



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, October 15, 2019

7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
 Don Cassano Community Room
 200. E. Fifth Street, 2nd floor
 Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Brian Fellows, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the September 10, 2019 meeting.	Brian Fellows, Commission Chair	Action
3. Annual Report Staff will present a draft of the 2019 annual report including draft Transportation Commission goals for 2020.	Shelly Seyler, Engineering & Transportation Department	Information and Possible Action
4. MAG Value Mapping Survey Results Maricopa Association of Governments staff will present the results of the Value Mapping survey as it relates to the extension of Prop 400.	Audra Koester Thomas, Maricopa Association of Governments	Information and Possible Action
5. Climate Action Plan Staff will present the Climate Action Plan.	Braden Kay, City Manager's Office	Information
6. El Paso Multi-use Path Project Staff will provide an update on the El Paso Multi-use Path Project located on the eastern side of Tempe.	Chase Walman, Engineering & Transportation Department	Information and Possible Action
7. McClintock Drive Project Update Staff will provide a verbal update on the timeline for adding a third travel lane along McClintock Drive between Apache Boulevard and Southern Avenue while maintaining bike lanes.	Gregg Kent, Engineering & Transportation Department	Information
8. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.	Engineering & Transportation Department Staff	Information
9. Future Agenda Items Commission may request future agenda items.	Brian Fellows, Commission Chair	Information and Possible Action

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



Minutes
City of Tempe Meeting of the Transportation Commission
September 10, 2019

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, September 10, 2019, 7:30 a.m. in the Tempe Transportation Center, Don Cassano Community Room located at 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Susan Conklu	John Federico
JC Porter	Peter Schelstraete
Paul Hubbell (via phone)	Pam Goronkin
David A. King	Shana Ellis
Ryan Guzy (via phone)	Brian Fellows
John Kissinger	Cyndi Streid
Jeremy Browning (via phone)	Lloyd Thomas (via phone)

(MEMBERS) Absent:

None

City Staff Present:

Shelly Seyler, Deputy Engineering & Transportation Director	Sue Taaffe, Senior Management Assistant
Robert Yabes, Principal Planner	TaiAnna Yee, Public Information Officer
Bonnie Richardson, Principal Planner	Laura Kajfez, Neighborhood Services Specialist
Eric Iwersen, Transit Manager	Amanda Nelson, Public Information Officer
Chase Walman, Planner II	Vanessa Spartan, Planner II
Joe Clements, Transportation Financial Analyst	Jon King, Sergeant
Julian Dresang, City Engineer	Frank Razo, Police Officer
Shar Johnson, Senior Civil Engineer	

Guests Present:

David Sokolowski	Mike James
Anne DeBoard	

Commission Chair Brian Fellows called the meeting to order at 7:31 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Brian Fellows introduced the minutes of August 14, 2019 meeting of the Transportation Commission and asked for a motion for approval with one change under agenda item number four.

Motion: Commissioner Peter Schelstraete

Second: Commissioner David King

Decision: Approved by Commissioners:

Susan Conklu

JC Porter

Paul Hubbell (via phone)

David A. King

Ryan Guzy (via phone)

John Kissinger

Jeremy Browning (via phone)

John Federico

Peter Schelstraete

Pam Goronkin

Brian Fellows

Cyndi Streid

Shana Ellis

Lloyd Thomas (via phone)

Agenda Item 3 – Transit Shelter Design

Bonnie Richardson provided an overview of the planning process for the new transit shelters. Topics included:

- Background
- Steering Committee
- Concept inspirations
- Bus stop prioritization process
- Public outreach
- Next steps

Discussion included budget, implementation timeline, solar lighting and bus stop prioritization.

Agenda Item 4 – North South Railroad Spur Multi-use Path Project

Vanessa Spartan presented information on the North South Railroad Spur Multi-use Path Project. Topics included:

- Background
- Intent and issues
- Budget
- Next steps

Discussion included restricting turn movements at Baseline and Kyrene, aligning the route on Roosevelt through neighborhoods, data and Phase II.

A motion was made to support the staff recommendation of pursuing the alternative alignment for the project.

Motion: Commissioner Pam Goronkin

Second: Commissioner John Kissinger

Decision: Approved by Commissioners:

Susan Conklu

JC Porter

Paul Hubbell (via phone)

David A. King

Ryan Guzy (via phone)

John Kissinger

Jeremy Browning (via phone)

John Federico

Peter Schelstraete

Pam Goronkin

Brian Fellows

Cyndi Streid

Shana Ellis

Lloyd Thomas (via phone)

Agenda Item 5 – Grand Canal Multi-use Path

Chase Walman and Anne DeBoard provided an overview of the Grand Canal Multi-use Path project. Topics included:

- Project overview
- Public feedback
- Preferred alternatives
- Priest Drive improvements
- Lake View Drive improvements
- Next Steps

Discussion included signage, bike/ped signal at Priest Drive, and connections to other paths.

Agenda Item 6 – Transit Program/Security Update

Sam Stevenson, Eric Iwersen and Jon King provided an overview of the transit program and security efforts for fiscal year 18/19. Officer Razo introduced Tempe's security canine, Storm.

Topics included:

- Transit program overview & funding
- Bus system performance
- Tempe Transit service changes
- Travel Demand Management
- Transit amenities
- Fleet
- Regional projects
- Transit security
 - Light rail
 - Bus

Discussion included types of complaints, streetcar interface and route 72 changes.

Agenda Item 7 – Department & Regional Transportation Updates

Shelly Seyler announced that Julian Dresang has accepted the position of City Engineer. Shelly also reminded the Commission that the October meeting will be held on the 15th instead of the 8th.

Agenda Item 8 - Future Agenda Items

Commissioners requested an update on scooters/micromobility and the bike bait program.

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

- October 8
 - Annual Report
 - McClintock Drive Project Update
 - ASU ADA Program
 - El Paso Multi-use Paths
 - MAG Value Mapping Survey Results
- November 12
 - Annual Report
 - Bike Share
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - Bicycle Plan for Achieving Platinum Level Bike Friendly Community

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

The next meeting is scheduled for October 15, 2019.

The meeting was adjourned at 9:03 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 480-350-8854
DATE: October 15, 2019
SUBJECT: 2019 Transportation Commission Annual Report
ITEM #: 3



PURPOSE:

To request that the Transportation Commission review the draft 2019 Transportation Commission Annual Report and discuss the proposed goals for 2020.

RECOMMENDATION OR DIRECTION REQUESTED:

To approve the 2019 Transportation Commission Annual Report pending the attendance of Commissioners at the November 12 meeting.

BACKGROUND INFORMATION:

To better serve the City Council and community on the work of Tempe's various advisory boards and commissions, the City Manager asks staff to produce an annual report detailing the work of the board or commission to submit to the City Clerk by December 7 of each year. The report features the membership, accomplishments, goals, attendance and the overall work of the City's board and commission volunteers. The various reports are combined into one resource for City Council to review. If requested by the Mayor, board and commission chairs may present their annual report to the City Council during a Work Study Session.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

None

ATTACHMENTS:

- Annual Report
- PowerPoint



TRANSPORTATION COMMISSION 2019 ANNUAL REPORT

Description as Defined in Ordinance:

The transportation commission shall have the following powers and duties:

- (1) To suggest to the mayor and city council qualified and interested persons eligible for appointment for commission vacancies;
- (2) To consult, through the chairman of the commission, with the public works department, as to the items to be included on the agenda of meetings of the commission prior to the preparation and distribution of the agenda by the public works department;
- (3) To prepare and submit an annual report to the city manager and city council including applicable council committees;
- (4) To advise and make recommendations to the city council and to assist city departments and the city manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled;
- (5) To advise and make recommendations to the city council and to assist city departments and the city manager on appropriate performance standards and benchmarks for use in evaluating the city's transportation system and program, based on nationally recognized guidelines and local priorities;
- (6) To advise and make recommendations to the city council and to assist city departments and the city manager on transportation plans, projects and ordinances, including but not limited to:
 - a. To recommend and review short and long-range plans and studies for the city's transportation system, including streets, transit, bicycling, pedestrians and demand management;
 - b. To periodically review and update the transportation elements of the city's general plan;
 - c. To provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and
 - d. To promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation.
- (7) To advise and recommend to the city council and to assist city departments and the city manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;
- (8) To provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and to meet all federal and other guidelines for public involvement in transportation projects where applicable; and
- (9) To take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.

TCC § {City Code, Chapter 2, Article V, Division 8}

List of Board and Commission Members, Including Attendance and Service Dates from January 2019 to December 2019:

<u>Board/Commission Members:</u>	<u>Service Dates:</u>	<u>Attendance Record:</u>
Browning, Jeremy	12/31/2019	Attended 8 meetings out of 9
Streid, Cyndi	12/31/2019	Attended 7 meetings out of 9
Conklu, Susan	12/31/2020	Attended 9 meetings out of 9
Fellows, Brian	12/31/2020	Attended 8 meetings out of 9
Gerepka, Bonnie	12/31/2020	Attended 1 meeting out of 8
Guzy, Ryan	12/31/2020	Attended 7 meetings out of 9
Thomas, Lloyd A.	12/31/2020	Attended 8 meetings out of 9
Shana Ellis	12/31/2019	Attended 5 meetings out of 9
Paul Hubbell	12/31/2019	Attended 9 meetings out of 9
David A. King	12/31/2021	Attended 9 meetings out of 9
John Kissinger	12/31/2019	Attended 7 meetings out of 9
Pam Goronkin	12/31/2021	Attended 8 meetings out of 9
JC Porter	12/31/2021	Attended 9 meetings out of 9
John Federico	12/31/2021	Attended 9 meetings out of 9
Peter Schelstraete	12/31/2021	Attended 9 meetings out of 9

Name of Chair and Vice Chair:

- Chair – Brian Fellows
- Vice Chair – Ryan Guzy

Staff Liaison and Contact Information:

<u>Staff Liaison:</u>	<u>Department:</u>	<u>Phone:</u>	<u>Email:</u>
Shelly Seyler	Engineering & Transportation	480-350-8854	shelly_seyler@tempe.gov

Meeting Frequency and Location:

Meetings are typically held the second Tuesday of the month at 7:30 a.m. at 200 E. Fifth Street, Don Cassano Community Room, Tempe, AZ 85281. **Between January and November 2019, 11 meetings were held.** In addition to regularly scheduled meetings, Transportation Commission meetings were held on April 23 and May 28, 2019.

Number of Meetings Cancelled and Reason for Cancellation:

The March 19, July 9 and **December 10** meetings were cancelled due to lack of agenda items.

Vacancies and Duration of Vacancies:

Bonnie Gerepka resigned in August 2019 and **as of November 12, 2019**, no appointment to fill the seat has been made.

Subcommittee and Subcommittee Activity:

Did the Board/Commission have any subcommittees active during the reporting period? YES NO

Mission Statement:

The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic

development, providing mobility and accessibility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

Accomplishments (Past 12 Months):

Council Priority #4: Implementing sustainable growth and development strategies to improve Tempe's environment, quality of life and economic outcomes. Tempe strives to make long-term generational investments in technology, infrastructure and public transit that create a safe, clean, equitable and healthy city.

Transportation Commission accomplishments as they relate to the above-mentioned Council priority:

Roundabouts in Tempe: Commission recommended Option 2 for the City Council consideration: Move forward with construction of Priest & Grove Pkwy roundabout ONLY

- Transfer \$400,000 from College & McKellips roundabout
- Requires an additional approx. \$100,000 of CIP funding or other budget measure

FY 2019/20 Media Plan: Commission supported the FY 2019/20 media plan.

MAG Pedestrian Design Assistance Grants: Commission approved submitting three projects: Priest Drive Bike and Pedestrian Improvements, Bikeshare/SATV System Evaluation and Urban Core Active Transportation Implementation Plan for the grant.

Bike Hero: Commission selected Trisalyn Nelson as the 2019 Bike Hero Award recipient.

Setting Speed Limits: Commission recommended to the City Council changing Apache Boulevard from 35 mph to 30 mph between Mill Avenue and Price Road/Loop 101.

Annual Report: Commission approved the 2019 Transportation Commission Annual Report.

North South Railroad Spur Multi-use Path Project: Commission supported the staff recommendation to pursue the alternative route alignment.

Goals Related to City Council Strategic Priorities, if Applicable (Next 12 Months):

- Recommend recipient for annual Bike Hero Award
- Recommend annual paid media plan
- Recommend project(s) to be submitted for regional and federal grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan, the transportation chapter of the General Plan and emerging transportation technologies
- Monitor and provide feedback on Vision Zero plan
- Ensure programs and projects are compliant with Americans with Disabilities Act (ADA)

Transportation Commission

2019 Annual Report

Transportation Commission
October 15, 2019



Mission Statement



The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic development, providing mobility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

Proposed Goals for 2020



- Select a 2020 Bike Hero
- Approve FY 2020/21 paid media plan
- Select project(s) to be submitted for MAG Pedestrian Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan and emerging technologies
- Monitor and provide feedback on Vision Zero plan
- Ensure programs and projects are compliant with Americans with Disabilities Act

September 26, 2019

TO: Tempe Transportation Commission

FROM: Audra Koester Thomas, Transportation Planning Program Manager

SUBJECT: UPDATE ON PROPOSITION 400 EXTENSION TASKS

Propositions 300 and 400 have played a large part in shaping the region and fueling our economy. Combined, the Propositions have delivered a regional freeway system, high-capacity transit investments, and contributions to a growing multimodal network. Collections for Proposition 400 expire at the end of calendar year 2025. A primary focus of the Maricopa Association of Governments (MAG) is the development of the next Regional Transportation Plan, *Imagine*, and the associated planning for the extension of Proposition 400. An update on the planning work underway and future activities will be provided.

Values Mapping

MAG recently completed a research effort to better understand public attitudes regarding transportation needs, values and investment priorities to inform the development of the next Regional Transportation Plan and the extension of Proposition 400. The research included meetings with stakeholders, online and in-person focus groups, and surveys.

Key takeaways of the values mapping research include:

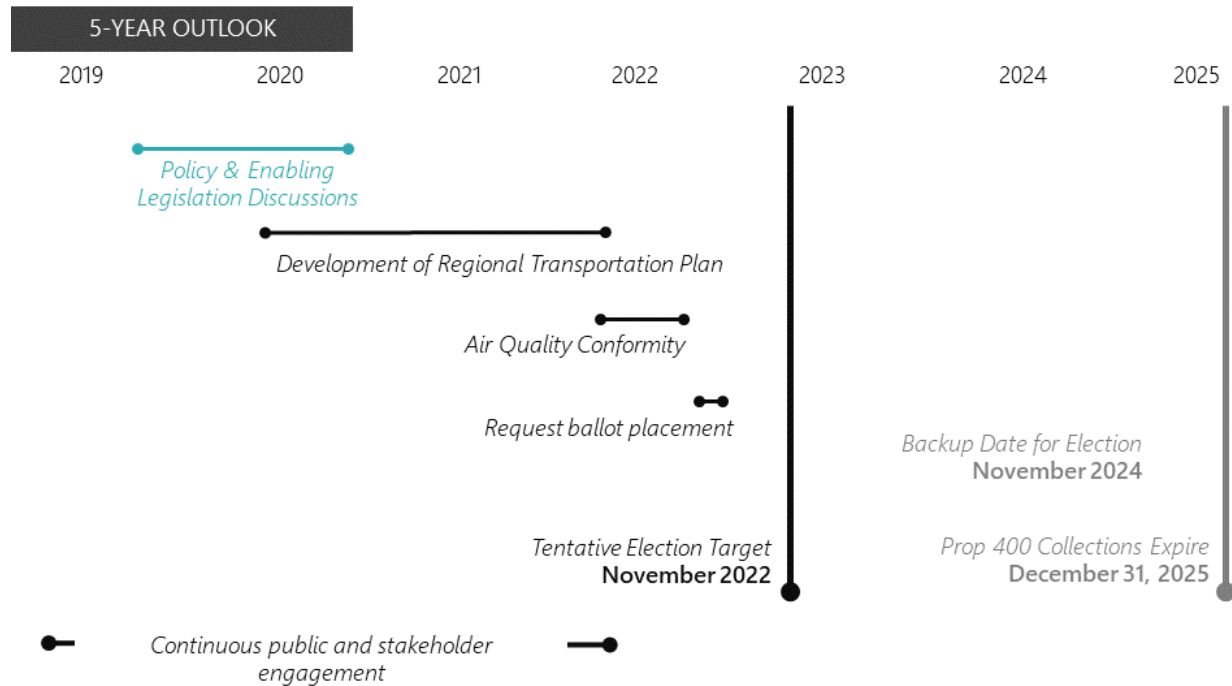
- Having a **vision** for transportation in this region is very important. There's high support for the work our region has been and is doing.
- People in the region like how it was built. They love their communities and value that transportation investments have been made to connect them to where they need and want to go providing **choice, mobility, and connectivity**.
- Constituents support shifting to a long-range program that **provides flexibility** to modify priorities based on changing circumstances and technologies.
- There is tremendous **support for increased funding** for transportation in this region—a distinctly higher amount of support than in other parts of the country.

A full report of the values mapping results can be found online at:

<https://azmag.gov/Programs/Transportation/Regional-Transportation-Plan-RTP>

Timeline

Current planning assumes the extension of Proposition 400 to be placed on the November 2022 ballot. In order to accommodate this timeline, the new Regional Transportation Plan must be developed by the end of 2021 and conformity analysis performed to ensure it complies with air quality conformity regulations.



Contact

Audra Koester Thomas
Transportation Planning Program Manager
602-254-6300
akthomas@azmag.gov

Update on Proposition 400 Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER

OCTOBER 15, 2019

Why values mapping?

Gain a better **understanding** of public **attitudes** regarding regional transportation **needs** and investment **priorities**.

Results will help inform the **development** of the next **regional transportation plan**.

Research Design

Phase 1

Stakeholder iLab



- ✓ September 19, 2018
- ✓ n=43 Maricopa region stakeholders
- ✓ Government, business, and community leaders
- ✓ Provided hypotheses for what the values of region residents are when it comes to quality of life and transportation in the region
- ✓ Results to inform Phase 2, 3 and 4

Phase 2

BrightBoards



- ✓ November 13-17, 2018
- ✓ n=38 Maricopa region residents
- ✓ Mix of gender, age, ethnicity, East/West Valley
- ✓ Validated and expanded upon the insights from regional stakeholders with a general public focus
- ✓ Results to inform Phase 3 and 4

Focus Groups



- ✓ November 29, 2018
- ✓ n=19 Maricopa region residents
- ✓ Mix of gender, age, ethnicity, East/West Valley
- ✓ Validated and expanded upon the insights from regional stakeholders with a general public focus
- ✓ Results to inform Phase 3 and 4

Phase 3 and 4

Online Quantitative (Scientific)



- ✓ March 5-19, 2019
- ✓ n=1,501 Maricopa region residents
- ✓ Census targets for age, gender and ethnicity
- ✓ Validated findings from first two phases and explored additional questions relating to transportation choices, needs, and reactions toward funding
- ✓ Ran parallel to Phase 4

Online Quantitative (Public)

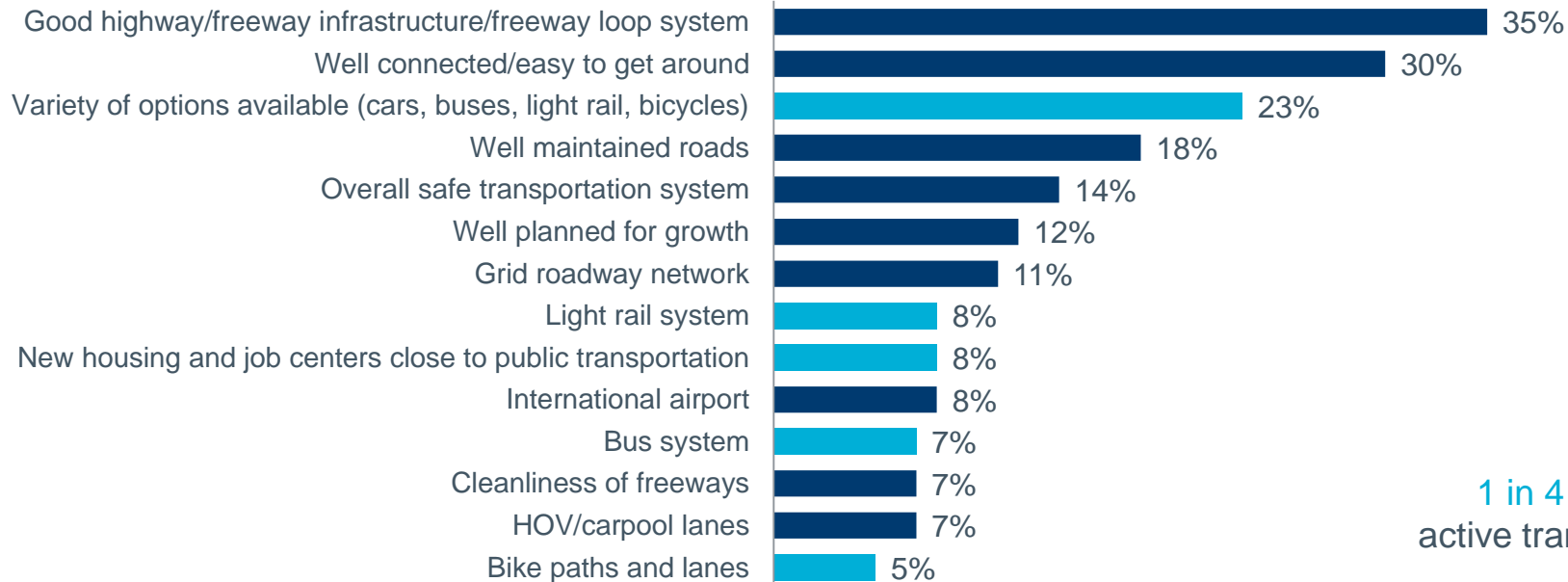


- ✓ Went live March 4, 2019
- ✓ n=9,000+ Maricopa region residents
- ✓ Open, public link
- ✓ Abbreviated version covering about half of scientific survey's content
- ✓ Ran parallel to Phase 3

The freeway system, great connectivity, and variety of options is what people like most about the transportation system in the region.

Positive Transportation Attributes

(1st and 2nd pick)



What aspect of the transportation system contributes most to making your region a great place to live and work?

1 in 4 transit and active transportation

BASE: All Respondents (n=1,501)

Q605. Thinking about all the different things that make up the transportation system, what specifically do you like most about transportation in the region? What aspect of the transportation system contributes most to making your region a great place to live and work? Please carefully review the list below and select the item that is most important to you personally.

Q610. You chose Is there another reason on the list that is important to you personally when it comes to making the region a great place to live and work that connects or is related to? Please select from the list below.

In Their Own Words

Selected Stories from Respondents



*“I can get from home to work in about 20 minutes because of the great **freeway system**. There is a lot of traffic but there are a lot of lanes to help alleviate that. I don’t have to rush in the morning. I get to **eat breakfast with my daughter** and spend time with my wife. It’s nice not having to rush or start my day annoyed and that **gives me peace of mind.**”*

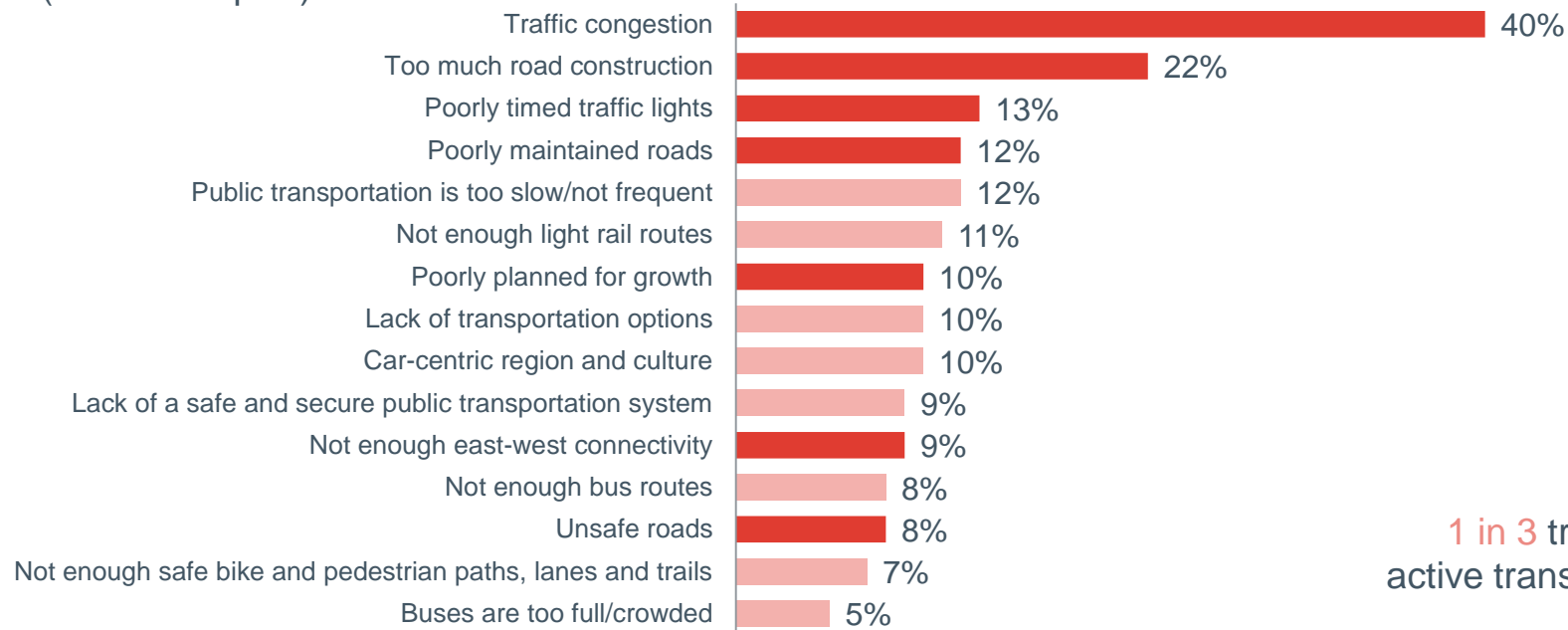
*“I know many people that use the **Light Rail or buses** to get to work every day and it is really a must for the big city that Phoenix has become. Without the transportation system in place there would be no **flexibility** or ways to accomplish anything for those without their own cars... It **makes me happy** because I have the **freedom of choosing** the mode of transportation I need.”*





Traffic congestion and road construction are biggest transportation negatives in the region.

Negative Transportation Attributes (1st and 2nd pick)



What specifically do you dislike most about transportation in the region?
What do you find undesirable, frustrating, or upsetting?

1 in 3 transit and active transportation

BASE: All Respondents (n=1,501)

Q655. Now let's look at transportation from the other side. Thinking about all the different things that make up this transportation system, what specifically do you dislike most about transportation in the region? What do you find undesirable, frustrating, or upsetting about transportation in the region? Please carefully review the list below and select the item that is most important to you personally.

Q660. You chose Is there another reason on the list that is important to you personally that detracts from making the region a great place to live and work that connects or is related to? Please select from the list below.

In Their Own Words

Selected Stories from Respondents



*“Most of the time you have to catch at least **3 different buses** to make it to work. What is usually a 15 minute drive, will take close to **2 hours on the bus system**. I feel **frustrated** because it is inconvenient to have to put that much time into going & coming home from work. It's 4 hours combined with 6 different buses, when if I drove it was only 15-20 minutes. I'm **not as happy** as I should be. The frustration of being helpless takes away from my happiness.”*

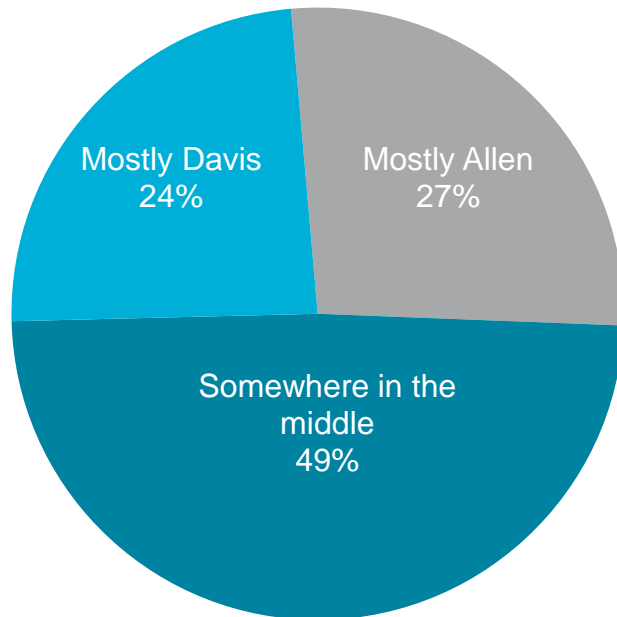
*The impact of traffic congestion is that **productive individuals** are forced to sit for extended periods in an environment that is non-productive and potentially dangerous. Drivers caught in this environment feel **isolated, powerless and frustrated** with this situation.*



Constituents support shifting to a long-range program that provides flexibility.

Investing Taxpayer Dollars

Davis believes the most important thing is to maintain flexibility so that you can reprioritize projects over time based on changing circumstances and technologies.



Allen believes the most important thing is to know exactly what we're investing in over a long-term period, so we know what we're getting for our tax dollars.

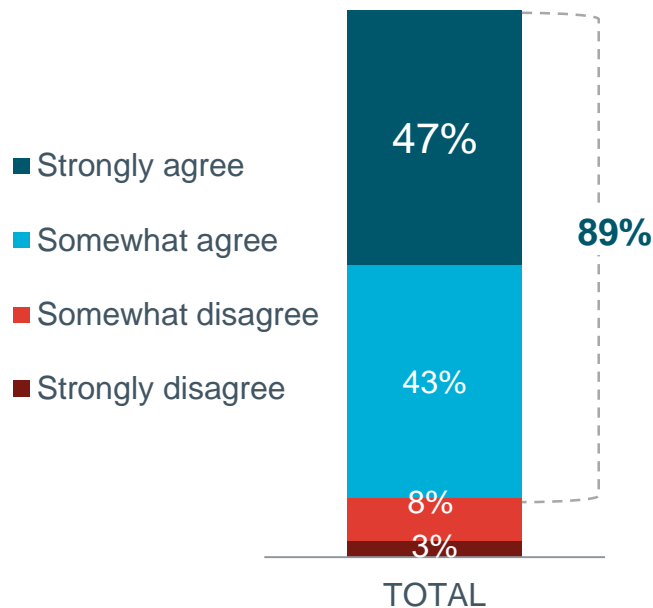
BASE: All Respondents (n=1,501)

Q760. Below are the opinions of two more hypothetical residents. These opinions represent what regional planners face in trying to anticipate and build a regional transportation plan for the next 20-25 years that the public will support. When the public is asked to invest taxpayer dollars, is your opinion more like Allen or more like Davis?

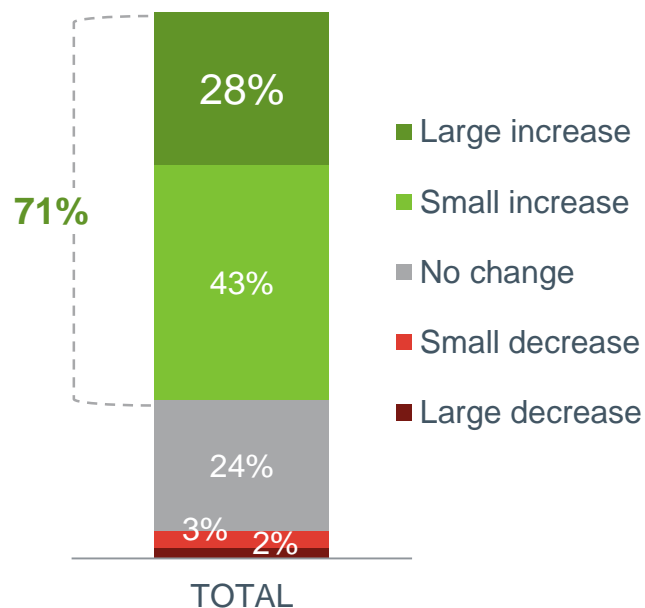


Overwhelming support for transportation as a regional priority. Strong support to increase transportation spending.

Investing in transportation is an important priority for our region



How regional transportation system funding should be adjusted



BASE: All Respondents (n=1,501)

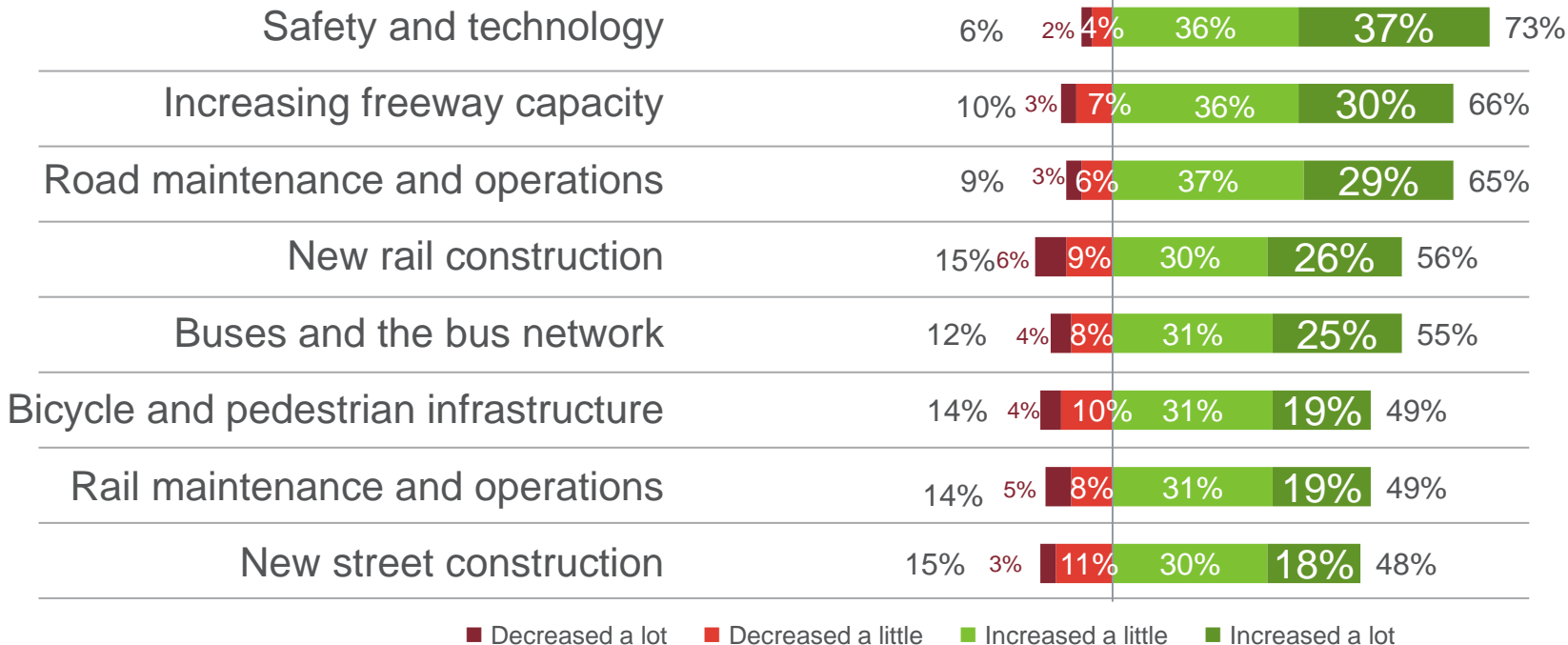
Q710. To what extent do you agree with the statement: Investing in transportation is an important priority for our region?

Q715. How do you feel the spending allocated for the improvement and maintenance of the regional transportation system should be adjusted, if at all?

Residents support additional investment in all transportation priorities. Highest support for “Safety and Technology”, “Increased Freeway Capacity”, and “Road Maintenance.”

Investing in Regional Transportation System

Decreased  Increased



BASE: All Respondents (n=1,501)

Q740. There are a lot of priorities when it comes to investing in a regional transportation system. For each of the following, please indicate the degree to which investment should be increased or decreased.



Key Takeaways

- Having a **vision** for transportation in this region is very important. There's high support for the work our region has been and is doing.
- People in the region like how it was built. They love their communities and value that transportation investments have been made to connect them to where they need and want to go providing **choice, mobility, and connectivity**.



Key Takeaways

- Constituents support shifting to a long-range program that **provides flexibility** to modify priorities based on changing circumstances and technologies.
- There is tremendous **support for increased funding** for transportation in this region—a distinctly higher amount of support than in other parts of the country.

Sketch System Costs, Revenues

Sketch Costs

Studied Freeway Capital	\$14.40 b
Commuter Rail	\$3.34 b
Active Transportation	\$0.50 b
System Mgmt & Operations	\$0.63 b
Arterial O&M	\$2.84 b
Freeway O&M	\$7.00 b
Bus Transit	\$13.45 b - \$17.86 b
High Capacity Transit	\$7.07 b - \$11.66 b
Total	\$49.21 b - \$58.21 b

Does not include other anticipated needs, including safety, arterial capital, and technology investments.

Sketch Revenue Estimates (2026-2050)

Sales tax (half-cent)	\$14.94 b
ADOT funds	\$8.89 b
MAG federal funds	\$3.17 b
Transit funds*	\$2.06 b
Total	\$29.06 b

**Transit federal discretionary funds \$1.82 b – \$4.28 b*
Total with discretionary \$30.88 b – \$33.34 b

5-YEAR OUTLOOK

2019 2020 2021 2022 2023 2024 2025

*Policy & Enabling
Legislation Discussions*

Development of Regional Transportation Plan


Air Quality Conformity

*Request ballot
placement*

*Tentative Election Target
November 2022*

*Backup Date for Election
November 2024*

*Prop 400 Collections Expire
December 31, 2025*

 *Continuous public and stakeholder
engagement*



Update on Proposition 400 Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER

AKTHOMAS@AZMAG.GOV | (602) 254-6300

MEMORANDUM



TO: Transportation Commission
FROM: Braden Kay, Sustainability Director
DATE: October 15, 2019
SUBJECT: Climate Action Plan
ITEM #: 5

PURPOSE:

On October 15, 2019, staff will provide an overview of the Climate Action Plan (CAP) that will be proposed to City Council for approval in November 2019. This plan will create a sustainable and resilient Tempe by creating local solutions to contribute to the global challenge of climate change. With the inevitability of climate change, we must protect our city from the effects that we are already seeing and will continue to see in the future. We can prepare Tempe by reducing our greenhouse gas (GHG) emissions and adapting to the effects of extreme heat. By embedding sustainability and resilience strategies into capital investments and city operations, we can ensure that Tempe will be a healthy, equitable city with economic opportunity now and for future generations.

CITY COUNCIL STRATEGIC PRIORITY AND RELATED PERFORMANCE MEASURE:

The CAP is in line with the Sustainable Growth & Development Strategic Priority to improve Tempe's environment, quality of life, and economic outcomes by making long-term investments in technology, infrastructure, and public transit.

This plan is instrumental in achieving the following performance measures:

- Carbon neutrality in municipal operations by 2050, with a strategy of 100% renewable energy sources by 2035 (4.19)
- Achieving a citywide 25% tree and shade canopy by 2040 (4.11)
- Creating a multimodal transportation system (20-minute city) where residents can meet all basic daily, non-work needs (3.26)

Future potential performance measures for electric vehicle adoption and alternative transportation use will be considered.

OVERVIEW OF THE CLIMATE ACTION PLAN:

The City's first CAP has twelve proposed actions and four highlighted actions to focus on Transportation, Energy and Resilience to Extreme Heat. In November, staff will ask Council to adopt a GHG emissions reduction target for the community. Staff has also identified guiding principles for Tempe's next Climate Action Plan (CAP 2021 Update).

Proposed Climate Actions:

The two focus areas proposed for this CAP are reducing emissions and increasing resilience. To reduce emissions, we must improve our energy and transportation systems. To become more resilient, we must be prepared for the effects of extreme heat.

Section 1: Emissions Reduction

Tempe can increase livability and economic vibrancy by further investing in energy and transportation technologies that reduce GHG emissions. By reducing our emissions now, we are creating a better and more stable city and world for future generations.

Section 1a: Energy

Our city can support businesses and residents in adopting clean energy upgrades that save money and grow Arizona's clean energy economy. Tempe must prioritize energy-efficient technology and infrastructure to lower the GHG emissions that come from the electricity grid. The actions we can take in this area include the following:

1. Resilient Energy Hubs

A resilient energy hub allows a city to meet the power needs of the most vulnerable populations in case of an emergency. These resilient energy hubs can be outfitted with solar panels and battery storage. They will be located at buildings with first responders (Police and fire stations), and areas of first refuge in case of an emergency (community centers, schools, and churches).

2. Revolving Fund

This revolving fund encourages energy-efficient technologies and infrastructure by removing financial barriers for businesses to invest in energy upgrades.

3. Sustainability Platform

A shared website platform can inform businesses about sustainable procedures and opportunities, so they are aware of how to invest in energy upgrades.

4. Solar Electric Vehicle (EV) Charging Stations

By educating residents and businesses about the importance of shifting the time of peak energy usage, the city, businesses, and utilities can partner to install more workplace charging stations.

Section 1b: Transportation

Tempe is a leader in transportation, with an array of public transit options that demonstrate how serious we are about being a multimodal city. We can continue to invest in alternative forms of transportation to improve our air quality and lower GHG emissions. The actions we can take in this area include the following:

1. Transportation Management Association (TMA)

The TMA is a public-private partnership that aims to reduce traffic congestion and carbon emissions. The TMA will allow employers to encourage employees to take public transit or carpool.

2. Encourage Walking, Biking, and Public Transport in City Projects

This action will corroborate with Tempe's Vision Zero and the 20-minute city initiative to improve transit services and increase pedestrian-friendly city streets.

3. Electric Vehicle (EV) Charging

Tempe can increase the number of public EV charging stations by amending building codes to support their installation.

4. Autonomous Mobility Readiness Guide

A readiness guide will be created to lay the groundwork for policies that encourage autonomous vehicles (AV), as they can lower traffic congestion and provide a safer transit option.

Section 2: Resilience

Tempe must become more resilient to the disturbances arising from climate change. By cultivating urban resilience, Tempe can respond to threats and shocks in a way that allows us to still achieve our sustainability goals and remain a safe, healthy city.

Section 2a: Extreme Heat

Considering the imminence of climate change, we must prepare for extreme heat. By investing in infrastructure that will cool Tempe, we are creating a city that can reduce negative public health and economic impacts. The actions we can take in this area include the following:

1. Green Infrastructure (GI)

GI collects stormwater to use for irrigation instead of potable water, which saves water and prevents flooding. By collecting stormwater to help grow vegetation, we can also cool our urban area and increase shade.

2. Green Building Code

With the use of the International Green Construction Code (IGCC), we can incorporate sustainable construction components to keep Tempe cool.

3. Urban Forestry Master Plan

An increase in the urban tree population will increase the shade canopy to cool the city and improve air quality.

4. New Emergency Management Program

The new Emergency Manager position can make sure that public safety is not compromised on extreme heat days by coordinating between the city, residents, schools, and businesses.

GHG Emissions Target

The Global Covenant of Mayors for Climate and Energy (Formerly the Mayor's Compact that Tempe joined in 2016) requires that Tempe set a GHG emissions reduction target. Tempe's Climate Action Plan is designed to move our community towards carbon neutrality. Setting a specific target will inform how to implement the plan.

Other Arizona cities have adopted the following GHG emissions reduction targets:

- A. 100% carbon neutral by 2060 (Phoenix)
- B. 80% of 2015 GHG emissions by 2050 (Flagstaff)

The Office of Sustainability recommends the approach of adopting Phoenix and Flagstaff's reduction goals as Tempe's new Performance Measure for community GHG reduction: 80% reduction of 2015 levels by 2050 and 100% carbon neutral by 2060. Once the target is set, it will be reported to the Global Covenant for Climate and Energy and the Carbon Disclosure Project. Setting an emissions target is critical for Tempe to apply for certain grants, and to stay engaged in the national and global climate action movement.

BACKGROUND INFORMATION:

GHG Emissions Inventory

In 2015, the City of Tempe conducted a Municipal and a Community GHG Emissions Inventory to estimate all the sources of emissions coming from the city. The 2015 GHG Emissions Inventory will serve as the baseline for how all future emission reductions are measured.

- In 2015, our city government emitted 40,670 metric tons (MT) of CO₂e.
- In 2015, the Tempe community, including residents, businesses, and industries, emitted 3,667,560 MT CO₂e.

GHG emissions have implications locally and globally. CO₂ emissions interfere with the greenhouse effect. More emissions lead to heat being trapped in the atmosphere, causing a rise in global temperatures, melting of the polar ice caps, rising sea levels and temperatures, and alterations to weather patterns. These all have serious effects for people's quality of life globally and here in Tempe.

Global Covenant of Mayor's for Climate and Energy

In 2016, Tempe joined the Global Covenant of Mayors for Climate and Energy (GCoM) (Previously call the Mayor's Compact) in an effort to reduce our city's GHG emissions and prepare for the effects of climate change. The GCoM is the largest global alliance for city climate leadership. The GCoM stands to support voluntary action to combat climate change by working towards a resilient and low-emission cities.

Community Engagement

Arizona State University and the City of Tempe co-developed a community engagement process to ensure that residents, students, experts, nonprofits, and the business community engaged in the development of the CAP.

The process included the following:

- **Interviews** – Over 40 interviews with City of Tempe staff and key partners were conducted to determine areas of opportunity for Tempe to take action.
- **Engagement with city departments** – The Office of Sustainability worked closely with city departments in the development of potential climate actions. The Engineering and Transportation Department played a critical role in the development of the transportation and energy sections of the plan. Community Development, Fire, Police, and Strategic Management and Diversity supported work on extreme heat and emergency management.
- **Forums** – Public and expert forums were held for each focus area to get resident and expert feedback on how the city can address energy, transportation, and extreme heat.
- **Open house** – An open house was held in March 2019 for residents and partners to review the proposed twelve actions in the plan.
- **Sustainability Commission** – The Tempe Sustainability Commission oversaw the entire planning process of the CAP, and the Commission selected the four highlighted actions of the plan.

Municipal Actions

In addition to the twelve community actions, the city has considered what actions our city government can take to be sustainable and resilient. The 2015 GHG emissions inventory allowed Tempe to identify what operational changes can be made to reduce carbon emissions. The city set a goal of carbon neutrality in municipal operations by 2050, with a strategy of 100% renewable energy by 2035.

Tempe is working within each of the following areas to reduce carbon emissions:

City Buildings

- **Facilities Sustainability Plan:** The city is creating a roadmap to identify which long-term energy efficiency investments to make in city facilities.

Outdoor Lighting

- **Street lights:** Tempe will continue to replace high-pressure sodium street lights and incorporate LED lights into street lights and path lights.
- **Park lights:** The city will convert inefficient park lighting to LEDs.
- **Facility lights:** The city will continue to upgrade exterior lighting to LEDs.

Water Infrastructure

- **Efficiency study:** A study is currently underway to assess the city's water treatment plants, wells, and pumps to determine how to optimize water and energy use. The study will provide recommendations for energy and water upgrades and improvements at the two water treatment plants.

Municipal Fleet & Transit Fleet

- **EV feasibility study:** The city is looking at its current electrical infrastructure at city facilities to determine what capacity is needed to install future EV charging infrastructure.
- **Increase EV purchasing:** The city will continue to invest in both electric and hybrid vehicles for the city's fleet, while reducing purchases of fossil-fueled vehicles.
- **Transit fleet upgrades:** In addition to investments in cleaner forms of transit, Tempe's Orbit and Flash buses are gradually switching to alternate fuels from diesel gasoline. Transit is using compressed natural gas (CNG), which produces far less GHG emissions than conventional diesel fuel.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

No immediate fiscal impact.

MOVING FORWARD:

Tempe's 2019 Climate Action Plan sets out an initial twelve actions to put Tempe on a path toward community carbon neutrality. The city's journey toward a carbon-neutral future will only accelerate with the adoption of the 2019 CAP. Tempe is already looking to expand and improve on its first CAP with a second CAP – CAP 2021 Update. Five guiding principles for CAP 2021 Update have been identified by Tempe's Sustainability Commission and the Office of Sustainability. We will work

with residents, businesses, and nonprofits to build a second CAP that is based off the following principles: fiscal responsibility, enterprise, equity, engagement, and effectiveness and evidence. We elaborate these principles here to communicate the city's commitment to climate action that aligns with Tempe's unique character and needs.

Fiscal Responsibility

- Tempe will make investments in emissions reduction and resilience that are financially sound.

Enterprise

- Tempe will focus on the critical role of local businesses in sustaining climate action by investing in and promoting new business practices and the deployment of new technologies.

Equity

- Tempe will work to include all voices in city decision making by addressing structural racism and equity challenges in our city.

Engagement

- Tempe will create a CAP and a planning process that residents can interact with and understand.

Effectiveness & Evidence

- Tempe will make investments in carbon reduction and resilience to climate change that are effective and evidence based. This will help ensure that actions in the CAP actually reduce emissions and increase our resilience as intended.

The City of Tempe will keep these five guiding principles in mind when constructing the new actions in CAP 2021 Update to ensure high-quality and effective climate action.

Timeline

Summer 2019	Draft CAP
September 10	Public Event
Fall 2019	Finalize CAP
November 7	Council Approval of Climate Action Plan
Winter 2021	Engagement on CAP 2021 Update guiding principles
Spring 2021	Forums on CAP 2021 Update
Summer 2021	Draft & edit CAP 2021 Update
November 2021	Council Approval of Climate Action Plan 2021 Update

ATTACHMENTS:

PowerPoint

Draft Climate Action Plan <https://www.tempe.gov/home/showdocument?id=76425>

Climate Action Plan



Transportation Commission
October 15, 2019



What is a Climate Action Plan (CAP)?

Tempe's Climate Action Plan:

- Global Covenant of Mayors
- 12 actions to reduce GHG emissions and improve resilience to extreme heat
- New Performance Measure for community GHG emissions

Related Performance Measures

- Carbon neutrality in municipal operations by 2050, with a strategy of 100% renewable energy sources by 2035 **(4.19)**
- Achieving a citywide 25% tree and shade canopy by 2040 **(4.11)**
- Creating a multimodal transportation system (20-minute city) where residents can meet all basic daily, non-work needs **(3.26)**

What is in Tempe's Climate Action Plan?

- Overview
- Community Actions
 - **Emissions Reduction**
 - Energy & Energy Efficiency
 - Transportation
 - **Resilience**
 - Extreme Heat
- Municipal Actions – GHG Inventory
- Climate Action Plan 2021 Update

Emission Reduction vs. Resilience

- **Emissions Reduction: Energy and Transportation**
 - Reduce greenhouse gas emissions
 - Become a more livable and economically viable
 - Invest in a better city for future generations
- **Resilience: Extreme Heat**
 - Become more resilient to climate change
 - Help Tempe achieve its sustainability goals

Emissions in Tempe

- **Municipal emissions:** City facilities and operations
- **Community emissions:** Electricity production and transportation emissions

GHG Emissions Baseline

Municipal

**2015 Emissions -
City of Tempe**

28,723 metric tons
CO₂e, electricity only

40,670 metric tons
CO₂e, electricity and gas
for vehicles and buildings



equivalent to
electricity use of

**6,096
homes**

Community

**2015 Emissions -
All residents, business,
and organizations in
Tempe**

2,023,229 metric tons
CO₂e, electricity only

3,667,560 metric tons
CO₂e, electricity and gas for
vehicles and buildings



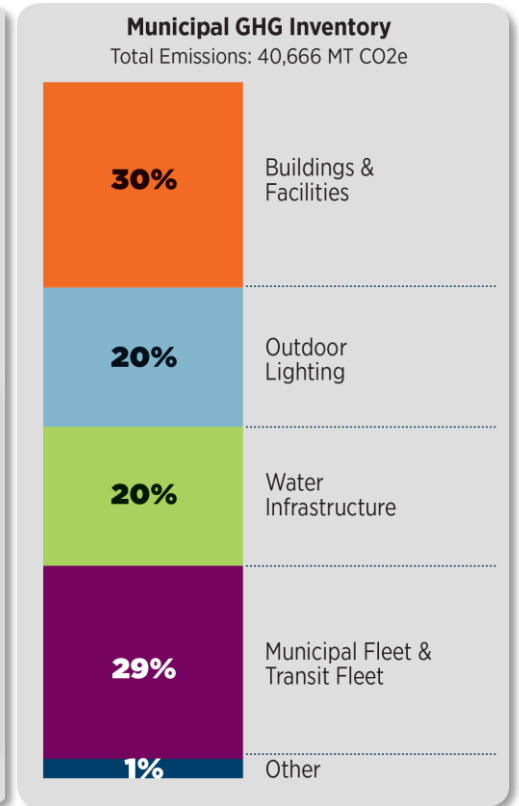
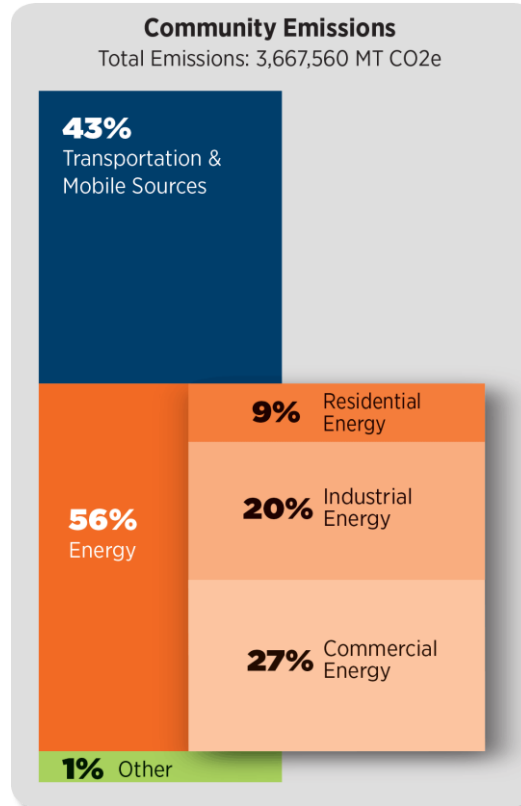
equivalent to
electricity use of

**549,694
homes**

Emissions in Tempe

Community emissions: Electricity production and transportation emissions

Municipal emissions: City facilities and operations



Municipal Operations Emissions

- City buildings, outdoor lighting, and water treatment account for **70% of municipal emissions**
- City fleet, transit fleet, and employee commute account for **30% of municipal emissions**



Municipal Actions: City Buildings

City Buildings

- Solar panels at six facilities
- Energy audits and retrofits

Next action

- Facilities Sustainability Plan



Municipal Actions: Outdoor Lighting

Outdoor Lighting

- Converted streetlights to LED

Next actions

- LED street lighting
- LED park lighting
- LED building exterior lighting



Municipal Actions: Water Treatment

Water Treatment

- Research technologies to lower energy & water use
- Power operations with renewable energy

Next action

- Assessment of water treatment operations



Municipal Actions: City Fleet

● Fleet and Transit Fleet

- Prioritize electric vehicle (EV) investments
- Orbit & Flash buses – alternative fuel

● Next actions

- Electric vehicle feasibility study
- Increase EV purchasing

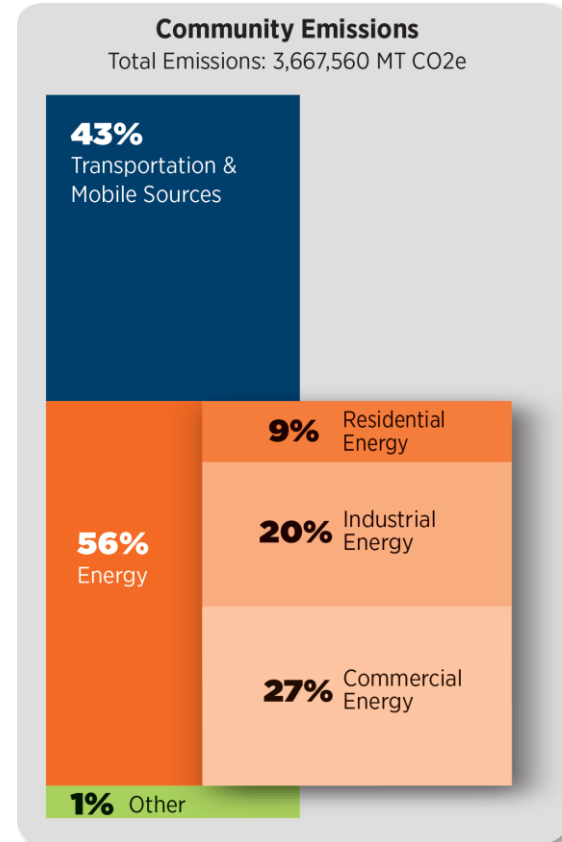


Moving Towards Municipal Carbon Neutrality

- **Partner** with utilities on fleet electrification & renewable energy
- **Collaborate** with city departments - facilities, streets, transit, water utilities - to reduce carbon emissions
- **Measure and report** on carbon emissions reduction

Community GHG Emissions

- **56% of GHG emissions** in Tempe are from energy production across residents, businesses, industries, and nonprofits
- **43% of the GHG emissions** in Tempe are from transportation



Community Climate Action: Energy

- 56% of community GHG emissions = **electricity production**
- Challenge:** A least 50% of electricity that powers Tempe homes and businesses comes from fossil fuels
- Support** businesses and residents in **load shifting and energy upgrades**
 - Saves money
 - Promotes clean energy economy



Community Climate Action: Transportation

- **43%** of community GHG emissions = **vehicular emissions**
- Tempe **leads Arizona** in alternative transportation: bus, bike, light rail
- The shift from **single-occupancy vehicles to alternative modes of transportation:**
 - Improves air quality
 - Lowers GHG emissions



Community Climate Action: Extreme Heat

- Summers have **more extreme heat days**, fueled by **urban heat island (UHI)** effect
- Extreme heat poses **serious health risks** for vulnerable populations and **Tempe's economy**
- **Green infrastructure** and low-impact development can make Tempe **cooler and more livable**.



Collaboration on the CAP

- Building Capacity
- Community Engagement



Capacity Building

- Future Shocks and City Resilience boardgame
 - **Engage/educate** city leaders about sustainability issues
 - Present **new perspectives** and thinking for sustainable management
- Sustainability Goal Setting and Strategy Workshop
 - **Introduce** focus areas of CAP
 - Develop **deeper understanding** of **sustainable** infrastructure and **resilient** communities



Community Engagement

● Forums

- Build support for key investments in target areas (energy, transportation, heat, etc.)

● Engagement with City Departments

- Ensure alignment of actions and the climate action planning process with existing city actions and planning

● Interviews

- Generating ideas, getting feedback on initial concepts and testing communications strategy



Forum Discussions and Stakeholders

Energy:

- Opportunities to support energy upgrades in residential and commercial buildings
- Community solar development to increase access to renewable energy
- **Stakeholders:** APS, SRP, ASU, Renewable Energy Firms

Transportation:

- Electric vehicles use and infrastructure
- Streetcar and other modes of transportation that reduce congestion and the need for car travel
- **Stakeholders:** Valley Metro, ADOT, Waymo, Tempe Chamber of Commerce

Extreme Heat:

- Cooling the city with trees, vegetation, material use and smart stormwater practices
- Lessening the impact of extreme heat through education and preparedness
- **Stakeholders:** AZ Dept. of Forestry & Fire Management, Watershed Management Group, SRP Sustainability Team, Tempe FMR, ASU

Engagement with City Departments

- ASU, MAG, DTA, and Engineering and Transportation on transportation actions
- ASU and Strategic Management and Diversity Office on autonomous vehicles
- Engineering and Transportation and Internal Services on energy actions
- Sustainable Cities Network on extreme heat and green infrastructure
- Fire Medical Rescue Department, and Police Department on Emergency Management
- Community Development on Green Building Code

Interviews

- Conducted semi-structured, group interviews with:
 - 42 Tempe city staff
 - Non-profits
 - Commissioners
 - Key stakeholders such as the Tempe Chamber of Commerce and Local First Arizona
- Results included:
 - Current actions to reduce emissions
 - Recommendations for future collaborations
 - Areas of strength, investment, expertise for CAP

Timeline: CAP Engagement

- Spring 2018 Internal Interviews
- Summer 2018 External Interviews
- Fall 2018 Engagements with City Departments
- September 2018 Forums on *Extreme Heat*
- October 30th 2018 Forum on *Energy*
- Oct./Nov. 2018 Forums on *Transportation*
- February 26th 2019 Forums on *Extreme Heat and Energy*
- March 19th 2019 Climate Action Plan Open House
- Summer 2019 Finalize Plan
- September 7th CAP Draft Review
- September 10th CAP Draft Review
- September 21st CAP Draft Review
- Fall 2019 Council Adoption

Climate Action Plan Overview

Energy and Energy Efficiency

- 1 Create resilient energy hubs with renewable energy and energy storage.
- 2 Create a revolving fund to support energy upgrades to businesses and schools in Tempe.
- 3 Create a centralized sustainability platform to help businesses implement energy upgrades.
- 4 Pilot solar electric vehicle charging to capture and store energy during peak sunlight hours.

Transportation

- 1 Create an urban core Transportation Demand Management program and a Transportation Management Association.
- 2 Prioritize safe and low-stress connections by walking, biking or riding transit in all transportation projects.
- 3 Invest in electric vehicle charging infrastructure and adopt building code changes that support electric vehicles.
- 4 Develop an automated mobility readiness guide and policy framework.

Extreme Heat

- 1 Adopt Green Infrastructure and low-impact development standards.
- 2 Adopt Green Building Code with support for increasing shade and use of cool materials.
- 3 Further invest in Urban Forestry Master Plan to provide more shade in parks and along streets.
- 4 Invest in new emergency management program and develop resilience plan for extreme heat.

Highlight Energy Action

● Resilient energy hubs

- Partner with utilities to **reduce barriers to adding solar and battery storage** to community centers, schools, and churches.
- Meet the power needs of the most **vulnerable populations** in case of **emergency**



Highlight Transportation Action

- **Transportation Demand Management (TDM) program**
 - A TDM program **encourages transit and carpooling**
 - Provides **congestion mitigation alternatives**
 - The Transportation Management Association (TMA) is a public-private partnership that aims to **reduce traffic congestion and carbon emissions.**



Highlight Extreme Heat Action

- **Green Infrastructure & Low Impact Design Standards**
 - Design landscapes that **capture stormwater** while growing **vegetation** for **shade** and urban **cooling**
 - Promotes a **walkable** and comfortable city
 - **Saves water**
 - Keeps Tempe **cool**



Highlight Extreme Heat Action

- International Green Construction Code (IgCC)
 - Make construction **more sustainable**
 - **Increased resilience** to extreme heat
 - Encourage **sustainable** construction **methods** and **materials**
 - Structural **shade**
 - Supports **cool** materials
 - Requires more **tree canopy** coverage



What's Next: CAP 2021 Update

- Tempe's CAP 2021 Update will incorporate the following **guiding principles** to ensure **quality and effective climate action** is taken:
 - **Fiscal responsibility**
 - Make financially wise climate action investments
 - **Equity**
 - Prioritize job creation and professional development
 - **Engagement/Education**
 - Create engagements that allow residents connect with content
 - **Enterprise**
 - Tempe businesses can promote climate action
 - **Effectiveness/Evidence**
 - Evidence that climate actions have an impact

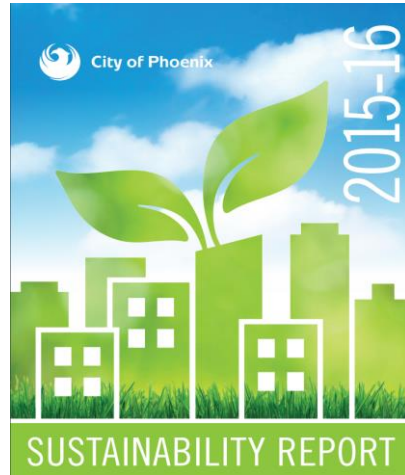
Timeline (Future and CAP 2021 Update)

- September 7th Public Event
- September 10th Public Event
- September 21st Public Event and Heat Walk
- Fall 2019 Finalize CAP
- Fall 2019 Council Approval
- Spring 2020 Forums on CAP 2021 Update
- Spring 2021 Analyze 2020 data
- Summer 2021 Draft & edit CAP 2021 Update
- November 2021 Council Adoption

Potential GHG Reduction Targets

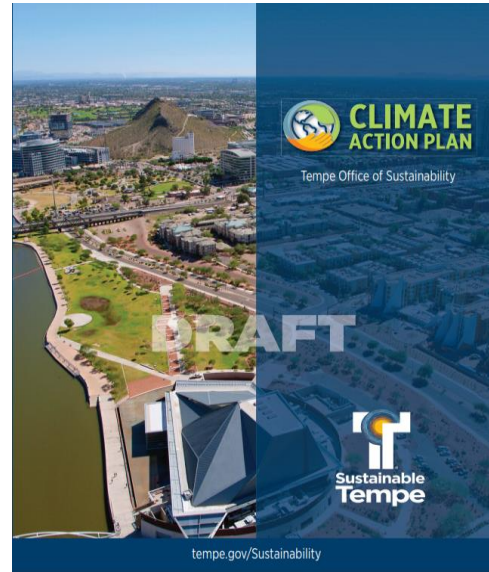
- A community GHG reduction target is required as part of Global Covenant.
- Established target supports efforts to join coalitions and apply for competitive grants.

Arizona GHG Reduction Target Examples



- A. 100% carbon neutral by 2060 (Phoenix)
- B. 80% reduction of 2016 GHG Emissions by 2050 (Flagstaff)

GHG Reduction Target Recommendation



- 80% of 2015 community GHG emissions by 2050 and 100% carbon neutral by 2060

Request for Input

- GHG emissions target
- Feedback on 12 community climate actions
- Feedback on CAP 2021 guiding principles



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Chase Walman, Planner II, 480-858-2072
DATE: October 15, 2019
SUBJECT: El Paso Multi-Use Path Update
ITEM #: 6



PURPOSE:

The purpose of this memo is to provide the Commission with a review of the 60% design of the El Paso Path Improvement Project which extends from Price Road to just east of McClintock Drive. The multi-use path is proposed to be 10' wide, completing the gap across Fuller Elementary and Optimist Park with additional improvements to the lighting, landscaping, irrigation, ramps, seating areas, and crosswalks.

RECOMMENDATION OR DIRECTION REQUESTED:

Information only.

CITY COUNCIL STRATEGIC PRIORITY:

- Performance Measure 3.26 - 20 Minute City
- Performance Measure 3.14 - ADA Transition Plan

BACKGROUND INFORMATION:

The El Paso Gasline path project (between Price and McClintock) was the result of a neighborhood grant request awarded in 1994 to clean up the easement located behind homes of Yale Drive and Sesame Street. The project evolved into a path project between Price Road and Country Club Way to encourage local neighborhood resident activity along the easement. The improvements included a 6' path, landscaping, and lighting and was completed in 1998. With the success of the first phase, a second phase was implemented and completed from Kenwood Lane to just east of McClintock Drive in 2001. Since the original completion, no improvements have been made to project beyond regular maintenance.

Considering the popularity and constant heavy use of the path, the age of the lighting equipment, the damages to the landscaping from severe weather conditions; the path needs to be refreshed and refurbished. There are two scheduled maintenance projects for the El Paso paths programmed within a year of each other. The initial project was a lighting replacement and upgrade followed by a landscaping refresh with concrete improvements. In the interest of minimizing the impact on the neighborhood and damaging any of the improved lighting fixtures, as well as, generating project cost savings, these projects have been consolidated into a single path improvement project to be implemented at the same time. In addition, Optimist Park residents and Tempe's Transportation Commission also requested staff to explore and provide a design solution to eliminate the gap of the pathway between Country Club Way and Kenwood Lane.

Improvements as part of this project will include new trees, ground cover, shrubs, irrigation, ADA- compliant ramps, crosswalks, vandal resistant LED lighting, and a continuous 10' pathway extending from Price Road to just east of McClintock Drive.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

\$1,250,000 Pathway Capital Maintenance (Local)

ATTACHMENTS:

PowerPoint

El Paso Multi-Use Path Project Update

**Transportation Commission
October 15, 2019**



This Project



● The consolidation of two programmed pathway capital maintenance projects into one holistic path improvement project

- Complete the gap in pathway from Country Club Way to Kenwood Lane
- New vandal resistant light poles
- New trees/landscaping/ irrigation
- Improved crosswalks and ADA compliant directional ramps
- Bring existing path to current width standards (10')



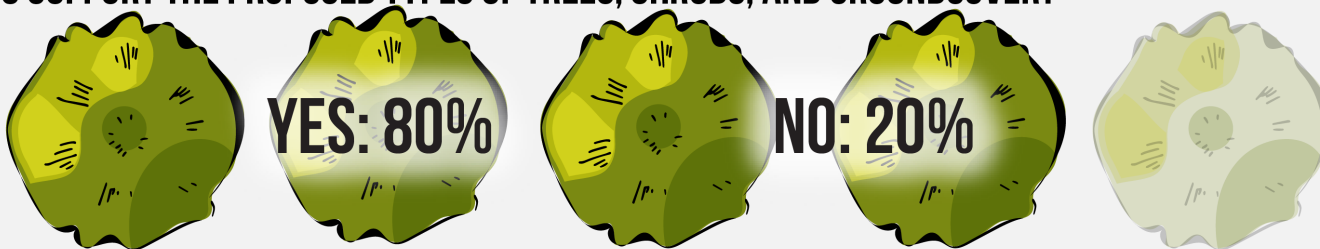
Summary of Feedback



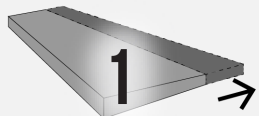
DO YOU SUPPORT THE PROPOSED DESIGN?



DO YOU SUPPORT THE PROPOSED TYPES OF TREES, SHRUBS, AND GROUNDCOVER?



RANK THE FOLLOWING ELEMENTS FROM 1 TO 5 WITH (1) BEING YOUR TOP PRIORITY, (5) YOUR LOWEST



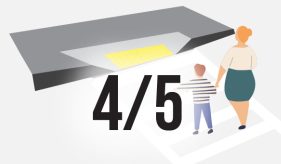
WIDER PATH



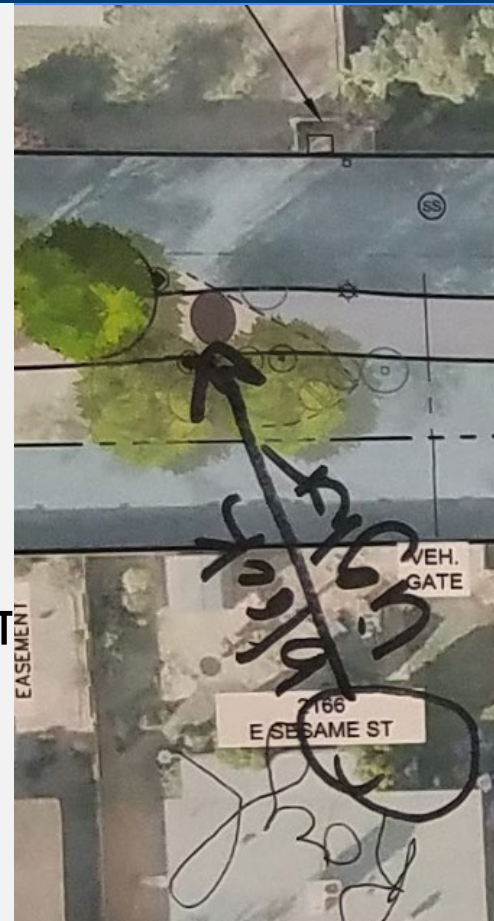
COMPLETE GAP



MORE TREES



RAMPS/CROSSWALKS





60% Design

Precedent Design Elements



Landscape Palette



SIMMONDSIA CHINENSIS
JOJOBA



TECOMA STANS
YELLOW BELLS



ALOE VERA
MEDICINAL ALOE



ARISTIDA PURPUREA
PURPLE THREE-AWN



HESPERALOE PARVIFLORA
RED YUCCA

SHRUBS

ACCENTS



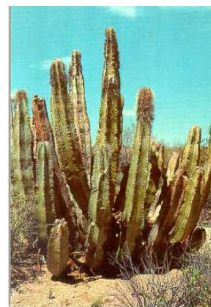
CONVOVULUS CNEORUM
BUSH MORNING GLORY



MACFADYENA UNGUIS-CATI
CAT'S CLAW



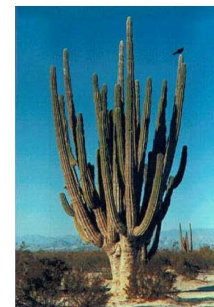
CARNEGIEA GIGANTEA
SAGUARO



LOPHOCEREUS SCHOTTII
SENITA



LOPHOCEREUS SCHOTTII
FORMA MONSTROSUS
TOTEM POLE CACTUS



PACHYCEREUS PRINGLEI
CARDON

GROUNDCOVERS

CACTI

Plan View – Price Road to Country Club Way



Plan View – Country Club Way to Kenwood Lane



Plan View – Kenwood Lane to Los Feliz Drive





The background features a central light blue circle surrounded by concentric, slightly irregular rings of dark blue and yellow, creating a tunnel-like or ripple effect.

Next Steps

Next Steps



- Transportation Commission
- Public Meetings Round 2
 - Fuller Elementary **October 16th** 7-8pm
 - El Paso Path (Just East of Country Club Way) **October 19th** 9 - 10am
- Parks, Recreation, Golf, and Double Butte Cemetery Advisory Board **November 20th**
- Final Plans, Specs, & Estimates **December 2019**
- Anticipated Construction Start **Spring 2020**
- Anticipated Project Completion **Fall 2020**

QUESTIONS?

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Gregg Kent, PE, CFM
Principal Civil Engineer-CIP Design (480) 350-2738
DATE: October 15, 2019
SUBJECT: McClintock Drive Widening Project Update
ITEM #: 7



PURPOSE:

To provide an update on the finalization of the design for the McClintock Drive Widening Project. Project No. 5408751

RECOMMENDATION OR DIRECTION REQUESTED:

None

CITY COUNCIL STRATEGIC PRIORITY:

- Safe and Secure Communities
1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero. "Vision Zero"
- Quality of Life
3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Quality of Life
3.27 Achieve 5% decrease in vehicular delays during rush-hour periods along arterial corridors compared to previous period

BACKGROUND INFORMATION:

The following information is being provided to keep the Transportation Commission up to date on the progress of the McClintock Drive project. While staff had anticipated the start of construction to occur in the Fall of 2018, unanticipated delays have occurred related to utility relocations, and design challenges near the UPRR/McClintock underpass where landscape planters exist.

The following is a timeline of what has been completed to date and expected next steps as well as additional information on the delay.

- Dec. 2017 Contract executed with Dibble Engineering and Notice To Proceed given
- April 2018 Public meetings held to discuss impacts to ingress/egress in areas that do not have mid-block signals.
- May 2018 15% Design Complete
- July 2018 60% Design Complete
- Dec. 2018 90% Design Complete
- Dec. 2018- Present Utility coordination on relocations/ ROW acquisition - anticipated completion by the middle of October 2019

Next Steps

- Final sealed plans – By October 31, 2019
- Project Advertisement (for construction) – By the end of December 2019
- Construction Start – Spring 2020

The McClintock Drive Widening Project has been delayed primarily due to three issues, utility relocations, property acquisitions and the widening near the McClintock Drive underpass at the Union Pacific Railroad.

There are a few major utility relocations along McClintock Drive with the most significant being two SRP transformer boxes and a Century Link box just north of McClintock High School. The SRP boxes are to be moved south and east requiring easements from the high school. Additionally, there are roughly 15 other locations requiring real property or easements to be acquired.

Finally, McClintock Dr. at the Union Pacific Railroad (UPRR) bridge has a narrower typical section than the rest of the corridor improvements. As discussed with council, to accommodate a wider sidewalk for both bicycles and pedestrians, the existing concrete planter boxes need to be removed on the north and south side of the bridge on the west side of the roadway. Unanticipated structural design is nearing completion to address the planter box removal, modifying the remaining retaining wall in front of the embankment slope, constructing a wall from the bridge abutment to the existing retaining wall and the relocation of four existing streetlights currently located within the planter boxes. As indicated above, utility coordination and right-of-way acquisition is anticipated to be completed by the end of September and we anticipate final sealed plans by the end of October which will allow us to move forward with bidding and construction.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: NA

ATTACHMENTS: PowerPoint

McClintock Drive Project Update

**Transportation Commission
October 15, 2019**





Priority 1 – Safe and Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero. “Vision Zero”



Priority 3 – Quality of Life

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



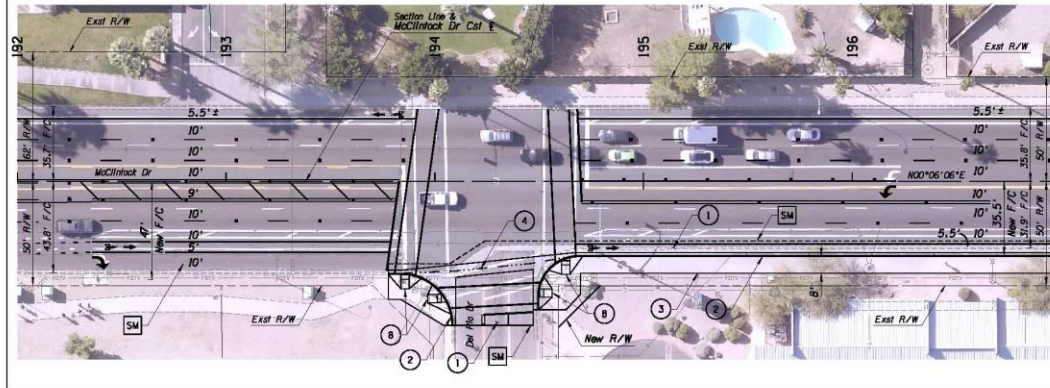
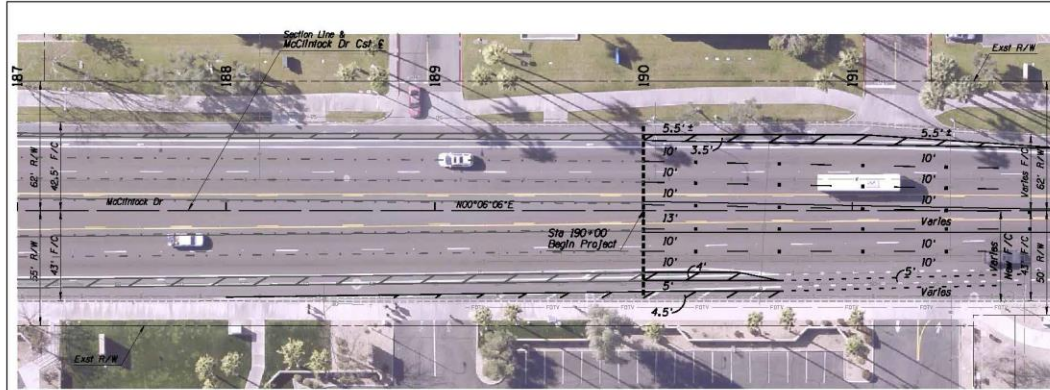
Priority 3 – Quality of Life

3.27 Achieve 5% decrease in vehicular delays during rush-hour periods along arterial corridors compared to previous period.



- Design Notice to Proceed – December 2017
- 90 % Plans Completed - December 2018
- Retaining wall footing design, utility relocation and property acquisitions anticipated complete by mid-October 2019
- Final plans – anticipated by end of October 2019
- Project advertisement end of December 2019
- Construction start – Spring 2020

Design and Challenges



CONSTRUCTION NOTES

- 1 Pavement Section No. 1
- 2 Curb & Gutter
MAG Std Det 220-1, Type A
- 3 Sidewalk
MAG Std Det 230
- 4 Valley Gutter
MAG Std Det 240
- 5 Sidewalk Ramp
COT Std Det T-328
- SM Sawcut & Match Exst

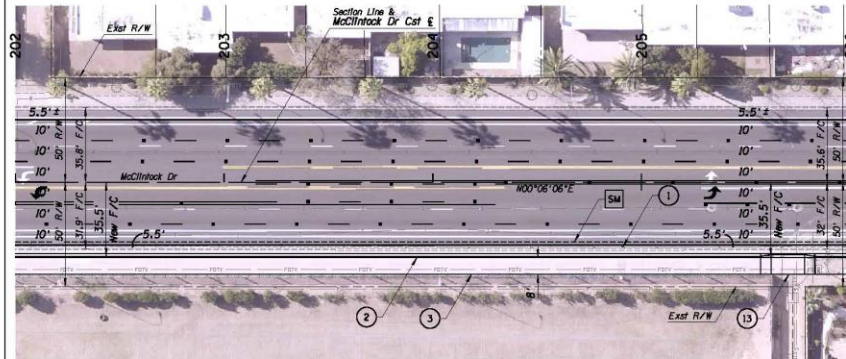
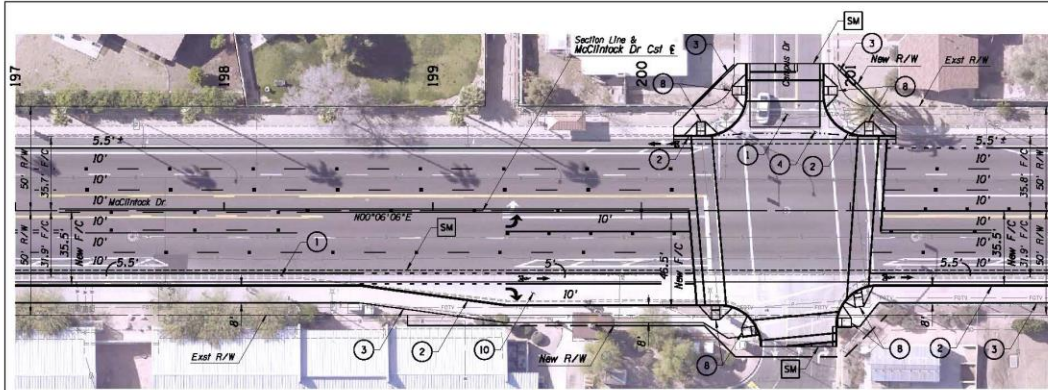
Widening (approximately 4-ft) begins at Del Rio Dr with all curb modifications taking place on the east side of McClintock Dr.
No widening takes place on the west side of McClintock Dr in this section.



PRELIMINARY
SUBMITTAL
15%
NOT FOR
CONSTRUCTION
OR RECORDING

REPUBLIC OF PUBLIC WORKS CITY OF TEMPE BAYVIEW ST BRUSHCRAWL		
126-82-3002-1004 SCHOOL BOND		
DESIGNED BY	REVISIONS	DATE
DRAWN BY	DESCRIPTION	PROJECT NO.
CHECKED BY	PROJECT TITLE	PROJECT NO.
SCALE	DATE	PROJECT NO.
McCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE		SHT. 1 OF 8

Design and Challenges



CONSTRUCTION NOTES

- ① Pavement Section No. 1
- ② Curb & Gutter
MAG Std Def 220-1, Type A
- ③ Sidewalk
MAG Std Def 230
- ④ Sidewalk Ramp
COT Std Def T-328
- ⑩ Bus Bay
COT Std Def T-654
- ⑬ Alley Entrance
MAG Std Def 260
- SM Sewcut & Match Exst

Widening (approximately 4-ft) continues north with all curb modifications taking place on the east side of McClintock Dr. No widening takes place on the west side of McClintock Dr in this section.



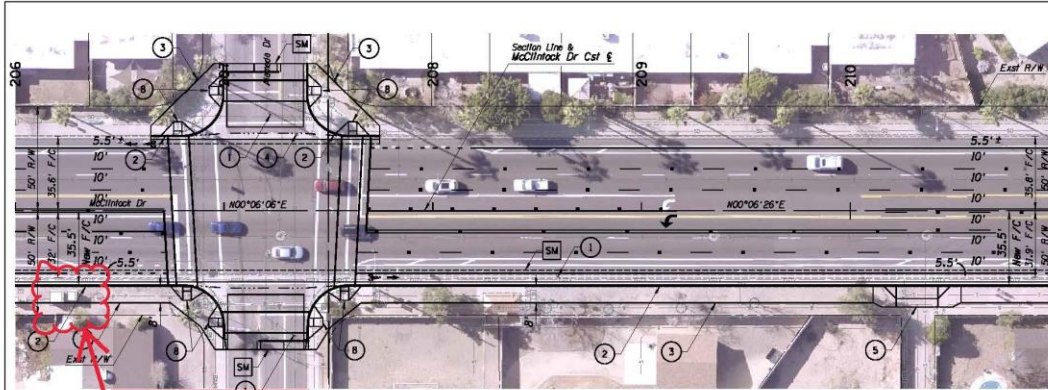
Scale in Feet
0 5 10 20



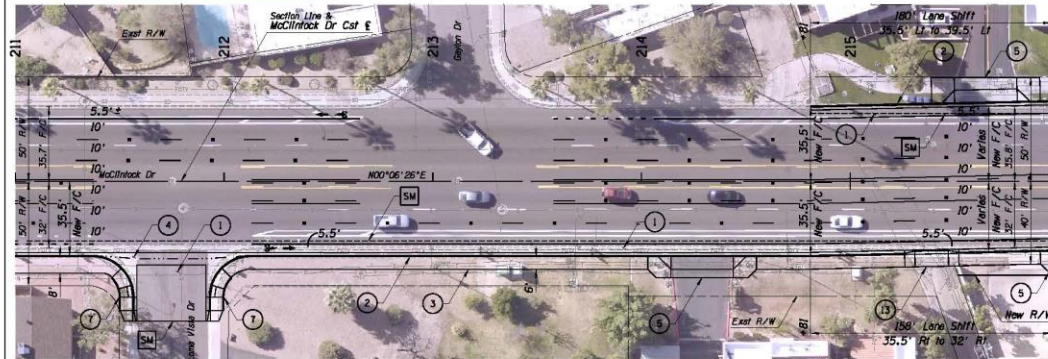
PRELIMINARY
SUBMITTAL
15%
NOT FOR
CONSTRUCTION
OR RECORDING

DEPARTMENT OF PUBLIC WORKS CITY OF TEMPE BUREAU OF ENGINEERING 176-202 3000 JENSEN SCHOOL BLVD.		
SUBMITTED BY: [Redacted] DESIGNED BY: [Redacted] DRAWN BY: [Redacted] CHECKED BY: [Redacted] SCALE: 1" = 20'	DESCRIPTION: McCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE	DATE: 2/20/24 PROJECT NO.: 5408751 SHEET: 2 OF 8

Design and Challenges



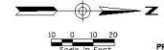
Relocation of large power and telephone equipment



CONSTRUCTION NOTES

- ① Pavement Section No. 1
 - ② Curb & Gutter
MAG Std Def 220-1, Type A
 - ③ Sidewalk
MAG Std Def 230
 - ④ Valley Gutter
MAG Std Def 240
 - ⑤ Driveway
COT Std Def T-320
 - ⑦ Sidewalk Ramp
COT Std Def T-326
 - ⑧ Sidewalk Ramp
COT Std Def T-328
 - ⑬ Alley Entrance
MAG Std Def 260
- SM Sawcut & Match Exst

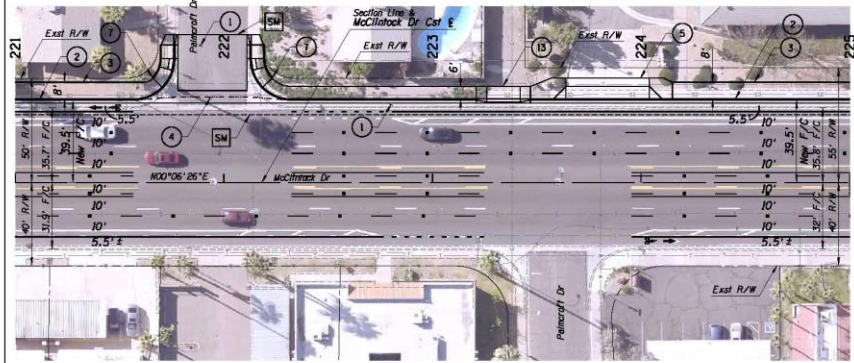
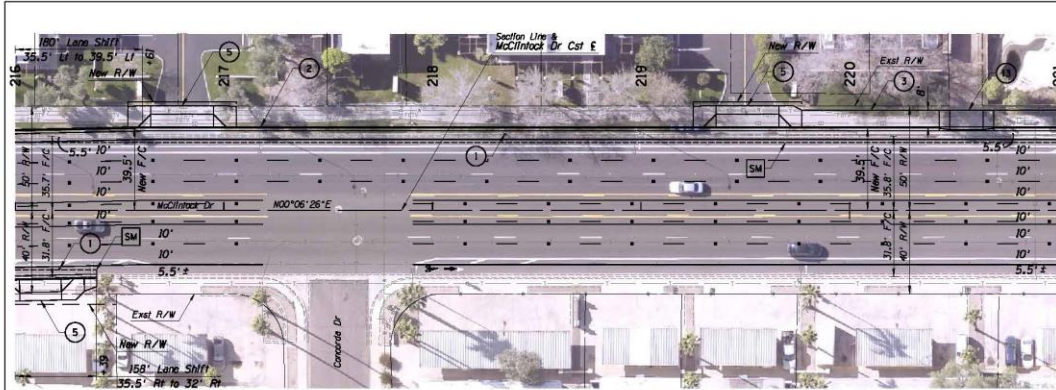
Widening (approximately 4-ft) continues north with curb modifications taking place on the east side of McClintock Dr. North of Gaylon Dr the widening (approximately 4-ft) transitions to the west side of McClintock Dr.



PRELIMINARY
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CONSTRUCTION
OR RECORDING

APPROVED FOR PUBLIC WORKS CITY OF TEMPE MAYOR OF BRUNER 10000 N. GAYLON DR., TEMPE, AZ 85284		
SUBMITTED BY: DESIGNED BY: DRAWN BY: CHECKED BY: SCALE: 1" = 30'	PROJECT NO: McCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE	DATE: 2/20/24 PROJECT NO: 5408751 SHEET: SHT. 3 OF 8

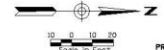
Design and Challenges



CONSTRUCTION NOTES

- ① Pavement Section No. 1
 - ② Curb & Gutter
MAG Std Det 220-1, Type A
 - ③ Sidewalk
MAG Std Det 230
 - ④ Valley Gutter
MAG Std Det 240
 - ⑤ Driveway
DOT Std Det T-320
 - ⑦ Sidewalk Ramp
DOT Std Det T-326
 - ⑬ Alley Entrance
MAG Std Det 260
- SM Sawcut & Match Exst

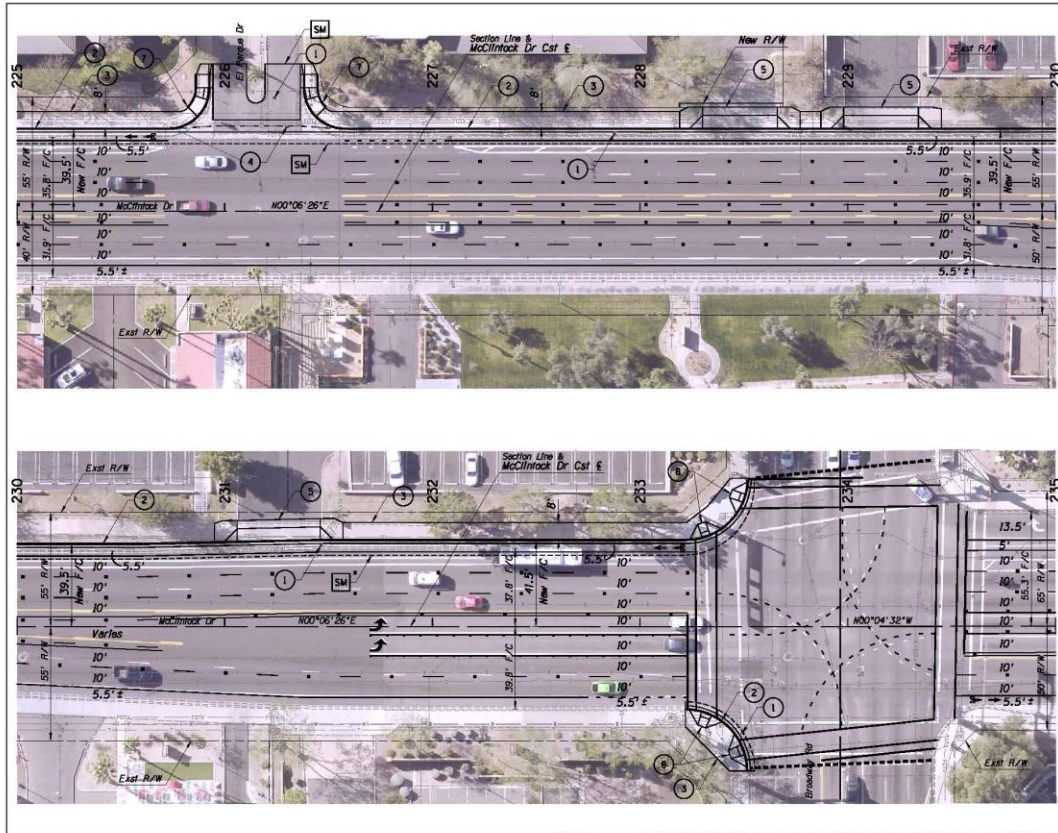
Widening (approximately 4-ft) continues north with all curb modifications taking place on the west side of McClintock Dr.



PRELIMINARY
SUBMITTAL
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NOT FOR
CONSTRUCTION
OR RECORDING

CITY OF TEMPE BAYLIGH ST. DESIGN CENTER 150 N. GILBERT ST., 2ND FLOOR, PHOENIX, AZ 85004			
DESIGNER	DESCRIPTION	DATE	PROJECT NO.
CH2M HILL	McCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE	8/2024	5408751
SCALE			SHT. 4 OF 8

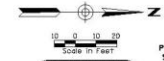
Design and Challenges



CONSTRUCTION NOTES

- 1 Pavement Section No. 1
- 2 Curb & Gutter
MAG Std Det 220-1, Type A
- 3 Sidewalk
MAG Std Det 230
- 4 Valley Gutter
MAG Std Det 240
- 5 Driveway
COT Std Det T-320
- 7 Sidewalk Ramp
COT Std Det T-326
- 8 Sidewalk Ramp
COT Std Det T-328
- SM Sawcut & Match Exst

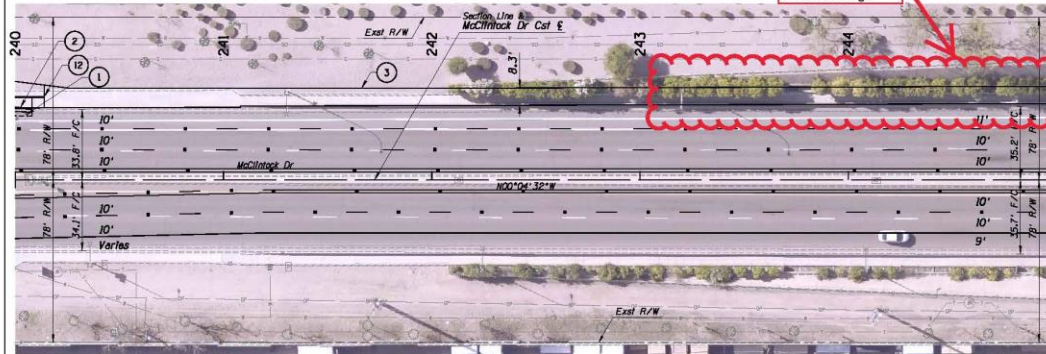
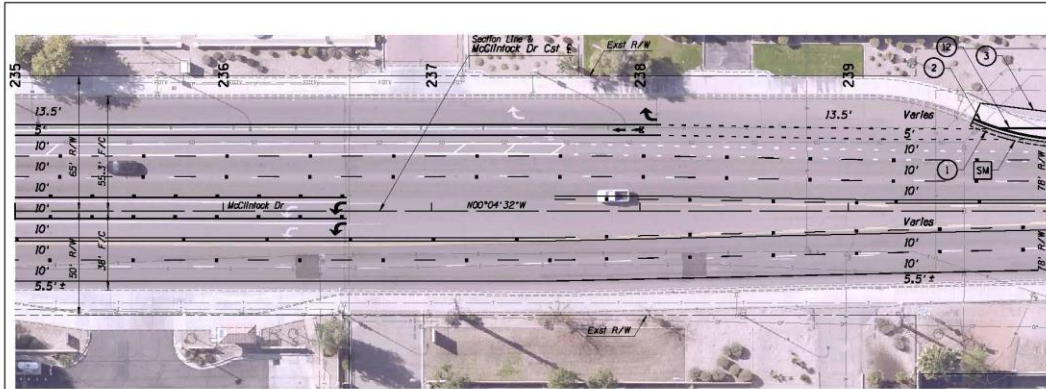
Widening (approximately 4-ft) continues north with all curb modifications taking place on the west side of McClintock Dr.



PRELIMINARY
SUBMITTAL
15%
NOT FOR
CONSTRUCTION
OR RECORDING

CITY OF TEMPE		DATE: 8/20/18	
DIVISION OF ENGINEERING		PROJECT NO: 5400751	
FOR THE CITY ENGINEER'S REVIEW		SHEET 5 OF 8	
DESIGNED BY: [Redacted]	CHECKED BY: [Redacted]	DATE: 8/20/18	
PROJECT: MCCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDING WIDENING ALTERNATIVE			
SCALE: 1" = 20'			

Design and Challenges



CONSTRUCTION NOTES

- ① Pavement Section No. 1
- ② Curb & Gutter
MAG Std Det 220-1, Type A
- ③ Sidewalk
MAG Std Det 230
- 12 Bike Ramp
Special Detail
- SM Sawcut & Match Exst

No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with bike lanes.



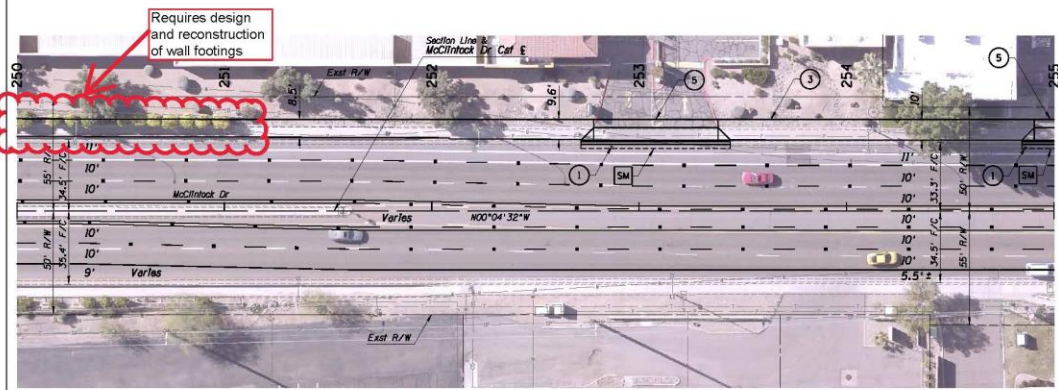
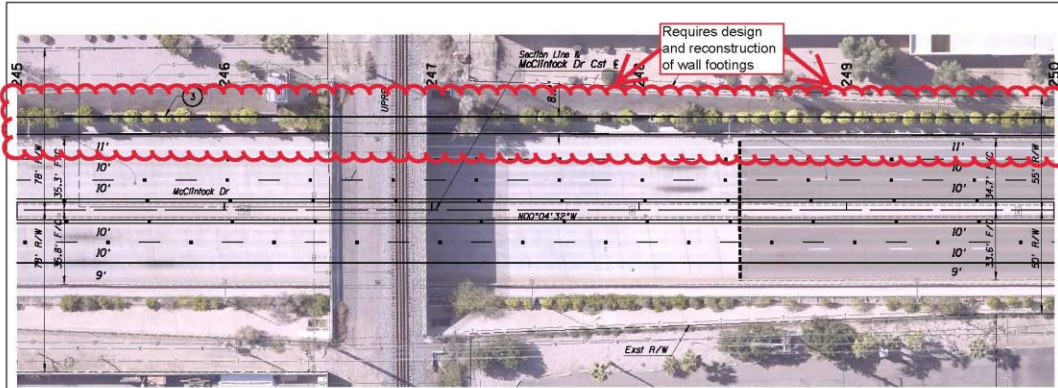
0 10 20
Scale in Feet



PRELIMINARY
SUBMITTAL
15%
NOT FOR
CONSTRUCTION
OR RECORDING

DEPARTMENT OF PUBLIC WORKS CITY OF TEMPE BUREAU OF ENGINEERING 226 N. GILBERT ROAD, PHOENIX, AZ 85004		DATE: 2/20/20
DESIGNER: JAC	PROJECT TITLE: McCLINTOCK DRIVE WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE	PROJECT NO.: S400791
DRAWN: DRB		
CHECKED: JAC		
SCALE: 1" = 20'		SHT. 6 OF 6

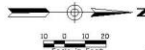
Design and Challenges



CONSTRUCTION NOTES

- ① Pavement Section No. 1
- ⑤ Sidewalk
MAC Std Det 230
- ⑤ Driveway
COT Std Det T-320
- SM Swwcut & Match Exst

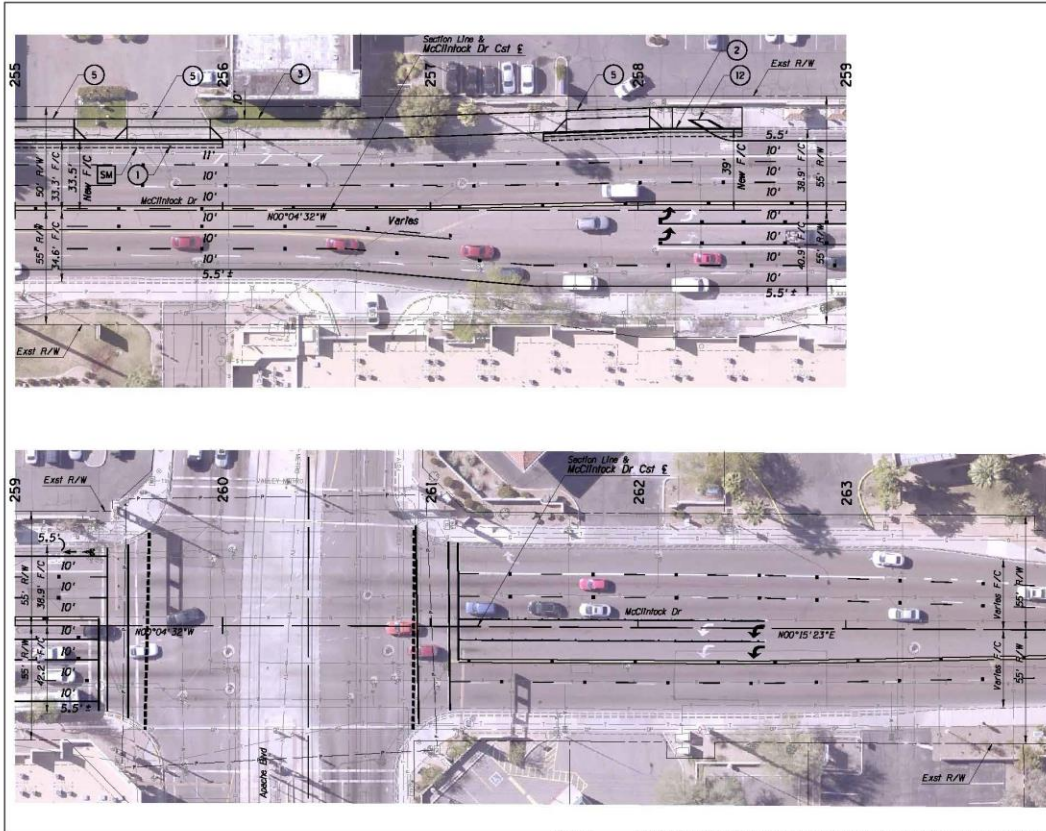
No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with a northbound bike lane. The planter on the west side of the will be removed to provide a shared pedestrian/bike facility on the sidewalk.



PRELIMINARY
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CONSTRUCTION
OR RECORDING

CITY OF TEMPE DIVISION OF ENGINEERING		PRELIMINARY SUBMITTAL	
PROJECT NO. 5400751		DATE: 8/28/18	
PROJECT NAME: WIDENING IMPROVEMENTS BLENDED WIDENING ALTERNATIVE		SHEET NO. 5 OF 8	
DESIGNED BY: [blank]	DESIGNED BY: [blank]	DATE: 8/28/18	DATE: 8/28/18
DRAWN BY: [blank]	DRAWN BY: [blank]	PROJECT NO. 5400751	PROJECT NO. 5400751
CHECKED BY: [blank]	CHECKED BY: [blank]	SCALE: 1" = 20'	SCALE: 1" = 20'

Design and Challenges



CONSTRUCTION NOTES

- ① Pavement Section No. 1
- ② Curb & Gutter
MAG Std Det 220-1, Type A
- ③ Sidewalk
MAG Std Det 230
- ④ Driveway
COT Std Det T-320
- ⑫ Bike Ramp
Special Detail
- SM Sawcut & Match Exst

No widening takes place in this section. McClintock Dr will be restriped to include 3-lanes southbound and 2-lanes northbound with bike lanes. The sidewalk and driveways on the west side will be reconstructed to provide a shared pedestrian/ bike facility on the sidewalk.



PRELIMINARY
SUBMITTAL
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NOT FOR
CONSTRUCTION
OR RECORDING

DEPARTMENT OF PUBLIC WORKS		DATE: 8/28/18	
CITY OF TEMPE			
DIVISION OF PUBLIC WORKS			
FOR THE SUPERVISOR'S REVIEW			
DESIGNED BY:	DESIGN FIRM:	PROJECT NO.:	DATE:
DRIVEN:	MCCLINTOCK DRIVE	5400751	8/28/18
CHECKED BY:	WIDENING IMPROVEMENTS		
SCALE:	BLENDING WIDENING		
1" = 20'	ALTERNATIVE		



Priority 1 – Safe and Secure Communities

1.08 Achieve a reduction in the number of fatal and serious injury crashes to zero. “Vision Zero”



Priority 3 – Quality of Life

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



Priority 3 – Quality of Life

3.27 Achieve 5% decrease in vehicular delays during rush-hour periods along arterial corridors compared to previous period.



Any questions?

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854
DATE: October 15, 2019
SUBJECT: Future Agenda Items
ITEM #: 9



PURPOSE:

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

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

CITY COUNCIL STRATEGIC PRIORITY:

- N/a

BACKGROUND INFORMATION:

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

- November 12
 - Annual Report
 - Bike Share
 - Bicycle Plan for Achieving Platinum Level Bike Friendly Community
 - ASU's ADA Program
 - Streetcar History Panels
- December 10
- January 14
 - Commission Business
 - Transit Shelter Design
 - Orbit Vehicles
 - Speed Limits
 - Tempe/Mesa Streetcar Extension Feasibility Study
- February 11
 - Bike Bait Program
 - Transit Shelter Design
- March 10
- April 14
 - Paid Media Plan
- May 12
 - Bike Hero
 - Capital Improvements Project Update
 - MAG Design Assistance Grants
 - Transit System and Security Update
- June 9
- July 14
- August 11
- September 8
- TBD: Micromobility Update
- TBD: North/South Rail Spur MUP
- TBD: Prop 400E

Future Agenda Items

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None