is too narrow for a motorized play vehicle or motorized skateboard and a bicycle or another vehicle to travel safely side by side within the lane.~~
- ~~(b) No operator of a motorized play vehicle or motorized skateboard shall transport extra fuel in a separate container or alter the fuel reservoir from the original manufacturer's design. This includes the prohibition of physically attaching fuel packs or containers to the operator's person.~~
- ~~(c) Persons operating motorized play vehicles or motorized skateboards on the roadway shall not ride more than two (2) abreast.~~

~~(Ord. No. 98.22, 5-14-98)~~

Sec. 19-25. - Required safety equipment.

- ~~(a) No person shall operate a motorized play vehicle or motorized skateboard without a head lamp emitting a beam and a red rear reflector anytime from sunset to sunrise, or any other time when there is not sufficient light to render clearly discernible, persons or vehicles on the roadway.~~
- ~~(1) A head lamp shall emit a white light and be visible from the front at a distance no less than five hundred (500) feet;~~
 - ~~(2) A rear red reflector shall be visible when illuminated by a vehicle head lamp from a distance of not less than three hundred (300) feet; and~~
 - ~~(3) A rear red lamp visible from a distance of five hundred (500) feet to the rear may be used in addition to the rear red reflector.~~
- ~~(b) No person shall operate a motorized play vehicle or motorized skateboard unless it is equipped with a brake which enables the operator to make a braked wheel(s) skid on pavement.~~
- ~~(c) Any operator of a motorized play vehicle or motorized skateboard under the age of eighteen (18) years being operated on a roadway shall at all times wear a protective helmet on his or her head in an appropriate and safely secured manner. The helmet shall meet minimum standards of testing and safety inspected by the bicycle industry.~~
- ~~(d) No person shall operate a motorized skateboard without wearing footwear. The footwear must have a sole and completely cover the feet and toes.~~

~~(Ord. No. 98.22, 5-14-98)~~

Sec. 19-26. - Violations.

~~Violations of any of the sections of this article concerning motorized play vehicles and motorized skateboards are designated as civil traffic violations and shall be prosecuted in the same manner as provided by law for other civil traffic violations.~~

~~(Ord. No. 98.22, 5-14-98)~~

Sec. 19-27. - Repeal of conflicting ordinances.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance or any part of the Code adopted herein by reference, are hereby repealed.

(Ord. No. 98.22, 5-14-98)

Secs. 19-28—19-30. - Reserved.

ARTICLE III. - TRAFFIC-CONTROL DEVICES

Sec. 19-31. - Authority to install.

The Traffic Engineer shall place and maintain traffic control signs and devices when and as required under the traffic ordinances. He may place and maintain such additional traffic-control devices as he may deem necessary to regulate traffic under the ordinances of this City or under state law, or to guide or warn traffic. Traffic signals shall be approved in advance by the City Council.

(Ord. No. 86.45, 7-10-86)

Sec. 19-32. - When traffic devices required for enforcement purposes.

No provision of this chapter for which signs are required shall be enforced against an alleged violation if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section shall be effective even though no signs are erected or in place.

(Ord. No. 86.45, 7-10-86)

Sec. 19-33. - Signs prohibiting the movement of trucks.

No person shall drive, ride, stop, stand or park any truck upon any street, roadway or highway or any portion thereof in violation of any restriction posted on traffic-control signs or markings.

(Ord. No. 86.45, 7-10-86)

Sec. 19-34. - Authority to change, alter, etc., traffic devices.

Any traffic-control devices, signs, signals or markings, or rulings, decisions or determinations heretofore or hereinafter erected or made by the Traffic Engineer or by the City Council, pursuant to this or any other ordinance of the City, may, at any time, be changed, altered, modified, rescinded or abolished by a vote of a majority of the Council, without the necessity of an amending ordinance.

(Ord. No. 86.45, 7-10-86)

Secs. 19-35—19-40. - Reserved.

ARTICLE IV. - OPERATION OF VEHICLES

Sec. 19-41. - Authority to limit turns.

The Traffic Engineer is authorized to determine those intersections at which drivers of vehicles shall not make right or left turns and shall place proper signs so directing at intersections. Such regulation of turns may be limited to certain hours, at the discretion of the Traffic Engineer.

(Ord. No. 86.45, 7-10-86)

Sec. 19-42. - Entering an intersection.

No person shall enter an intersection or a marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control indication to proceed.

(Ord. No. 86.45, 7-10-86)

Sec. 19-43. - Parades and motorcades.

- (a) It shall be unlawful for any person to conduct a parade or motorcade in or upon any public street, sidewalk or alley in the City or knowingly participate in any such parade or motorcade unless and until a permit to conduct such a parade or motorcade has been issued by the Police Chief or, as hereinafter provided, from the Deputy City Manager/Chief Operating Officer.
- (b) No permit shall be issued authorizing the conduct of a parade or motorcade which the Police Chief finds is proposed to be held for the sole purpose of advertising any product, goods, wares, merchandise or event, and is designed to be held purely for private profit.
- (c) No person shall knowingly join or participate in any parade or motorcade conducted under permit from the Police Chief in violation of any of the terms of said permit, nor knowingly join or participate in any permitted parade or motorcade without the consent of the permittee nor in any manner interfere with its progress or orderly conduct.
- (d) Any person who wants to conduct a parade or motorcade shall apply to the Police Chief for a permit at least thirty (30) days in advance of the date of the proposed parade or motorcade. If a permit is not timely submitted, it may be denied. The application for such permit shall be in writing on a form approved by the Police Chief. In order that adequate arrangements may be made for the proper policing of the parade or motorcade, the application shall contain the following information:
 - (1) The name of the applicant, the sponsoring organization, the parade or motorcade chairman and the address and telephone numbers of each;
 - (2) The purpose of the parade or motorcade, the date when it is proposed to be conducted, the location of the assembly area, the location of the disbanding area, the route to be traveled and the approximate time when the parade or motorcade will assemble, start and terminate;
 - (3) A description of the individual floats, marching units, vehicles, bands, including a description of any sound-amplification equipment to be used; and
 - (4) Such other information as the Police Chief may deem reasonably necessary.
- (e) The Police Chief shall distribute the permit application to the Traffic Engineer who shall submit findings pursuant to paragraph (f) of this section and his recommendations for specifications under paragraph (h) of this section.
- (f) The Police Chief shall issue a parade or motorcade permit conditioned upon the applicant's written agreement to comply with the terms of such permit unless the Police Chief finds that:
 - (1) The time, route and size of the parade or motorcade will disrupt to an unreasonable extent the movement of traffic;
 - (2) The parade or motorcade is of a size or nature that requires the diversion of so great a number of police officers of the City to properly police the line of movement and the areas contiguous thereto that allowing the parade or motorcade would deny reasonable police protection to the City; and
 - (3) Such parade or motorcade will interfere with another parade or motorcade for which a permit has been issued.

- (g) The Police Chief shall deny an application for a parade or motorcade permit and notify the applicant of such denial where:
 - (1) The Police Chief makes any finding as set forth in paragraph (f);
 - (2) The information contained in the application is found to be false or nonexistent in any material detail; and
 - (3) The applicant refuses to agree to abide by or comply with all conditions of the permit.
- (h) In each permit the Police Chief shall specify:
 - (1) The assembly area and time therefor;
 - (2) The start time;
 - (3) The minimum and maximum speed;
 - (4) The route of the parade or motorcade;
 - (5) What portions of streets to be traversed may be occupied by such parade or motorcade;
 - (6) The maximum number of platoons or units and the maximum and minimum intervals of space to be maintained between the units of such parade or motorcade;
 - (7) The maximum length of such parade or motorcade in miles or fractions thereof;
 - (8) The disbanding area, and disbanding time;
 - (9) The number of persons required to monitor the parade or motorcade;
 - (10) The number and type of vehicles, if any;
 - (11) The material and maximum size of any banner, placard or carrying device therefor;
 - (12) That the materials used in the construction of floats used in any parade shall be of fire-retardant materials and shall be subject to such requirements concerning fire safety as may be determined by the Fire Medical Rescue Department Chief;
 - (13) That permittee shall advise all participants in the parade or motorcade, either orally or by written notice, of the terms and conditions of the permit prior to the commencement of such parade or motorcade;
 - (14) That amplification of sound permitted to be emitted from sound trucks or bullhorns be fixed and not variable;
 - (15) That the parade or motorcade continues to move at a fixed rate of speed and that any willful delay or willful stopping of said parade or motorcade, except when reasonably required for the safe and orderly conduct of the parade or motorcade, shall constitute a violation of the permit; and
 - (16) Such other requirements as are found by the Police Chief to be reasonably necessary for the protection of persons or property.
- (i) Upon a denial by the Police Chief of an application made pursuant to paragraph (d) of this section, the applicant may appeal from the determination of the Police Chief within five (5) days thereafter to the Deputy City Manager by filing a written notice of appeal for hearing by the Deputy City Manager, within three (3) working days of his receipt of the written notice of appeal. Upon such appeal, the Deputy City Manager may reverse, affirm, or modify in any regard the determination of the Police Chief.
- (j) Immediately upon the granting of a permit for a parade or motorcade, the Police Chief shall send a copy thereof to the following:
 - (1) The Traffic Engineer;
 - (2) The Fire Medical Rescue Department Chief; and

(3) Deputy City Manager/Chief Operating Officer.

- (k) Any permit for a parade or motorcade issued pursuant to this chapter may be summarily revoked by the Police Chief at any time when, by reason of disaster, public calamity, riot or other emergency, the Police Chief determines that the safety of the public or property requires such revocation. Notice of such action revoking a permit shall be delivered in writing to the permittee by personal service or by certified mail.

(Ord. No. 86.45, 7-10-86; Ord. No. O2014.14, 3-20-14; Ord. No. O2014.27, 6-26-14; Ord. No. O2016.22, 4-14-16)

Sec. 19-44. - Overweight/oversize vehicle regulations.

- (a) *Overweight vehicles.* The maximum gross weight of vehicles operated upon city streets shall not exceed the gross weights proscribed in the appropriate table of weights applicable to highways under jurisdiction of the State of Arizona by §§ 28-1098, 28-1099 and 28-1100 of the Arizona Revised Statutes.
- (b) *Oversize vehicles.* The maximum height and length of vehicles operated upon city streets shall not exceed the height and length proscribed to highways under the jurisdiction of the State of Arizona by §§ 28-1093, 28-1094, 28-1095 and 28-1097 of the Arizona Revised Statutes.
- (c) *Exceptions.* The prohibitions of paragraphs (a) and (b) shall not apply to vehicles operating pursuant to a special permit issued pursuant to Section 19-45.

(Ord. No. 86.45, 7-10-86)

Editor's note— Effective 10-1-97, A.R.S., Title 28 was renumbered. The above section was amended to reflect the correct statutes.

Sec. 19-45. - Special permits for overweight and overheight vehicles.

- (a) A special permit shall be required to move any oversize or overweight vehicle, equipment, building or material on city streets.
- (b) The Traffic Engineer or designee will issue the special permit upon payment in full of the fees specified in paragraph (c).
- (c) A fee shall be assessed for each permit issued in accordance with the provisions of this section for excess size. A fee shall be assessed for each permit issued in accordance with the provisions of this section for excess weight. If a permit is requested for a motor vehicle which is in excess of both size and weight, the fees applicable for an excess weight permit shall be assessed (see Appendix A).
- (d) No fees shall be assessed for any permit issued in accordance with this section for the movement of vehicles or combination of vehicles owned by or subject to a special permit issued by the United States government, the State, any county, City or town.
- (e) Such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer or authorized agent of any authority granting the permit, and no person or corporation or other business entity shall violate any of the terms or conditions of the special permit.

(Ord. No. 86.45, 7-10-86; Ord. No. 2006.48, 9-7-06)

Sec. 19-46. - Liability for damage.

- (a) Any person driving an overheight or overweight vehicle upon any street within the City shall be liable for all damage to any street, traffic signal or sign. The person driving such vehicle shall be

liable whether the operation is illegal under Section 19-44 or authorized by a special permit issued under Section 19-45.

- (b) When the driver is not the owner of the vehicle, but is so operating, driving or moving the same with the express or implied permission of the owner, then the owner and driver shall be jointly and severally liable for any damage.

(Ord. No. 86.45, 7-10-86)

Sec. 19-47. - Penalties.

- (a) A person who violates any of the provisions of this section is subject to a civil sanction unless the ordinance defining the offense provides for a different classification. When the driver is not the owner of the vehicle but is so operating, driving or moving the same with the express or implied permission of the owner or the vehicle was loaded with the express or implied permission of the owner, then the driver and the owner shall be subject to any penalty authorized by this section.
- (b) Notwithstanding the provision of paragraph (c) of this section, a conviction for a violation of Section 19-44 in which the weight is two thousand five hundred one (2,501) pounds or greater is a misdemeanor.
- (c) The owner and the driver of a vehicle which violates any provision of Section 19-44 is subject to a civil sanction. A second violation of said section within six (6) months of the preceding conviction is a Class 3 misdemeanor. A third violation of said section within one (1) year is a Class 2 Misdemeanor. In addition to any sanction, penalty or term of imprisonment which a court may impose, a court shall fine a person the amount which is set forth in the following table:

If the excess weight is: The minimum fine or civil sanction is:

	Class 3	Class 2	Class 1
1,001 to 1,250 pounds	\$50.00	\$75.00	\$100.00
1,251 to 1,500	100.00	150.00	200.00
1,501 to 2,000	150.00	225.00	300.00
2,001 to 2,500	200.00	300.00	400.00
2,501 to 3,000	200.00	300.00	500.00
3,001 to 3,500			600.00
3,501 to 4,000			660.00
4,001 to 4,500			720.00
4,501 to 4,750			760.00
4,751 to 5,000			800.00

5,001 to 5,250			840.00
5,251 to 5,500			880.00
5,501 to 5,750			920.00
5,751 to 6,000			960.00
6,001 and over			1,000.00

- (d) If any officer finds that the person has violated only the axle weight limitation and not the total weight limitation, the officer shall request the driver to reload the vehicle to comply with the axle weight limitation and if the driver so complies he shall not be subject to arrest or fine. If the driver does not comply with the request of the officer to reload, the driver shall be subject to a civil sanction.

(Ord. No. 86.45, 7-10-86)

Sec. 19-48. - Driving across traffic marking or through barricades.

No person shall drive a vehicle across freshly painted street markings, when the same are marked by flags or traffic cones, or remove or drive through barricades authorized by the City to be placed in streets or alleys.

(Ord. No. 86.45, 7-10-86)

Sec. 19-49. - Driving upon certain real property.

- (a) For the purposes of this section, the following words and their derivations shall have the meaning given herein.
- (1) *Motor vehicle* shall mean any self-propelled vehicle.
 - (2) *Vehicle* shall mean any device in, upon or by which any person or property is or may be transported or drawn.
 - (3) *Unstabilized surface* shall mean a ground surface with exposed dirt that is not covered by concrete, gravel, grass or other means of stabilization.
- (b) No person shall operate a motor vehicle upon real property situated in the City other than on a road, street, highway or lawful easement; provided, that this section shall not be deemed to prohibit the operation of motor vehicles upon real property under the following circumstances:
- (1) Operation of licensed or unlicensed motor vehicles by the property owner, his immediate family, lessee or invitee, where such operation is reasonably incidental to the use and enjoyment of substantial property rights and does not violate other applicable laws;
 - (2) Lawn and garden maintenance equipment;
 - (3) Motor vehicles customary and incidental to farming or ranching activities when the operation of such vehicles is conducted on property properly zoned and used for such activities;

- (4) Temporary construction vehicles whose activities are reasonably necessary for the development, repair or maintenance of property;
- (5) Governmental vehicles when reasonably operated to perform a governmental function; or
- (6) Vehicles of an electric power, natural gas, telephone, water utilities or other utility company when reasonably operated to facilitate the delivery of utility services.

(Ord. No. 86.45, 7-10-86; Ord. No. 2010.27, 7-1-10)

Sec. 19-50. - Hauling waste fill or waste excavation material.

- (a) It shall be unlawful to haul or cause to be hauled, except by special permit, waste fill or waste excavation material on the streets and highways within the City when the quantity of waste fill or waste excavation material to be hauled exceeds five thousand (5,000) cubic yards for the project or when the duration of the haul is more than ten (10) working days. Written application for a special permit and the issuance of a special permit will be processed by the City Engineer, who will place upon the special permit such conditions as may be reasonably necessary to prevent creation of a nuisance or hazard to the public. Such conditions may include, but not be limited to:
 - (1) Designation of specific routes to be used;
 - (2) Designation of specific haul hours or days;
 - (3) Designation of specific locations of access to and from public right-of-way;
 - (4) Provision for safety precautions such as the use of barricades, warning or traffic signs, flagmen or police officers for traffic control;
 - (5) Assumption of responsibility to remove any spillage of waste fill or waste excavation material from streets or sidewalks or to pay the City twice the cost of removal; or
 - (6) Any violation of the terms or conditions of the permit shall be sufficient grounds for the City Engineer to revoke the permit.
- (b) Notwithstanding the provisions of paragraph (a) above, it shall be unlawful to cause or allow fill, excavated material, construction debris, mud, dirt, rock, sand, gravel, concrete or asphalt to be spilled, dumped or tracked onto public streets, alleys or sidewalks.
- (c) The City Council by resolution will set the fee to be charged by the City Engineer for the special permit for hauling waste fill or waste excavation material in the City.
- (d) Any person who owns, leases or occupies property in connection with which fill, excavated material, construction debris, mud, dirt, rock, sand, gravel, concrete or asphalt is hauled or caused or allowed to be spilled, dumped or tracked onto public streets, alleys or sidewalks shall be subject to any penalty authorized by this chapter, by Article VI of Chapter 12, or the general penalty provision of the City Code, Section 1-7.
- (e) Any person who contracts to do construction work on property in connection with which fill, excavated material, construction debris, mud, dirt, rock, fill, gravel, concrete or asphalt is hauled or caused or allowed to be spilled, dumped or tracked onto public streets, alleys or sidewalks shall be subject to any penalty authorized by this chapter, by Article VI of Chapter 12, or the general penalty section of the City Code, Section 1-7.

(Ord. No. 88.13, 6-9-88; Ord. No. 2004.14, 4-29-04)

Sec. 19-51. - Sound amplification systems in vehicles; limitations on use.

- (a) Except as authorized by law, no person shall operate or permit the operation of any sound amplification system in or on a vehicle which:

- (1) Can be heard outside the vehicle from fifty (50) or more feet; or
 - (2) Annoys or disturbs the quiet, comfort or repose of any person in the vicinity; unless the system is being operated to request assistance of an emergency nature or to warn of a hazardous situation.
- (b) In addition to other specific exemptions authorized by this chapter, subsection (a) of this section shall not apply to:
- (1) An authorized emergency vehicle;
 - (2) A vehicle operated by a gas, electric, communications or water utility company, or governmental entity; or
 - (3) A vehicle used for advertising in a parade or in a political or other special event permitted by the City.
- (c) For the purpose of this section, "sound amplification system" means any device, instrument or system, whether electrical or mechanical or otherwise, for amplifying sound or for producing or reproducing sound, including but not limited to any radio, stereo, musical instrument, phonograph, or sound or musical recorder or player.

(Ord. No. 91.38, 11-14-91)

Sec. 19-52. - Cruising prohibited, exceptions, penalties.

- (a) Except as authorized by law, no person shall cruise, or permit a motor vehicle under his care, custody or control to cruise, in an area which has been posted as "no cruise zone" or "no cruising".
- (b) For the purpose of this section:
- (1) *Cruise* means to occupy any motor vehicle which has been driven past a traffic control point on a street or alley three (3) times in either direction within a two-hour (2) period between 8:00 p.m. and 4:00 a.m. in a no cruise zone.
 - (2) *Traffic control point* means a location along a public street or alley utilized by the City in a "no cruise zone" as an observation point to monitor traffic conditions for potential violations of this section.
 - (3) *No cruise zone* means those streets and alleys so posted by the City Traffic Engineer within the city's Central Commercial District and in such others areas as may be designated by the City Manager or his designee.
- (c) Every "no cruise zone" shall be posted with sufficient signs to provide notice that cruising is prohibited.
- (d) This section shall not apply to:
- (1) Any government vehicle or ambulance operated in an official capacity; or
 - (2) Any licensed public transportation vehicle or common carrier and any business courtesy, commercial or other vehicle when operated for commercial or business purposes.

(Ord. No. 91.39, 11-14-91; Ord. No. 92.36, 8-20-92)

Sec. 19-53. - U-turns.

The driver of a vehicle shall not turn such vehicle so as to proceed in the opposite direction upon any street unless such movement can be made in safety and without interfering with or impeding other traffic.

(Ord. No. 92.35, 8-20-92)

Sec. 19-54. - Smoking in motor vehicles with a minor.

- (a) It shall be unlawful for the operator or any passenger in a motor vehicle to smoke cigarettes, pipes, cigars, or other combustible substances or to use an electronic nicotine delivery system designed for the purpose of inhaling and exhaling aerosol or vapor in any manner or form in a motor vehicle when a person under the age of 18 is present in that motor vehicle.
 - (1) It is not a defense to a violation of this section that the windows of the motor vehicle are down, the motor vehicle is a convertible, or that the vehicle was not in motion.
 - (2) A police officer may enforce this section only if the police officer has already stopped and detained the driver operating the motor vehicle for a separate traffic violation or offense. A police officer may not stop a driver only for suspected violation of this section.
- (b) A violation of this section shall be considered a nonmoving civil violation.
 - (1) Each person in the motor vehicle under the age of 18 shall constitute a separate violation of this section, subject to fines. Multiple occupants of the motor vehicle under the age of eighteen (18) shall be considered the same offense for purposes of diversion.
 - (2) For a first offense of this section, there shall be a fine of fifty dollars (\$50.00). For each subsequent offense, the fine shall be one hundred dollars (\$100.00).
 - (3) The court may suspend the fines for violations of this section if:
 - a. The person has not previously been convicted of a violation of this section; and
 - b. The person proves to the court that the person has enrolled in an approved smoking cessation program.

(Ord. No. O2015.21, 5-21-15)

Sec. 19-55. - Unlawful use of a mobile electronic device.

- (a) It shall be unlawful for any person to operate a motor vehicle while holding a mobile electronic device. Typing on or otherwise manually operating a mobile electronic device unless the vehicle is parked or stopped pursuant to Arizona Revised Statutes Section 28-645.A.3 or Section 28-851.

(b) *Definitions.*

Mobile electronic device means any handheld or other portable electronic equipment capable of providing wireless or data communication between two (2) or more persons or of providing amusement, including but not limited to a cellular phone, text messaging device, paging device, personal digital assistant, laptop computer video game, or digital photographic device, but does not include any audio equipment or any equipment installed to the motor vehicle for the purpose of providing navigation, emergency assistance to the operator of the motor vehicle, or video entertainment to the passengers in the rear seat of the motor vehicle.

Hands-free accessory means an attachment, add-on, built-in feature, or addition to the mobile telephone, whether or not permanently installed to the motor vehicle, that, when used, allows the vehicle operator to maintain both hands on the steering wheel.

Operate a motor vehicle means operate a motor vehicle on any right of way including being temporarily stationary due to traffic, road conditions or traffic control sign or signal, but not including being parked on the side or shoulder of any right of way where such vehicle is safely able to maintain stationary.

(c) *Exceptions.* The provisions of this section do not apply to:

- (1) Emergency responders using a mobile electronic device while in the performance and the scope of their official duties;

- (2) A driver who is reporting a medical emergency, a safety hazard or criminal activity, or who is requesting assistance related to a medical emergency, a safety hazard, or criminal activity;
 - (3) A driver using a two-way radio or a private Land Mobile Radio System, within the meaning of Title 47 Code of Federal Regulations Part 90, while in the performance and scope of their work-related duties and who are operating fleet vehicles or who possess a commercial vehicle license; or
 - (4) A driver holding a valid amateur radio operator license issued by the Federal Communications Commission and using a half-duplex two-way radio;
 - (5) A driver using a mobile electronic device in hands-free or voice-operated mode, and
 - (6) A driver using a mobile electronic device while parked on the shoulder of a roadway.
- (d) *Penalties.* Any person who violates section (a) shall be guilty of a civil violation and shall be fined one hundred dollars (\$100.00) plus penalty assessment for the first offense, two hundred fifty dollars (\$250.00) plus penalty assessment for a second offense, and five hundred dollars (\$500.00) plus penalty assessment for any subsequent offense within a twenty-four (24) month period.

(Ord. No. O2019.07, 2-28-2019)

~~Secs. 19-56—19-60. - Reserved.~~

SEC. 19-56. - DRIVING VEHICLES ACROSS SIDEWALKS.

NO PERSON SHALL DRIVE A VEHICLE UPON OR ACROSS A SIDEWALK EXCEPT TO ENTER OR LEAVE THE ROADWAY AND ONLY AFTER GIVING THE RIGHT-OF-WAY TO ALL BICYCLES, ELECTRIC BICYCLES, HUMAN POWERED VEHICLES, NON-HUMAN POWERED VEHICLES, AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, OR PEDESTRIANS LAWFULLY UPON THE SIDEWALK.

SECS. 19-57—19-60. RESERVED

ARTICLE V. - SPEED REGULATIONS

Sec. 19-61. - Generally.

The state laws regulating the speed of vehicles shall be applicable upon all roadways within this City, except when altered by resolution of the City Council and as authorized by A.R.S. § 28-703 and this chapter, in which event it shall be prima facie unlawful for any person to drive a vehicle at a speed in excess of any speed so declared when signs are in place giving notice thereof.

(Ord. No. 86.45, 7-10-86)

Sec. 19-62. - Limits in through alleys.

It shall be unlawful for any person to operate a motor vehicle through any alley or any part thereof within the City limits at a speed greater than fifteen (15) miles per hour.

(Ord. No. 86.45, 7-10-86)

Sec. 19-63. - Speed limits enumerated.

It is hereby determined upon the basis of an engineering and traffic investigation by the Traffic Engineer that the speed limit permitted by state law on the following streets or intersections is greater

than, or less than, is reasonable under existing conditions, and it is hereby declared that the maximum speed limits shall be as hereinafter set forth on those streets, parts of streets or intersections herein designated at the times specified when signs are erected giving notice thereof:

- (1) *The prima facie speed limit on the following streets, parts of streets or intersections is thirty (30) miles per hour at all times except as otherwise posted:*

Ash Avenue from Rio Salado Drive to University Drive

Auto Drive from Priest Drive to Hardy Drive

Autoplex Loop from Elliot Road to Priest Drive

College Avenue from Alameda Drive to Superstition Freeway

Commerce Drive from Emerald Drive to Priest Drive

Continental Drive from Sixty-Eighth Street to McAllister Avenue

Drivers Way from Auto Drive to Auto Drive

Eighth Street from Rural Road to McClintock Drive

Fifth Street from Farmer Avenue to College Avenue

Hardy Drive from First Street to Broadway Road

Hardy Drive from Southern Avenue to Guadalupe Road

Hardy Drive from Warner Road to 0.5 miles south of Warner Road

Harl Avenue from Elliot Road to 0.75 miles north of Elliot Road

Jewel Street from Emerald Drive to Warner Road

Lakeshore Drive from Baseline Road to Guadalupe Road

Mill Avenue from 0.14 miles north of First Street to University Drive

Mill Avenue from Baseline Road to 0.07 miles south of Baseline Road

Rio Salado Parkway from 0.125 miles east of Hardy Drive to Mill Avenue

Southshore Drive from Rural Road to McClintock Drive

Third Street from Fifty-Second Street to Priest Drive

Veteran's Way from College Avenue to University Drive

- (2) *The prima facie speed limit on the following streets, parts of streets or intersections is thirty-five (35) miles per hour at all times except as otherwise posted:*

Alameda Drive from I-10 to Roosevelt Street

Apache Boulevard from Thirteenth Street to east city limits

Broadway Road from Farmer Avenue to 200 feet east of Mill Avenue

College Avenue from north city limits to Curry Road

Continental Drive from McAllister Avenue to east city limits

Fifth Street from Smith Road to Price Road

Fifty-Second Street from north city limits to 0.05 miles north of Broadway Road

Fourteenth Street from 0.05 miles east of Forty-Eighth Street to Priest Drive

Forty-Eighth Street Frontage Road from north city limits to 0.05 miles north of Fourteenth Street

Hardy Drive from Broadway Road to Southern Avenue

Hardy Drive from Grove Parkway to Warner Road

Guadalupe Road from 150 feet east of McKemy Street to Kyrene Road

Guadalupe Road from 200 feet west of Terrace Road to 200 feet east of Lakeshore Drive

Lakeshore Drive from Rural Road to Baseline Road

McClintock Drive from Alameda Drive to Southern Avenue

Mill Avenue from 0.17 miles south of Curry Road to 0.14 miles north of First Street

Mill Avenue from University Drive to 200 feet south of Broadway Road

Miller Road from McKellips Road to Weber Drive

Priest Drive from Carmen Street to Grove Parkway

Priest Drive from Washington Street to north city limits

Rio Salado Parkway from Mill Avenue to Rural Road

River Parkway from Elliot Road to Warner Road

Roosevelt Street from Broadway Road to Southern Avenue

Ruby Drive/Emerald Drive from Priest Drive to Warner Road

Rural (Scottsdale) Road from Loop 202 to Alameda Drive

Rural Road from 200 feet north of Knox Road to south city limits

Southern Avenue from 150 feet east of Terrace Road to 350 feet east of Dorsey Lane

Tenth Place from Fifty-Second Street to Priest Drive

University Drive from Farmer Avenue to Rural Road

Washington Street from Priest Drive to Mill Avenue

Weber Drive from College Avenue to Scottsdale Road

(3) *The prima facie speed limit on the following streets, parts of streets or intersections is forty (40) miles per hour at all times except as otherwise posted:*

Broadway Road from Priest Drive to Farmer Avenue

Broadway Road from 200 feet east of Mill Avenue to Terrace Road

Curry Road from Mill Avenue to McClintock Drive

Elliot Road from west city limits to Priest Drive

Grove Parkway from Priest Drive to Kyrene Road

Guadalupe Road from west city limits to 150 feet east of McKemy Street

Kyrene Road from Southern Avenue to Baseline Road

McClintock Drive from University Drive to Alameda Drive

McClintock Drive from Southern Avenue to Baseline Road

McKellips Road from College Avenue to Scottsdale Road

Mill Avenue from 200 feet south of Broadway Road to Baseline Road

Priest Drive from Grove Parkway to Elliot Road

Priest Drive from 0.25 miles north of Baseline Road to 0.19 miles south of Baseline Road

Priest Drive from Washington Street to Alameda Drive

Rio Salado Parkway from Fifty-Second Street to 0.125 miles east of Hardy Drive

Rio Salado Parkway from Rural Road to Price Road

Rural (Scottsdale) Road from north city limits to Loop 202

Rural Road from Alameda Drive to Baseline Road

Southern Avenue from Union Pacific Railroad Tracks to 150 feet east of Terrace Road

Southern Avenue from 350 feet east of Dorsey Lane to east city limits

University Drive from west city limits to Farmer Avenue

University Drive from Rural Road to east city limits

Washington Street from west city limits to Priest Drive

Warner Road from I-10 to Priest Drive

(4) *The prima facie speed limit on the following streets, parts of streets or intersections is forty-five (45) miles per hour at all times except as otherwise posted:*

Baseline Road from west city limits to east city limits

Broadway Road from west city limits to Priest Drive

Broadway Road from Terrace Road to east city limits

Elliot Road from Priest Drive to east city limits

Forty-Eighth Street from Broadway Road to Southern Avenue

Guadalupe Road from Kyrene Road to 200 feet west of Terrace Road

Guadalupe Road from 200 feet east of Lakeshore Drive to east city limits

Kyrene Road from Baseline Road to south city limits

McClintock Drive from north city limits to University Drive

McClintock Drive from Baseline Road to south city limits

Mill Avenue from north city limits to 0.17 miles south of Curry Road

Priest Drive from Alameda Drive to 0.25 miles north of Baseline Road

Priest Drive from Elliot Road to Ray Road

Rural Road from Baseline Road to 200 feet north of Knox Road

Southern Avenue from west city limits to Union Pacific Railroad Tracks

Warner Road from Priest Drive to east city limits

(Ord. No. 87.30, § 1, 8-13-87; Ord. No. 87.45, § 1, 9-10-87; Ord. No. 89.11, § 1, 4-13-89; Ord. No. 89.51, § 1, 9-28-89; Ord. No. 95.34, 10-12-95; Ord. No. 98.17, 3-26-98; Ord. No. 2001.29, 9-20-01; Ord. No. 2002.17, 5-2-02; Ord. No. 2002.18, 5-2-02; Ord. No. 2003.14, 6-19-03; Ord. No. 2004.47, 5-5-05; Ord. No. 2007.30, 11-8-07)

Secs. 19-64—19-70. - Reserved.

ARTICLE VI. - SPECIAL STOPS REQUIRED

Sec. 19-71. - Stop signs at through streets.

The City Traffic Engineer shall place and maintain a stop sign on each and every street intersecting through streets described and designated in the schedule maintained current by him, except that at the intersection of two (2) through streets the type of traffic control shall be determined by the City Traffic Engineer from a traffic engineer investigation.

(Ord. No. 86.45, 7-10-86)

Sec. 19-72. - Other intersections where stop or yield required.

The City Traffic Engineer shall determine and designate intersections where a particular hazard exists upon other than through streets and shall determine whether vehicles shall stop at one (1) or more entrances to any such stop intersection and shall erect a stop sign at every such place where a stop is required. He shall determine and designate intersections where a particular hazard exists and determine whether vehicles on one (1) of the intersecting streets shall yield the right-of-way to vehicles on the other street and shall erect a "yield" sign at every place where such a sign is needed. The City Traffic Engineer shall erect and maintain control devices for the regulation of pedestrian movements across streets and highways.

(Ord. No. 86.45, 7-10-86)

Secs. 19-73—19-80. - Reserved.

ARTICLE VII. - METHODS OF PARKING

Sec. 19-81. - Standing or parking close to curb.

No person shall stand or park a vehicle in a roadway other than parallel with the edge of roadway headed in the direction of lawful traffic movement and with the right-hand wheels within eighteen (18)

inches of the curb or edge of the roadway, except upon a one-way roadway or where angle or diagonal parking is required. In the case of angle or diagonal parking, no person shall stand or park a vehicle other than with the front of such vehicle directed toward the front of curb of such angle or diagonal parking space, unless otherwise designated on the street sign.

(Ord. No. 86.45, 7-10-86; Ord. No. O2015.52, 12-3-15)

Sec. 19-82. - Signs or markings indicating angle parking.

The Traffic Engineer, with Council approval, shall determine upon what streets angle parking shall be permitted and shall mark or sign such streets and back-in angled parking.

(Ord. No. 86.45, 7-10-86; Ord. No. O2015.52, 12-3-15)

Secs. 19-83—19-90. - Reserved.

ARTICLE VIII. - PARKING PROHIBITED IN SPECIFIED PLACES

Sec. 19-91. - Stopping, standing or parking prohibited; no signs required.

No person shall stop, stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or traffic-control device, in any of the following places:

- (1) On a sidewalk or parkway;
- (2) In front of a public or private driveway or within three (3) feet thereof;
- (3) Within an intersection;
- (4) Within fifteen (15) feet of a fire hydrant;
- (5) On a crosswalk or within twenty (20) feet thereof;
- (6) Within thirty (30) feet upon the approach to any flashing beacon, stop sign, yield right-of-way sign or traffic-control signal located at the side of a roadway;
- (7) Between a safety zone and the adjacent curb or within thirty (30) feet points on the curb immediately opposite the ends of a safety zone, unless the Traffic Engineer has indicated a different length by signs or markings;
- (8) Within fifty (50) feet of the nearest rail or a railroad crossing or within eight (8) feet six (6) inches of the center of any railroad track, except while a motor vehicle with motive power attached is loading or unloading cars;
- (9) Within twenty (20) feet of the driveway entrance to any fire station and, on the side of a street opposite the entrance to any fire station, within seventy-five (75) feet of such entrance when properly sign posted;
- (10) Along or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (11) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- (12) Upon any bridge, viaduct, overpass, underpass or any other type of grade separation, and upon the approach to same;
- (13) In front of or within ten (10) feet of a mailbox;
- (14) In front of any place of business assembly during the period of public assemblage therein or of a principal exit or entrance to a school, hotel, theater, hospital or public building;

- (15) To obstruct or impede traffic in any manner; or
- (16) On unstabilized surfaces.

(Ord. No. 86.45, 7-10-86; Ord. No. 2010.27, 7-1-10)

Cross reference— Stopping for loading and unloading, § 19-121 et seq.

Sec. 19-92. - Parking within or upon designated fire lanes.

No person shall stop, stand or park any vehicle within or upon a designated fire lane, whether on public or private property; provided, however, that appropriate signs or other markings, as shall be approved or designated by the Fire Medical Rescue Chief, shall be posted, erected, marked and maintained in order for this regulation to be effective.

(Ord. No. 86.45, 7-10-86; Ord. No. O2014.14, 3-20-14)

Sec. 19-93. - Restricted parking areas reserved for the physically disabled; penalty.

- (a) No person shall stop, stand or park a vehicle, or direct a vehicle to be parked, in a restricted parking area unless the vehicle has displayed thereon the international symbol of access special plates that are currently registered to the vehicle or a valid placard issued pursuant to state law. The provisions of this section shall not prohibit the driver of a vehicle without a placard or the international symbol of access special plates from temporarily stopping in a restricted parking area in accordance with other parking regulations while actually engaged in loading or unloading a physically disabled passenger.
- (b) No person shall stop, stand or park a vehicle in such a manner as to block or deny access to an unoccupied restricted parking area, except that this provision shall not prohibit the driver of a vehicle from temporarily stopping in accordance with other parking regulations for the purpose of and while actually engaged in loading or unloading physically disabled passengers.
- (c) No person shall stop, stand or park a vehicle, including a vehicle displaying international symbol of access special plates or a placard, in the access aisle of a restricted parking area or any designated accessible route of travel or any designated accessible passenger loading zone.
- (d) It is unlawful for a person to stop, stand or park in a restricted parking area any vehicle that displays a placard that is altered, forged or counterfeited.
- (e) It is unlawful for any person to block, use or otherwise occupy a restricted parking area in such a manner as to block or deny access to a vehicle displaying thereon the international symbol of access special plates or valid placard issued pursuant to state law.
- (f) It is unlawful for an owner of real property or other person responsible for real property, to allow a restricted parking area to be blocked, used or otherwise occupied in such a manner as to block or deny access to a vehicle displaying the international symbol or access special plates or valid placard issued pursuant to state law. It is a defense to a violation of this section if the owner of the subject property was not on premises when the violation occurred and did not have previous knowledge of said violation.
- (g) It is unlawful for any person to block egress of any vehicle properly parked in a restricted parking area or for an owner of real property or other person responsible for real property to allow the egress of any vehicle properly parked in a restricted parking area to be blocked.
- (h) For the purposes of this section, the following words shall have the meaning given herein:
 - (1) *Access aisle* means a designated area within a restricted parking area that is marked by either spaced, crosshatched or diagonal stripes of a contrasting color (preferably yellow) or distinctive change in paving material, and that leads to an accessible route of travel.

- (2) *Accessible route of travel* means a designated accessible route from public transportation stops, accessible parking, accessible passenger loading zones, public streets and sidewalks to the accessible building entrance they serve or connecting buildings, facilities, elements, and spaces on the same site. The accessible route is marked by either spaced, crosshatched or diagonal stripes of a contrasting color (preferably yellow) or a distinctive change in paving material.
 - (3) *Parking space* means areas that are clearly identified with the internationally accepted symbol of access, either by a clearly visible permanent sign that is mounted on a stationary post or object, or the international symbol of access painted on the paving surface within the boundaries of a parking space, or both.
 - (4) *Placard* means a permanently disabled removable windshield placard or a temporarily disabled removable windshield placard as defined in A.R.S. § 28-2409.
 - (5) *Restricted parking area* means a parking space and, if available, an access aisle set aside and identified for use only by persons with physical disabilities.
- (i) This section shall not apply if:
 - (1) Restricted parking areas are temporarily used for a purpose other than accessible parking expressly authorized through a special event permit issued pursuant to Section 5-2 of this Code; and
 - (2) The special event permit specifies that the permit holder shall provide adequate alternative accessible parking for the duration of the special event.
 - (j) A violation of subsection (a), (b), (c), (d), (e), (f), or (h) of this section shall constitute a civil traffic violation and the violator shall be subject to a civil sanction of not less than two hundred fifty dollars (\$250.00). A violation of subsection (d) of this section shall constitute a civil traffic violation and the violator shall be subject to a civil sanction of not less than three hundred dollars (\$300.00). If a person cited under subsection (a) provides the court with acceptable proof of a placard, and this proof is provided prior to, or at, any scheduled hearing, then the court may reduce the fine to an amount deemed appropriate by the court.

(Ord. No. 86.45, 7-10-86; Ord. No. 2000.09, 2-10-00; Ord. No. 2009.31, 9-10-09; Ord. No. 2012.03, 1-19-12)

State Law reference— A.R.S. § 28-2409, as it may be amended or renumbered.

Sec. 19-93.1. - Accessible curb access ramps; sanctions.

- (a) It is unlawful to stop, stand or park a vehicle in such a manner as to block or deny access to any accessible curb access ramp, except that this provision shall not prohibit the driver of a vehicle from temporarily stopping in accordance with other parking regulations for the purpose of and while actually engaged in loading or unloading physically disabled passengers.
- (b) It is unlawful for any person to use any means to block or deny access to any accessible curb ramp except as allowed in Section 19-93.1.
- (c) It is unlawful for any owner of real property or any other person responsible for real property to allow an accessible curb ramp on real property under said control to be blocked by any means except as allowed in Section 19-93.1. It is a defense to a violation of this section if the owner of the subject property was not on premises when the violation occurred and did not have previous knowledge of said violation.
- (d) A violation of this section shall constitute a civil traffic violation and the violator shall be subject to a civil sanction of not less than two hundred fifty dollars (\$250.00).

(Ord. No. 2009.31, 9-10-09; Ord. No. 2012.03, 1-19-12)

Sec. 19-94. - Parking in alleys.

No person shall stand or park a vehicle in an alley at any time except for the loading of materials, and not then unless such loading or unloading can be accomplished without blocking the alley to the free movement of traffic or interfering with or obstructing the operation of a fire escape, and not take over twenty (20) minutes total time. Vehicles displaying the international symbol of access special plates that are currently registered to the vehicle or a valid placard issued pursuant to state law may stand or park in any alley while loading or unloading persons for a period not to exceed fifteen (15) minutes.

(Ord. No. 86.45, 7-10-86; Ord. No. 2009.31, 9-10-09)

Cross reference— Stopping for loading and unloading, Section 19-121 et seq.

Sec. 19-95. - Parking for certain purposes prohibited.

No person shall park a vehicle upon any rights-of-way for the principal purpose of:

- (1) Displaying such vehicle for sale or advertising; or
- (2) Washing, greasing or repairing such vehicle, except repairs necessitated by an emergency.

(Ord. No. 86.45, 7-10-86)

Sec. 19-96. - Parking signs required.

The City Traffic Engineer shall determine and designate by appropriate signs or markings any parking time limit and any other limits, restrictions or regulations applicable to parking, standing, stopping, driving or riding on any publicly owned property, as defined in Section 19-99, or any other property owned or controlled by the City.

(Ord. No. 86.45, 7-10-86; Ord. No. 95.33, 9-21-95)

Sec. 19-97. - Stopping, standing or parking near hazardous or congested places.

The City Traffic Engineer shall determine and designate by proper signs or markings places in which the stopping, standing or parking of vehicles would create a hazardous condition or would delay to traffic.

(Ord. No. 86.45, 7-10-86)

Sec. 19-98. - Standing or parking on one-way roadways.

In the event a highway includes two (2) or more separate roadways and traffic is restricted to one (1) direction upon any such roadway, no person shall stand or park a vehicle upon the left-hand side of such one-way roadway unless signs are erected to permit such standing or parking. The Traffic Engineer is authorized to determine when standing or parking may be permitted upon the left-hand side of any such one-way roadway and to erect signs giving notice thereof.

(Ord. No. 86.45, 7-10-86)

Sec. 19-99. - Riding or parking upon publicly owned property.

- (a) No person shall drive, ride, stop, stand or park any vehicle upon publicly owned property or any portion thereof in violation of any restriction posted on signs, markings, traffic control signals or gates.

- (b) For the purposes of this section, "publicly owned property" shall mean any lands which the City owns either in fee simple or in which it has acquired a beneficial interest by virtue of an agreement for sale or conveyance.
- (c) In the downtown district between the hours of 0500 and 1000 (5 a.m. to 10 a.m.) where indicated, commercial vehicles may utilize marked metered spaces, at no cost, for expeditious loading and unloading of commercial goods. In no case shall the stop for loading and unloading of commercial goods exceed thirty (30) minutes. A commercial vehicle while loading and unloading is not restricted to space markings due to the typical size of a transport vehicle, but cannot park in any manner that would cause a traffic hazard or impede the flow of traffic.

(Ord. No. 86.45, 7-10-86; Ord. No. O2015.52, 12-3-15)

Sec. 19-100. - Inoperable or unregistered vehicle on right-of-way.

- (a) No person shall park any vehicle which is inoperable on any street or public right-of-way. It is an affirmative defense to a violation of this subsection that the vehicle was removed from the street or public right-of-way within twenty-four (24) hours of becoming inoperable.
- (b) No person shall park any vehicle which does not display current registration on any street or public right-of-way.
- (c) Violation of this section shall constitute a civil traffic violation and the violator shall be subject to a civil sanction of not more than two hundred fifty dollars (\$250.00).

(Ord. No. 93.29, 8-12-93)

Sec. 19-101. - Parking in electric vehicle charging spaces.

- (a) No person shall stand or park a vehicle in an electric vehicle charging space at any time except for the use of charging a vehicle. Such use shall not:
 - (1) Block or obstruct the free movement of traffic; or
 - (2) Exceed six (6) hours total usage.
- (b) Violation of this section shall constitute a civil traffic violation and the violator shall be subject to a civil sanction of not more than two hundred fifty dollars (\$250.00).

(Ord. No. 2011.46, 10-20-11)

Secs. 19-102.—19-110. - Reserved.

ARTICLE IX. - RESIDENTIAL PERMIT PARKING

Sec. 19-111. - Designation of residential permit parking area.

The City Manager may designate, subject to approval by the City Council, a residential area or areas consisting of streets or portions of streets on which the parking of motor vehicles may be restricted in whole or in part to motor vehicles bearing a valid parking permit issued pursuant to these provisions to residents of the area so designated.

(Ord. No. 86.45, 7-10-86)

Sec. 19-112. - Eligibility of residential areas of designation.

A residential area shall be deemed eligible for designation for residential permit parking, where the Traffic Engineer finds that parking in the area is significantly impacted by motor vehicles owned by nonresidents.

(Ord. No. 86.45, 7-10-86)

Sec. 19-113. - Issuance of permits; signing; exemptions.

Following City Council approval of a residential permit parking area, the Traffic Engineer shall provide for the issuance of permits and cause parking signs to be erected in the area indicating the times and conditions under which parking shall be by permit only. A permit shall be issued upon application and payment of the applicable fee only to the owner or operator of a motor vehicle, who resides on property immediately adjacent to a street within the residential permit parking area. Each permit is the property of the City and shall be assigned to a single motor vehicle. Permits cannot be sold, transferred or reassigned. This chapter exempts service and delivery vehicles while parked for the purpose of providing a service or delivery in the residential parking permit area. Vehicle must be clearly identified with company name or logo.

(Ord. No. 86.45, 7-10-86; Ord. No. 2013.01, 1-10-13)

Sec. 19-114. - Fees.

The City Manager is authorized to establish, with City Council approval, an annual residential parking fee to cover the administrative cost of permits issued pursuant to these provisions.

(Ord. No. 86.45, 7-10-86)

Sec. 19-115. - Administrative guidelines.

The Traffic Engineer is directed to prepare, and the City Manager may issue as an administrative directive, such administrative guidelines as they may deem necessary and desirable to implement the provisions of this action.

(Ord. No. 86.45, 7-10-86)

Sec. 19-116. - Permit visibility; placement.

Permits shall be displayed in compliance with the visibility and placement requirements established in this chapter. Permits must be clearly visible. The permit shall be permanently placed on the driver's side rear bumper of the vehicle or on the outside of the rear window on the lower driver's side corner. The visitor placard shall be temporarily placed on the driver's side dashboard without obscuring the vehicle identification number (VIN).

(Ord. No. 2013.01, 1-10-13)

Secs. 19-117—19-120. - Reserved.

ARTICLE X. - STOPPING FOR LOADING AND UNLOADING^[2]

Footnotes:

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Cross reference— Parking prohibited at railroad crossings except when loading or unloading cars; vehicles carrying handicapped passengers while loading and unloading in alleys, Section 19-94.

Sec. 19-121. - Traffic Engineer to designate curb loading places.

- (a) The City Traffic Engineer shall designate restricted parking zones by use of signs, or painted curbs, or both.
- (b) It is hereby declared to be unlawful for any person to paint a curb, sidewalk or any part of any street of the City in any manner whatsoever, except for the purposes designated by the City Council, and it shall be unlawful to designate any part of any street of the City as being limited in any manner with respect to parking thereon.

(Ord. No. 86.45, 7-10-86)

Sec. 19-122. - Standing in curb loading zone.

No person shall stop, stand or park a vehicle for any purpose or length of time other than for the expeditious unloading and delivery or pickup and loading of materials or passengers in any place marked as a curb loading zone during hours when the provisions applicable to such zones are in effect. In no case shall the stop for loading and unloading of materials exceed thirty (30) minutes. Vehicles displaying the international symbol of access special plates that are currently registered to the vehicle or a valid placard issued pursuant to state law may stand or park in a curb loading zone while loading and unloading persons for a period not to exceed fifteen (15) minutes.

(Ord. No. 86.45, 7-10-86; Ord. No. 2009.31, 9-10-09)

Cross reference— Similar provisions with respect to handicapped persons, § 19-94.

Sec. 19-123. - Traffic Engineer to designate public carrier stops and stands.

The Traffic Engineer with Council approval is hereby authorized to establish bus stops, bus stands, taxicab stands or other passenger common-carrier motor vehicle stands on public streets in such places as he shall determine to be of greatest benefit and convenience to the public. Such bus stops, bus stands, taxicab stands or other stands so established shall be designated by appropriate signs where deemed by the Traffic Engineer as necessary.

(Ord. No. 86.45, 7-10-86)

Sec. 19-124. - Bus and taxi zones.

The following rules shall govern the stopping, standing, and parking of buses and taxicabs:

- (1) The driver of a bus or taxi shall not park upon any street at any place other than at a bus stop or taxi zone, respectively, except that this provision shall not prevent the driver of any such vehicle from temporarily stopping in accordance with other stopping or parking regulations at any place for the purpose of and while actually engaged in loading or unloading passengers;
- (2) No person shall stop, stand or park a vehicle at any time in a place marked as a no parking zone by sign or red painted curb, except that a driver of a bus may stop to unload and load passengers in such a zone if signs indicate a bus loading zone; or
- (3) No person shall stop, stand or park a vehicle other than a taxi in a place indicated by signs as a taxi standing zone.

(Ord. No. 86.45, 7-10-86)

Secs. 19-125—19-130. - Reserved.

ARTICLE XI. - PARKING ON CERTAIN STREETS

Sec. 19-131. - Application of article.

The provisions of this article prohibiting the standing or parking of a vehicle shall apply at all times or at those times herein specified or as indicated on official signs, except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device. The provisions of this article imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the stopping, standing or parking of vehicles in specified places or at specified times.

(Ord. No. 86.45, 7-10-86)

Sec. 19-132. - Posted parking prohibitions.

No person shall stop, stand or park a vehicle on any street or part of street, or on any publicly owned property, as defined in Section 19-99, or any other property owned or controlled by the City, when prohibited by official signs.

(Ord. No. 86.45, 7-10-86; Ord. No. 95.33, 9-21-95)

Sec. 19-133. - Time limits.

No person may park a vehicle upon any roadway for a consecutive period of time longer than that indicated by official signs installed to limit such parking.

(Ord. No. 86.45, 7-10-86)

Sec. 19-134. - Parking signs required.

Whenever by any provision of this chapter a parking time limit is imposed on a specific street or parking is otherwise prohibited on a specific street or part of a street, it shall be the duty of the Traffic Engineer to erect appropriate signs on such street or part of street giving notice thereof. Parking regulations contained in this chapter which are applicable throughout the City shall be effective without any signs being erected or posted to limit or regulate such parking.

(Ord. No. 86.45, 7-10-86; Ord. No. 92.02, 2-13-92; Ord. No. 92.04, 3-12-92)

Sec. 19-135. - Parking of vehicles in city parks.

- (a) No person shall park or stand a vehicle in a city park except as designated by lines or markings upon the pavement or ground.
- (b) No person shall park a vehicle at any place within a public park whereby, by signs duly erected, parking is prohibited.

(Ord. No. 86.45, 7-10-86)

Sec. 19-136. - Parking of common-carriers at night prohibited.

No person shall park a truck, tractor, truck tractor, trailer or semitrailer, as defined by A.R.S. § 28-101, with a capacity of one (1) ton or larger or the chassis thereof or any truck with less than one-ton

capacity that was designed or is used for commercial purposes on any street between the hours of 6:00 p.m. and 6:00 a.m., nor shall any person use any street for the purpose of repairing or reconditioning any such truck, trailer or any common-carrier or any part thereof except when such repairs shall be necessitated by an emergency.

(Ord. No. 86.45, 7-10-86; Ord. No. 93.07, 3-18-93)

Sec. 19-137. - Continuous parking on public streets; time limit.

- (a) No person shall park any vehicle, including a disabled vehicle, upon any public street or right-of-way for a continuous period longer than one hundred twenty (120) consecutive hours.
- (b) Each twenty-four (24) hour period during which a vehicle is parked in violation of this section shall constitute a distinct and separate offense.
- (c) The Police Department may cause a vehicle parked in violation of this section to be removed from the public street or right-of-way after notifying the owner or operator thereof by posting a forty-eight (48) hour notice of removal upon the vehicle. The owner of a vehicle in violation of this section shall pay all costs incurred in removing said vehicle.
- (d) Section 19-134 of this article, requiring signs to be posted, shall not apply to this section.

(Ord. No. 86.45, 7-10-86)

Sec. 19-138. - Reserved.

Sec. 19-139. - Parking recreational vehicles, boats, trailers on streets prohibited between 2:00 a.m. and 6:00 a.m.

- (a) No person shall park a recreational vehicle in excess of twenty-one (21) feet, a trailer or a boat on any street in the City between the hours of 2:00 a.m. and 6:00 a.m., except for forty-eight (48) hours for the purpose of loading, unloading and cleaning.
- (b) For the purpose of this section:
 - (1) Recreational vehicle means any motor vehicle that is designed or customarily used for sleeping.
 - (2) Trailer means any platform or frame with wheels that is designed or customarily used to carry property and for being drawn or towed by a motor vehicle.
- (c) The prohibition set forth in paragraph (a) shall not apply if all of the following conditions are met.
 - (1) A parking permit has been obtained from the Police Chief or his designee based on proof of the following:
 - a. Vehicle must be registered at an address located outside the City;
 - b. Consent from the owner or occupant of the property adjacent to which the recreational vehicle, boat or trailer is to be parked; and
 - (2) The parking permit shall be valid for a period of seven (7) consecutive days per calendar year per registered vehicle at the location specified in the permit.
- (d) No recreational vehicle, boat or trailer parked on any street shall be occupied as a dwelling unit.
- (e) The Police Chief may issue administrative directives and guidelines as may be necessary and desirable to implement the provisions of this section.

(Ord. No. 92.02, 2-13-92; Ord. No. 92.04, 3-12-92)

Sec. 19-140. - Reserved.

ARTICLE XII. - PARKING METERS

Sec. 19-141. - Position of motor-driven cycles.

It shall be unlawful to park any motor-driven cycle in any manner other than wholly within one (1) parking meter space.

(Ord. No. 86.45, 7-10-86; Ord. No. 2007.28, 5-3-07)

Sec. 19-142. - Parking without paying designated meter prohibited.

- (a) Each person parking a vehicle or motor-driven cycle within a designated parking area or lot which contains a pay by space station or a designated parking meter shall immediately deposit in said pay by space station or parking meter one (1) or more of the legal United States coins indicated upon the meter or insert an accepted alternative form of payment as also indicated on the meter.
- (b) No person shall permit a vehicle to remain in a space with a designated parking meter, or in a space within a designated parking area or lot which contains a pay by space station when said parking meter, or pay by space station displays a red signal or printed message indicating it is unlawful to do so, except during those hours and days indicated upon said parking meter, or pay by space station, or sign. No person shall permit a vehicle to remain in a space with a designated parking meter in which the designated parking meter displays fail or is otherwise malfunctioning. This subsection shall not apply to a vehicle displaying a state "disabled parking" identifying insignia.
- (c) No person shall permit a motor-driven cycle to remain within a space with a designated parking meter, or in a space within a designated parking area or lot which contains a pay by space station when said parking meter, or pay by space station displays a red signal or printed message indicating it is unlawful to do so, except during those hours and days indicated upon said parking meter, pay by space station, or sign. All motor-driven cycles so parked within said parking space shall each be unlawfully parked.

(Ord. No. 86.45, 7-10-86; Ord. No. 97.43, 8-21-97; Ord. No. 2008.45, 9-18-08; Ord. No. O2015.52, 12-3-15)

Sec. 19-143. - Parking overtime at metered parking areas or lots prohibited.

No person shall permit a vehicle or motor-driven cycle to be parked or remain in a parking space with a designated parking meter, or in a space within a designated parking area or lot which contains a pay by space station for a period of time longer than that time limit stated on the printed message for said parking space, unless otherwise designated upon said parking meter, pay by space station, or sign. This section shall not apply to a vehicle displaying a state "disabled parking" identification insignia.

(Ord. No. 86.45, 7-10-86; Ord. No. 97.43, 8-21-97; Ord. No. O2015.52, 12-3-15)

Sec. 19-144. - Parking meter rates.

Parking meter rates shall be set by City Council resolution and included in Appendix A.

(Ord. No. 2007.41, 6-28-07; Res. No. R2016.76, 8-4-16)

Secs. 19-145—19-150. - Reserved.

ARTICLE XIII. - RIGHTS AND DUTIES OF PEDESTRIANS AND HUMAN POWERED VEHICLE OPERATORS

Sec. 19-151. - Crossing a roadway AND PROHIBITED OPERATION.

- (a) No pedestrian OR HUMAN POWERED VEHICLE OPERATOR shall cross the roadway within the central business district other than within a marked or unmarked crosswalk.
- (b) Every pedestrian OR HUMAN POWERED VEHICLE OPERATOR crossing a roadway outside of the central business district at any point other than within a marked or unmarked crosswalk shall yield the right-of-way to all vehicles upon the roadway.
- (c) No pedestrian OR HUMAN POWERED VEHICLE OPERATOR shall cross a roadway where signs or traffic control signals prohibit such crossing.
- (D) NO PEDESTRIAN OR HUMAN POWERED VEHICLE OPERATOR SHALL SUDDENLY LEAVE A CURB OR OTHER PLACE OF SAFETY AND WALK, RUN, OR RIDE INTO THE PATH OF A VEHICLE WHICH IS SO CLOSE THAT IT IS DIFFICULT FOR THE OPERATOR OF THE VEHICLE TO YIELD.
- (E) NO PERSON OPERATING A HUMAN POWERED VEHICLE SHALL GO UPON ANY ROADWAY EXCEPT WHILE CROSSING A STREET IN A CROSSWALK OR IMPLIED CROSSWALK, AND WHEN SO CROSSING, SUCH A PERSON SHALL BE GRANTED ALL OF THE RIGHTS AND SHALL BE SUBJECT TO ALL THE DUTIES APPLICABLE TO PEDESTRIANS. THIS SUBSECTION SHALL NOT APPLY UPON ANY STREET WHILE SET ASIDE AS A PLAY STREET.
- (F) NO PERSON SHALL OPERATE A HUMAN POWERED VEHICLE:

(1) ON ANY PUBLIC PROPERTY WHERE SUCH ACTIVITY IS SPECIFICALLY PROHIBITED BY APPROPRIATE POSTING, EXCEPT AS MAY BE AUTHORIZED ABOVE; OR

(2) IN AN UNSAFE MANNER SO AS TO INFRINGE UPON THE SAFETY OF THEMSELVES OR THE SAFETY OF OTHER PERSONS OR PROPERTY.

(Ord. No. 86.45, 7-10-86)

Sec. 19-152. - Railroad gates.

No pedestrian OR HUMAN POWERED VEHICLE OPERATOR shall pass through, around, over or under any railroad crossing gate while such gate is lowered or is being raised or lowered.

(Ord. No. 86.45, 7-10-86)

Sec. 19-153. - Soliciting employment, business or contributions.

No person shall stand on a street or highway and solicit, or attempt to solicit, employment, business or contributions from the occupant of any vehicle.

(Ord. No. 86.45, 7-10-86)

Sec. 19-154. - Crosswalks.

The City Traffic Engineer shall designate and maintain, by appropriate devices, marks, or lines upon the surface of the roadway, crosswalks at intersections where in his opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he may deem necessary.

(Ord. No. 86.45, 7-10-86)

Secs. 19-155—19-160. - Reserved.

ARTICLE XIV. - MISCELLANEOUS PROVISIONS

Sec. 19-161. - Safety zones.

The City Traffic Engineer shall establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians.

(Ord. No. 86.45, 7-10-86)

Sec. 19-162. - Traffic lanes.

The City Traffic Engineer shall mark traffic lanes upon the roadway of any street or highway where a regular alignment of traffic is necessary.

(Ord. No. 86.45, 7-10-86)

Sec. 19-163. - Authority to place signs on one-way streets and alleys.

The City Traffic Engineer is hereby authorized to determine and designate one-way streets and alleys, after Council approval, and the Traffic Engineer shall place and maintain signs giving notice thereof, and no such regulation shall be effective unless such signs are in place. Signs indicating the direction of lawful traffic movements shall be placed at every intersection where movement of traffic in the opposite direction is prohibited.

(Ord. No. 86.45, 7-10-86)

Sec. 19-164. - Truck routes.

The City Traffic Engineer is authorized to determine and designate parts of streets or specific lanes as truck routes, with Council approval, and when so designated all such trucks shall use routes to the closest point of the destination.

(Ord. No. 86.45, 7-10-86)

Sec. 19-165. - Unattended motor vehicles.

- (a) No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition and removing the key, or when standing upon any perceptible grade without effectively setting the brake thereon and turning the front wheels to the curb or side of the highway.
- (b) Whenever any police officer shall find a motor vehicle standing unattended with the ignition key in the vehicle, in violation of this section, such police officer is authorized to remove the key from such vehicle and to deliver such key to the Police Department.

(Ord. No. 86.45, 7-10-86)

Sec. 19-166. - Boarding or alighting from vehicles.

No person shall board or alight from any vehicle while same is in motion.

(Ord. No. 86.45, 7-10-86)

Sec. 19-167. - Tracking rubbish or loose material.

No person shall drive or move any commercial or construction vehicle or truck within the City when wheels or tires of which carry onto or deposit in any street, alley or other public right-of-way, mud, dirt, sticky substances, litter or foreign matter of any kind.

(Ord. No. 86.45, 7-10-86)

Sec. 19-168. - Arterial street system.

- (a) All section line roads within and adjacent to the City are hereby designated arterial streets with the following exceptions:
- (1) Kyrene Road between Southern Avenue and Baseline Road;
 - (2) McKellips Road west of Scottsdale Road; and
 - (3) Gilbert Road.
- (b) In addition, the following nonsection line roads are designated arterial streets:
- (1) Washington Street;
 - (2) Van Buren—Mill Avenue;
 - (3) Apache Boulevard;
 - (4) Curry Road; and
 - (5) Rio Salado Parkway.

(Ord. No. 86.45, 7-10-86)

Sec. 19-169. - Parking vehicles containing hazardous materials.

- (a) The Police Department shall enforce the provisions of this section.
- (b) Vehicles containing hazardous materials, chemicals, waste or substances, as defined by the Titles 40 or 49 Code of Federal Regulations or vehicles required by the Department of Transportation to be placarded, or vehicles marked with DOT placards, shall not be parked unattended upon private property except in areas which have been approved by the Tempe Fire Medical Rescue Department pursuant to a permit. Permits shall only be granted in areas that are zoned I-1, I-2 or I-3.
- (c) Vehicles containing hazardous materials, chemicals, waste or substances, as defined by the Titles 40 or 49 Code of Federal Regulations shall not be parked or garaged in any buildings other than those specifically approved for such use by the City of Tempe Fire Medical Rescue Department.
- (d) Vehicles containing hazardous materials, chemicals, waste or substances, as defined by the Titles 40 or 49 Code of Federal Regulations, shall not be left unattended upon any public street, sidewalk, alley or other public right-of-way. This shall not prevent a driver from the necessary absence from the vehicle in connection with the delivery of its load nor shall it prevent stops for meals.
- (e) Any vehicle carrying less than one hundred ten (110) gallons of flammable liquid, excluding the fuel in the vehicles fuel tanks, and no other hazardous material shall be exempt from the requirements of this section.
- (f) For purposes of this section, a motor vehicle is attended when the person in charge of the vehicle is on the vehicle, awake and not in a sleeper berth, or is within one hundred (100) feet of the vehicle and has it within his unobstructed field of view.

- (g) Any violation of this section shall constitute a misdemeanor and shall be punishable as set forth in Section 1-7 of this Code. When the driver is not the owner of the vehicle but is so operating, driving, moving or has parked same with the express or implied permission of the owner, then the driver and the owner shall be subject to any penalty authorized by this section.
- (h) In addition to any penalty provided for in Section 1-7 of this Code, any vehicle which is parked in violation of this section may be towed and impounded, or the contents of said vehicle may be removed and impounded or destroyed. Reasonable charges may be made for towing, content removal and impounding.

(Ord. No. 89.52, § 19-96, 9-28-89; Ord. No. O2014.14, 3-20-14)

Editor's note— Ordinance No. 89.52, adopted Sept. 28, 1989, amended Ch. 19, Art. VIII, Parking Prohibited in Specified Places, by adding provisions designated as Section 19-96. Inasmuch as Art. VIII already contained provisions designated as Section 19-96, and in order to provide for better classification, the editor, at his discretion, has redesignated these new provisions as Section 19-169.

Sec. 19-170. - Reserved.

ARTICLE XV. - TRAFFIC BARRICADE PROGRAM

Sec. 19-171. - Traffic barricade program established.

A traffic barricade program is hereby established to ensure that temporary traffic control devices are properly planned and placed in the right-of-way.

(Ord. No. 2009.20, 5-7-09)

Sec. 19-172. - Authority and administration.

The Traffic Engineer shall develop a manual, which provides the regulations, procedures and forms for the placement of temporary traffic control devices in the right-of-way.

(Ord. No. 2009.20, 5-7-09)

Sec. 19-173. - Traffic barricade permit.

Any person wishing to conduct work within the right-of-way shall request and obtain a traffic barricade permit issued by the Traffic Engineer or designee prior to the commencement of such work.

(Ord. No. 2009.20, 5-7-09)

Sec. 19-174. - Fees.

The Traffic Engineer is authorized to assess fees, as established by resolution of the City Council, to cover the administrative costs of traffic barricade program. Such fees will be listed in the manual and in Appendix A.

(Ord. No. 2009.20, 5-7-09)

SEC. 19-174. – 19-180. - RESERVED.

ARTICLE XVI –BICYCLES, ELECTRIC BICYCLES, HUMAN POWERED VEHICLES, NON-HUMAN POWERED VEHICLES AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES.

19-181. – REGULATING: PURPOSE AND INTENT

THE STATE OF ARIZONA HAS GRANTED MUNICIPALITIES EXPRESS AUTHORITY TO REGULATE OR PROHIBIT THE OPERATION OF ELECTRIC BICYCLES THAT ARE EQUIPPED WITH ELECTRIC MOTORS AND NON-HUMAN POWERED VEHICLES. IT IS THE PURPOSE AND INTENT TO PROVIDE FOR THE REGULATION TO PROTECT THE SAFETY OF PEDESTRIANS, BICYCLISTS, OPERATORS OF ELECTRIC BICYCLES, OPERATORS OF HUMAN POWERED VEHICLES, OPERATORS OF NON-HUMAN POWERED VEHICLES AND MOTOR VEHICLE DRIVERS. IT IS IN THE PUBLIC INTEREST TO REGULATE THE USE OF ELECTRIC BICYCLES AND NON-HUMAN POWERED VEHICLES ON PUBLIC SIDEWALKS.

SEC 19-182. - RESPONSIBILITY OF PARENTS, GUARDIANS AND CUSTODIANS.

NO PERSON SHALL, IF A PARENT, GUARDIAN OR CUSTODIAN OF A CHILD, AUTHORIZE OR KNOWINGLY PERMIT ANY CHILD TO VIOLATE THIS ARTICLE.

SEC. 19-183. – APPLICATION OF PROVISIONS.

THE REGULATIONS OF THIS CHAPTER IN THEIR APPLICATION TO BICYCLES, ELECTRIC BICYCLES, HUMAN POWERED VEHICLES, NON-HUMAN POWERED VEHICLES AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES, SHALL APPLY WHEN A BICYCLES ELECTRIC BICYCLE, HUMAN POWERED VEHICLE, NON-HUMAN POWERED VEHICLE AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE IS OPERATED UPON ANY HIGHWAY, ROADWAY, BICYCLE PATH OR SIDEWALK SUBJECT TO THOSE EXCEPTIONS STATED IN THIS ARTICLE.

SEC. 19-184. - APPLICABILITY OF TRAFFIC LAWS.

- (A) IN THE CITY OF TEMPE, A PERSON RIDING A NON-HUMAN POWERED VEHICLE IS GRANTED ALL OF THE RIGHTS AND IS SUBJECT TO ALL OF THE DUTIES APPLICABLE TO A BICYCLE RIDER UNDER STATE AND LOCAL LAW. THE NON-HUMAN POWERED VEHICLE OPERATOR MUST OPERATE IN COMPLIANCE WITH ANY SPEED RESTRICTIONS.
- (B) STATE LAW REFERENCE A.R.S. § 28-908. A PERSON OPERATING AN ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE HAS ALL OF THE RIGHTS AND DUTIES THAT ARE APPLICABLE TO PEDESTRIANS EXCEPT PROVISIONS THAT, BY THEIR NATURE, CAN HAVE NO APPLICATION. ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES MAY BE OPERATED ON SIDEWALKS, SHARED PATHS, MULTI-USE PATHS, AND IN BICYCLE LANES. NO PERSON SHALL RIDE OR OPERATE AN ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE IN BICYCLE LANES IN ANY DIRECTION EXCEPT THAT PERMITTED BY VEHICULAR TRAFFIC ON THE SAME SIDE OF THE ROADWAY.
- (C) NON-HUMAN POWERED VEHICLES THAT ARE OPERATED AT SPEEDS IN EXCESS OF TWENTY (20) MILES PER HOUR ARE REGULATED BY STATE LAW. WHEN RIDING IN BICYCLE LANES OR IN TRAFFIC LANES, NON-HUMAN POWERED VEHICLES MUST COMPLY WITH STATE TRAFFIC REQUIREMENTS AND SPEED RESTRICTIONS.
- (D) THIS SECTION SHALL NOT BE CONSTRUED TO REQUIRE THE LICENSING OR REGISTRATION OF NON-HUMAN POWERED VEHICLES, OR THE CARRYING OF INSURANCE COVERING ACCIDENTS INVOLVING NON-HUMAN POWERED VEHICLES.

(E) IT IS UNLAWFUL FOR ANY PERSON OPERATING A NON-HUMAN POWERED NOT TO OBEY THE INSTRUCTIONS OF OFFICIAL TRAFFIC-CONTROL SIGNALS, SIGNS AND OTHER TRAFFIC DIRECTION DEVICES APPLICABLE TO VEHICLES, UNLESS OTHERWISE DIRECTED BY A POLICE OFFICER.

SEC. 19-185. - 19-189. - RESERVED.

ARTICLE XVII – REGISTRATION

SEC. 19-191. - REGISTRATION REQUIREMENTS.

- (A) EVERY OWNER OF A BICYCLE WHO RESIDES WITHIN THE CITY MAY REGISTER THE BICYCLE WITH THE TEMPE POLICE DEPARTMENT.
- (B) THIS ARTICLE SHALL APPLY TO EVERY BICYCLE OWNER WHO HAS RESIDED IN THE CITY FOR THIRTY (30) DAYS OR LONGER REGARDLESS OF WHETHER THEY ARE A PART-TIME OR FULL-TIME RESIDENT.
- (C) THIS ARTICLE SHALL IN NO WAY INTERFERE WITH THE SECONDHAND DEALER'S RESPONSIBILITY PURSUANT TO CHAPTER 16, TEMPE CITY CODE.

SEC. 19-192. - BICYCLE REGISTRATION—REQUIRED INFORMATION.

THE BICYCLE REGISTRATION WILL CONTAIN THE FOLLOWING INFORMATION:

- (A) NAME, ADDRESS, PHONE NUMBER, AND EMAIL ADDRESS OF OWNER;
- (B) MAKE, MODEL, SERIAL NUMBER, COLOR AND GENERAL DESCRIPTION OF BICYCLE;
- (C) DATE OF REGISTRATION.

SEC. 19-193. - FEES.

THERE IS NO FEE TO REGISTER A BICYCLE.

SEC. 19-194. - DURATION.

- (A) THE REGISTRATION PROVIDED FOR IN THIS ARTICLE SHALL BE VALID FOR THE LIFE OF THE BICYCLE. ALL BICYCLE REGISTRATIONS SHALL BE APPURTENANT TO THE SPECIFIC BICYCLE FOR WHICH ISSUED, AND NO OTHER, AND SHALL NOT BE TRANSFERRED TO OR USED ON ANY OTHER BICYCLE.
- (B) EVERY PERSON WHO RESIDES WITHIN THE CITY AND WHO PURCHASES OR OBTAINS A BICYCLE FROM A PRIVATE OWNER MAY ADVISE THE TEMPE POLICE DEPARTMENT OF SUCH PURCHASE OR TRANSFER WITHIN THIRTY (30) DAYS OF THE SALE OR TRANSFER.

SEC. 19-195. - APPLICATIONS FOR REGISTRATION.

BICYCLES MAY BE REGISTERED IN-PERSON AT THE TEMPE POLICE DEPARTMENT OR VIA THE TEMPE POLICE DEPARTMENT WEBSITE.

SEC. 19-196. - REMOVAL, ETC., OF FRAME NUMBERS.

NO PERSON SHALL KNOWINGLY REMOVE, DESTROY, MUTILATE OR ALTER THE SERIAL NUMBER OF ANY BICYCLE FRAME OR OTHER IDENTIFYING NUMBER OF ANY BICYCLE. NO PERSON SHALL OPERATE OR POSSESS A BICYCLE ON PUBLIC OR PRIVATE

PROPERTY WITHIN THE CITY WHICH HAS A SERIAL NUMBER, OR OTHER IDENTIFYING NUMBER THAT HAS BEEN REMOVED, DESTROYED, MUTILATED OR ALTERED.

SEC. 19-187. - 19-200. - RESERVED.

ARTICLE XVIII – ABANDONED BICYCLES

SEC. 19-201. - DUTY OF POLICE TO TAKE POSSESSION.

IT SHALL BE THE DUTY OF THE POLICE DEPARTMENT TO TAKE POSSESSION OF ALL BICYCLES THAT HAVE BEEN ABANDONED ON ANY STREET, ALLEY OR ON ANY OTHER PUBLIC PLACE IN THE CITY.

SEC. 19-202. - NOTICE TO OWNER.

UPON TAKING POSSESSION OF ANY ABANDONED BICYCLE, IT SHALL BE THE DUTY OF THE POLICE DEPARTMENT TO ASCERTAIN, IF POSSIBLE, THE OWNER THEREOF AND TO NOTIFY SUCH OWNER THAT SUCH BICYCLE IS IN THE POSSESSION OF THE POLICE DEPARTMENT. THIS NOTICE MAY BE GIVEN TO THE OWNER IN PERSON, BY PHONE OR BY ORDINARY MAIL.

SEC. 19-203 - SALES.

(A) IN THE EVENT THAT THE OWNER OF AN ABANDONED BICYCLE CANNOT BE FOUND OR DOES NOT CLAIM SUCH BICYCLE, THE CHIEF OF POLICE SHALL PROCEED TO SELL SUCH BICYCLE AT PUBLIC AUCTION; AND SUCH SALE SHALL BE HELD IN THE MANNER SET FORTH IN THIS CHAPTER. HOWEVER, THE FINDER OF SUCH BICYCLE SHALL BE NOTIFIED PRIOR TO THE AUCTION AND ALLOWED TO MAKE CLAIM TO SAID BICYCLE.

(B) FROM TIME TO TIME THE CHIEF OF POLICE MAY DECIDE TO EXEMPT CERTAIN BICYCLES FROM THE ABOVE SALE PROCEDURE AND GIVE SUCH EXEMPTED BICYCLES TO NONPROFIT ORGANIZATIONS FOR DISBURSEMENT. THE NONPROFIT ORGANIZATIONS SHALL REQUEST THE BICYCLES IN WRITING DIRECTED TO THE CHIEF OF POLICE. THE ORGANIZATION SHALL PROVIDE A SPECIFIC STATEMENT AS TO THE PROPOSED USE OF THE BICYCLES IN ITS REQUEST.

SEC. 19-204. - NOTICE OF SALE.

AFTER NO LESS THAN THIRTY (30) DAYS FROM THE DATE OF THE TAKING OF POSSESSION OF AN ABANDONED BICYCLE OR A BICYCLE WHERE THE OWNER IS UNKNOWN, THE POLICE DEPARTMENT SHALL PUBLISH IN THE OFFICIAL NEWSPAPER OF THE CITY OR POST ON THE POLICE DEPARTMENT WEBSITE A NOTICE OF SALE OF SUCH BICYCLE. SUCH NOTICE SHALL BE PUBLISHED OR POSTED AT LEAST THIRTY (30) DAYS BEFORE THE DATE OF THE SALE. SUCH NOTICE SHALL CONTAIN A BRIEF DESCRIPTION OF THE BICYCLE, ITS NUMBER, IF KNOWN; AND SHALL ALSO STATE THE HOUR, DATE AND PLACE OF SALE AND THE PLACE WHERE THE BICYCLE MAY BE SEEN.

SEC. 19-205. - AUCTION, DISPOSITION OF FUNDS.

THE SALE SHALL BE A PUBLIC AUCTION TO THE HIGHEST BIDDER FOR CASH. ALL MONEY RECEIVED FROM SUCH SALE OVER AND ABOVE THE COST OF ADVERTISING AND SALE SHALL BE PAID OVER TO THE INTERNAL SERVICES DIRECTOR AND RETAINED IN A SEPARATE FUND FOR AT LEAST SIX (6) MONTHS. UPON THE EXPIRATION OF SUCH TIME,

UNLESS SOONER CLAIMED AS PROVIDED IN THIS ARTICLE, SUCH MONEY SHALL BE PAID OVER INTO THE GENERAL FUND.

SEC. 19-206. - CLAIMANTS.

SHOULD ANY PERSON, WITHIN SIX (6) MONTHS AFTER THE DATE OF THE SALE OF A BICYCLE, MAKE CLAIM TO SUCH BICYCLE, SUCH SUM OF MONEY AS MAY BE IN THE HANDS OF THE CITY INTERNAL SERVICES DIRECTOR, LESS THE SALES AND ADVERTISING COSTS WHICH HAS BEEN DERIVED FROM THE SALE, SHALL BE PAID OVER TO SUCH CLAIMANT UPON PROOF OF HIS RIGHT TO RECEIVE THE SAME. IN NO EVENT SHALL ANY CLAIM BE CONSIDERED UNLESS IT IS PRESENTED TO THE INTERNAL SERVICES DIRECTOR, IN WRITING, UNDER OATH, AND BEFORE THE EXPIRATION OF SIX (6) MONTHS FROM THE DATE OF THE SALE.

SEC. 19-207. – 19-210. - RESERVED.

ARTICLE XIX. - OPERATION

SEC. 19-211. - PARKING OF BICYLES, ELECTRIC BICYCLES, HUMAN POWERED VEHICLES, NON-HUMAN POWERED VEHICLES AND ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES.

NO PERSON SHALL PARK A BICYCLE, ELECTRIC BICYCLE, HUMAN POWERED VEHICLE, NON-HUMAN POWERED VEHICLE OR ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE UPON A BIKEWAY, SIDEWALK, OR SHARED USE PATH, EXCEPT IN SUCH MANNER THAT DOES NOT BLOCK OR IMPEDE PEDESTRIAN TRAFFIC IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA).

SEC. 19-212. - RIDING ON SIDEWALKS OR BICYCLE LANES.

- (A) THE CITY TRAFFIC ENGINEER IS AUTHORIZED TO ERECT OR PLACE SIGNS ON ANY SIDEWALK OR ROADWAY, PROHIBITING THE RIDING OF BICYCLES, ELECTRIC BICYCLES, HUMAN POWERED VEHICLES, AND NON-HUMAN POWERED VEHICLES THEREON BY ANY PERSON; AND WHEN SUCH SIGNS ARE IN PLACE NO PERSON SHALL DISOBEY SAME.
- (B) WHENEVER ANY PERSON IS PERMITTED TO RIDE A BICYCLE, ELECTRIC BICYCLE, OR NON-HUMAN POWERED VEHICLE UPON A SIDEWALK, SUCH PERSON SHALL YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN OR ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE AND SHALL SLOW TO FIVE (5) MPH AND GIVE AN AUDIBLE SIGNAL BEFORE OVERTAKING AND PASSING SUCH PEDESTRIAN OR ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE.
- (C) NO PERSON SHALL RIDE OR OPERATE A BICYCLE, ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE IN ANY DIRECTION EXCEPT THAT PERMITTED BY VEHICULAR TRAFFIC ON THE SAME SIDE OF THE ROADWAY WHERE THE SIDEWALK OR BICYCLE LANE EXISTS; PROVIDED, THAT BICYCLES, ELECTRIC BICYCLES OR NON-HUMAN POWERED VEHICLES MAY PROCEED EITHER WAY WHERE SIGNS OR PAVEMENT MARKINGS ON THE SIDEWALK OR BICYCLE LANE APPEAR DESIGNATING TWO-WAY TRAFFIC.
- (D) ANY PERSON RIDING A BICYCLE, ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE ON A SIDEWALK OR SHARED USE PATH THAT IS ABOUT TO ENTER OR CROSS A ROADWAY SHALL YIELD THE RIGHT-OF-WAY TO ALL TRAFFIC ON SUCH ROADWAY.

- (E) A PERSON MAY OPERATE A BICYCLE, ELECTRIC BICYCLE, OR NON-HUMAN POWERED VEHICLE UPON A SIDEWALK WHERE NO BIKE LANE IS AVAILABLE AND WHERE THE SPEED LIMIT IS 25 MILES PER HOUR OR HIGHER.
- (F) NO PERSON SHALL OPERATE AN ELECTRIC BICYCLE ON PUBLIC SIDEWALKS WHEN THE HELPER MOTOR IS ENGAGED.

SEC 19-213. - NON-HUMAN POWERED VEHICLES MUST YIELD RIGHT-OF-WAY.

- (A) A PERSON OPERATING AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE THAT IS AUTHORIZED TO BE ON A MULTI-USE PATH OR SHARED PATH MUST YIELD THE RIGHT-OF-WAY TO ANY PEDESTRIAN OR HORSE AND SHALL SLOW TO FIVE (5) MILES PER HOUR AND COMMUNICATE WITH THE PEDESTRIAN OR RIDER BEFORE OVERTAKING OR PASSING ANY HORSE.
- (B) NO PERSON SHALL OPERATE A NON-HUMAN POWERED VEHICLED IN AN UNSAFE MANNER SO AS TO INFRINGE UPON THE SAFETY OF THEMSELVES OR THE SAFETY OF OTHER PERSONS OR PROPERTY.

SEC. 19-214. – GENERAL RULES AND PROHIBITED OPERATION.

- (A) AN ELECTRIC BICYCLE SHALL COMPLY WITH THE EQUIPMENT AND MANUFACTURING REQUIREMENTS FOR BICYCLES ADOPTED BY THE UNITED STATES CONSUMER PRODUCT SAFETY COMMISSION (16 C.F.R. PART 1512).
- (B) ALL ELECTRIC BICYCLES MUST BE EQUIPPED WITH A SPEEDOMETER THAT DISPLAYS THE SPEED THE ELECTRIC BICYCLE IS TRAVELING IN MILES PER HOUR.
- (C) IT SHALL BE UNLAWFUL FOR A PERSON UNDER SIXTEEN (16) YEARS OF AGE TO OPERATE AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE WITHOUT PARENTAL PERMISSION.
- (D) IT SHALL BE UNLAWFUL TO USE AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE TO CARRY MORE PERSONS AT ONE TIME THAN THE NUMBER FOR WHICH IT IS DESIGNED AND EQUIPPED.
- (E) WHEN TRAVELING IN A BICYCLE LANE OR STREET, AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE MAY NOT BE OPERATED AT SPEEDS IN EXCESS OF TWENTY-EIGHT (28) MILES PER HOUR, OR THE SPEED LIMIT, WHICHEVER IS LOWER; OR AT SPEEDS THAT ARE DEEMED REASONABLE AND PRUDENT.
- (F) WHEN TRAVELING ON A MULTI-USE PATH, AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE MAY NOT BE OPERATED AT SPEEDS IN EXCESS OF TWENTY (20) MILES PER HOUR.
- (G) IT SHALL BE UNLAWFUL TO OPERATE A NON-HUMAN POWERED VEHICLE THAT USES GAS-POWER ON ANY TRAILS.
- (H) A PERSON OPERATING A BICYCLE, ELECTRIC BICYCLE, OR NON-HUMAN POWERED VEHICLE ON A ROADWAY AT LESS THAN THE NORMAL SPEED OF TRAFFIC, AT THE

TIME AND PLACE AND UNDER THE THEN EXISTING CONDITIONS, SHALL RIDE AS CLOSE AS PRACTICABLE TO THE RIGHT-HAND CURB OR EDGE OF THE ROADWAY, EXCEPT UNDER THE FOLLOWING CONDITIONS AND WHEN THE MOVEMENT CAN BE MADE SAFELY:

- 1) IF OVERTAKING AND PASSING A BICYCLE, ELECTRIC BICYCLE, NON-HUMAN POWERED VEHICLE OR VEHICLE PROCEEDING IN THE SAME DIRECTION;
- 2) IN PREPARING FOR A LEFT TURN AT AN INTERSECTION OR INTO A PRIVATE ROADWAY OR DRIVEWAY;
- 3) IF REASONABLY NECESSARY TO AVOID HAZARDOUS CONDITIONS AHEAD IN THE ROADWAY; OR
- 4) IF THE LANE IN WHICH THE PERSON IS OPERATING THE BICYCLE, ELECTRIC BICYCLE, OR NON-HUMAN POWERED VEHICLE IS TOO NARROW TO TRAVEL SAFELY SIDE BY SIDE WITH ANOTHER BICYCLE, ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE.

(I) NO PERSON SHALL OPERATE A NON-HUMAN POWERED VEHICLE:

1. IN ANY CITY PARKING STRUCTURE OR CITY PARK, EXCEPT FOR USE ON PUBLIC PATHWAYS OR ROADWAYS WITHIN SUCH PARK;
2. ON ANY PRIVATE PROPERTY OF ANOTHER, OR ANY PUBLIC PROPERTY WHICH IS NOT HELD OPEN TO THE PUBLIC FOR VEHICLE USE, WITHOUT THE WRITTEN PERMISSION OF THE OWNER, THE PERSON ENTITLED TO IMMEDIATE POSSESSION OF THE PROPERTY, OR THE AUTHORIZED AGENT OF EITHER.

(J) NO PERSON OPERATING OR RIDING UPON A NON-HUMAN POWERED VEHICLE SHALL ATTACH THEMSELVES IN ANY MANNER TO ANY OTHER VEHICLE.

(K) NO PERSON SHALL OPERATE A NON-HUMAN POWERED VEHICLE WHILE CARRYING ANY PACKAGE, BUNDLE OR ARTICLE WHICH PREVENTS THE OPERATOR FROM KEEPING BOTH HANDS UPON THE STEERING MECHANISM AT ALL TIMES.

(L) NO PERSON SHALL RIDE OR OPERATE A BICYCLE, ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE IN ANY DIRECTION EXCEPT THAT PERMITTED BY VEHICULAR TRAFFIC ON THE SAME SIDE OF THE ROADWAY

SEC. 19-215 – HELMET USE REQUIREMENT.

NO PERSON UNDER EIGHTEEN (18) YEARS OF AGE SHALL OPERATE A BICYCLE, ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE OR BE A PASSENGER ON AN ELECTRIC BICYCLE, UNLESS THE PERSON IS WEARING A PROPERLY FITTED AND FASTENED BICYCLE HELMET WHICH MEETS THE CURRENT STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE FOR PROTECTIVE HEAD GEAR.

SEC. 19-216. - NIGHTTIME USE REQUIREMENTS.

(A) AN ELECTRIC BICYCLE OR NON-HUMAN POWERED VEHICLE THAT IS USED AT NIGHTTIME SHALL HAVE A LAMP ON THE FRONT THAT EMITS A WHITE LIGHT VISIBLE FROM A DISTANCE OF AT LEAST FIVE HUNDRED (500) FEET TO THE FRONT AND A RED LAMP IN THE REAR OF A TYPE THAT IS VISIBLE FROM ALL DISTANCES FROM FIFTY (50) FEET TO THREE HUNDRED (300) FEET TO THE REAR.

(B) AN ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICE THAT IS USED AT NIGHTTIME SHALL HAVE A LAMP ON THE FRONT THAT EMITS A WHITE LIGHT VISIBLE FROM A DISTANCE OF AT LEAST FIVE HUNDRED (500) FEET TO THE FRONT AND A RED REFLECTOR OR RED LAMP IN THE REAR OF A TYPE THAT IS VISIBLE FROM ALL DISTANCES FROM FIFTY (50) FEET TO THREE HUNDRED (300) FEET TO THE REAR.

SEC. 19-217. - VIOLATIONS.

(A) VIOLATION OF THIS ARTICLE SHALL CONSTITUTE A CIVIL TRAFFIC VIOLATION PUNISHABLE BY A MANDATORY MINIMUM FINE OF ONE HUNDRED DOLLARS (\$100.00).

(B) ALL COMPLAINTS FOR VIOLATIONS OF THIS ARTICLE SHALL BE ISSUED AND ADJUDICATED IN ACCORDANCE WITH THE ARIZONA RULES OF PROCEDURE IN CIVIL TRAFFIC VIOLATION CASES AND APPLICABLE STATE AND LOCAL LAWS.

SEC. 19-218. – 19-221. - RESERVED.

ARTICLE XX. - PEDICABS

SEC. 19-222. - PURPOSE.

THE CITY FINDS THAT PEDICABS HAVE BECOME AN INCREASINGLY POPULAR FORM OF NON-MOTORIZED TRANSPORTATION FOR HIRE. THE PURPOSES OF THIS ARTICLE ARE TO REGULATE THE PEDICAB INDUSTRY; TO SET BASIC SAFETY STANDARDS, OPERATING PROCEDURES AND INSURANCE REQUIREMENTS; AND TO ACCOMMODATE A LOW-EMISSION MEANS OF TRANSPORTATION WHILE ENHANCING THE EXPERIENCE OF THE PEDICAB PASSENGER. IT IS NECESSARY TO ENACT REGULATIONS GOVERNING PEDICABS, OPERATORS AND OWNERS TO PROTECT THE GENERAL HEALTH, SAFETY AND WELFARE OF THE PUBLIC AND THE PASSENGERS USING PEDICABS FOR HIRE.

SEC. 19-223. - DEFINITIONS.

IN THIS ARTICLE, UNLESS THE CONTEXT OTHERWISE CLEARLY REQUIRES A DIFFERENT MEANING:

BICYCLE MEANS A DEVICE PROPELLED BY HUMAN POWER ON WHICH ANY PERSON MAY RIDE, HAVING TWO (2) TANDEM WHEELS OR HAVING THREE (3) WHEELS IN CONTACT WITH THE GROUND.

DAYTIME MEANS THE PERIOD BETWEEN SUNRISE AND SUNSET.

FARE MEANS A FORM OF PAYMENT, MONETARY OR OTHERWISE, IN EXCHANGE FOR BEING TRANSPORTED OR DRIVEN BUT DOES NOT INCLUDE GRATUITIES.

FOR HIRE MEANS TO PROVIDE, OR OFFER TO PROVIDE, A SERVICE IN EXCHANGE FOR ANY FORM OF PAYMENT, MONETARY OR OTHERWISE, OR GRATUITY.

HELPER MOTOR MEANS A DEVICE WITH A MAXIMUM SPEED OF FIFTEEN (15) MILES PER HOUR OR LESS ON A FLAT SURFACE WITH LESS THAN A ONE (1) PERCENT GRADE.

KNOWINGLY MEANS, WITH RESPECT TO CONDUCT OR A CIRCUMSTANCE DESCRIBED IN THIS ARTICLE, THAT A PERSON IS AWARE OR BELIEVES THAT HIS OR HER CONDUCT IS OF THAT NATURE OR THAT THE CIRCUMSTANCE EXISTS. IT DOES NOT REQUIRE ANY KNOWLEDGE OF THE UNLAWFULNESS OF THE ACT OR OMISSION.

NIGHTTIME MEANS THE PERIOD BETWEEN SUNSET AND SUNRISE.

PEDICAB MEANS A BICYCLE, TRICYCLE OR FOUR-WHEEL CYCLE THAT TRANSPORTS, IS CAPABLE OF TRANSPORTING, OR IS HELD OUT TO THE PUBLIC AS AVAILABLE TO TRANSPORT PASSENGERS ON SEATS THAT IS OPERATED BY AN INDIVIDUAL, AND THAT IS USED FOR TRANSPORTING PASSENGERS FOR HIRE.

PEDICAB OPERATOR MEANS ANY INDIVIDUAL PERSON WHO IS IN ACTUAL PHYSICAL CONTROL OF A PEDICAB WITHIN THE CITY.

PEDICAB OWNER MEANS A PERSON WHO OWNS OR HOLDS ANY LEGAL OWNERSHIP INTEREST IN A PEDICAB.

SEC. 19-224. - PEDICAB LIGHTS AND REFLECTORS.

IT IS UNLAWFUL TO OPERATE A PEDICAB WITHOUT:

- (1) USING A LAMP ON THE FRONT THAT ILLUMINATES A PERSON OR VEHICLE AT LEAST FIFTY (50) FEET TO THE FRONT DURING THE NIGHTTIME;
- (2) USING A LAMP ON THE FRONT THAT EMITS A SOLID OR FLASHING STREAM OF WHITE LIGHT VISIBLE FROM AT LEAST FIVE HUNDRED (500) FEET TO THE FRONT DURING THE NIGHTTIME;
- (3) USING AN ARIZONA DEPARTMENT OF TRANSPORTATION-APPROVED RED REFLECTOR ON THE REAR VISIBLE FROM AT LEAST FIFTY (50) TO THREE HUNDRED (300) FEET TO THE REAR WHEN THE REFLECTOR IS DIRECTLY IN FRONT OF LAWFUL MOTOR VEHICLE UPPER BEAMS DURING NIGHTTIME;
- (4) USING A LAMP ON THE REAR THAT EMITS A SOLID OR FLASHING RED LIGHT VISIBLE FROM AT LEAST FIVE HUNDRED (500) FEET TO THE REAR DURING NIGHTTIME, AND
- (5) HAVING A SPOKE REFLECTOR AFFIXED TO EACH WHEEL.

SEC. 19-225. - PEDICAB ADDITIONAL SAFETY FEATURES.

IT IS UNLAWFUL TO OPERATE A PEDICAB WITHOUT:

- (1) A BRAKING SYSTEM THAT ENABLES THE OPERATOR TO MAKE THE BRAKED WHEELS SKID ON DRY LEVEL CLEAN PAVEMENT;
- (2) A MIRROR LOCATED TO REFLECT TO THE OPERATOR A VIEW OF THE ROAD AT LEAST TWO HUNDRED (200) FEET TO THE REAR, AND

- (3) A HORN OR BELL AUDIBLE FROM AT LEAST FIFTY (50) FEET AWAY IN ANY DIRECTION.

SEC. 19-226. - PEDICAB SIZE.

IT IS UNLAWFUL TO OPERATE A PEDICAB THAT IS WIDER THAN FIFTY-FOUR (54) INCHES AT ITS WIDEST POINT OR LONGER THAN ONE-HUNDRED THIRTY (130) INCHES AT ITS LONGEST POINT.

SEC. 19-227. - PEDICAB CONDITION.

(A) PEDICABS SHALL BE MAINTAINED IN GOOD WORKING ORDER TO INCLUDE DRIVE TRAINS, HITCHES, WHEELS, TIRES, HUBS, BRAKING SYSTEMS, HEADSETS, LIGHTS AND ANY OTHER MECHANICAL DEVICES.

(B) IT IS UNLAWFUL TO OPERATE A PEDICAB THAT HAS:

- (1) CHIPPED OR CRACKED PAINT WITH EXPOSED RUST, OR
- (2) RIPPED UPHOLSTERY OR FABRIC, OR
- (3) EXPOSED WOOD THAT IS NOT PAINTED AND IN GOOD CONDITION, OR
- (4) DIRT OR DEBRIS ON ANY SURFACE ACCESSIBLE TO PATRONS, OR
- (1) MISSING SPOKES.

SEC. 19-228. - PEDICAB OPERATION.

(A) IT IS UNLAWFUL TO OPERATE A PEDICAB:

- (1) BY RIDING OTHER THAN ON OR ASTRIDE A PERMANENT AND REGULAR SEAT ATTACHED TO THE PEDICAB, OR
- (2) CARRYING MORE PASSENGERS THAN THE NUMBER OF SEATS AVAILABLE, EXCEPT THAT PERSONS UNDER FIVE (5) YEARS OF AGE ARE EXCLUDED FROM THIS LIMITATION IF EACH CHILD IS SITTING ON THE LAP OF AN ADULT, OR
- (3) IN A MANNER THAT RESULTS IN DAMAGE TO PUBLIC PROPERTY, OR
- (4) IN A MANNER THAT RESULTS IN COLLIDING WITH A PEDESTRIAN, OR
- (5) EQUIPPED WITH A SIREN OR WHISTLE, OR
- (2) WHILE KNOWINGLY PERMITTING ANOTHER TO ATTACH THEIR PERSON, BICYCLE, COASTER, SLED, TOY VEHICLE, ROLLER SKATES, SKATEBOARD, SCOOTER, OR OTHER ROLLING DEVICE TO THE PEDICAB, OR
- (7) WHILE CARRYING ANYTHING THAT PREVENTS THE OPERATOR FROM KEEPING AT LEAST ONE (1) HAND ON THE HANDLEBARS AT ALL TIMES, OR
- (8) ON A STREET WITHOUT A DESIGNATED BIKE LANE WHEN THE STREET HAS A SPEED LIMIT OF THIRTY-FIVE (35) MILES PER HOUR OR GREATER, EXCEPT FOR CROSSING THAT STREET, OR

- (9) ON A STREET WITH A SPEED LIMIT OF THIRTY-FIVE (35) MILES PER HOUR OR GREATER FOR THE PURPOSE OF STOPPING TO PICK UP OR DROP OFF PASSENGERS, OR
 - (10) THAT OBSTRUCTS PEDESTRIAN TRAFFIC ON A SIDEWALK BY REMAINING STOPPED ON A SIDEWALK LONGER THAN NECESSARY TO PICK UP OR DROP OFF PASSENGERS, OR
 - (11) THAT STOPS OR STANDS ON A THOROUGHFARE LONGER THAN NECESSARY TO PICK UP OR DROP OFF PASSENGERS, OR
 - (12) WITHOUT A CLEARLY VISIBLE MANUFACTURER'S SERIAL OR IDENTIFICATION NUMBER ON EITHER THE OPERATOR'S OR THE PASSENGER'S PORTION OF THE PEDICAB; OR
 - (13) OPERATE ANY SOUND AMPLIFICATION SYSTEM THAT CAN BE HEARD FROM FIFTY (50) FEET OR MORE FROM THE PEDICAB.
- (B) IT IS UNLAWFUL FOR AN OPERATOR TO KNOWINGLY REMOVE, DEFACE, ALTER OR DESTROY THE MANUFACTURER'S SERIAL OR IDENTIFICATION NUMBER ON A PEDICAB.
- (C) ALL PEDICABS MUST FOLLOW APPLICABLE STATE LAWS AND CITY ORDINANCES REGARDING THE OPERATION OF THE PEDICAB CONSISTENT WITH BICYCLES AND MOPEDS ON PUBLIC THOROUGHFARES.
- (D) ALL PEDICAB OPERATORS MUST FOLLOW THE LAWFUL INSTRUCTIONS AND COMMANDS OF POLICE OFFICERS OR TRAFFIC CONTROL PERSONNEL.

SEC. 19-229. - FARES.

IT IS UNLAWFUL FOR THE OPERATOR OF A PEDICAB TO:

- (1) CHARGE A PASSENGER A FARE THAT WAS NOT AGREED UPON WITH THE PASSENGER IN ADVANCE, OR
- (2) DEMAND A FARE FROM A PASSENGER AFTER AGREEING TO PROVIDE THE SERVICE FOR A GRATUITY ONLY.

SEC. 19-230. - DRIVER LICENSE AND OTHER REQUIRED DOCUMENTS.

- (A) IT IS UNLAWFUL FOR AN OPERATOR TO OPERATE A PEDICAB WITHOUT HAVING IN POSSESSION EITHER:
- (1) A VALID GOVERNMENT ISSUED DRIVER LICENSE; OR
 - (2) IF THE OPERATOR IS A QUALIFIED INDIVIDUAL WITH A DISABILITY UNDER THE AMERICANS WITH DISABILITIES ACT, PROOF OF HAVING PASSED THE WRITTEN EXAM REQUIRED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION MOTOR VEHICLE DIVISION FOR VEHICLE OPERATION AND A GOVERNMENT-ISSUED PHOTO IDENTIFICATION DOCUMENT.
 - (3) PROOF OF INSURANCE COVERAGE PURSUANT TO SECTION 7-75.

(B) IT IS UNLAWFUL FOR AN OPERATOR TO FAIL TO DISPLAY THE LICENSE OR OTHER REQUIRED DOCUMENTS, INCLUDING PROOF OF INSURANCE, TO A LAW ENFORCEMENT OFFICER ON DEMAND.

(C) THE DRIVER LICENSE MAY BE ISSUED BY ARIZONA OR ANOTHER STATE, BUT CANNOT BE CANCELLED, REVOKED, OR SUSPENDED.

SEC. 19-231. - INSURANCE REQUIREMENTS.

(A) THE OPERATOR OF A PEDICAB SHALL MAINTAIN AT ALL TIMES AN OWNER'S OR OPERATOR'S POLICY OF LIABILITY INSURANCE IN THE AMOUNT OF AT LEAST ONE MILLION DOLLARS (\$1,000,000.00).

(B) THE INSURANCE COMPANY ISSUING THE POLICY SHALL BE AUTHORIZED TO ISSUE COMMERCIAL LIABILITY POLICIES IN THIS STATE BY THE ARIZONA DEPARTMENT OF INSURANCE.

(C) THE POLICY SHALL DESIGNATE BY EXPLICIT DESCRIPTION OR BY APPROPRIATE REFERENCE ALL PEDICABS FOR WHICH COVERAGE IS GRANTED.

(D) THE POLICY SHALL INSURE THE PERSON NAMED IN THE POLICY AS THE INSURED AND ANY OTHER PERSON, AS INSURED, USING THE PEDICAB WITH THE EXPRESS OR IMPLIED PERMISSION OF THE NAMED INSURED AGAINST LOSS FROM THE LIABILITY IMPOSED BY LAW FOR DAMAGES ARISING OUT OF THE OWNERSHIP, MAINTENANCE, OR USE OF THE PEDICAB WITHIN THE CITY OR STATE OF ARIZONA.

(E) THE POLICY SHALL NAME THE CITY OF TEMPE AS AN ADDITIONALLY INSURED PARTY.

SEC. 19-232. - STREET OR PUBLIC AREA RESTRICTIONS.

THE CHIEF OF POLICE OR DESIGNEE MAY DESIGNATE OR LIMIT PUBLIC AREAS OR STREETS AVAILABLE FOR PEDICABS.

SEC. 19-233. - RESPONSIBILITY OF OWNER.

IT IS UNLAWFUL FOR AN OWNER TO KNOWINGLY PERMIT A PEDICAB TO BE OPERATED OR MAINTAINED IN VIOLATION OF SECTIONS 7-68 THROUGH 7-75.

SEC. 19-234. - PENALTIES.

(A) A FIRST VIOLATION IS A PETTY OFFENSE AND SHALL BE PUNISHED BY A FINE OF NOT LESS THAN ONE HUNDRED FIFTY DOLLARS (\$150.00) NOR MORE THAN THREE HUNDRED DOLLARS (\$300.00) PER VIOLATION.

(B) A SECOND OR SUBSEQUENT VIOLATION OF THIS ARTICLE WITHIN ONE (1) YEAR OF CONVICTION OF A FIRST VIOLATION IS A CLASS TWO MISDEMEANOR AND SHALL BE PUNISHED, IN ADDITION TO ANY OTHER PENALTIES AUTHORIZED BY LAW, BY A FINE OF NOT LESS THAN THREE HUNDRED DOLLARS (\$300.00) PER VIOLATION.

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

April 9, 2019

SUBJECT

Vision Zero – Reducing Serious and Fatal Injury Crashes to Zero

PURPOSE

The purpose of this presentation is to discuss with the Transportation Commission the draft Vision Zero Action Plan.

BACKGROUND

Vision Zero is a traffic safety policy that takes an ethical approach towards achieving safety for all road users. The goal is to achieve a reduction in the number of fatal and serious injury crashes to zero in Tempe, because no loss of life is acceptable.

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 (2013-2017), 58 people lost their lives and an additional 401 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 Engineering & Transportation, Police and Fire Medical & Rescue are already actively employing programs that improve safety and response times. The goal of the Vision Zero Action Plan 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 2013 to 2017:

- 2013: 8 Fatalities, 96 Serious Injuries
- 2014: 14 Fatalities, 81 Serious Injuries
- 2015: 6 Fatalities, 65 Serious Injuries
- 2016: 16 Fatalities, 76 Serious Injuries
- 2017: 14 Fatalities, 83 Serious Injuries

VISION ZERO

In 2018, the City Council adopted a Vision Zero framework for Tempe of which one element of the framework is incomplete; adopting the Vision Zero Action Plan. The Vision Zero framework included:

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

In June 2018, three working groups were formed to develop strategies in the following areas: education, engineering and enforcement/emergency response. These groups also met in August and October 2018 and January 2019 to further refine strategies for a Vision Zero Action Plan.

The draft action plan is data driven and targets the following.

- Distraction
- Bicycles & Scooters
- Pedestrians
- Night Time
- Impairment
- Inexperienced and Very Experienced Road Users
- Intersections
- "General"

Public meetings were held March 23 and 27, 2019 for the public to comment on the draft Vision Zero Action Plan. Public comment was taken at the meetings and online from March 23 to April 6 at tempe.gov/VisionZero.

FISCAL IMPACT

TBD

RECOMMENDATION

N/a

CONTACT

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

ATTACHMENTS

- PowerPoint
- Draft Vision Zero Action Plan

Vision Zero - Reducing Fatal and Serious Injury Crashes to Zero

Transportation Commission

April 9, 2019



Why are we here?



In the past five years, nearly **60 people** lost their lives in vehicle crashes on Tempe streets.
...in addition more than **400 people** were seriously injured.

Why are we here?



In the past five years, nearly **60 people** lost their lives in vehicle crashes on Tempe streets.
...in addition more than **400 people** were seriously injured.

This is unacceptable! This is a public health crisis!



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



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Google Bookmark Facebook Twitter

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er son in a
help from her

WE MUST DO BETTER

er son in a help from her ral student, renowned pianist and boy who was killed in Tempe crash

BY: Clayton Klapper

POSTED: 6:50 PM, Nov 21, 2017

Vision Zero

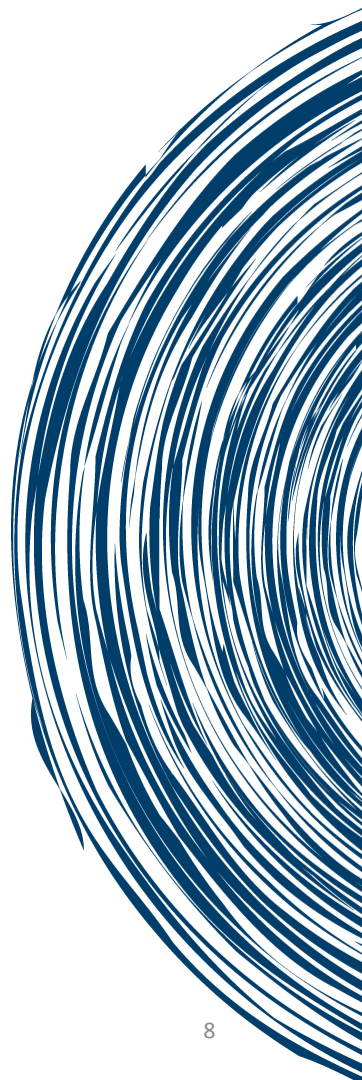
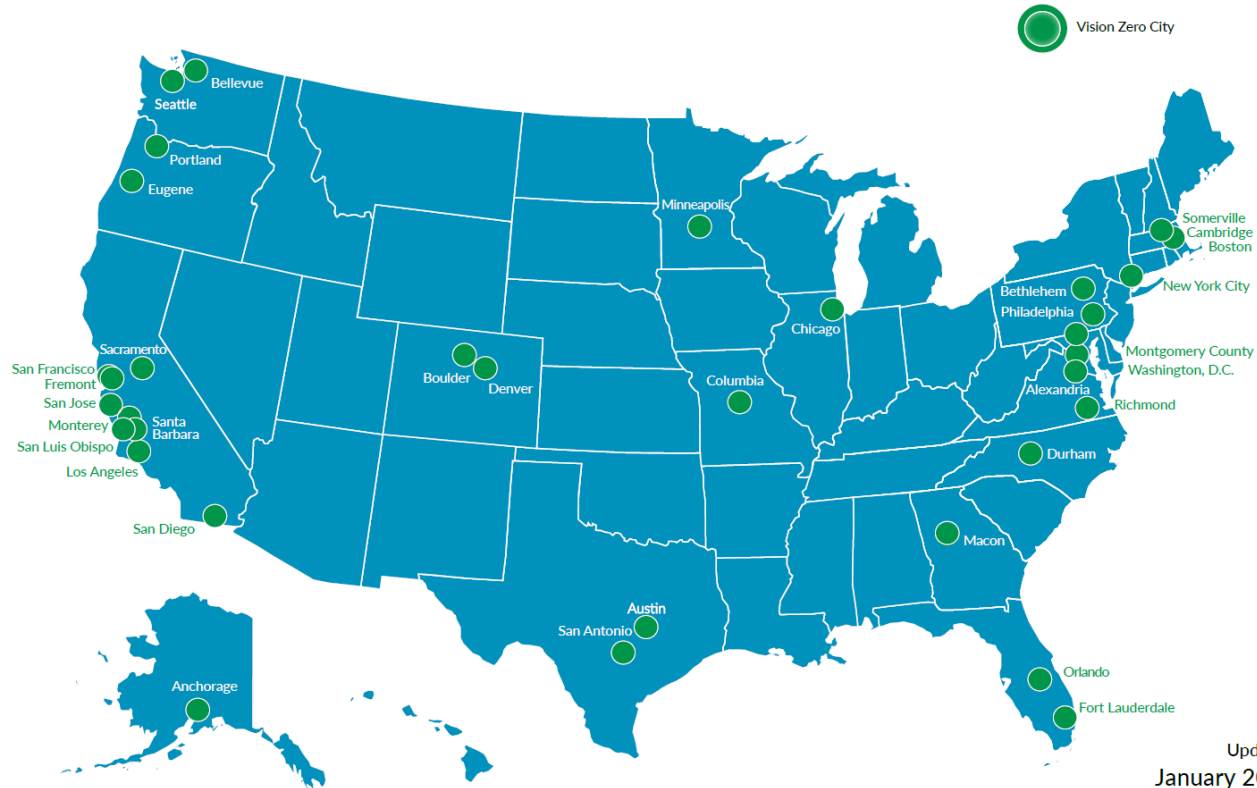
- Started in Sweden in the late 1990s
- Adopted by the Swedish Parliament
- In response to a national realization that too many people were dying on Swedish roads.



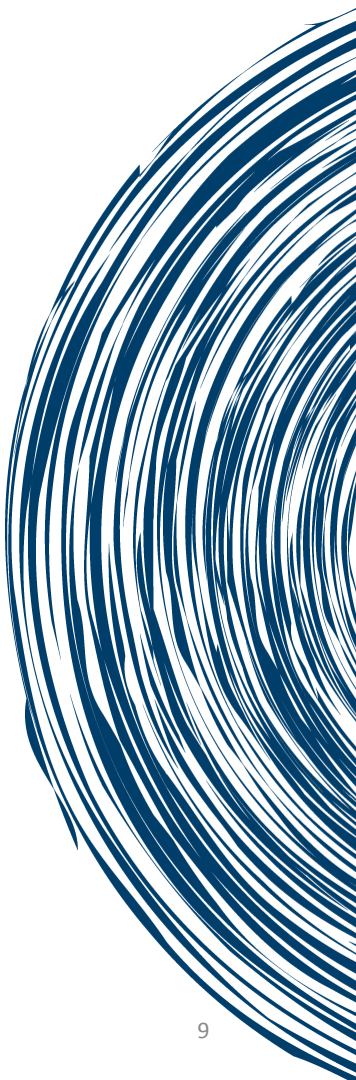
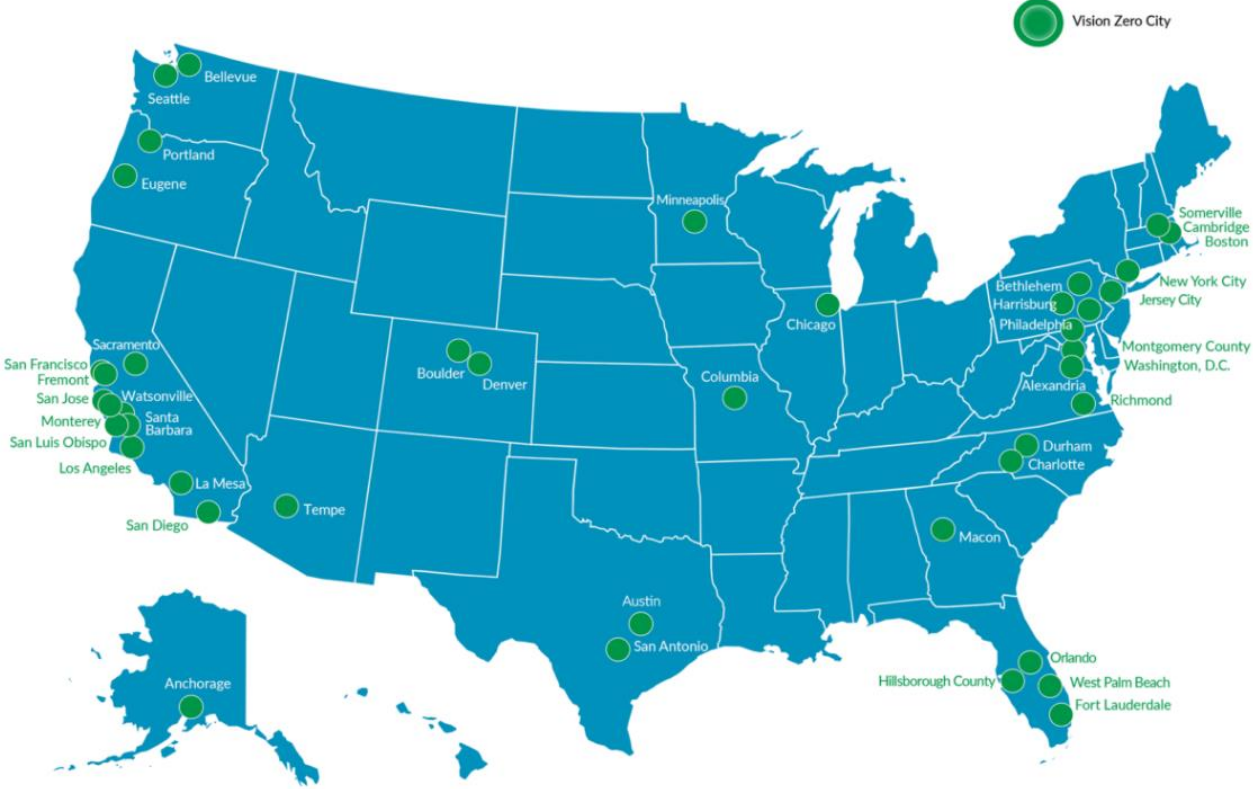
Vision Zero

- 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**.
 - Crashes will occur, but **severity** can be reduced.
 - Safety is **everybody's** responsibility, particularly the roadway engineers/designers and policymakers.

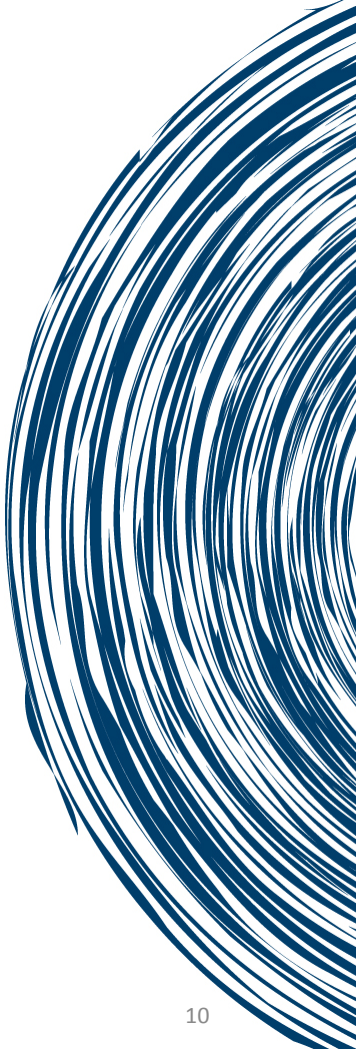
Vision Zero Cities



Vision Zero Cities



Vision Zero Cities



What makes a Vision Zero city?

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

A Clear Goal of Eliminating Traffic Fatalities and Severe Injuries



● Performance Measure (2018):

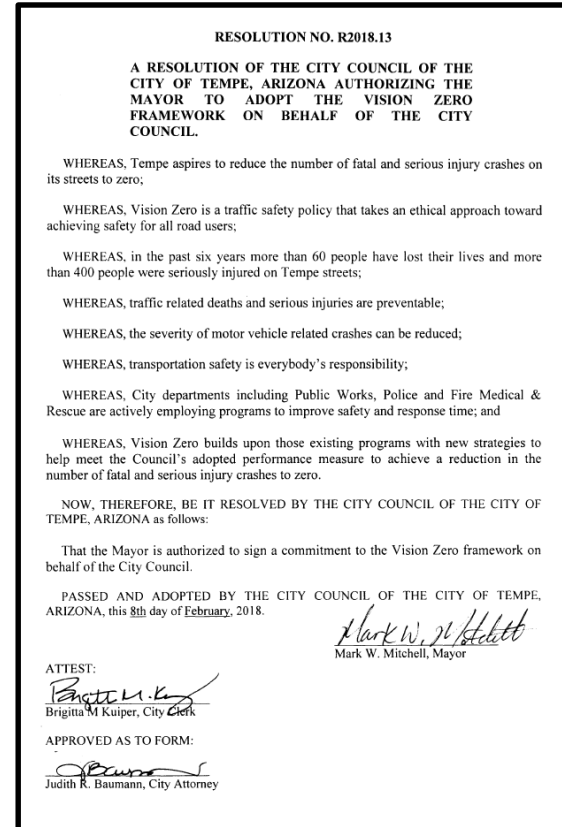
1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.



The Mayor and Council Publicly, Officially Committing to Vision Zero



- January 11, 2018:
 - Staff presented to the Mayor and Council
- February 8, 2018:
 - Mayor and Council unanimously approved Resolution No. R2018.13 formally committing to Vision Zero.





Key City Departments and Community Stakeholders are Engaged

- COT Fire & Medical
- COT Manager's Office
- COT Mayor & Council
- COT Neighborhood Services
- COT Police
- COT Sustainability
- COT Transportation
- AARP
- ADOT
- Advocacy Groups (TBAG, etc.)
- ASU
- Healthcare & Hospitals
- Large Employers (SRP, etc.)
- MAG
- Neighboring City Staff
- Neighborhood Groups
- Non-Profits
- Public Health
- Schools
- Transportation Commission
- Tempe Residents

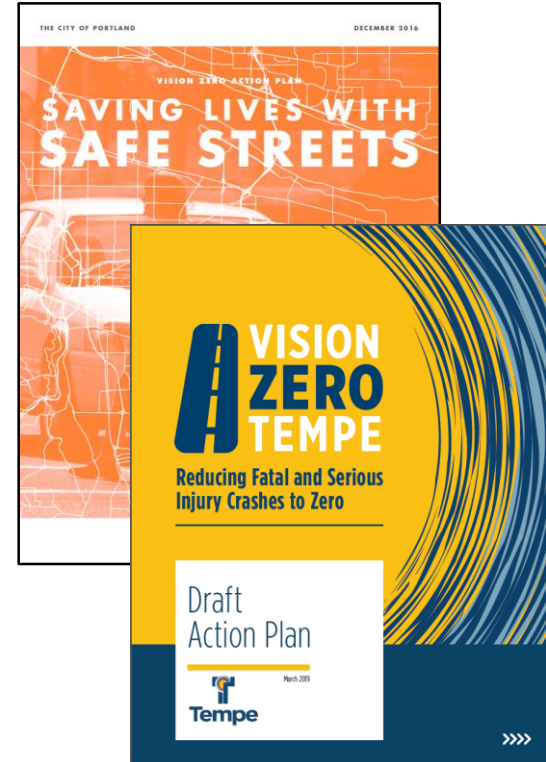


Vision Zero Action Plan



● We are on Schedule!

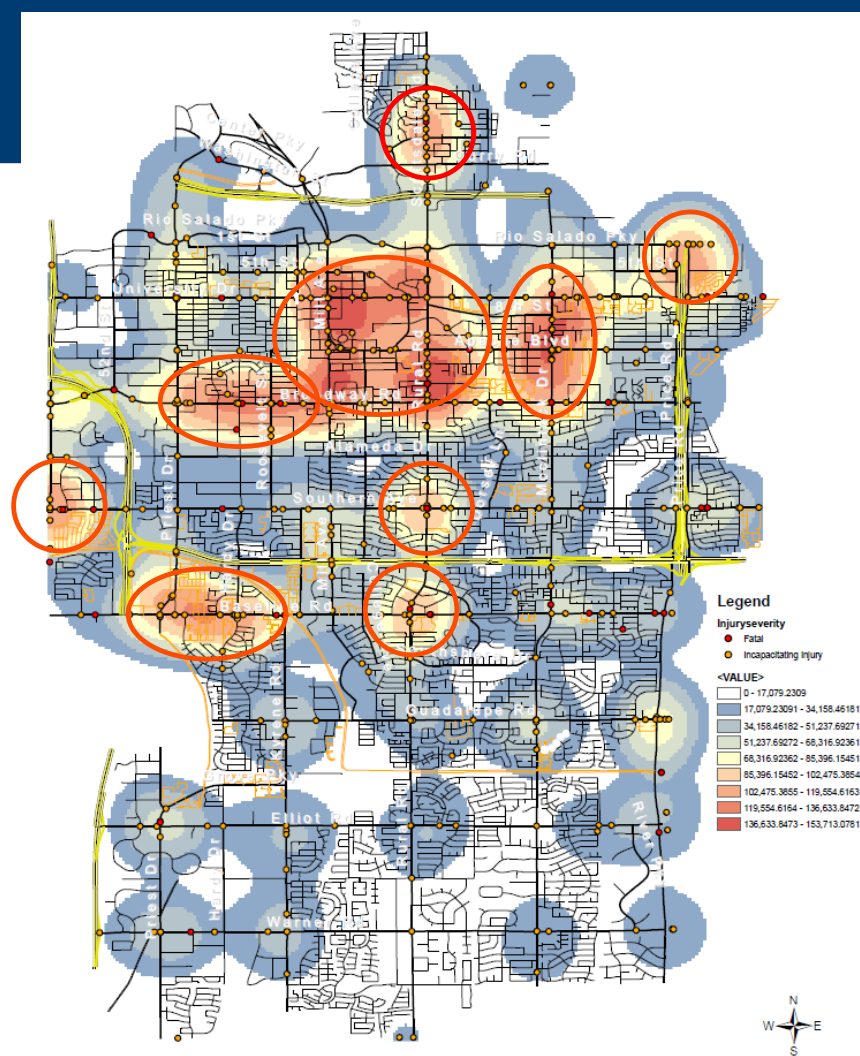
- June 19, 2018: Visioning Workshop
- August & October 2018: Working Group Meetings – Identify Goals & Strategies
- January 2019: Follow-Up Workshop – Prioritize Strategies
- February/March 2019: Produce a “Draft” Action Plan
- March 2019: Share “Draft” Action Plan (Public Meetings)
- April 2019: Finalize Action Plan
- May 2019: Present to the Mayor & City Council



We identified where crashes are happening

Where are high severity crashes happening?

- Scottsdale Rd: Curry to McKellips
- Rio Salado & Price/SR101
- ASU/Downtown
- McClintock: University to Broadway
- Broadway: Priest to Mill
- 48th Street & Southern
- Rural & Southern
- Baseline: I-10 to Kyrene
- Baseline & Rural



We looked at data



Crashes with Fatal or Serious Injuries (2012-2017)



Gender Party 'A'

No Filter Male Female Unknown

Gender Party 'B'

No Filter Male Female Unknown

Lighting Condition

Daylight Dark Lighted Dusk Dawn

Dark Unknown Lighting Dark Not Lighted

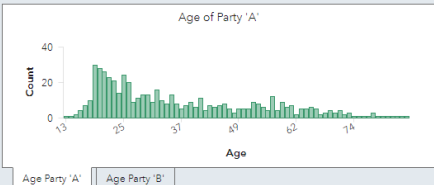
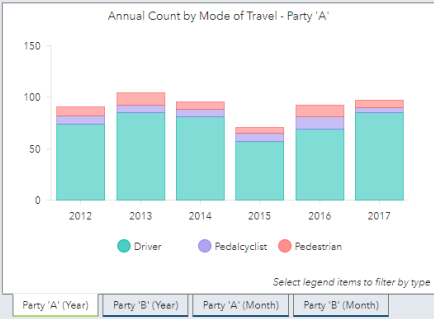
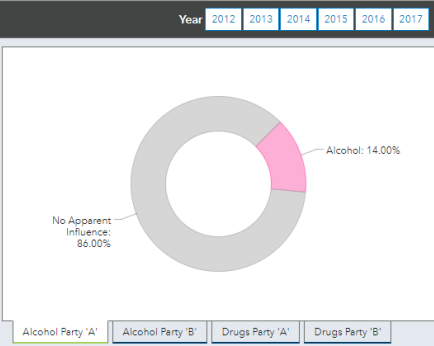
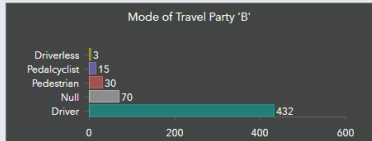
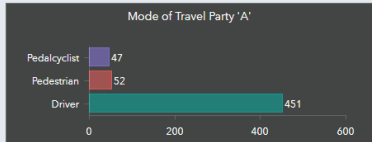
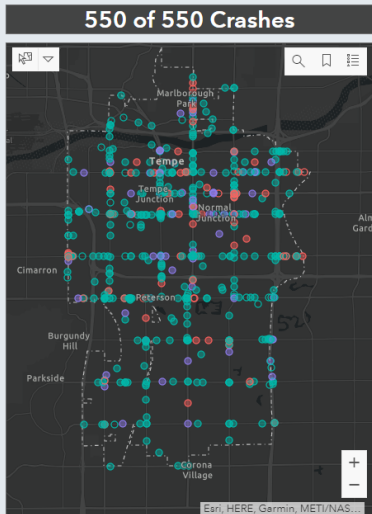
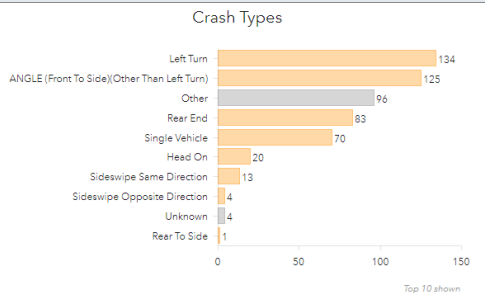
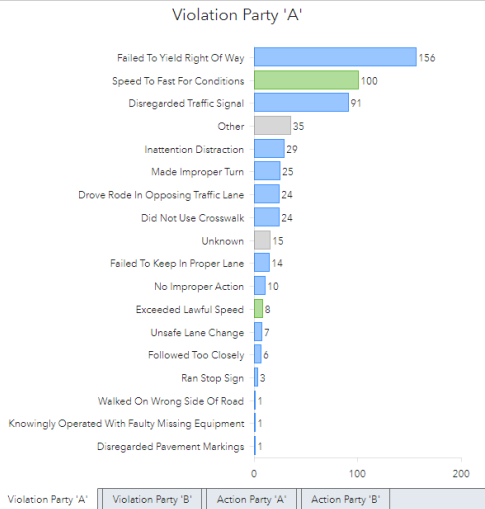
Incident Junction Type

None

About this Dashboard

To gain insight into crash occurrence in the City of Tempe, an analysis of crash data was performed for the years 2012 through 2017. The results of this analysis provide an overview of road safety in the City of Tempe and are illustrated in interactive visuals on this webpage. Crash trends and patterns for fatalities and serious injuries are presented.

Visualizations on this page can be used to cross-filter and cross-highlight the other visualizations on the page. For example, selecting the bar for left turn crashes filters all other charts, tables, and map on the page to display only data that applies to that one crash type.

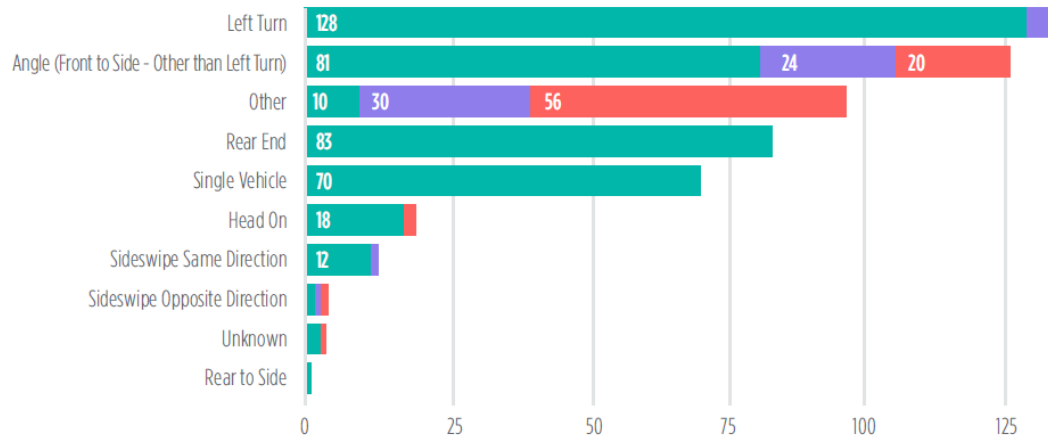




What types of crashes are happening?

CRASH TYPES WITH FATAL OR SERIOUS INJURIES

Mode: ● Driver ● Pedalcyclist ● Pedestrian

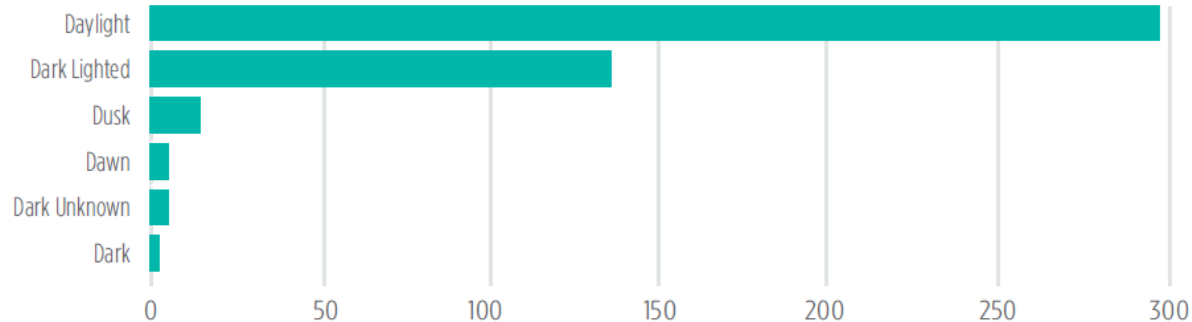


NOTE: "OTHER" Includes nearly all Bicycle & Pedestrian crashes



What are the lighting conditions?

LIGHTING CONDITIONS DURING CRASHES

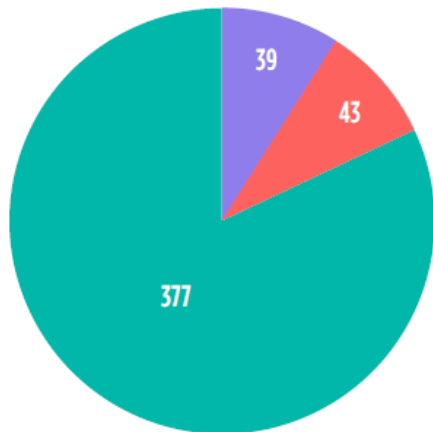




Who were “unit #1” and “unit #2” in the crash?

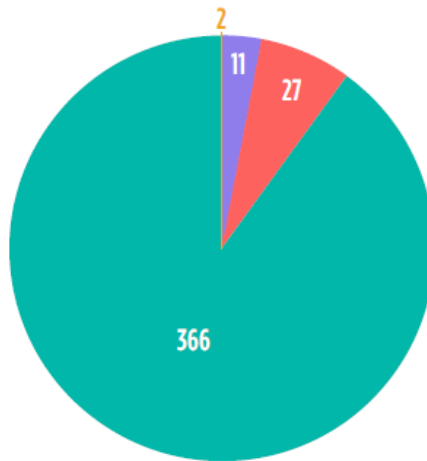
WHO WAS “UNIT 1” IN THE CRASH?

Mode: ● Driver ● Pedalcyclist ● Pedestrian



WHO WAS “UNIT 2” IN THE CRASH?

Mode: ● Driver ● Pedalcyclist ● Pedestrian ● Driverless

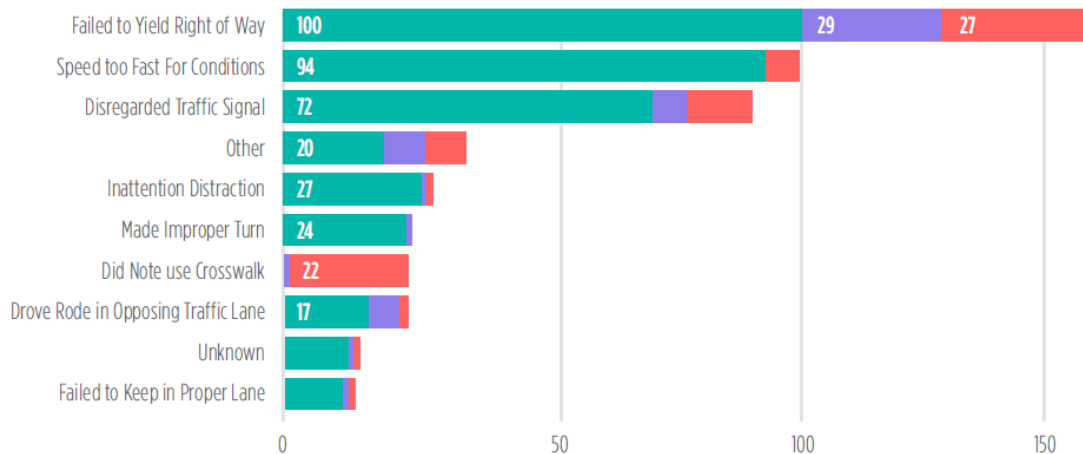




What was the “unit #1” “action” in the crash?

FACTORS IN CRASHES WITH FATAL OR SERIOUS INJURIES (BY PARTY 'A')

Mode: ● Driver ● Pedalcyclist ● Pedestrian

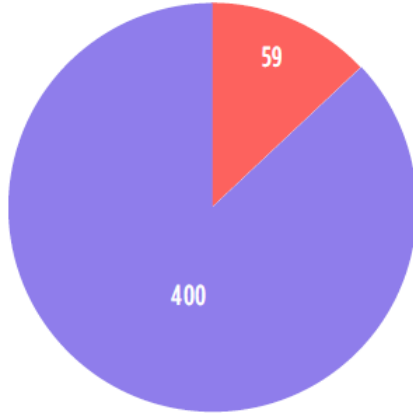




Was impairment a factor?

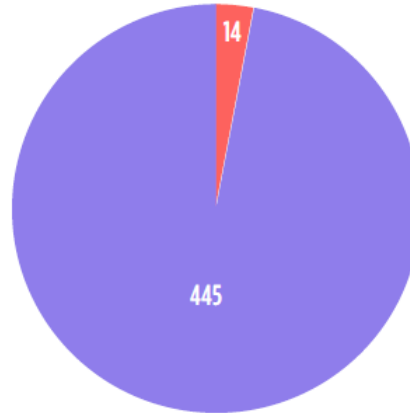
WAS ALCOHOL A FACTOR?

Mode: ● No Apparent Influence ● Alcohol



WERE DRUGS A FACTOR?

Mode: ● No Apparent Influence ● Drugs

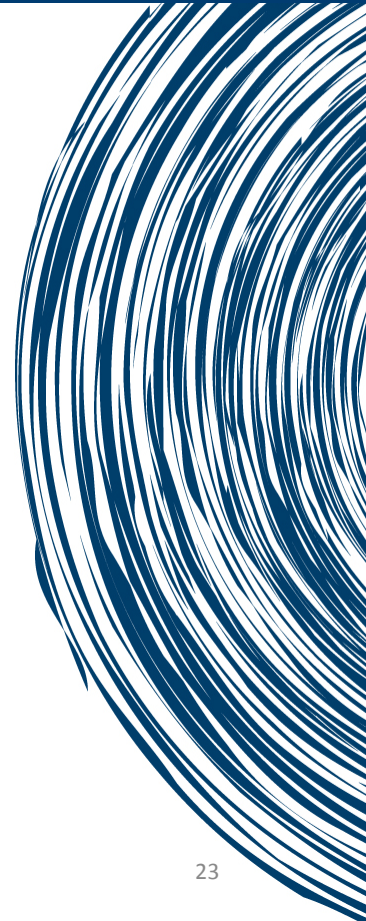


A Vision Zero Action Plan



Vision Zero Tempe's Action Areas:

-  Intersections
-  Bicycles & Scooters
-  Pedestrians
-  Nighttime
-  Impairment
-  Inexperienced and Very Experienced Road Users
-  Distraction
-  “General”



Draft Strategies

General

1. Provide residents with an annual Vision Zero report.
2. Invest in neighborhood traffic calming.
3. Continue to analyze safety data annually to identify high severity crash areas and implement countermeasures at prioritized locations.
4. Initiate a citywide speed limit evaluation with the safe systems approach to incorporate other critical factors, such as crash history and the safety of people walking and bicycling.
5. Identify partners to develop and market training for transportation safety that targets all road users and all ages.
6. Warn and educate road users of high severity crash areas.
7. Initiate a multidepartment Fatal Crash Review Committee.
8. Improve data sharing between the Transportation Division and Police Department.
9. Distribute educational “top 10” Vision Zero education door hangers to ASU dorms and multifamily residential units.
10. Obtain and deploy mobile VMS boards to educate drivers and support Police Department efforts.



Draft Strategies

Intersections

1. Identify intersections for low cost pedestrian and bicyclist safety countermeasures (e.g., pavement markings, signal timing, signs).
2. Identify intersections that could benefit from converting to protected left turns.
3. Implement leading pedestrian intervals at select intersections.
4. Proactively identify locations where sight visibility is obstructed.
5. Conduct regular red light enforcement and education campaigns.



Bicycles & Scooters

1. Identify locations that could benefit from positive guidance to bicyclists and drivers including bike lanes, sharrows and signs.
2. Coordinate bicycle and pedestrian expert reviews of project designs.
3. Identify locations that could benefit from new and/or improved bicycle detection.



Pedestrians

1. Develop guidelines for installation of high visibility crosswalks (May include shared use path crossings and school areas).
2. Identify corridors that could benefit from the installation of raised medians and pedestrian refuge islands.
3. Identify locations with excessive pedestrian delay at signalized intersections and examine opportunities to improve pedestrian wait time.
4. Identify locations that could benefit from grade separated pedestrian crossings.
5. Educate pedestrians that they can be the victims of distraction and provide smart behaviors to adopt.
6. Initiate an annual or biennial comprehensive bicycle/pedestrian/scooter count program.



Night Time

1. Identify non-signalized marked crosswalks that could benefit from additional lighting.
2. Analyze lighting conditions at high crash locations and improve deficiencies.
3. Develop implementation plan for conversion of all city street lighting to LED (4,000K for all collectors and arterials).
✓ 75% complete on residential streetlight conversions
4. Provide free bicycle safety giveaways to improve visibility via community outreach events.



Impairment

1. Promote safe driving options, including transit, rideshare and taxis.
2. Provide visible pick-up/drop-off zones and enhance the convenience of rideshare and taxis in the downtown and during special events.
3. Continue to and expand engagement with businesses and establishments that serve/provide alcohol and drugs (pharmacies, medical marijuana dispensaries) to be an increased part of the solution.



Inexperienced and Very Experienced Road Users

1. Promote alternative mobility options (like rideshare) to older drivers and adults caring for their parents or other relatives that are older drivers.
2. Improve driver compliance by converting “24 hour” 35 MPH high school zones to time-of-day with flashing warning lights.
3. Develop guidelines for installation of additional pavement markings and signs to enhance school zones.
4. Evaluate transportation needs of older residents to ensure mobility as they age in place.



Distraction

1. Advocate for the Arizona state legislature to adopt legislation that bans texting while driving and is enforceable as a primary offense.
2. Modify city code to ban the use of electronic devices while driving.

✓ 2/28/19





Vision Zero Network:

<https://visionzeronetwork.org/>



City of Tempe Vision Zero:

<https://www.tempe.gov/government/public-works/transportation/vision-zero>

Julian Dresang, PE, PTOE

City Traffic Engineer

Julian_dresang@tempe.gov

(480) 350-8025



A VISION **ZERO** TEMPE

**Reducing Fatal and Serious
Injury Crashes to Zero**

Draft
Action Plan



March 2019





Vision Zero Tempe - Reducing Fatal and Serious Injury Crashes to Zero

Draft Action Plan

City of Tempe
March 2019

tempe.gov/VisionZero



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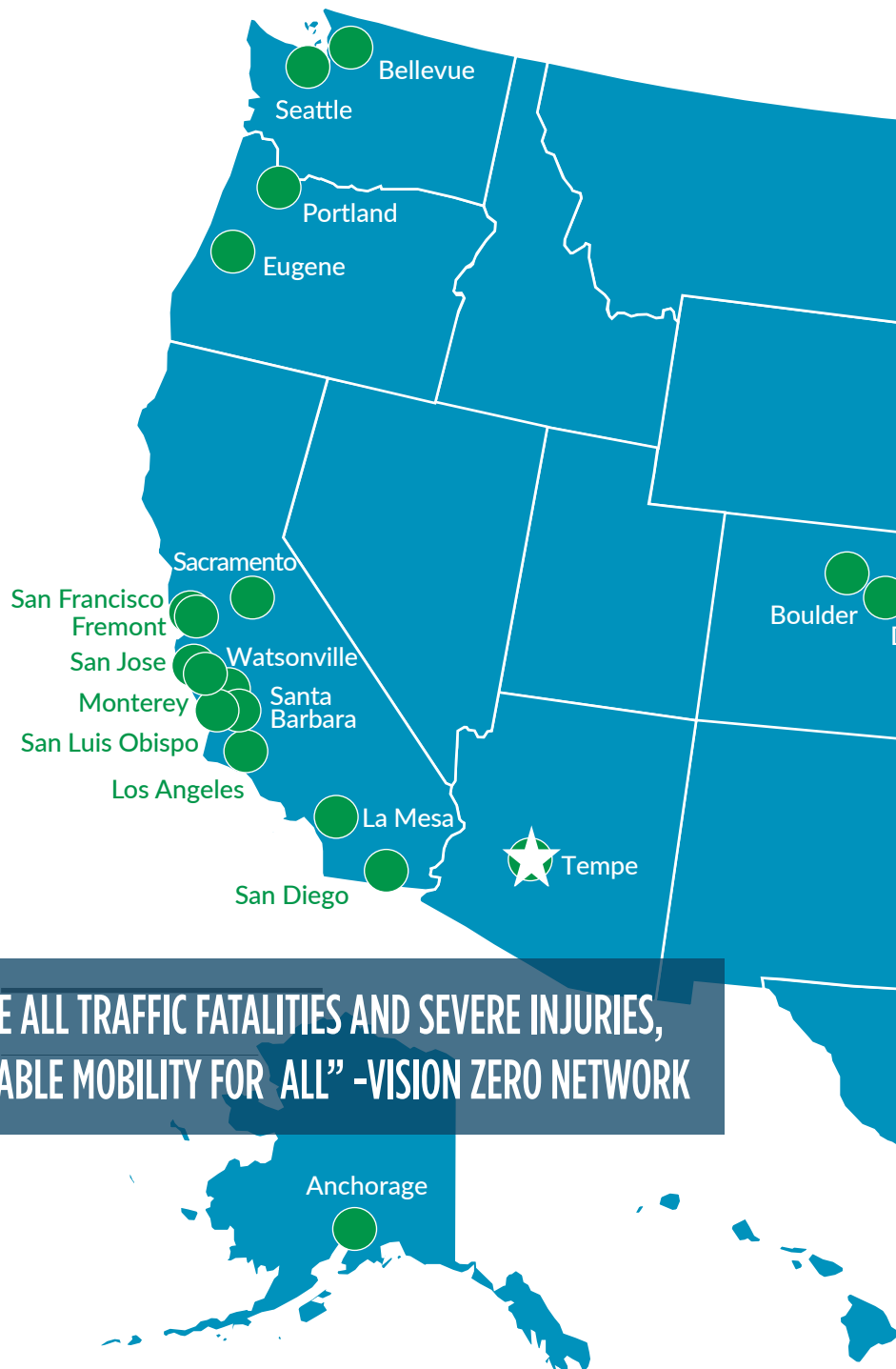
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VISION ZERO NATIONALLY

First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe – and it is now gaining momentum in major American cities.

Vision Zero starts with the premise that traffic deaths and severe injuries are largely preventable. The commitment defines a timeline and brings stakeholders together to ensure a basic right of safety for all people as they move about their communities. Vision Zero acknowledges that traffic deaths and severe injuries are preventable and sets the goal of eliminating both in a set time frame with clear, measurable strategies.

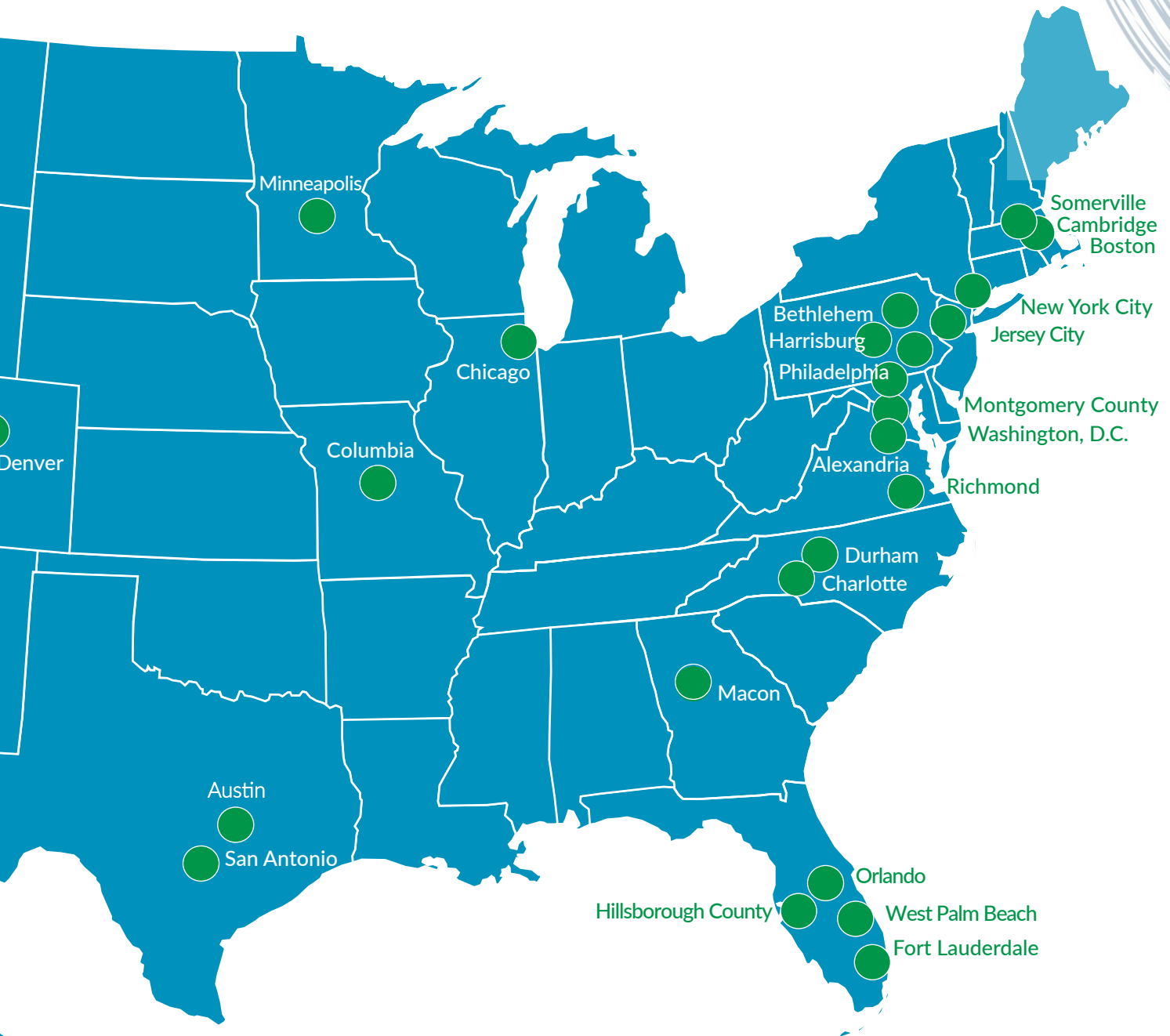
Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. The driving force of crash prevention and control across the world has been the 4 Es of highway safety—engineering, education, enforcement, and emergency medical services (EMS). In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, police officers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that there are many factors that contribute to safe mobility - including roadway design, speeds, enforcement, behaviors, technology, and policies - and sets clear strategies to achieve the shared goal of zero fatalities and severe injuries.



“VISION ZERO IS A STRATEGY TO ELIMINATE ALL TRAFFIC FATALITIES AND SEVERE INJURIES, WHILE INCREASING SAFE, HEALTHY, EQUITABLE MOBILITY FOR ALL” -VISION ZERO NETWORK



Reducing Fatal and Serious Injury Crashes to Zero



Why This is Important

*In the past five years, more than **60** people lost their lives in vehicle crashes on Tempe streets...in addition more than **400** people were seriously injured.*

“2 killed, 1 rushed to hospital after crash near Country Club Way”

“Arizona pedestrians among nation’s most likely to die in fatal crash”

“Tempe police investigating deadly rollover crash near Kyrene/Baseline roads”

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



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: 14 Fatal, 83 Serious Injury



***“Elderly man, woman killed
in Tempe crash”***

**“Motorcycle rider killed in
3-vehicle crash in Tempe”**



***“ASU doctoral student,
renowned pianist Xiaoying Wen
killed in Tempe Crash”***

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

WHAT ARE THE FACTS?

2012-2017

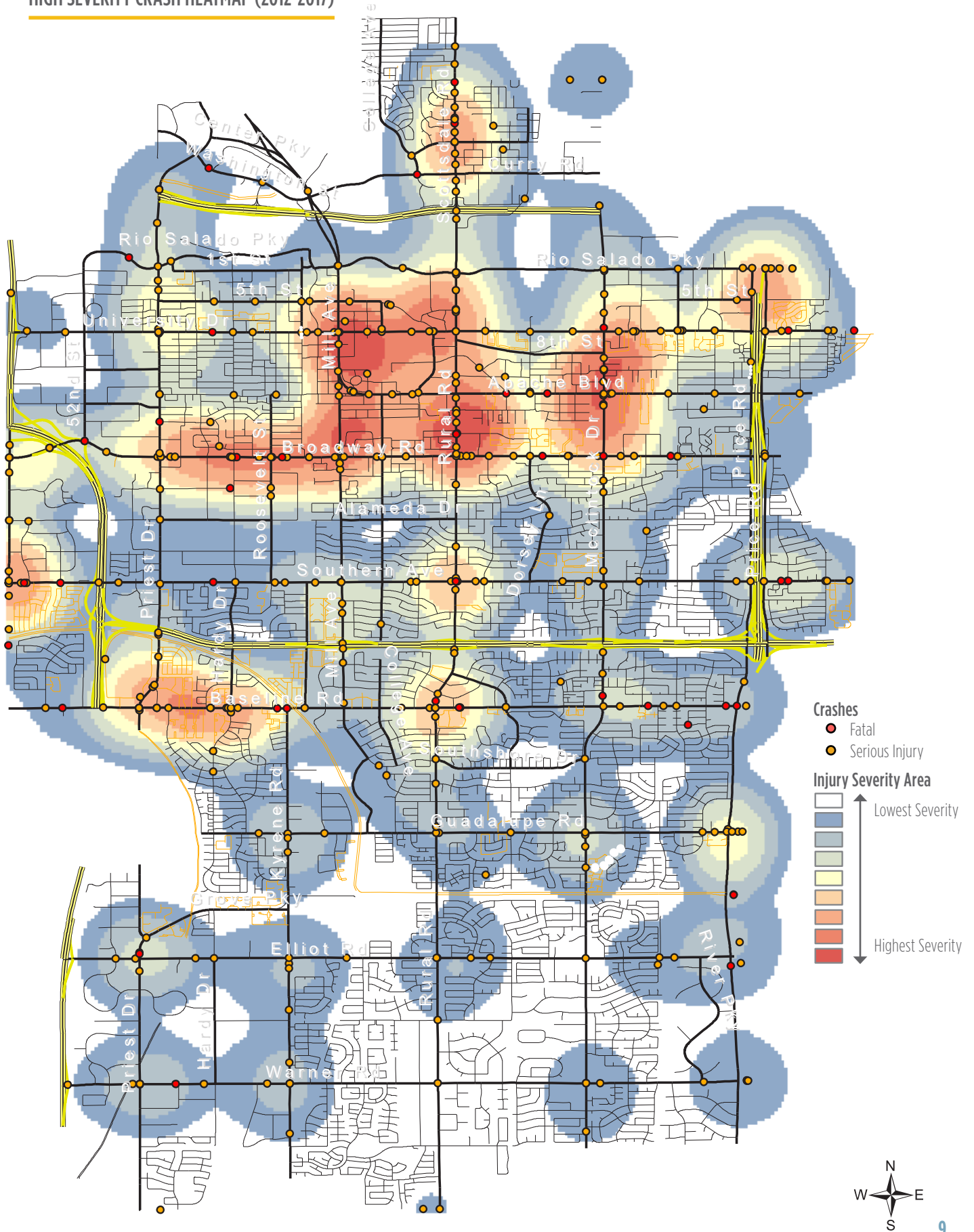


Systemic safety planning is the process of evaluating an entire system using a defined set of criteria to identify candidate locations for safety investments to reduce the occurrence of, and the potential for, severe crashes. Utilizing crash data, Tempe will conduct regular systemic safety planning studies to determine crash types and risk factors, screen and prioritize candidate locations, select countermeasures, and prioritize projects. Countermeasures may include any combination of education, enforcement, emergency response, and engineering. Engineering countermeasures identified through systemic safety planning may either be implemented as standalone safety projects or through the design of programmed transportation projects.

When a crash occurs, pedestrians and cyclists are more likely to be killed or seriously injured than those in a vehicle. For this reason, pedestrians and cyclists are often referred to as “vulnerable” road users. >>

In crashes, there’s often a fine line between a serious injury crash and a fatal crash. Serious injury collisions may include severe lacerations, broken bones, head injuries, and other instances where the person is not able to leave the crash scene without assistance. By taking a hard look at serious injury crashes, we gain insights into crash types, incident locations, and contributing factors. Looking ahead, we can use this data to help drive education and outreach efforts, as well as targeted enforcement.

HIGH SEVERITY CRASH HEATMAP (2012-2017)

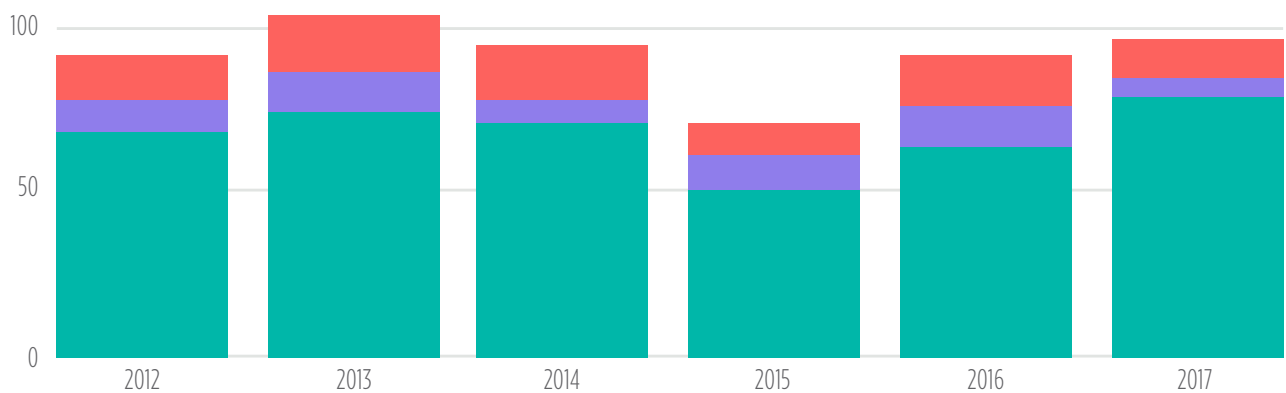


To gain insight into crash occurrence in the City of Tempe, an analysis of crash data was performed for the years 2012 through 2017. The results of this analysis provide an overview of road safety in the City of Tempe and are illustrated on this page. Crash trends and patterns for fatalities and serious injuries are presented on a public-facing Crash Statistics Dashboard (tempe.gov/VisionZero).

The dashboard combines a map with elements and actions to create an interactive dashboard that provides the most relevant information to the user. Visualizations on the dashboard can be used to cross-filter and cross-highlight the other visualizations on the page. For example, selecting the bar for left turn crashes filters all other charts, tables, and map on the page to display only data that applies to that one crash type.

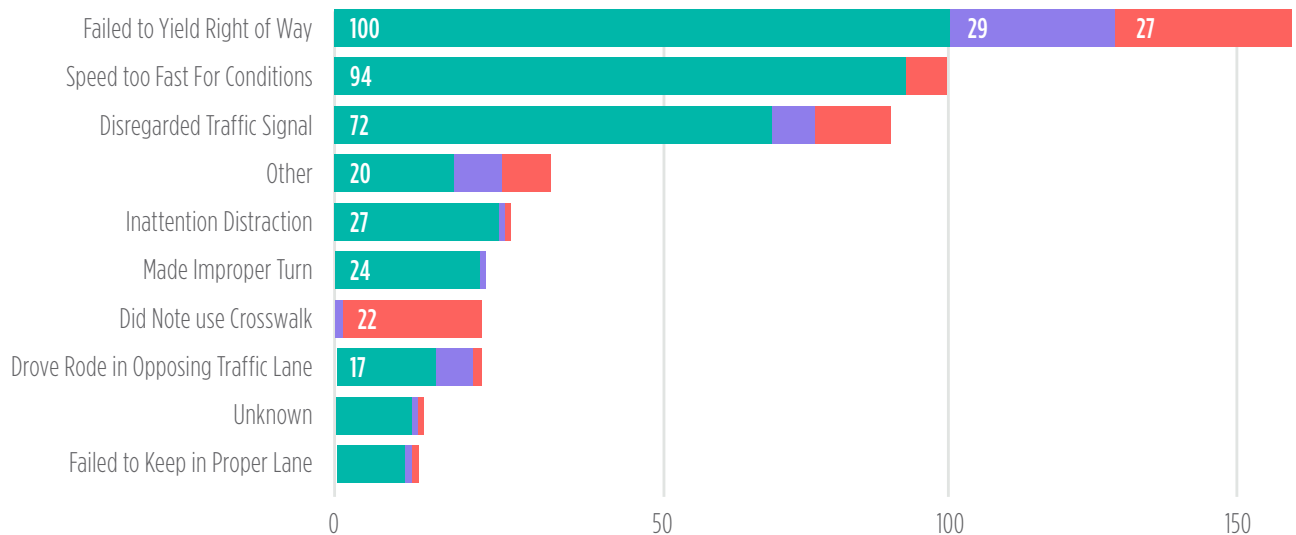
CRASHES WITH FATAL OR SERIOUS INJURIES

Mode: ● Driver ● Pedalcyclist ● Pedestrian



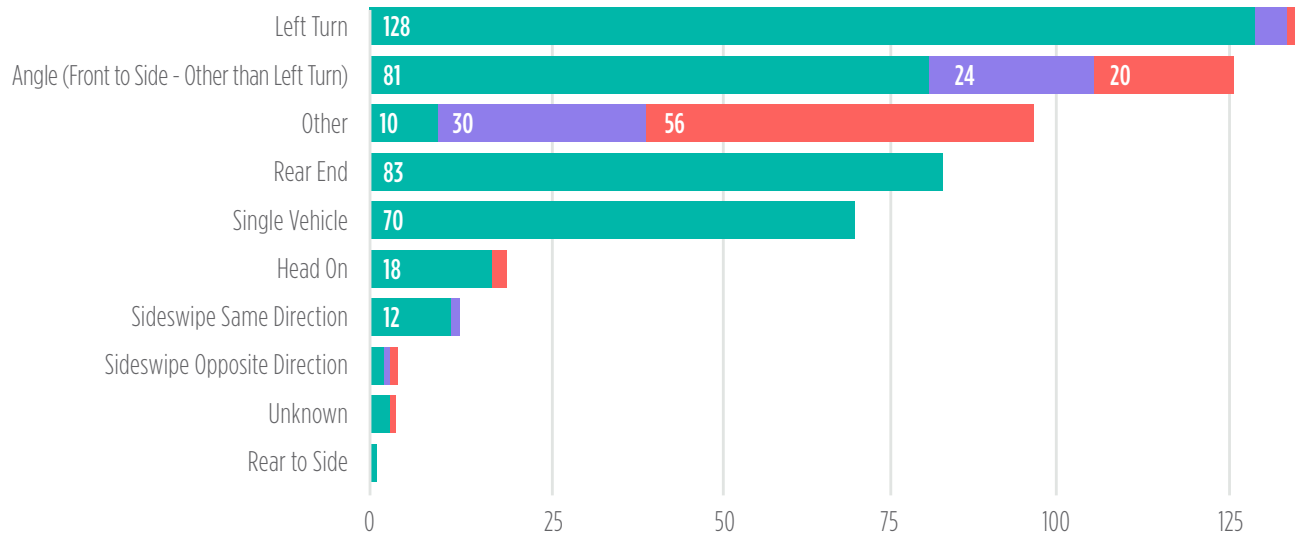
FACTORS IN CRASHES WITH FATAL OR SERIOUS INJURIES (BY PARTY 'A')

Mode: ● Driver ● Pedalcyclist ● Pedestrian



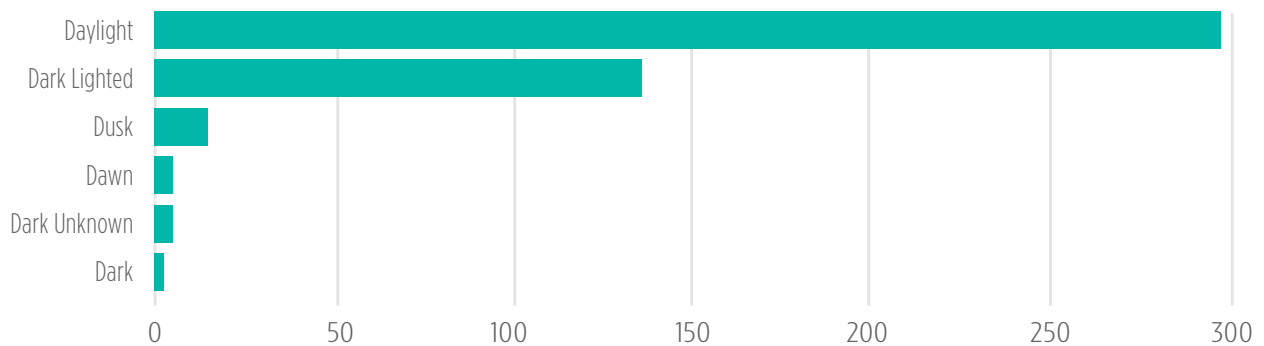
CRASH TYPES WITH FATAL OR SERIOUS INJURIES

Mode: ● Driver ● Pedalcyclist ● Pedestrian



Left-turn, angle, and “other” manners of collision are most likely to result in severe crashes. “Other” includes crashes involving pedestrians and bicyclists.

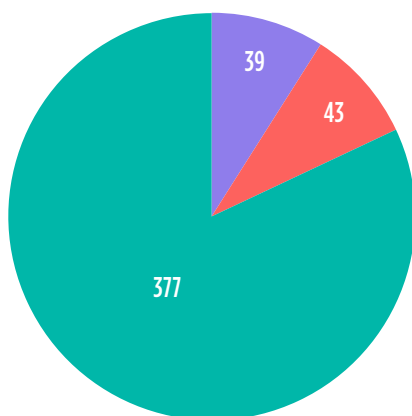
LIGHTING CONDITIONS DURING CRASHES



Although roadway illumination is provided on Tempe roadways, night time crashes are over represented considering traffic volumes are highest during morning and afternoon commuter peak periods.

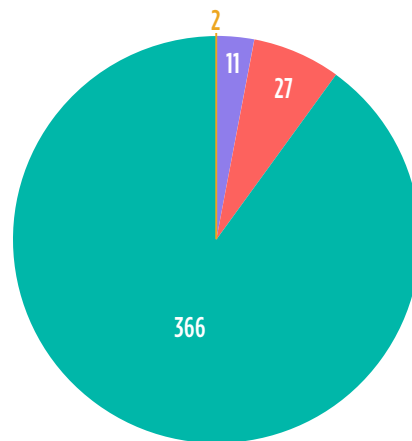
WHO WAS “UNIT 1” IN THE CRASH?

Mode: ● Driver ● Pedalcyclist ● Pedestrian



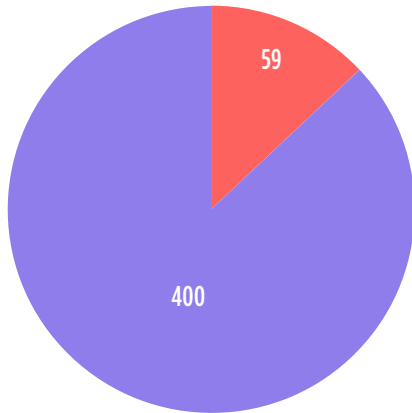
WHO WAS “UNIT 2” IN THE CRASH?

Mode: ● Driver ● Pedalcyclist ● Pedestrian ● Driverless



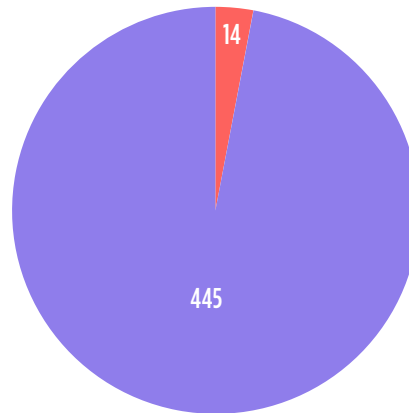
WAS ALCOHOL A FACTOR?

Mode: ● No Apparent Influence ● Alcohol

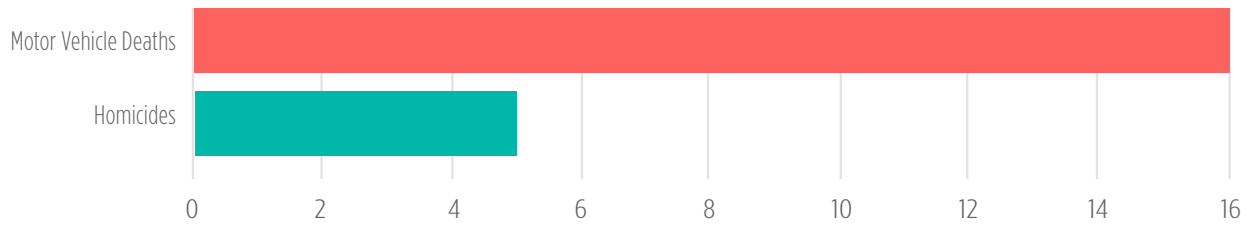


WERE DRUGS A FACTOR?

Mode: ● No Apparent Influence ● Drugs



HOMICIDES VS. MOTOR VEHICLE DEATHS (2017)



Reducing the speed limit works for several key reasons:

- It gives people who drive, walk, and bike more time to see each other and react
- Reducing the speed limit decreases cars' stopping distance (going from 30 to 25 MPH decreases stopping distance by 45 feet, or 23%)
- In many cases, the change will help people avoid crashes altogether. If a crash does occur, the lower speed will reduce its severity, so people have less serious injuries.

HIT BY A VEHICLE TRAVELLING AT
**20
MPH**

9/10 PEDESTRIANS SURVIVE

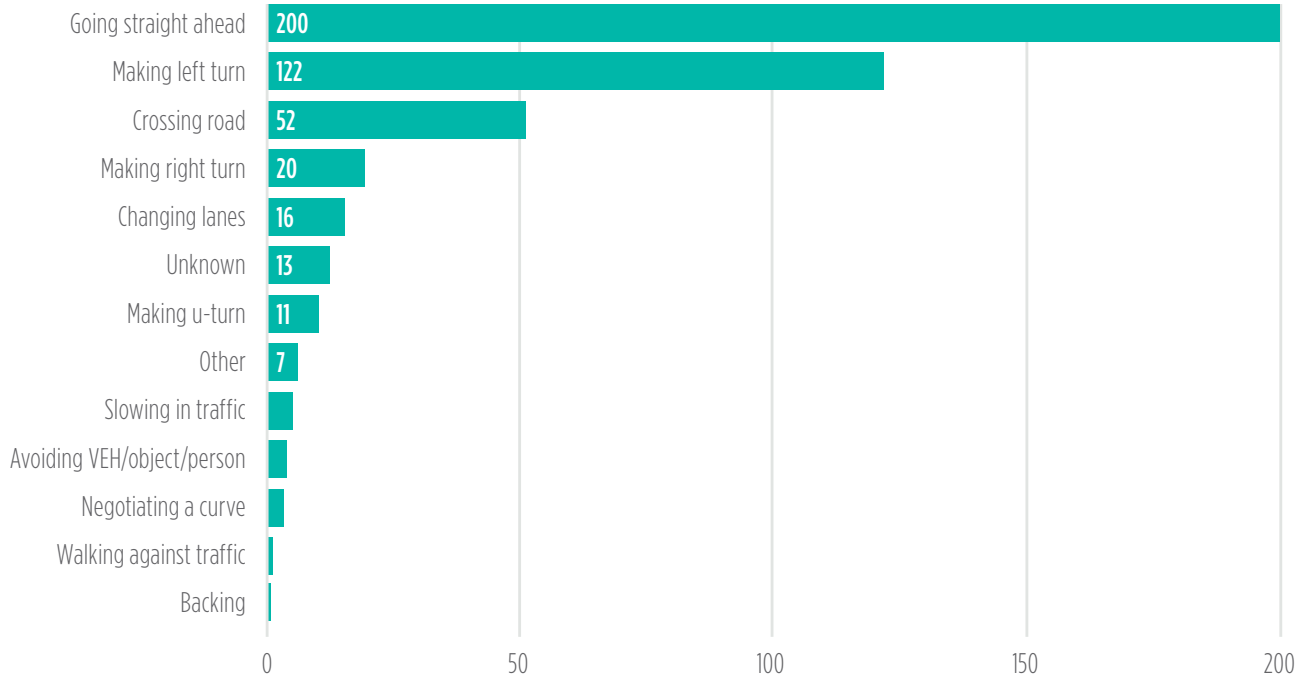
HIT BY A VEHICLE TRAVELLING AT
**30
MPH**

5/10 PEDESTRIANS SURVIVE

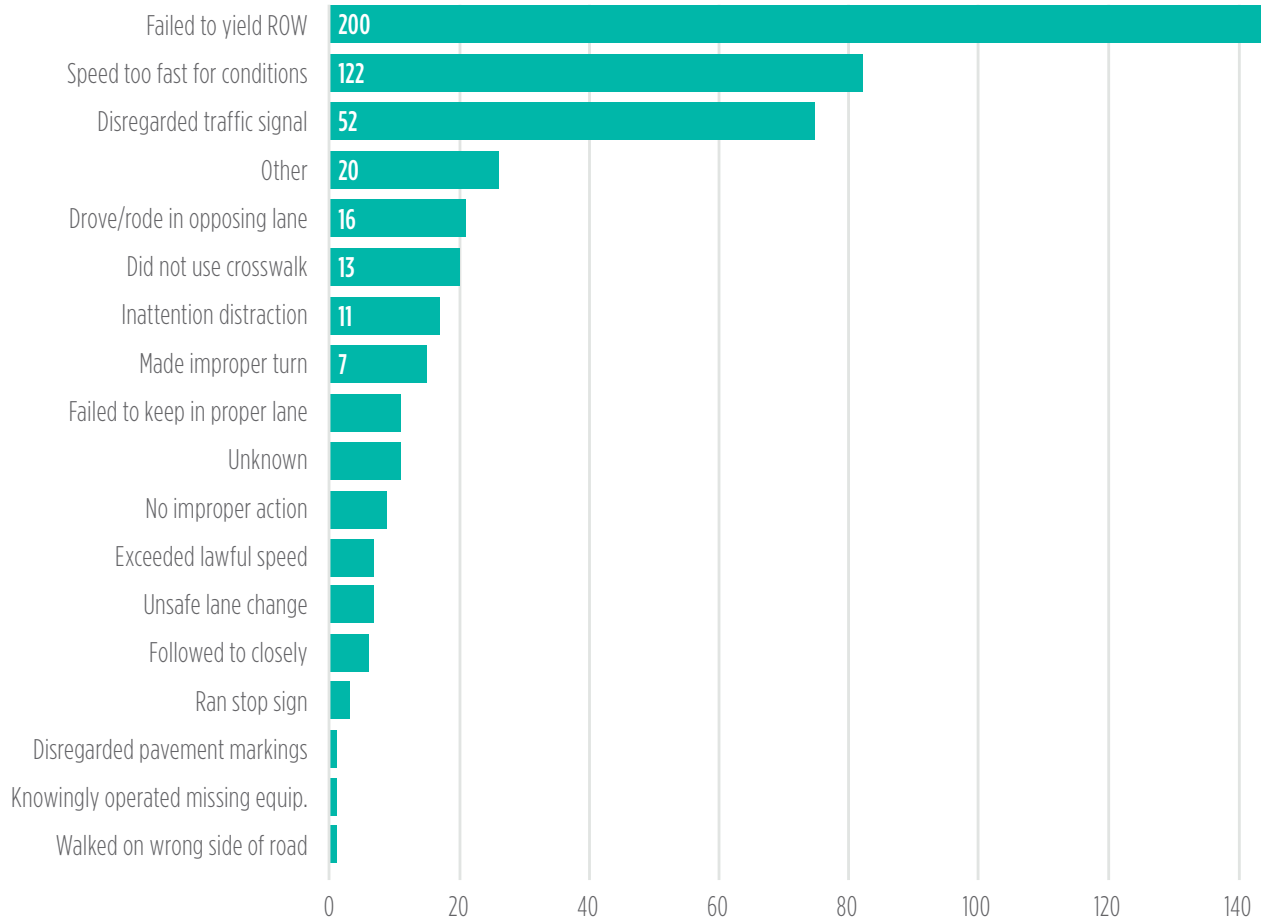
HIT BY A VEHICLE TRAVELLING AT
**40
MPH**

1/10 PEDESTRIANS SURVIVE

WHAT WAS THE "UNIT #1" "ACTION" IN THE CRASH?



WHAT WAS THE "UNIT #1" "VIOLATION" IN THE CRASH?



City Council Priority #1 is to ensure a safe and secure community through a commitment to public safety and justice.

ACHIEVE A REDUCTION IN THE NUMBER OF FATAL AND SERIOUS INJURY CRASHES TO ZERO.

Crashes happen every day in the City of Tempe. Many result in only property damage but others result in minor injuries, severe injuries, and fatalities. Fatal and serious injury crashes are not “accidents” and are preventable. The City of Tempe is committed to reducing the number of fatal and serious injury crashes to zero.

In 2017 alone, there were over 4,800 crashes including 14 fatal and 83 serious injury crashes resulting in 16 deaths and 145 serious injuries. One death is too many. One serious injury is too many.

Adoption of the “Vision Zero” framework includes:

- Setting a clear goal of eliminating traffic fatalities and severe injuries.
- The Mayor and City 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.

Many City departments including Engineering and Transportation, Police and Fire Medical Rescue are already actively employing programs that improve safety and response times.

On February 8, 2018, Mayor and City Council unanimously approved Resolution No. R2018.13 formally committing to Vision Zero.

tempe.gov/VisionZero

TEMPE'S VISION ZERO ACTION PLAN

Vision Zero Tempe Timeline

FEB
2018

Formal commitment to Vision Zero in Resolution No. R2018.13

JUN
2018

Vision Zero Visioning Workshop

AUG
2018

Vision Zero Working Group Meetings to Identify Strategies

OCT
2018

Vision Zero Working Group Meetings to Organize Strategies within Emphasis Areas

JAN
2019

Vision Zero Strategy Prioritization Workshop

MAR
2019

Draft Vision Zero Action Plan/Public Meetings

MAY
2019

2019 Vision Zero Action Plan Adopted



*Vision Zero is a continuous effort.
This Action Plan is just the beginning
of a movement to improve the
safety of Tempe roadways.*

Visioning Workshop

June 19, 2018

This interactive session was held to bring together people from all sectors and perspectives with the goal of developing a plan to reduce the number of fatal and serious injury crashes to zero, because no loss of life is acceptable.

Over 50 stakeholders, including residents, students and employees, attended to brainstorm strategies that will help eliminate traffic fatalities and serious injury crashes in Tempe. Collectively, these stakeholders form Tempe's Vision Zero Task Force.



RESOURCES

tempe.gov/VisionZero



AGENDA

Setting the Scene

Reflect. Learn. Challenge. A short presentation reflected upon loss of life in the City of Tempe due to motor-vehicle crashes, stated past transportation safety goals, captured the evolution of the Vision Zero movement, and challenged participants to establish a solid foundation for the Vision Zero initiative.

The Facts

It's a crash, not an accident. Traffic crashes are fixable problems, caused by infrastructure design and unsafe driving behavior. Tempe crash data facts and enforcement statistics were presented. Experiences by first responders to fatal traffic crashes were shared.

Group Scenario Exercise

Organized by tables and with varying backgrounds, attendees reviewed three crash scenarios to brainstorm strategies that may have prevented the crash or similar crashes from occurring. Part One limited the strategies to a specific group: engineering, education, enforcement, or emergency medical response. In Part Two, the silos were removed and attendees developed strategies that were inclusive of all groups.

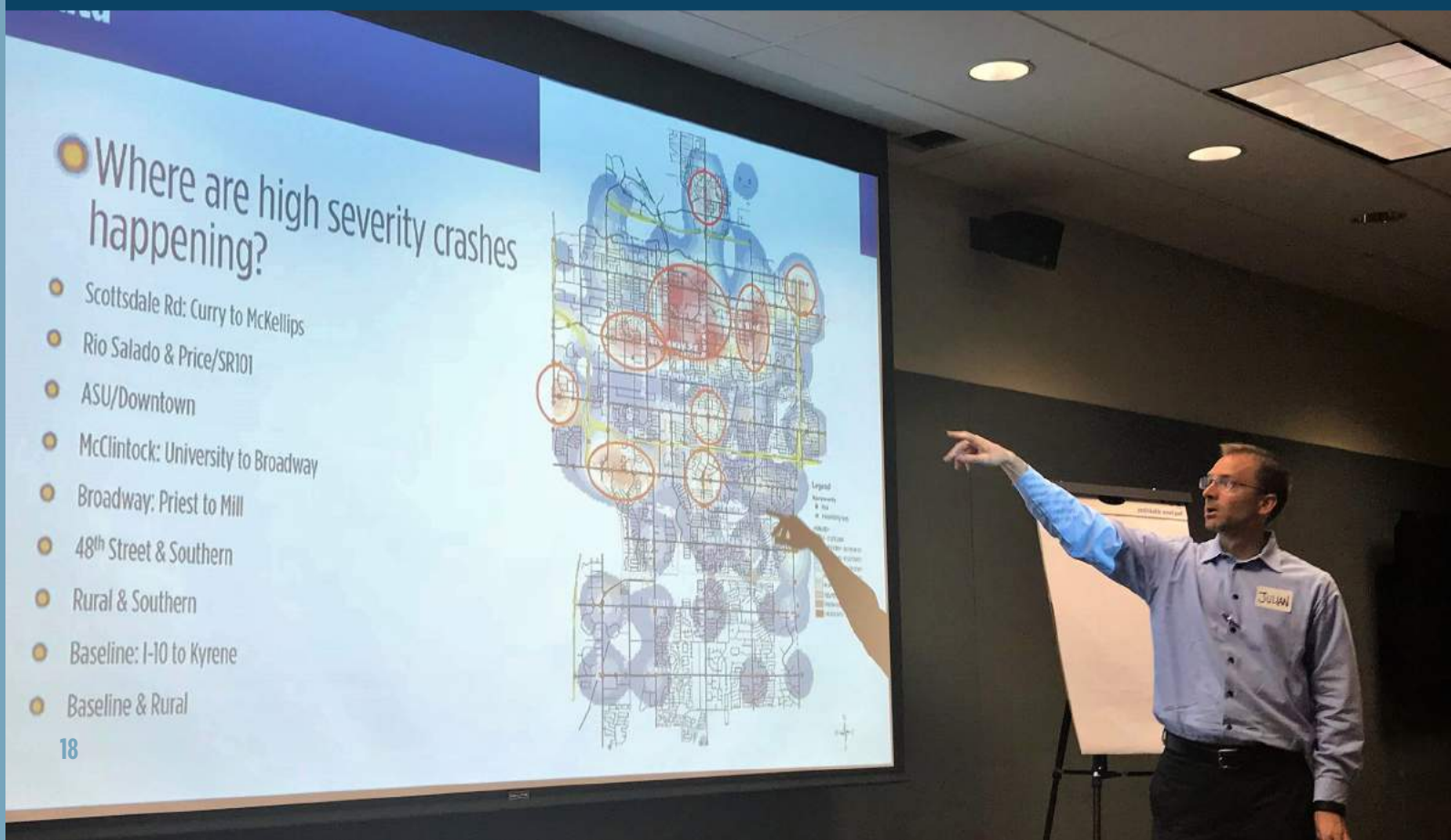
Discussion and Conclusions

Recapped workshop exercises and emphasized the need for a cultural change that transversed boundaries. Identified potential opportunities, constraints, and priority for implementing strategies to achieve Vision Zero. Provides participants with next steps for the Vision Zero Tempe initiative.

2018 Vision Zero Task Force Working Group Meetings

Working groups were formed to continue the dialogue and to develop potential implementation strategies to reduce the severity and frequency of motor vehicle crashes in the City of Tempe. The education, engineering, and enforcement/emergency response working groups convened in August and October 2018 to expand on the ideas generated at the visioning workshop and identify relevant, priority strategies to eliminate serious and fatal crashes from the Tempe roadway network. A compiled list of strategies from the Arizona Strategic Highway Safety Plan, regional MAG Strategic Transportation Safety Plan, June Visioning Workshop, and other Vision Zero action plans was provided as the basis of discussion.

The Crash Statistics Dashboard which analyzes 2012-2017 crashes with fatal or serious injuries was unveiled at the working group meetings along with crash heat maps overlaid with land use and demographic statistics. These tools aid in the development of targeted strategies and countermeasures for specific crash types and geographic areas.





Education
(08/13 & 10/16)



Engineering
(08/27 & 10/18)



**Emergency Response/
Enforcement**
(08/28 & 10/30)



2019 Arizona Strategic
Traffic Safety Plan (STSP)
Draft Emphasis Areas:

-  **Intersections**
-  **Smart Choices**
-  **Pedestrians**
-  **Lane Departure**
-  **Crash Data (DDSA)**

2015 MAG Strategic Transportation
Safety Plan (STSP) Action Areas:

-  **Impaired Driving**
-  **Speeding & Aggressive Driving**
-  **Intersections**
-  **Vulnerable Users**
-  **Young Road Users**

Strategy Prioritization Workshop

January 24, 2019

This interactive dot-polling session was held to leverage the collective wisdom of Tempe's Vision Zero Task Force, provide an equal way for input to be received, and have accountability in executing the prioritized Vision Zero Strategies. Dot-polling was used to rank a list of 58 strategies identified during the previous Working Group meetings that will help eliminate traffic fatalities and serious injury crashes in Tempe. The three to four highest ranked strategies within each Action Area will be undertaken within the first three years of this Action Plan. Strategies that are not included in the initial Action Plan will be kept for future consideration based on available funding and resources.





Vision Zero Tempe's Action Areas:

-  **Intersections**
-  **Bicycles & Scooters**
-  **Pedestrians**
-  **Nighttime**
-  **Impairment**
-  **Inexperienced and Very Experienced Road Users**
-  **Distraction**
-  **“General”**

Guidelines Used While Identifying and Prioritizing Vision Zero Tempe Strategies include:

- ✔ Use crash-related data to target road users.
- ✔ Have a high return on investment.
- ✔ Be able to identify a champion.
- ✔ Be able to start before 2020.
- ✔ Not be constrained by County, State, or Federal processes/regulations.



Vision Zero Tempe's Strategies

Vision Zero is rooted in the shared responsibility among system designers and policymakers to design and operate safe systems for transportation. The following 37 transportation safety strategies are organized by Action Area, identify the lead agency responsible, provide a timeline for implementation, and indicate whether the strategy is a continuation or enhancement of an existing program.

Action Item	Description	Lead Agency	Vision Zero Year	Continuation or Enhancement of Existing Program?
G.1	Provide residents with an annual Vision Zero report.	Traffic Engineering	Annually	No
G.2	Invest in neighborhood traffic calming.	Traffic Engineering	1	Yes
G.3	Continue to analyze safety data annually to identify high severity crash areas and implement countermeasures at prioritized locations.	Traffic Engineering	1	Yes
G.4	Initiate a citywide speed limit evaluation with the safe systems approach to incorporate other critical factors, such as crash history and the safety of people walking and bicycling.	Traffic Engineering	1	No
G.5	Identify partners to develop and market training (on-line and/or classroom) for transportation safety that targets all road users and all ages (Example: how traffic is evolving).	Community Relations	2-3	No
G.6	Warn and educate road users of high severity crash areas (Example: zero tolerance safety corridors).	Community Relations / Police / Traffic Engineering	1	No
G.7	Initiate a multidepartment Fatal Crash Review Committee.	Police / Traffic Engineering	1	No
G.8	Improve data sharing between the Transportation Division and Police Department. Migrate to electronic crash reporting software (example: TRACS).	Police / Transportation Division	1-2	Yes
G.9	Distribute educational "top 10" Vision Zero education door hangers to ASU dorms and Tempe multifamily residential units.	Community Relations	1-2	No
G.10	Obtain and deploy mobile VMS boards to educate drivers and support Police Department efforts.	Police	1	No
Int.1	Identify intersections for low cost pedestrian and bicyclist safety countermeasures (e.g., pavement markings, signal timing, signs)	Traffic Engineering	1	Yes
Int.2	Identify intersections that could benefit from converting to protected left turns.	Traffic Engineering	1	Yes

G - General **Int** - Intersections **B** - Bicycles and Scooters **P** - Pedestrians **N** - Night Time
Imp - Impairment **R** - Inexperienced and Very Experienced Road Users **D** - Distraction

Action Item	Description	Lead Agency	Vision Zero Year	Continuation or Enhancement of Existing Program?
Int.3	Implement leading pedestrian intervals (LPI's) at select intersections.	Traffic Engineering	1	No
Int.4	Proactively identify locations where sight visibility is obstructed.	Traffic Engineering	2-3	Yes
Int.5	Conduct regular red light enforcement and education campaigns.	Police / Community Relations	1-2	Yes
B.1	Identify locations that could benefit from positive guidance to bicyclists and drivers including bike lanes, sharrows and signs	Transportation Planning	1	Yes
B.2	Coordinate bicycle and pedestrian expert reviews of project designs.	Transportation Planning / Traffic Engineering	1	Yes
B.3	Identify locations that could benefit from new and/or improved bicycle detection.	Traffic Engineering	1	Yes
P.1	Develop guidelines for installation of high visibility crosswalks (May include shared use path crossings and school areas).	Traffic Engineering	1	Yes
P.2	Identify corridors that could benefit from the installation of raised medians and pedestrian refuge islands.	Traffic Engineering	2-3	No
P.3	Identify locations with excessive pedestrian delay at signalized intersections and examine opportunities to improve pedestrian wait time.	Traffic Engineering	2-3	No
P.4	Identify locations that could benefit from grade separated pedestrian crossings.	Transportation Planning	2-3	Yes
P.5	Educate pedestrians that they can be the victims of distraction and provide smart behaviors to adopt.	Community Relations	2-3	Yes

Tempe is land locked and the daytime population increases more than 45% over the sleeping population due to commuting. Solutions must be publicized to surrounding communities.


Vision Zero Tempe's Strategies

Action Item	Description	Lead Agency	Vision Zero Year	Continuation or Enhancement of Existing Program?
P.6	Initiate an annual or biennial comprehensive bicycle/pedestrian/scooter count program.	Transportation Planning	2-3	Yes
N.1	Identify non-signalized marked crosswalks that could benefit from additional lighting.	Traffic Engineering	1	Yes
N.2	Analyze lighting conditions at high crash locations and improve deficiencies.	Traffic Engineering	1	Yes
N.3	Develop implementation plan to convert all city street lighting to LED (4,000K for all collectors and arterials).	Transportation Maintenance	1	Yes
N.4	Provide free bicycle lights, reflectors, reflective backpack clips and/or other safety giveaways to improve visibility through community outreach events.	Police / Community Relations	1	Yes
Imp.1	Promote safe driving options, including transit, rideshare and taxis.	Community Relations	1	Yes
Imp.2	Provide visible pick-up/drop-off zones and enhance the convenience of rideshare and taxis in the downtown and during special events.	Traffic Engineering	1	No
Imp.3	Continue to and expand engagement with businesses and establishments that serve/provide alcohol and drugs (pharmacies, medical marijuana dispensaries) to be an increased part of the solution.	Community Relations/ Police	1	Yes
R.1	Promote alternative mobility options (like rideshare) to older drivers and adults caring for their parents or other relatives that are older drivers.	Community Relations	1	Yes
R.2	Improve driver compliance by converting "24 hour" 35 MPH high school zones to time-of-day with flashing warning lights.	Traffic Engineering	1	No
R.3	Develop guidelines for installation of additional pavement markings and signs to enhance school zones.	Traffic Engineering	1	Yes
R.4	Evaluate transportation needs of older residents to ensure mobility as they age in place.	Traffic Engineering / Community Relations	2-3	Yes
D.1	Advocate for the Arizona state legislature to adopt legislation that bans texting while driving and is enforceable as a primary offense.	All	1	No
D.2	Modify city code to ban the use of electronic devices while driving requiring drivers to use "hands free" electronic devices.	City Council	Complete	Yes

Table 4








G - General **Int** - Intersections **B** - Bicycles and Scooters **P** - Pedestrians **N** - Night Time
Imp - Impairment **R** - Inexperienced and Very Experienced Road Users **D** - Distraction

Progress Towards Vision Zero – Highlights

-  **Distraction:** City passed local ordinance for primary/hands-free (*February 28, 2019*)
-  **Intersection:** Rural Rd & Southern Ave improvements, including protected left-turns (*construction to begin in 2019*)
-  **Intersection:** Roundabout at Priest Dr & Grove Pkwy (*construction to begin in 2019/20*)
-  **Bicycle:** Reviews of Streetcar Plans by local bicycle experts (*2018/19*)
-  **Nighttime:** Upgraded LED Lighting (4000K): Scottsdale Rd from Continental Dr to Loop 202 (*Completed in 2019*)
-  **Bicycle & Pedestrian:** New Bicycle Lanes and HAWK Signal: Scottsdale Rd from Continental Dr to Curry Rd (*beginning design in 2019*)

Parking Lot of Future Strategies






The Vision Zero Task Force contributed to a comprehensive list of transportation safety strategies throughout the efforts of this Plan. Strategies that are not included in the previous table are recorded in this long-term strategy parking lot. As funding and resources become available, these strategies will be retrieved for consideration.

	Focus Area	Description
	G	Plan for autonomous vehicles
	G	Work with universities and regionally to educate engineers designing roadways for lower speed, right-sized roads
	G	Develop an online Vision Zero test (like ADOT practice tests for driver's licenses)
	G	Engage members of the courts and judicial system in dialogue related to traffic safety
	G	Invest in infrastructure maintenance to ensure efficient emergency response (example: Pavement Quality Index - PQI)
	G	Initiate liaison to Care 7 and Tempe Neighbors Helping Neighbors for Vision Zero collaboration
	Int	Identify intersections that could benefit from converting to roundabouts
	Int	Identify opportunities to further improve emergency pre-emption at intersections
	B	Update the Tempe barricade manual for better accommodation of pedestrians and bicyclists in construction work zones.
	B	Provide outreach support for events like Bike to Work Day (April) and Tour de Tempe (April)

G - General **Int** - Intersections **B** - Bicycles and Scooters **P** - Pedestrians **N** - Night Time
Imp - Impairment **R** - Inexperienced and Very Experienced Road Users **D** - Distraction





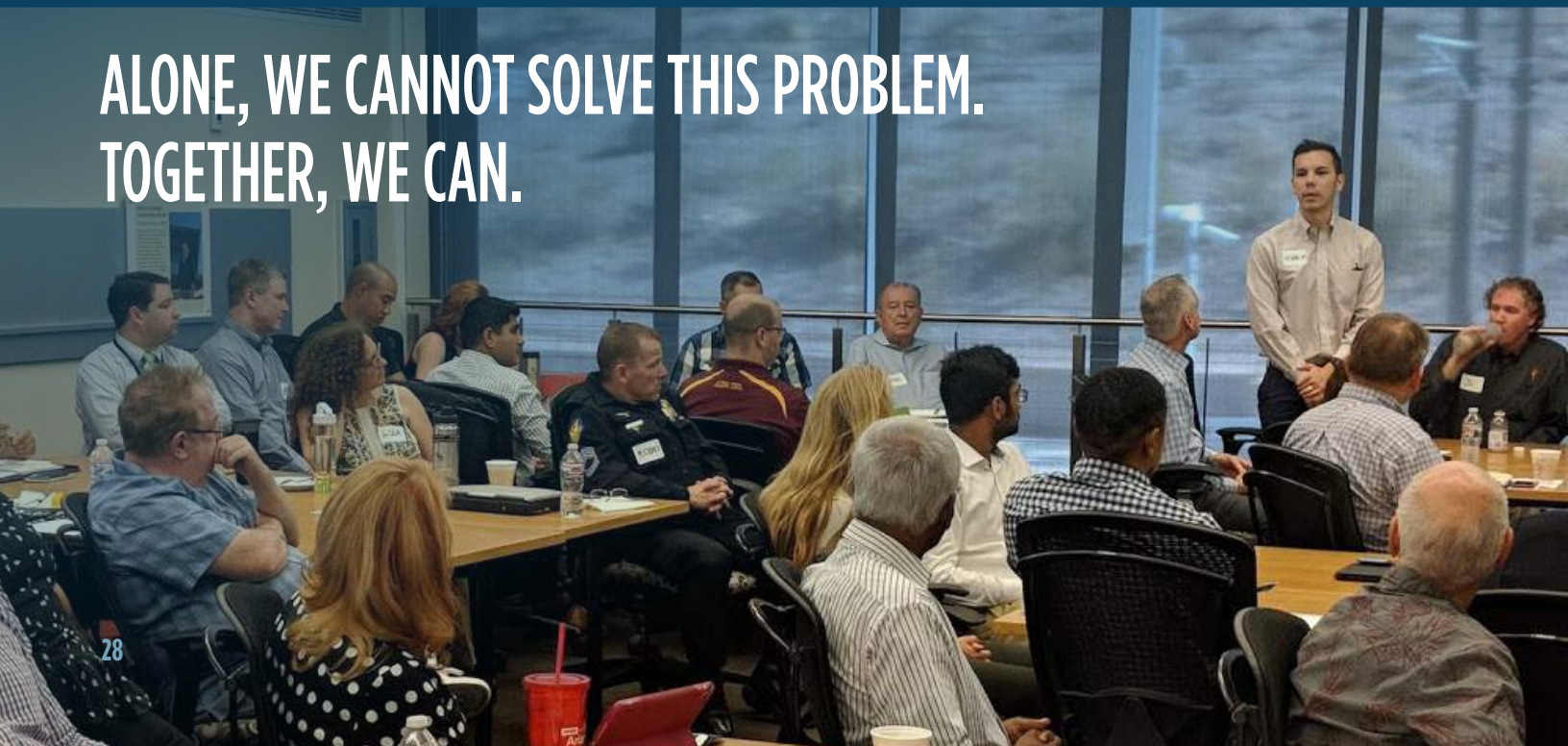
Focus Area		Description
	B	Promote non-motorized crash reporting via the city's Vision Zero website
	B	Maximize the benefits of Bicycle Diversion Classes (including finding out more information from the court system and reviewing the curriculum).
	N	Proactively identify locations where improperly maintained trees and landscaping are blocking street lighting and creating shadows
	N	Implement targeted night time enforcement to dissuade midblock pedestrian crossings and speeding in high crash areas
	Imp	Support training of police officers to identify and remove impaired drivers from the roadway
	R	Promote programs that offer traffic education for older age demographic.
	R	Engage School Resource Officers (SROs) at high schools and middle schools in education campaigns
	R	Continue to engage the Police Department Bike Squad and community advocacy groups to provide educational outreach to elementary schools
	R	Proactively identify locations where older drivers may be at a higher risk and provide targeted educational outreach
	D	Engage the Mayors Youth Advisory Commission (MYAC) and Tempe Youth Leadership to develop an annual safety campaign/challenge (example: "I promise...")



Appendix



**ALONE, WE CANNOT SOLVE THIS PROBLEM.
TOGETHER, WE CAN.**



STAKEHOLDERS

The Vision Zero Tempe initiative will impact people that live, work, and play within the City. Representatives from the stakeholders listed below form Tempe’s Vision Zero Task Force.



City of Tempe Mayor and City Council
 City of Tempe Police Department
 City of Tempe Engineering and Transportation Department
 City of Tempe Fire Medical Rescue Department
 City of Tempe Transportation Commission

City of Tempe Residents



Arizona State University



Tempe Elementary School District



Regional Hospitals:
 Banner Health, Mountain Park Health Center, Scottsdale Osborn, Tempe St. Lukes



MAG
 (Maricopa Association of Governments)



ADOT
 (Arizona Department of Transportation)



Community Organizations
 (AARP, AAA, Tempe Neighbors Helping Neighbors, etc.)



Neighboring Cities
 (Mesa, Phoenix)



City of Phoenix



Valley Metro

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tempe.gov/VisionZero

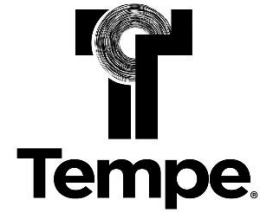
Consultant:



in association with
Kimley»Horn



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 5

DATE

April 9, 2019

SUBJECT

Alameda Drive Bicycle/Pedestrian Streetscape (Alameda Drive Project)

PURPOSE

The purpose of this memo is to provide the Commission with an update on the Alameda Drive Project.

BACKGROUND

The Alameda Drive Project is identified in the Tempe Transportation Master Plan as the Wheel Bikelt route. The goal of the Alameda Drive Project is to provide an enhanced east/west bicycle and pedestrian connection in Tempe between Rural Road and 48th Street, connecting to existing bike lanes at the Phoenix border. The project began in 2015 with concept studies re-characterizing three miles of a wide collector street with no bicycle or pedestrian amenities other than signage and inconsistent sidewalks. A public process led by the City and a design consultant developed a design recommendation for the corridor.

As part of the 2015 process, a public meeting was held May 6, 2015 with public comment available from May 6 to June 14, 2015. A second public meeting was held September 16, 2015 with public comment available from September 16 through October 7, 2015. The final design was used to seek federal funding to develop engineering drawings and construct the project.

The existing corridor has some of the highest east/west bicycle ridership counts in Tempe, according to annual bicycle counts conducted by Tempe Bicycle Action Group. The project connects to 10 transit routes, including some of the busiest bus routes (72) and Tempe's Orbit system. This collector street also provides access to two schools, established neighborhoods, and major industrial/employment areas like Fountainhead.

The project will integrate with the ADOT I-10 Bike/Pedestrian Bridge, which will include switchback paths that connect to Alameda Drive on both sides of the I-10, providing access to Tempe Diablo Stadium. East of Rural Road, the Wheel Bikelt route will eventually link to the City of Mesa including a future bicycle/pedestrian bridge over the 101 freeway. The two bicycle/pedestrian bridges over I-10 and the 101 freeway will be coordinated with ADOT as separate projects. The Wheel Bikelt route east of Rural Road will be funded as a separate project.

CURRENT STATUS

The current Alameda Drive Project, the formal design process, was initiated in summer 2018. Daniel Hartig with Ayres Associates has completed the pre-design phase of data collection, survey and mapping, field review and utility coordination. Because Alameda Drive crosses the railroad west of Mill Avenue, we are coordinating this project with the North/South Rail Spur Multi-use Path Project (www.tempe.gov/northsouthrailroadpath), a 7-mile, non-motorized path from Knox Road on the south to a planned pathway north of University Drive. The City is currently assessing easements on a property connecting to the North/South Spur, west of the Union Pacific Railroad tracks, to provide a seamless bicycle and pedestrian system.

Meetings with residents, property owners and stakeholders in 2018-2019 included:

- Public Meetings Dec. 12 & 17, 2018 30 people
- Neighborhood Meeting Jan. 15, 2019 30 people
- Public Meetings Feb. 2 & 5, 2019 46 people
- Public Meetings March 26 & 20, 2019 30 people

Schedule:

- On-going coordination with North/South UPRR Spur Multi-use Path
- Transportation Commission – April 9, 2019
- Sustainability Commission – April 15, 2019
- Council IRS – May 2, 2019
- Completion of documents – June 28, 2019
- Construction begins – January 2020

FISCAL IMPACT

This project will eventually transform Alameda Drive from a wide corridor to a walkable, bikeable street with new landscaping, sidewalk improvements, lighting, enhanced street crossings, traffic calming, and enhanced bike lanes like other Tempe street projects. A Maricopa Association of Governments Design Assistance grant of \$75,000 was secured for the 2015 conceptual design project.

This current project includes finalization of engineering design and construction. This effort is funded by a federal Congestion Mitigation and Air Quality Improvement grant with a required local match contribution from the Tempe Transit Tax funds:

\$ 110,000	Tempe Transit Tax funds
\$1,500,000	Congestion Mitigation and Air Quality Improvement Grant
Total:	\$1,610,000

RECOMMENDATION

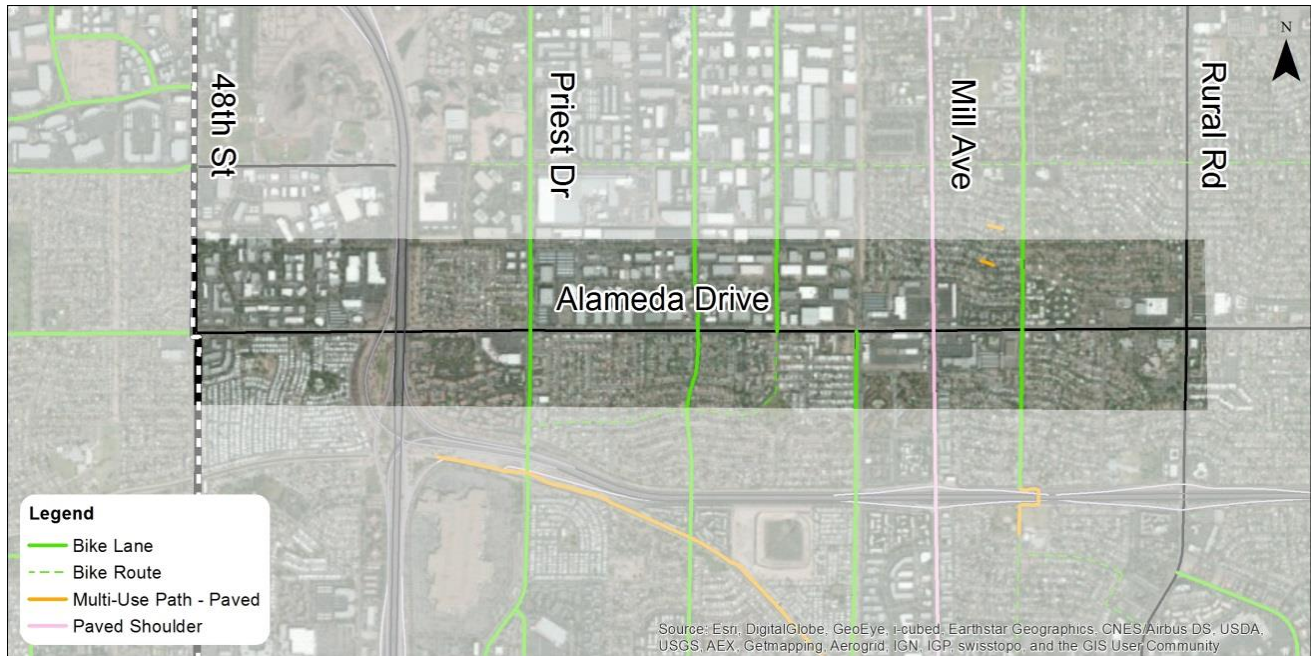
This item is for information and input and possible recommendation.

CONTACT

Bonnie Richardson
Architect/Urban Planner
480-350-8628
bonnie_richardson@tempe.gov

ATTACHMENTS

1. PowerPoint Presentation



Alameda Drive Bicycle & Pedestrian Streetscape Update

Transportation Commission

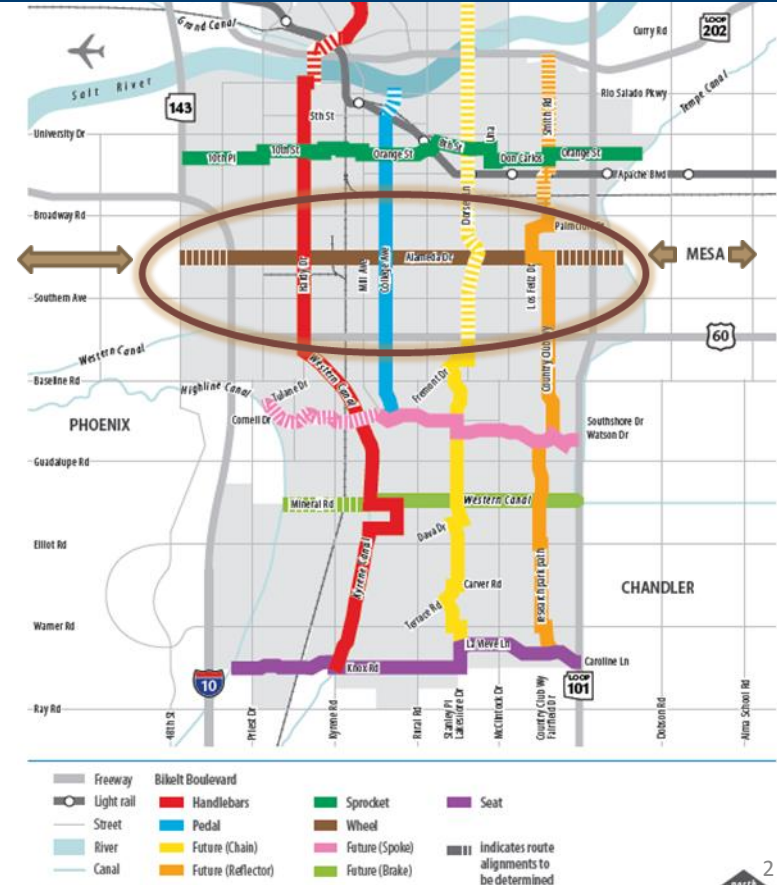
April 9, 2019



Background



- **Purpose:** to make bicycle & pedestrian improvements to Alameda Drive, from Rural Road to 48th Street, re-characterizing 3 miles of a wide existing collector street into a premier bike boulevard and walkable corridor.
- Alameda Drive Bicycle & Pedestrian Streetscape corridor is part of the **Bikelt Boulevard** network in the Transportation Master Plan
- Prior concept project scope (2015):
 - Collect and analyze transportation data
 - Solicit public input on potential improvements
 - Develop pedestrian/bicycle concepts
 - Create a 'Preferred Alternative'
 - Use Preferred Alternative to pursue federal construction funding

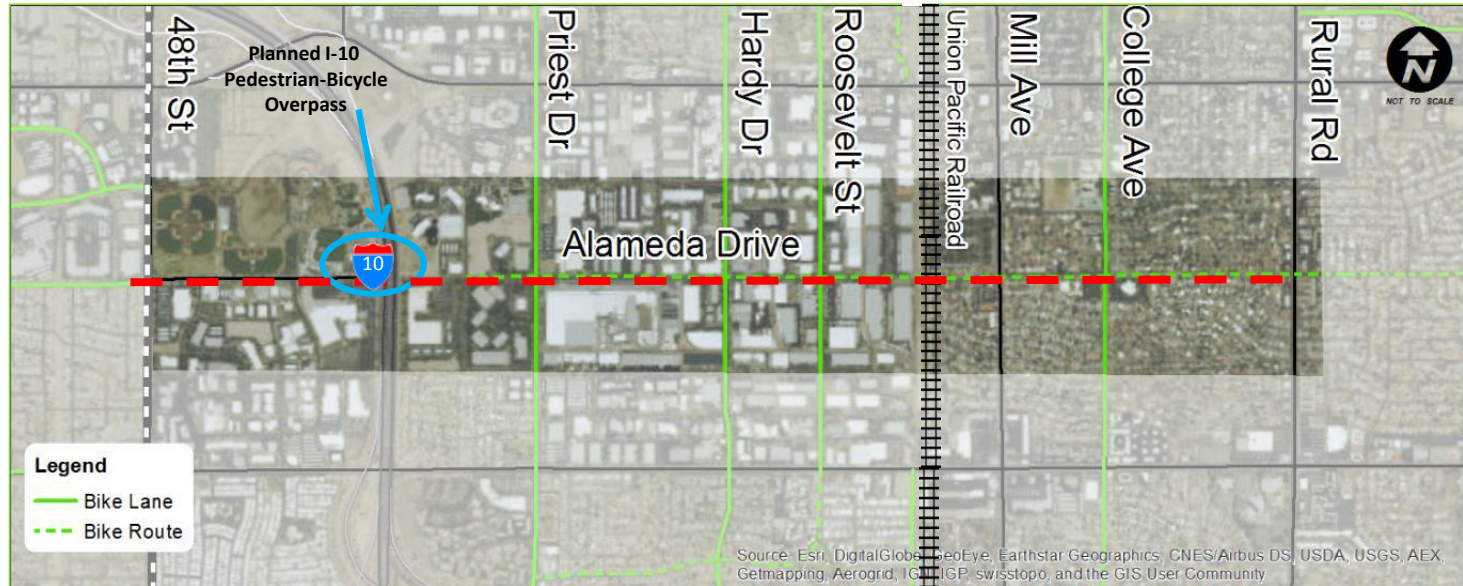


Background: Analysis of Conditions

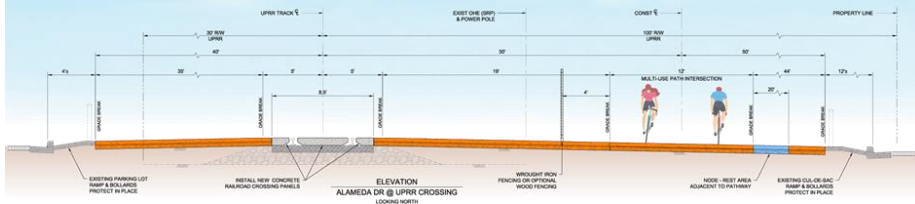


Alameda Drive traffic characteristics are ideal for pedestrian/bicycle movements:

- Low vehicle traffic volumes
- Regional pedestrian & bicycle connectivity
- Non-continuous vehicular route



Background: Adjacent Projects



I-10 Pedestrian-Bicycle Overpass

Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting Alameda Drive on both sides of I-10.

The overpass is part of a larger improvement to the interstate constructed by ADOT.

North South Rail Spur Multi-use Path



Connecting existing multi-use paths, improving pedestrian/bicyclist safety by providing an alternate route to existing north/south arterial and collector roadways



Background: Concept Plan Development



● Preferred Alternative completed: Dec. 2015

● Funding

- Tempe Transit Tax Funds: \$ 110,000
- Construction Mitigation & Air Quality Grant (CMAQ): 1,500,000
- Total: \$ 1,610,000



Initiating Project Development:



Process

- Build on Preferred Alternative from 2015 concept development
- Identify constraints, opportunities, challenges
- Re-engage the public
 - Property owners
 - Neighborhoods (4)
 - Stakeholders



Alameda Character Area Plan Principles

Streetscapes: Streets as Open Space

Shade

Mobility

Connectivity

Green Infrastructure



Opportunities

- Provide additional tree shade
 - Bulbouts with parking
 - Landscape strip with parking
- Include stormwater mgmt. (LID)
- Improve street infrastructure
 - Bicyclists
 - Pedestrians
 - Vehicles

Challenges

- Multiple types of users/needs



Constraints

- Multiple underground utilities
- Express Bus Stops
- Parking

Public Input Opportunities



- Public Meeting
- 49 people attended
- Public Meeting
- 28 people attended
- Public Meetings
- 38 people total attended
- Neighborhood Meeting
- 30 people attended
- Public Meetings
- 46 people total attended
- Public Meetings
- 30 total people attend

May 6, 2015

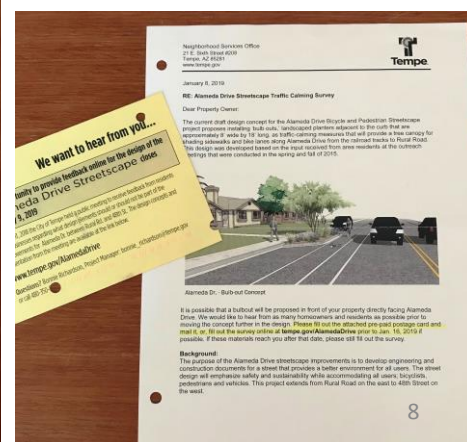
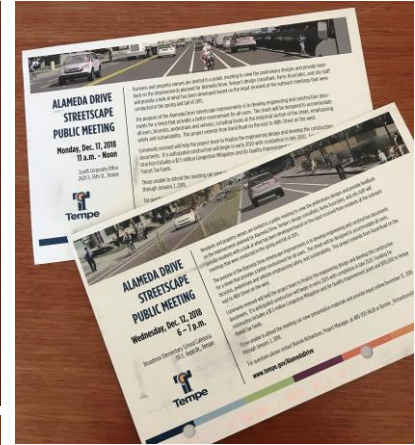
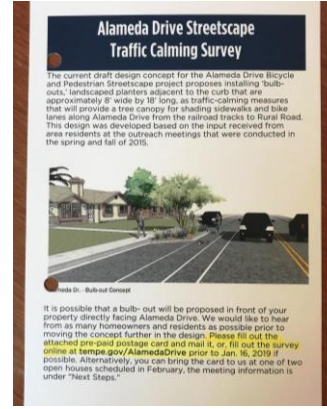
Sept. 16, 2015

Dec. 12 & 17, 2018

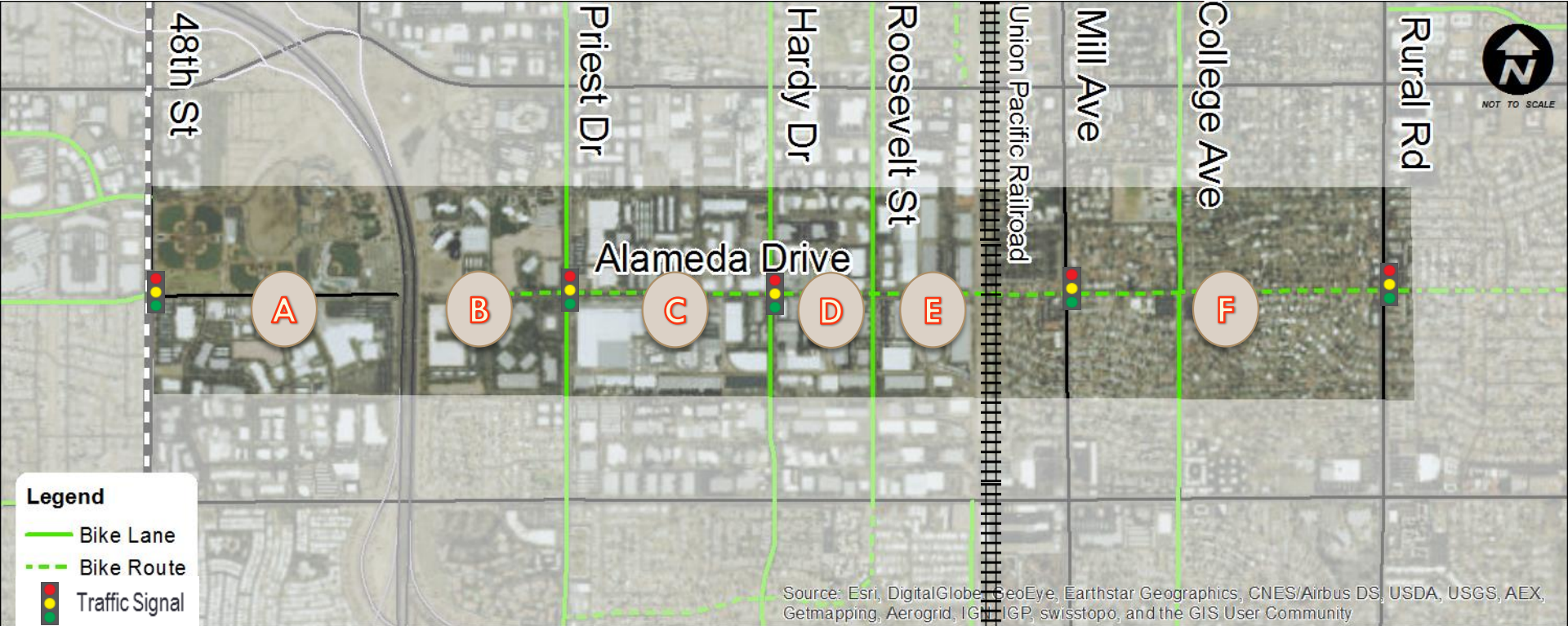
Jan. 15, 2019

Feb. 2 & 5, 2019

Mar. 26 & 30, 2019



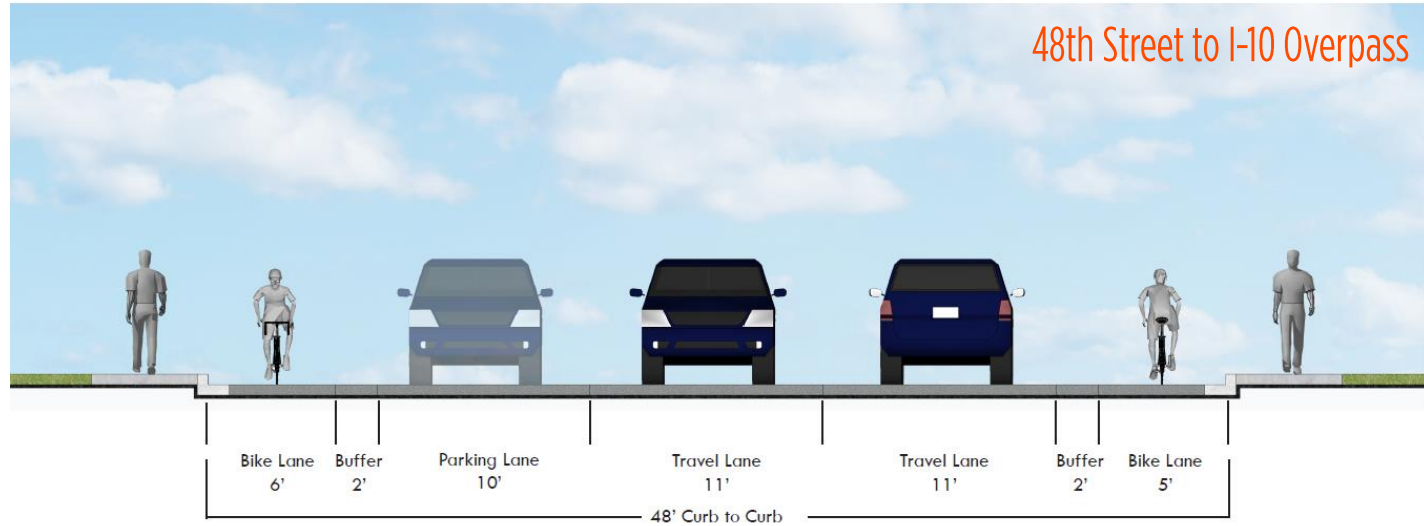
Concept Development Process **Bold**



Section A: Tempe Diablo



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



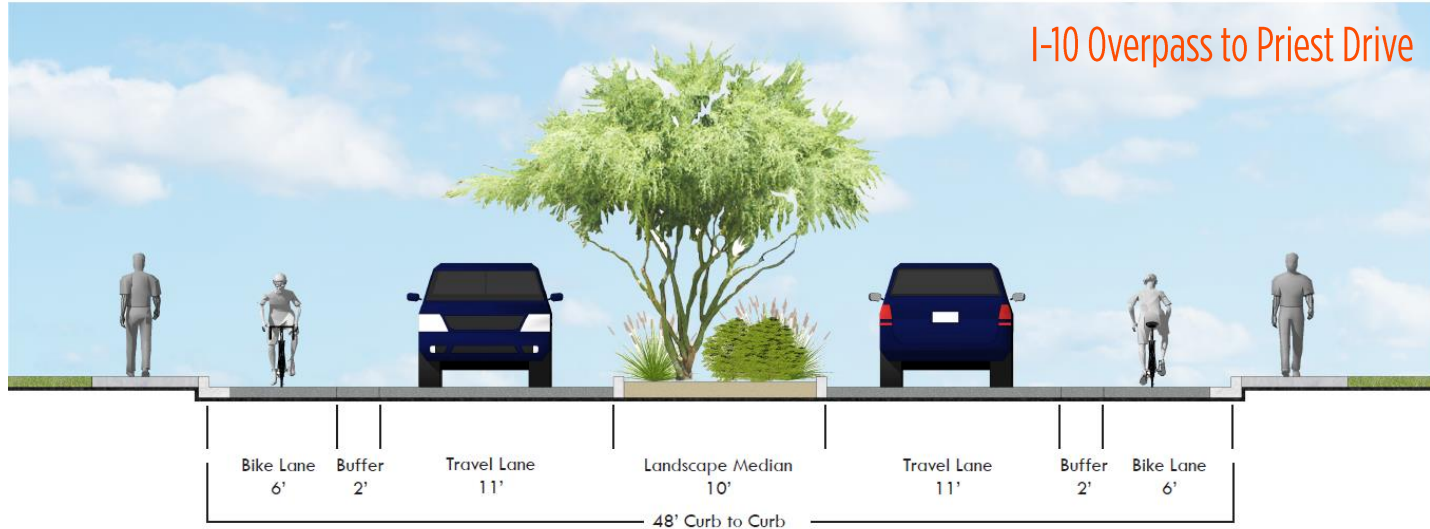
Concept highlights

- Adds: - buffered bike lanes
- on-street parking for special events & traffic management
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section B: Fountainhead



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



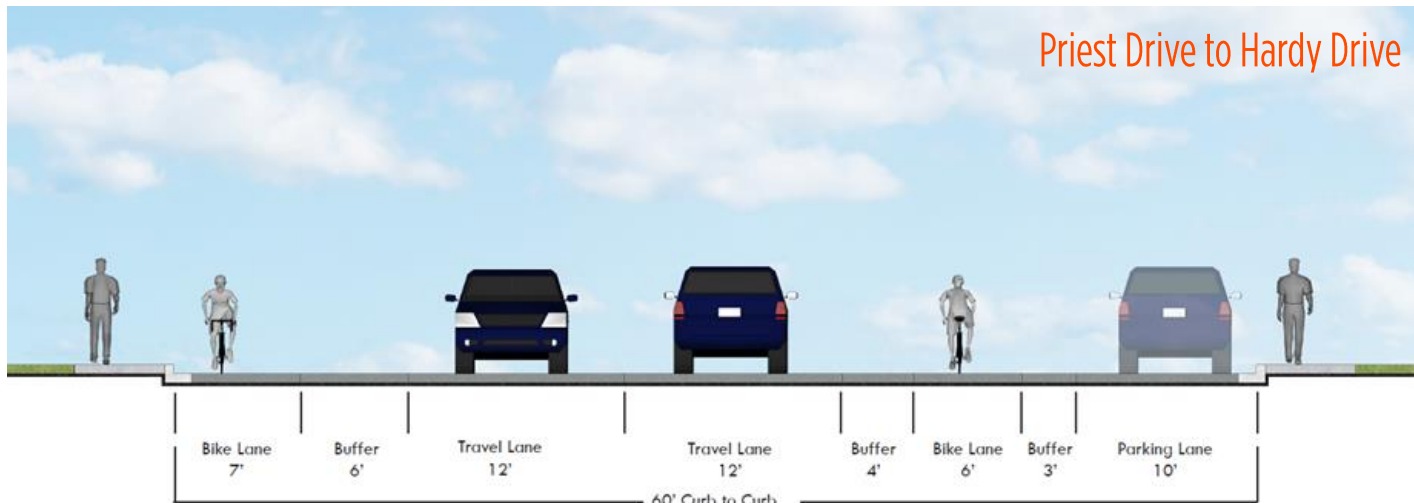
Concept highlights

- Adds: - buffered bike lanes
- landscaped median islands
- Maintains: - left turn movements
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section C: Industrial District



60' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

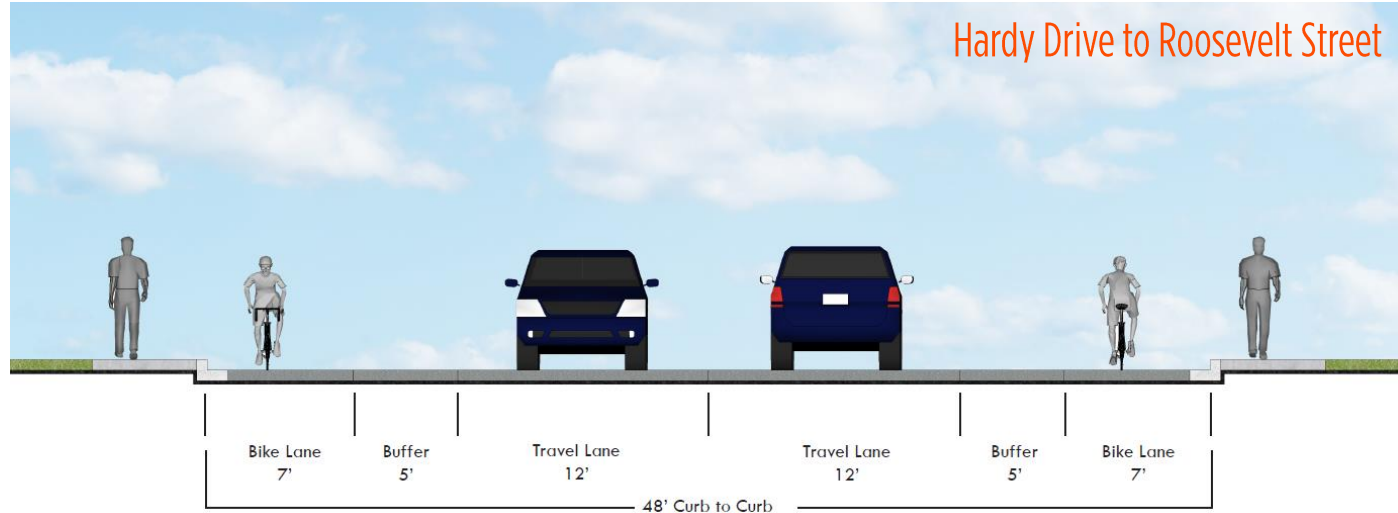
- Adds: - buffered bike lanes
- sidewalk where missing
- Maintains: - truck parking & staging on south side of the street only
- left turn movements
- truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section D: Industrial District



48' – Curb to Curb Paved Width
66' – Right-of-Way Width

Hardy Drive to Roosevelt Street



Concept highlights

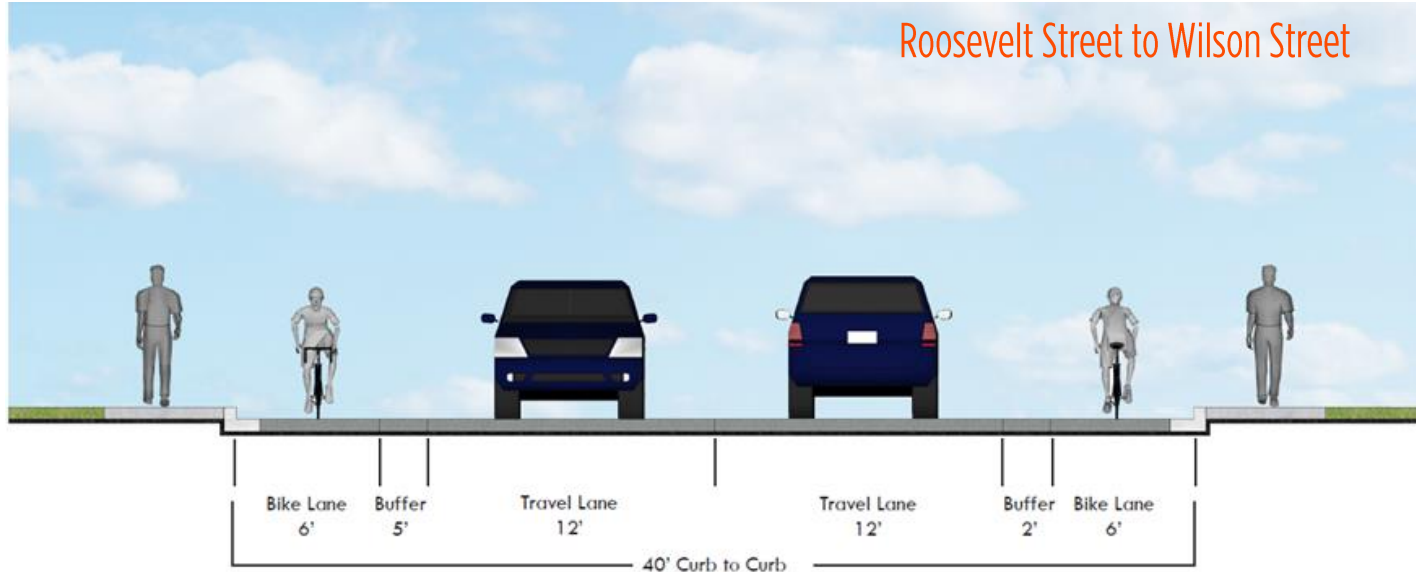
- Adds: buffered bike lanes
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section E: Industrial District



40' – Curb to Curb Paved Width
80' – Right-of-Way Width

Roosevelt Street to Wilson Street



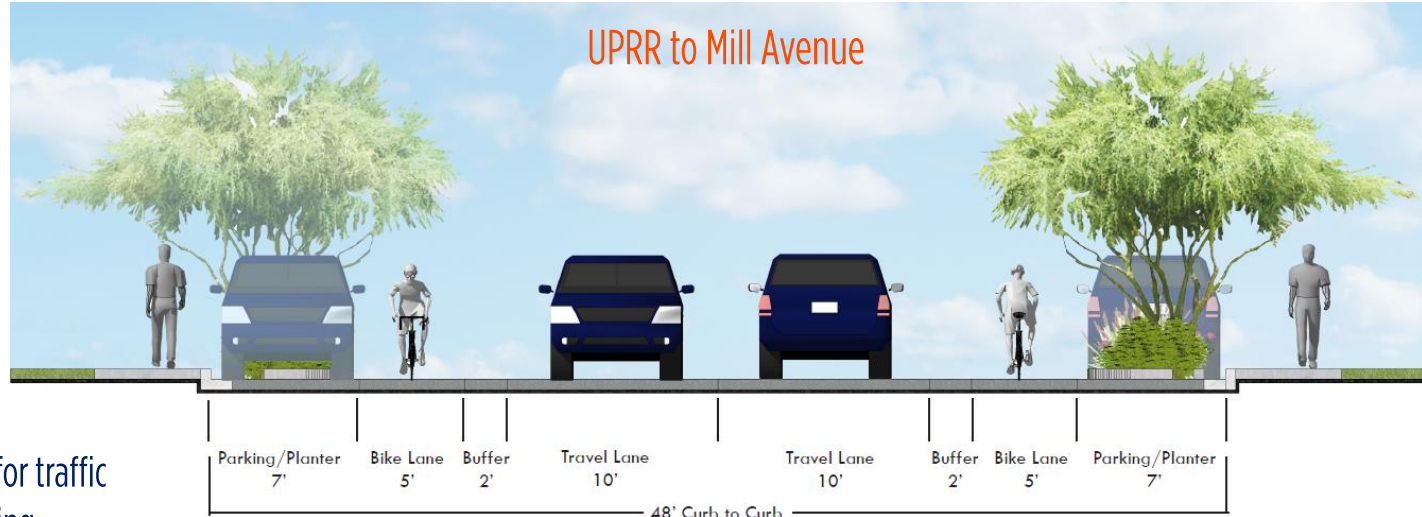
Concept highlights

- Adds: - buffered bike lanes
- new sidewalks
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section F-1: UPRR to Mill Avenue



48' – Curb to Curb Paved Width
80' – Right-of-Way Width



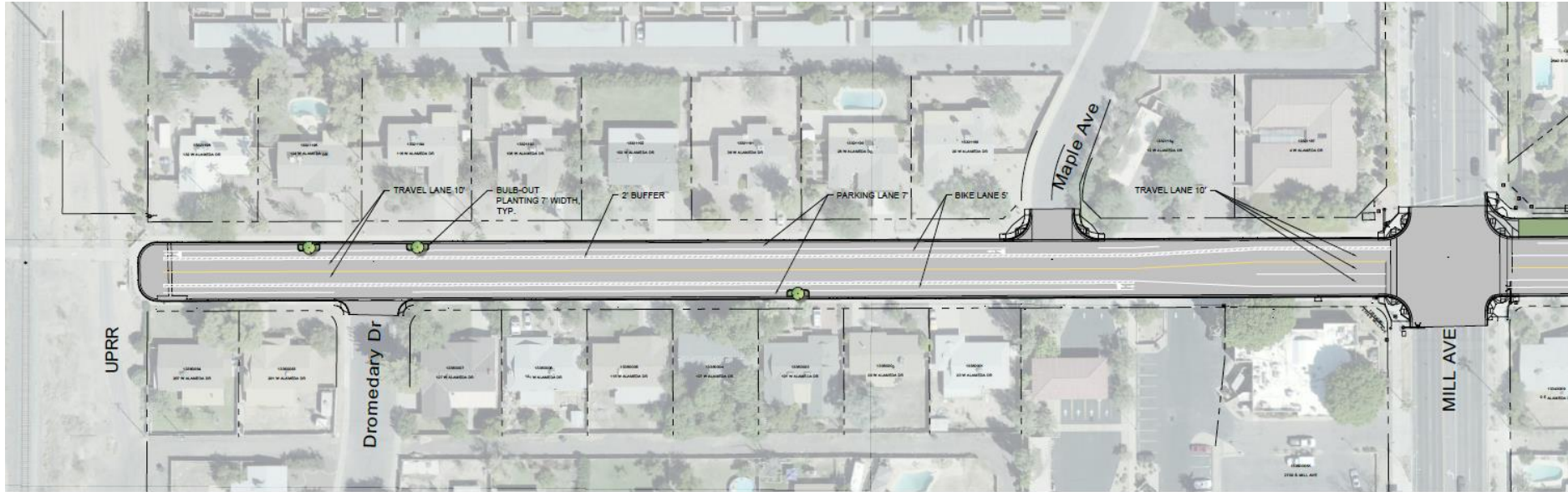
Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - bicycle/pedestrian crossing at Mill Avenue
 - sidewalk ramps & driveway aprons to meet ADA standards

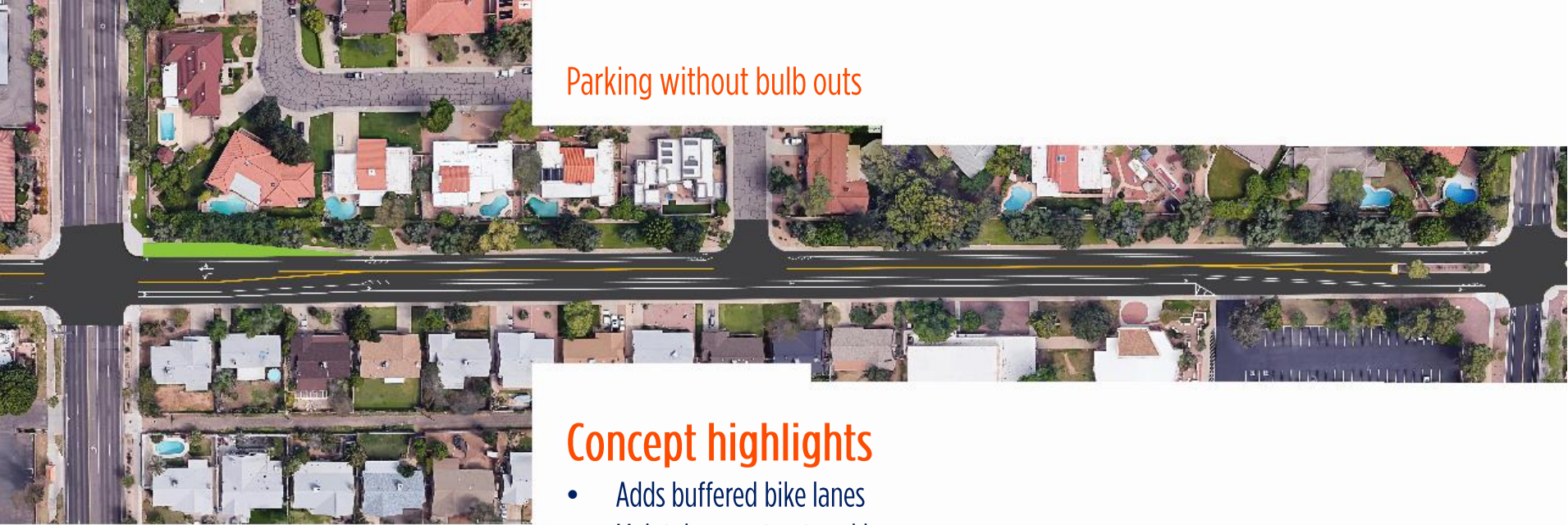
Section F-1: UPRR to Mill Avenue



UPRR to Mill Avenue



Section F-2: Mill Avenue to College Avenue – Option 1



Parking without bulb outs

Concept highlights

- Adds buffered bike lanes
- Maintains on-street parking
- Replaces dedicated right turn lane with landscaping at Mill Avenue
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section F-2: Mill Avenue to College Avenue – Option 2



Parking with planters and bulb outs

Concept highlights

- Adds
 - buffered bike lanes
 - landscaping planters for traffic calming & shade
- Maintains on-street parking
- Replaces dedicated right turn lane with landscaping at Mill Avenue
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section F-2: Mill Avenue to College – Option 3



Landscape planter replaces parking at non-residential properties

Concept highlights

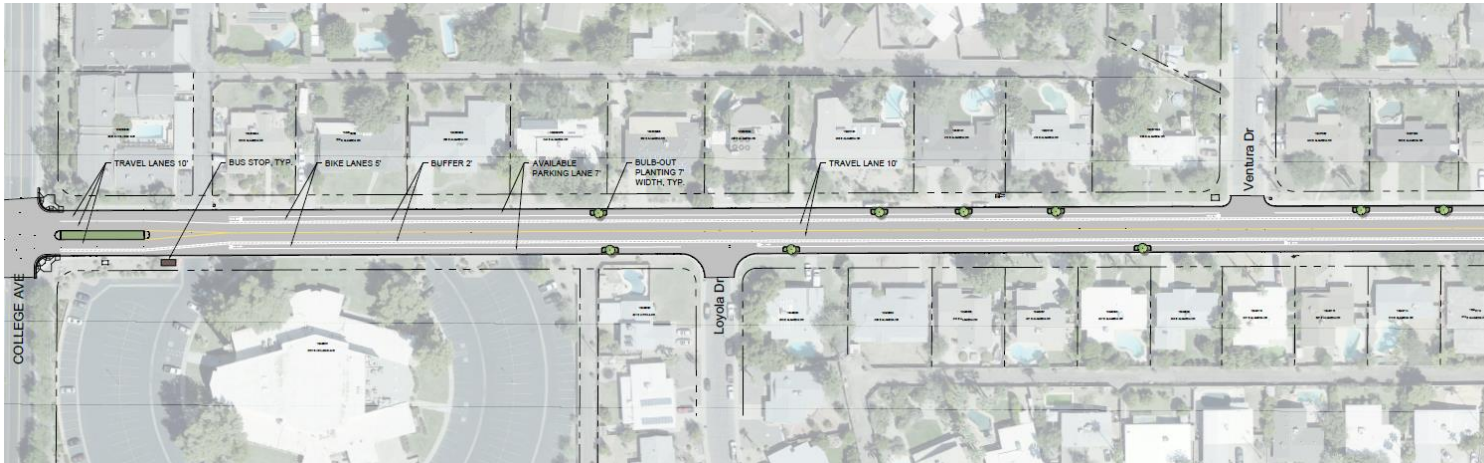
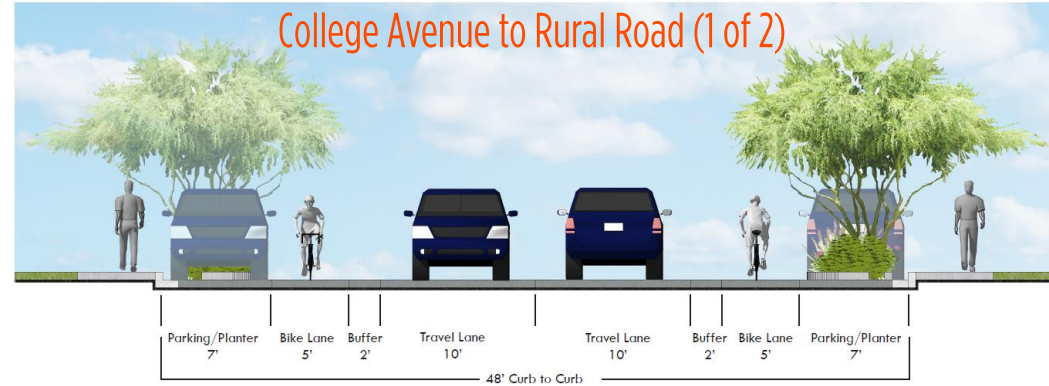
- Adds
 - buffered bike lanes
 - optional landscaping at church properties for traffic calming in place of street parking
- Maintains on-street parking for residential properties
- Replaces dedicated right turn lane with landscaping at Mill
- Improves sidewalk ramps & driveway aprons to meet ADA standards

Section F-3: College Avenue to Rural Road (1 of 2)



Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - sidewalk ramps & driveway aprons to meet ADA standards

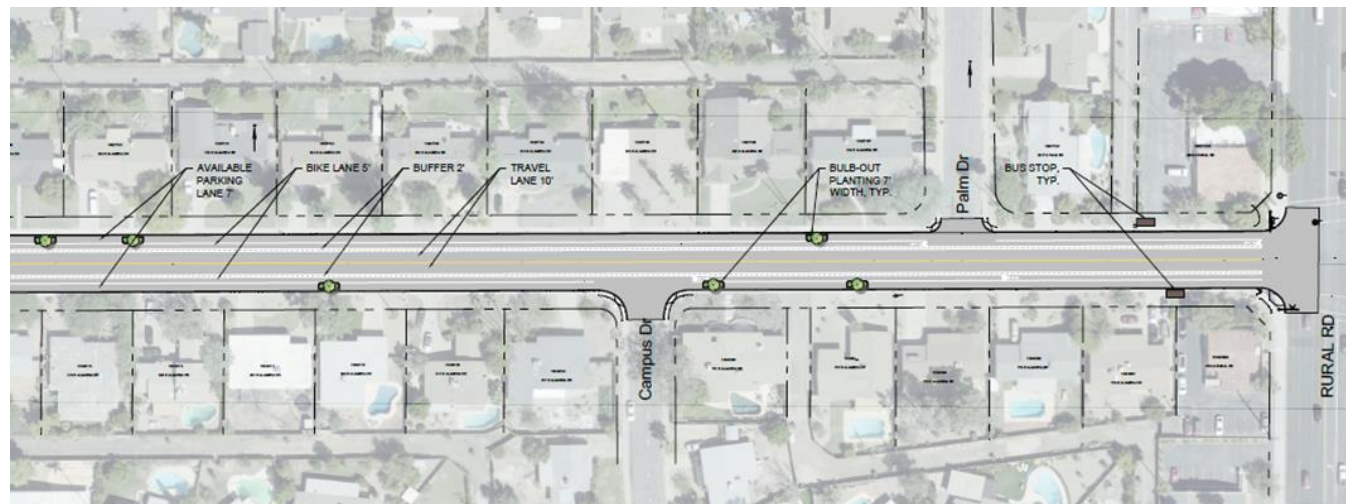
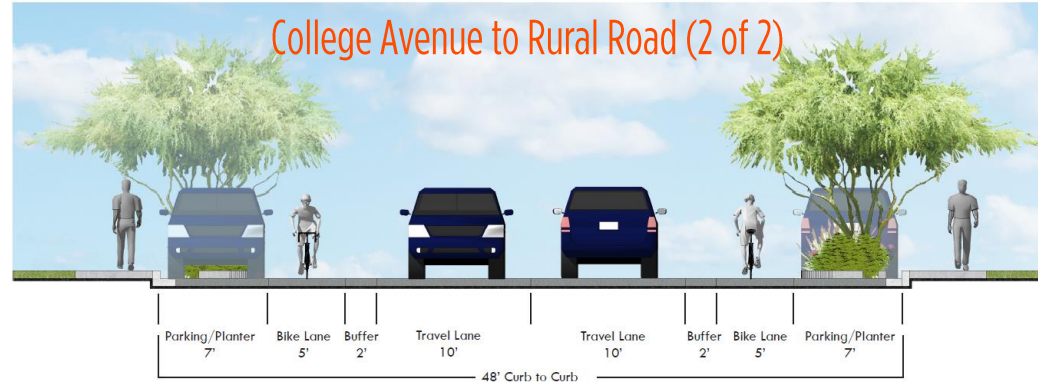


Section F-3: College Avenue to Rural (2 of 2)



Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - sidewalk ramps & driveway aprons to meet ADA standards





- On-going coordination with North/South UPRR Spur Multiuse Path
- Transportation Commission – April 9, 2019
- Sustainability Commission – April 15, 2019
- Council IRS – May 2, 2019
- Completion of Documents – June 28, 2019
- Construction Begins: January 2020

Figure 24 Pedestrian and Bicycle Rail Crossing Signal Example



Contact:
Bonnie Richardson
Architect/Urban Planner
City of Tempe Transportation

480-350-8628
bonnie_richardson@tempe.gov



MEMORANDUM TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 6

DATE

April 9, 2019

SUBJECT

Tempe Streetcar Update

PURPOSE

The purpose of this memo is to provide the Commission with an update on Tempe Streetcar.

BACKGROUND INFORMATION

Tempe Streetcar, currently under construction, is a 3-mile modern streetcar route serving Downtown Tempe, ASU, Rio Salado Parkway and Apache Boulevard. The route has 14 sheltered stops, including two connections to the regional light rail system. The stops will feature public art and history panels. The project features six hybrid battery vehicles with 125+ passenger capacity, ADA and bike accessibility, and an off-wire section through downtown Mill Avenue and gateways. Tempe Streetcar is set to open in 2021.

Funding

The overall capital cost of the project is \$200 million, coming from a combination of federal grants, regional Prop. 400 funds and local public-private partnership. On Nov. 28, 2018, the Federal Transit Administration (FTA) announced that Tempe Streetcar has been allocated the full \$75 million through the Federal Transit Administration (FTA) Capital Investment Grants (CIG). The project was allocated \$50 million from the FTA in 2017, and the approval of the final \$25 million installment allows the project to move toward a fully funded grant. Valley Metro and Tempe are continuing to work with FTA to finalize a Single Year Grant Agreement, now anticipated in Fall of 2019.

In advance of this agreement, the project has been awarded a revised Letter Of No Prejudice (LONP) to expand the limits of work under a previously authorized spending limit. With delays in the Single Year Grant Agreement, the project team will pursue an additional LONP to allow for the remaining work on the project to be authorized for completion.

Construction

Utility relocation work began in summer 2017 in downtown Tempe and continues along the route through late 2019. Street work and track guideway installation began in late 2018 and will continue through mid-2020. Stop platforms and electrical system work will begin in late 2019, continuing through late 2020 and into early 2021. Operations training and vehicle/system testing will take place from mid-2020 through mid-2021 when the system is anticipated to begin operating.

Mill Avenue – Downtown: Trackwork on Mill Avenue in Downtown Tempe will be completed this summer while ASU is not in session and business/tourism activity is seasonally lower. Northbound Mill Avenue will be

closed between University Drive and Rio Salado Parkway from May 13th to August 15th. Major streets crossing Mill Avenue will be open, save for intermittent construction through the intersections as the project progresses, and eastbound 7th Street from Mill Avenue. Project staff continue working closely with stakeholders, including adjacent development projects, DTA and downtown merchants, residents, and city services including Fire and Police departments, Solid Waste (trash/recycling collection), and Grease Coop (for grease trap cleaning services).

Apache Boulevard: Construction of the track in this segment continues east towards the terminus at the Dorsey stop, where the roadway will eventually be widened to accommodate the addition of the new stop adjacent to the existing light rail station.

Rio Salado Parkway: East of Mill Avenue, work on Rio Salado Parkway is concentrated on the widening of the roadway to accommodate the future construction of the exclusive, single track for streetcar operations. Construction of new sidewalk and curb, relocation of utilities, street lights, and driveway entrances are underway and in coordination with stakeholders.

1st/Ash/Rio Roundabout: The roundabout at the intersection of 1st Avenue, Ash Avenue and Rio Salado Parkway is fully designed and will create access in all directions, improving connectivity and allowing traffic flow through this segment. The roundabout will operate without a traffic signal, save for a streetcar specific signal to allow for the vehicle to move through the intersection from the Tempe Beach Park stop. The roundabout will include a landscaped gateway island along with bike treatments and pedestrian crossings. The project team continues to coordinate with adjacent property owners on construction impacts and timeline. Road widening and track work could begin as early as Fall 2019.

History Panels

In addition to public art, each of the 14 stops will include a history panel highlighting unique historical aspects of the adjacent area. Project staff are collaborating with Tempe History Museum, Historic Preservation staff, and other stakeholder and staff to develop an initial grouping of photos and stories to accompany the panels; highlighting historic events, families, businesses, homes, etc., from Tempe's downtown.

Fare Collection

On behalf of its regional partners, the City of Phoenix is actively conducting a review of proposals to procure and implement a new account-based electronic fare system for transit in the region. Along with Valley Metro, Tempe staff is participating in a working group to assist in the evaluation of the proposed system, of which the Tempe Streetcar would elect a technology compatible with local and regional connections.

Concurrently, project staff have reviewed fare collection systems in six peer streetcar cities: Portland, Seattle, Tucson, Oklahoma City, Atlanta and Cincinnati. These systems utilize various mechanisms, including mobile ticketing, wayside ticket sales (or ticket vending machines) and on- and off-board validation. All systems have mobile ticketing, most have onboard validation, half have validation for mobile fare, all had a period of free service, and all experienced challenges implementing streetcar fare separate from larger regional agencies. Additionally, each of these peer systems has implemented or identified a transition plan towards mobile/technology-based ticketing.

Based on the working group's findings, staff recommends a \$1 per trip fare for Tempe Streetcar and a free fare period of up to one year, to coincide with implementation of the new regional fare system.

Community Outreach

The project team continues to work closely with stakeholders to communicate about construction, safety and business assistance. Ongoing outreach efforts include:

- Community Advisory Board – consisting of 14 stakeholders who meet monthly to review contractor performance
- Weekly construction notices – sent to stakeholders via email and hand-delivered through one-on-one canvassing
- Safety education – targeting bicyclists, pedestrians, scooter users and drivers about how to move safely around construction; informational materials distributed to elementary and high schools, ASU and general public
- Business assistance – including Shop On program with 45 participating businesses, Asset Assistance program (low-interest loan opportunities), business seminars, mentoring and technical assistance
- News releases and social media

FISCAL IMPACT:

No anticipated fiscal impact.

CONTACTS

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

Tony Belleau
Streetcar Project Manager
480-858-2071
Tony_belleau@tempe.gov

ATTACHMENTS

PowerPoint

Tempe Streetcar Update #27

Transportation Commission
April 9, 2019



Streetcar Project



Streetcar Update Agenda

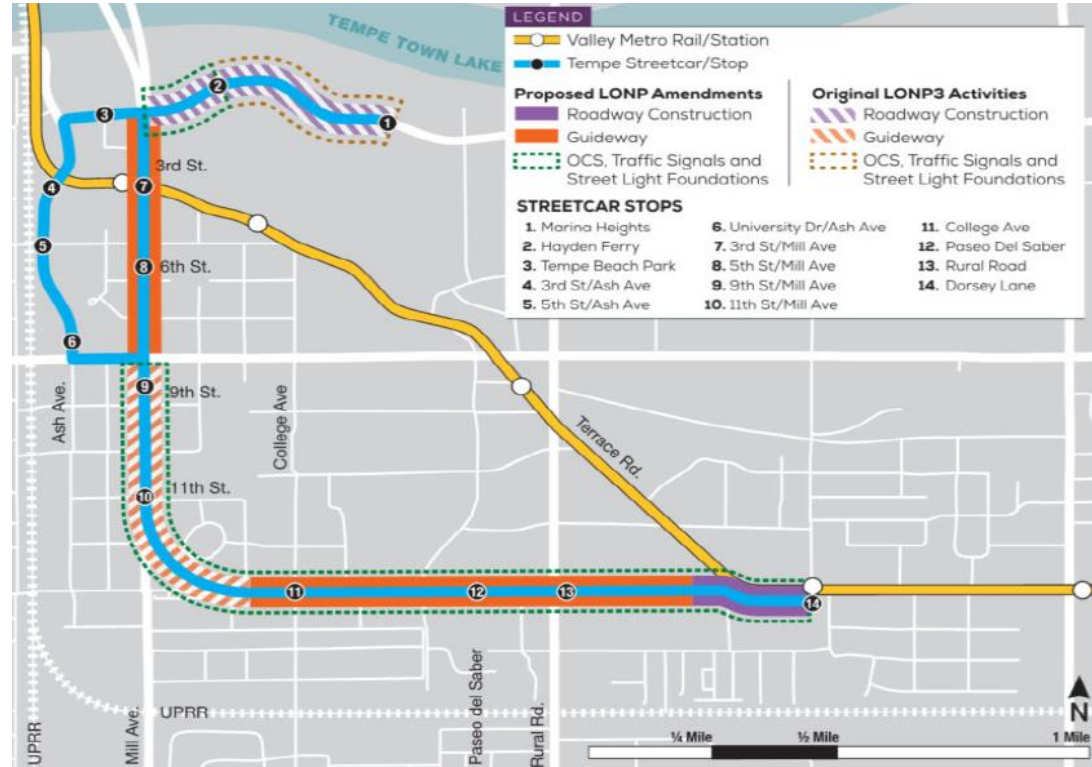


- Funding
- Construction
- 1st / Ash / Rio Roundabout
- History Panels
- Fare
 - Trip cost & inaugural year service
 - Regional fare collection vendor selection
 - Regional Fare Policy & Valley Metro process & board adoption
- Community Outreach

Funding



- Letter Of No Prejudice 3 Amendment
 - construction in broader area
 - utilizes regional funds
- Single Year Grant Agreement
 - Upcoming \$75M federal funds



General Construction Timeline



CONSTRUCTION SCHEDULE

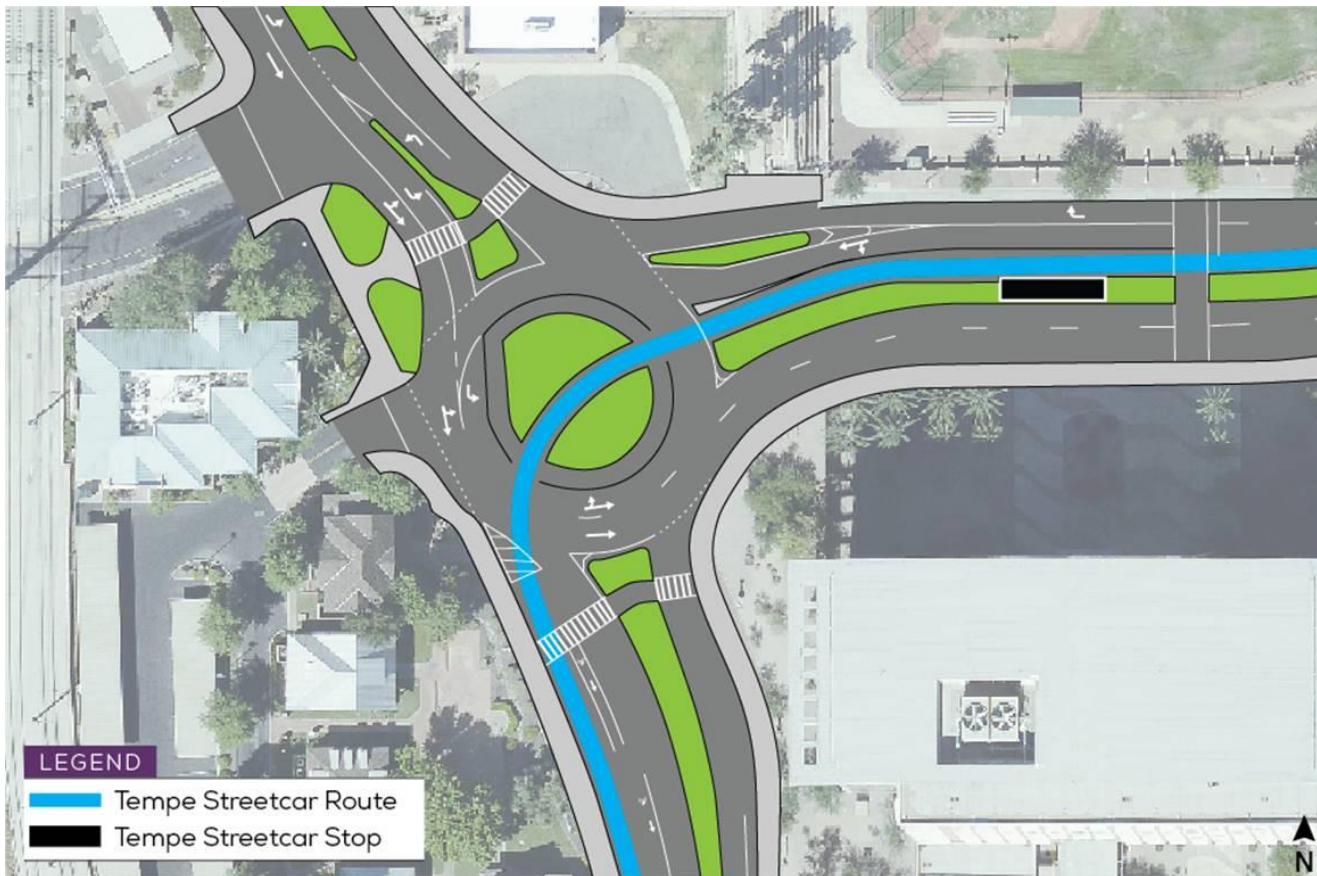
Construction Elements	2017				2018				2019				2020				2021			
Utility Relocation (water & sewer)																				
Street Work																				
Track Guideway Installation																				
Stop Platforms																				
Electrical Systems Installation																				
Operations Training Vehicle & System Testing																				
Opening																				

Construction Upcoming & Current



- **Mill Avenue – Downtown Tempe: Summer 2019**
 - Guideway Construction– May 13th to August 15th
 - NB Mill Ave closed – University Drive to Rio Salado Pkwy
 - Coordination w/ DTA and merchants, residents, city services
 - E/W streets open (except 7th St)
- **Apache Boulevard**
 - Guideway construction advancing east
- **Rio Salado Parkway**
 - Road and sidewalk work
- **Roundabout**
 - Likely completed in two halves, Fall 19' /Spring 20'
 - Coordinating with special events, adjacent construction

1st / Ash / Rio Roundabout



Final Design (Council direction Fall 2017)

- All direction access
- Streetcar specific signal
- 18-20 mph design speed
- Protects historic Beach Park wall
- New landscaping & gateway island
- Coordination w/ stakeholders
- Ped/Bike treatments

History Panels (14 Stops)



Collaboration

- Tempe History Museum
- Historic Preservation Commission
- Stakeholders
- Public Meetings



Tempe Streetcar Fare



- Advancing
 - \$1 per trip , \$4 all day passes
 - Coordinate regional bus & rail integration
 - Allow flexibility for a “free” introductory period for up to 1 year
- Regional Fare Policy support & Valley Metro Rail Board Approval
- Update Council & Commission Fall 2019

New Regional Fare Collection Systems



- Regional Fare Collection Vendor RFP ongoing
 - City of Phoenix
- Consideration of new technologies
 - Peer city reviews
 - Mobile ticketing options & smart card capabilities (cashless)
 - New wayside ticket sales (ticket vending machines)
 - On & Off Board validation options
 - Regional transit system integration w/ Streetcar
- Valley Metro & Regional Fare Policy Adoption upcoming
- Regional fare system implementation – 2021

Community Outreach



- Community Advisory Board (CAB)
 - 14 members, monthly
- Weekly construction notices
 - Email
 - One-on-one canvassing
- Safety education – bikes, peds, scooters, vehicles
- Business assistance
 - Shop On
 - Asset Assistance program
 - Business seminars, mentoring & technical assistance
- Streetcar Sync





ValleyMetro.org/TempeStreetcar



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 8

DATE

April 9, 2019

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:

- April 23
 - Paid Media Plan
 - MAG Design Assistance Grants
 - 20 Minute City
 - Capital Improvements Project Update
- May 14
 - Bike Hero Award
 - Climate Action Plan
 - Tempe/Mesa Streetcar Feasibility Study Update
 - Grand Canal Multi-use Path Update
- June 11
 - Transportation Overlay District
 - Speed Limits
 - DTA Update
 - 3-Foot Bicycle Signage
 - I-10 Broadway Curve P3 Project Update
- July 9
- August 13
 - Transit Security Update
 - Transportation Overlay District
 - Grand Canal Multi-use Path Project
- September 10
 - Bus Shelter Design
 - El Paso Multi-use Path Project
 - North/South Railroad Multi-use Path Project
- October 8
 - Annual Report
- November 12

- Annual Report
- December 10
- January 14
 - Commission Business
- February 11
- March 10
- April 14
 - Paid Media Plan
- May 12
 - Bike Hero
 - Capital Improvements Project Update
 - MAG Design Assistance Grants

RECOMMENDATION

This item is for information only.

CONTACT

Shelly Seyler
480-350-8854
shelly_seyler@tempe.gov