



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, November 12, 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 October 15, 2019 meeting.	Brian Fellows, Commission Chair	Action
3. Commission Business The Chair will recognize outgoing Commissioner Streid for her service as her term ends Dec. 31, 2019. The Chair will also recognize Shana Ellis who is not requesting another appointment.	Brian Fellows, Commission Chair	Information
4. Annual Report Staff will present the 2019 annual report including Transportation Commission goals for 2020.	Shelly Seyler, Engineering & Transportation Department	Action
5. Orbit Vehicle Staff will discuss the RFP process for selecting new Orbit buses along with the public involvement process.	Eric Iwersen and Sam Stevenson, Engineering & Transportation Department	Information and Possible Action
6. Streetcar History Panels Staff will present the draft Tempe history panels for the Streetcar stops.	Tony Belleau, Engineering & Transportation Department	Information and Possible Action
7. Bicycle Plan for Achieving Platinum Level Bike Friendly Community Staff will present strategies for Tempe to achieve Platinum Level Bicycle Friendly Community Designation.	Chase Walman, Engineering & Transportation Department	Information and Possible Action
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
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According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (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
October 15, 2019

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, October 15, 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 (via phone)
JC Porter
Paul Hubbell
David A. King (via phone)
Ryan Guzy (via phone)
John Kissinger

John Federico
Peter Schelstraete
Brian Fellows
Cyndi Streid
Jeremy Browning

(MEMBERS) Absent:

Lloyd Thomas
Pam Goronkin

Shana Ellis

City Staff Present:

Shelly Seyler, Deputy Engineering & Transportation Director
Robert Yabes, Principal Planner
Chase Walman, Planner II
Joe Clements, Transportation Financial Analyst
Gregg Kent, Principal Civil Engineer
Grace Kelly, PW Supervisor Admin
Steven Methvin, Deputy City Manager

Sue Taaffe, Senior Management Assistant
TaiAnna Yee, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Vanessa Spartan, Planner II
Marge Zylla, Government Relations Officer

Guests Present:

Lauryn Brown
Robert Pankonin

Audra Koester Thomas
Mike James

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 September 10, 2019 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Peter Schelstraete

Second: Commissioner John Kissinger

Decision: Approved by Commissioners:

Susan Conklu (via phone)
JC Porter
Paul Hubbell
David A. King (via phone)
Ryan Guzy (via phone)
John Kissinger

John Federico
Peter Schelstraete
Brian Fellows
Cyndi Streid
Jeremy Browning

Agenda Item 3 – Annual Report

Shelly Seyler presented the draft 2019 Transportation Commission Annual Report. Discussion included strengthening the language related to the Commission’s goals for 2020. Staff will modify the goals to include the word “guide” and return for a formal vote of the annual report at the November meeting.

Agenda Item 4 – MAG Value Mapping Survey Results

Audra Koester Thomas with the Maricopa Association of Governments presented the results of the MAG Value Mapping Survey. Topics included:

- Background
- Research design
- Research results
- Key takeaways
- System costs and revenues
- Next steps

Discussion included federal matching funds, air quality conformity, and monitoring heating effects.

Agenda Item 5 – Climate Action Plan

Grace Kelly provided the draft Climate Action Plan. Topics included:

- Project overview
- Emissions
- Action areas
 - Energy
 - Transportation
 - Extreme Heat
- Community engagement
- Timeline (to City Council Nov. 7)
- Climate Action Plan Update (2021)

Discussion included green building codes, incentives, future action plans, and ASU collaboration.

Agenda Item 6 – El Paso Multi-use Path Project

Chase Walman and Robert Pankonin presented the draft design of the el Paso Multi-use Path project. Topics included:

- Project overview
- Summary of feedback to date
- 60% designs
- Landscape palette
- Plan views

- Price to Country Club Way
- Country Club way to Kenwood
- Kenwood to Los Feliz
- Los Feliz to Gaicki Park
- Next steps

Agenda Item 7 – McClintock Drive Project Updates

Gregg Kent provided a construction overview of the McClintock Drive Paving project. Topics included:

- Council priorities
- Project status
 - 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 of each segment

Discussion included details of the configuration of the bike lane transition near Apache and the preference of green paint for the bike lanes.

Agenda Item 8 – Department & Regional Transportation Updates

Susan Conklu announced that the City of Scottsdale is hiring a school coordinator position. JC Porter mentioned that ASU recently began drafting its Transportation Demand Management Plan which will be completed in Spring 2020.

Agenda Item 9 - Future Agenda Items

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

The next meeting is scheduled for November 12, 2019.

The meeting was adjourned at 8:46 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: November 12, 2019
SUBJECT: 2019 Transportation Commission Annual Report
ITEM #: 4



PURPOSE:

To request that the Transportation Commission review the 2019 Transportation Commission Annual Report and 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 9 meetings out of 10
Streid, Cyndi	12/31/2019	Attended 8 meetings out of 10
Conklu, Susan	12/31/2020	Attended 10 meetings out of 10
Fellows, Brian	12/31/2020	Attended 9 meetings out of 10
Gerepka, Bonnie	12/31/2020	Attended 1 meeting out of 8
Guzy, Ryan	12/31/2020	Attended 8 meetings out of 10
Thomas, Lloyd A.	12/31/2020	Attended 8 meetings out of 10
Shana Ellis	12/31/2019	Attended 5 meetings out of 10
Paul Hubbell	12/31/2019	Attended 10 meetings out of 10
David A. King	12/31/2021	Attended 10 meetings out of 10
John Kissinger	12/31/2019	Attended 8 meetings out of 10
Pam Goronkin	12/31/2021	Attended 8 meetings out of 10
JC Porter	12/31/2021	Attended 10 meetings out of 10
John Federico	12/31/2021	Attended 10 meetings out of 10
Peter Schelstraete	12/31/2021	Attended 10 meetings out of 10

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
- Guide and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Guide strategic development of transportation systems and use of transit funds
- Guide progress and provide feedback of Transportation Master Plan, the transportation chapter of the General Plan and emerging transportation technologies
- Guide 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
November 12, 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
- Guide and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Guide strategic development of transportation systems and use of transit funds
- Guide progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan and emerging technologies
- Guide and provide feedback on Vision Zero plan
- Ensure programs and projects are compliant with Americans with Disabilities Act

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Eric Iwersen, Transit Manager, 480 350-8810
Sam Stevenson, Senior Planner, 480-858-7765
DATE: November 12, 2019
SUBJECT: Orbit Vehicle Replacement
ITEM #: 5



PURPOSE:

To provide the Commission with an update on Orbit vehicle replacement efforts.

RECOMMENDATION OR DIRECTION REQUESTED:

For information.

CITY COUNCIL STRATEGIC PRIORITY:

- 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 3.29: Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.



BACKGROUND INFORMATION:

Many of the existing light-duty “cutaway” style Orbit vehicles are approaching the end of their useful life, and replacement is scheduled incrementally over the next three years. Since these vehicles entered service in 2013, the City has encountered several operational challenges – including inadequate operating range necessitating mid-day refueling, poor mechanical reliability during the summer heat, and inadequate passenger capacity on certain routes. As a result, the City of Tempe and Valley Metro are soliciting responses from bus manufacturers to a Requests for Proposal (RFP) for replacement Orbit buses. Based on previous resident and rider feedback, the RFP specifies the following:

- Alternatively-fueled vehicles
- Minimum passenger capacity (seated and standing) of 30
- Can accommodate up to three bikes
- Wheelchair accessible
- No longer than 32 feet
- No taller than 11 feet, 6 inches
- No wider than 8 feet, 5 inches
- Vehicle subcomponents configured to reduce exterior noise pollution whenever possible
- Consideration should be given to brake friction material, engine cooling fan system, air system purge valve selection, and air brake release valves (if equipped).

Public meetings were held **Saturday, Nov. 2** from 9 to 11 a.m. on the Tempe Transportation Center plaza, 200 E. Fifth Street and **Wednesday, Nov. 13** from 4 to 6 p.m. in the Tempe History Museum parking lot, 809 E. Southern Avenue to get additional feedback from the community about the desired type of bus. Both the light-duty and heavy-duty Orbit buses currently in operation will be on hand for residents to use as a reference. (A table with specifications of each bus is shown on the next page.) This feedback will be provided to the selection panel reviewing the RFPs. Online comment is available Oct. 28 to Nov. 14 at tempe.gov/Orbit.

Staff are committed to selecting a suitable vehicle that will accomplish the City’s goals for Orbit service and resolve the system’s current operational challenges.

<i>Specifications</i>	<i>Light-Duty Orbit Bus</i>	<i>Heavy-Duty Orbit Bus</i>
		
Length	25’ – 7”	31’ – 10.5”
Width	8’ – 0”	8’ – 5”
Height	10’ – 2.5”	11’ – 4”
Seats	17	23
Standing Capacity	Maximum of 6	At least 12
Wheelchair Accommodations	Two wheelchair positions/vertical lift	Two wheelchair positions/extending ramp
Entry	Single door, high floor, step entry	Two doors, low floor with kneeling function
Bike Racks	Two bike positions	Three bike positions

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

N/A – No local funding associated with this project. Replacement buses will be federally funded using FTA funds and regional PTF dollars.

ATTACHMENTS:

PowerPoint

Orbit Vehicle Replacement

Transportation Commission
November 12, 2019



Agenda



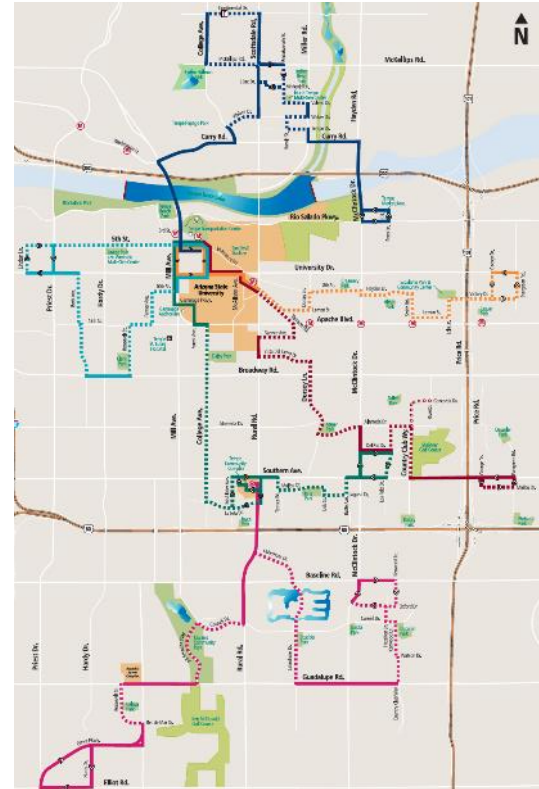
- Orbit System Overview
- Orbit Fleet
- Vehicle Testing
- Community Outreach
- Vehicle Replacement Timeline



Orbit System Overview



- Key 1996 Transit Tax Initiative Element
- Outstanding Residential Bus In Tempe
- Free Neighborhood Circulator Service
 - Connections to regional transit network and activity centers
 - 7 days/week, Frequent, Convenient
- 6 Routes
 - Mars, Venus, Earth, Mercury, Jupiter, Saturn
 - 2007: Mercury, Venus, Earth, Mars
 - 2008: Jupiter
 - 2017: Saturn
- Smaller (30 foot) than local fixed-route buses on major arterials (40-60 feet)
 - Alternative fuels, ADA accessible, bike racks



Orbit Ridership



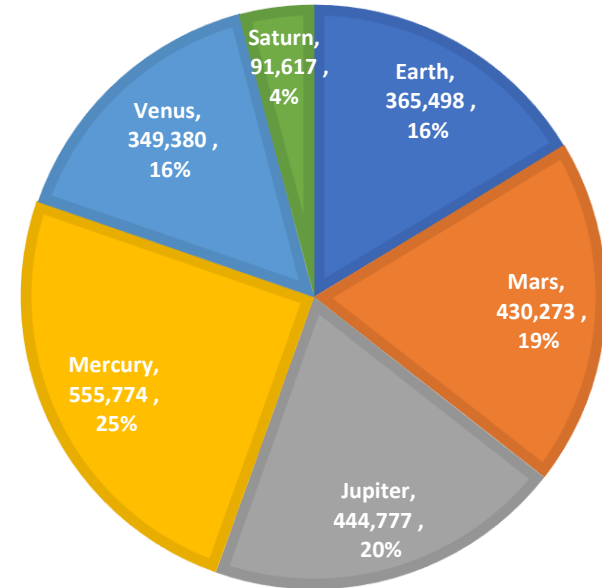
2,237,319 annual boardings (FY 2019)

- Mercury: 555,774
- Jupiter: 444,777
- Mars: 430,273
- Venus: 349,380
- Earth: 365,498
- Saturn: 91,617

Ridership

- Nationwide & local ridership decline
- Strong economy, Uber/Lyft, fuel prices, car ownership
- Strong boardings per mile, future growth
- All Orbit routes planned through community process

RIDERSHIP BY ROUTE (FY 2019)

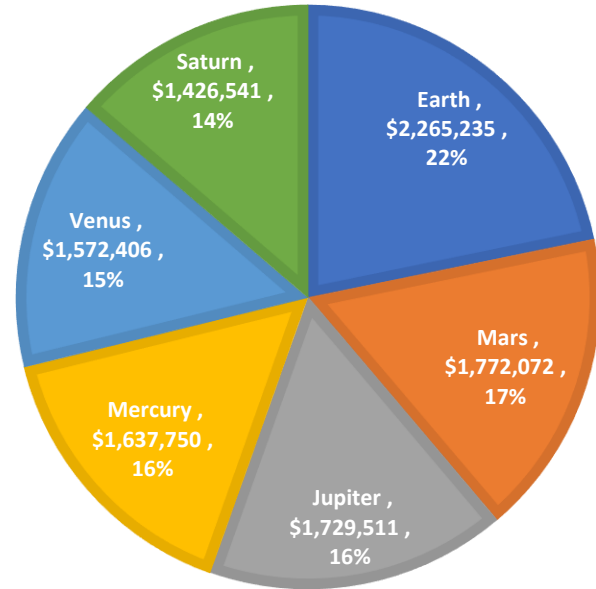


Cost and Budget



- Annual Operating Budget: \$10.4 million
 - \$9.9 million Locally Funded (Tempe Transit Tax)
 - \$500,000 Federal Operating Assistance
- Capital Expenses (Fleet Replacement)
 - 80 – 85% Federally Funded
 - 15 - 20% Locally/Regionally Funded (Prop 400)
 - Expires 2025
 - ~ \$500,000 / Orbit bus
 - 12 year life cycle

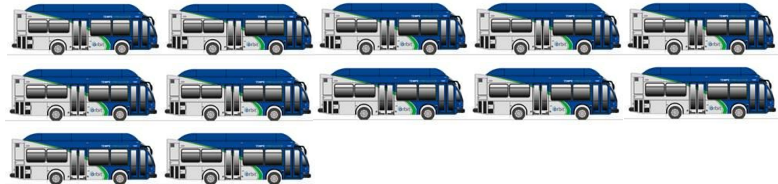
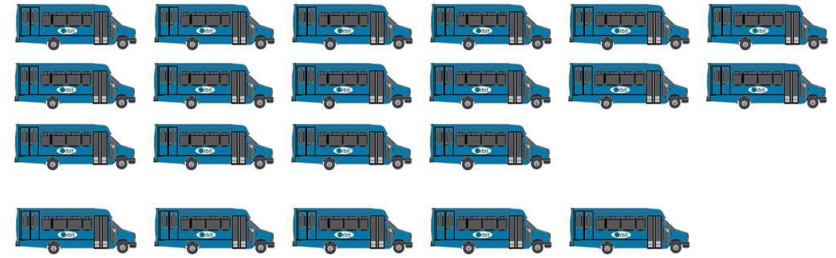
OPERATING COST BY ROUTE (FY 2020)



Orbit Fleet



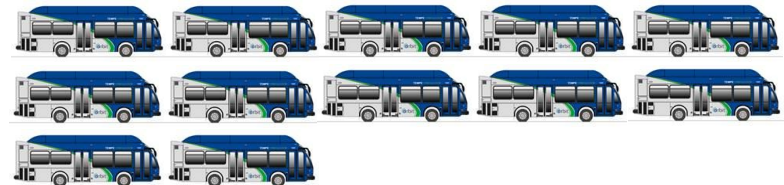
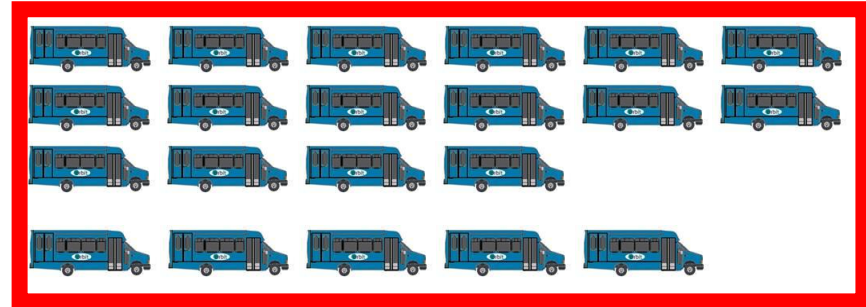
- 16x 2013 Ford/Starcraft Cutaways (CNG)
- 5x 2015 Ford/Starcraft Cutaways (unleaded)
- 7x 2017 El Dorado Heavy-Duty Transit Buses (CNG)
- 6x 2018 El Dorado Heavy-Duty Transit Buses (CNG)
- 12x 2019 El Dorado Heavy-Duty Transit Buses (CNG)



Orbit Fleet



- 16x 2013 Ford/Starcraft Cutaways (CNG)
- 5x 2015 Ford/Starcraft Cutaways (unleaded)
- 7x 2017 El Dorado Heavy-Duty Transit Buses (CNG)
- 6x 2018 El Dorado Heavy-Duty Transit Buses (CNG)
- 12x 2019 El Dorado Heavy-Duty Transit Buses (CNG)



Vehicle Testing



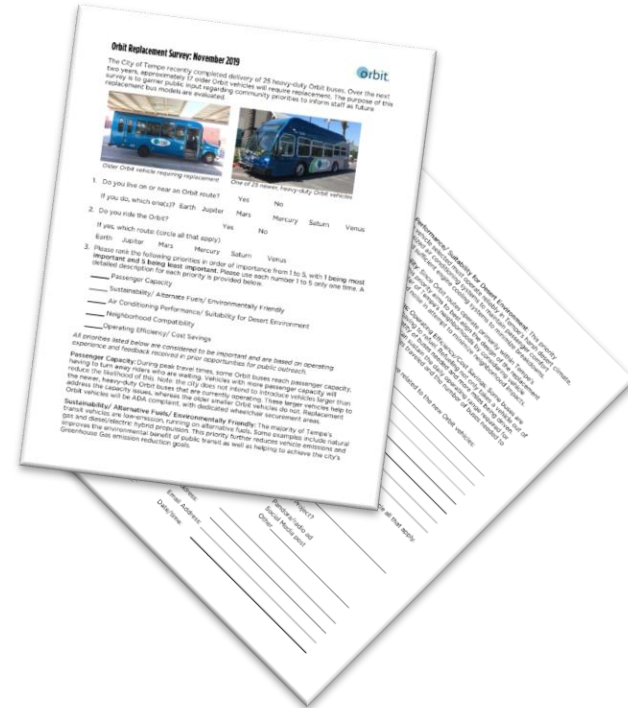
- Grande West Vicinity – October 2018
 - Heavy-Duty Transit Bus/12 year life
- Arboc Spirit of Equest – January 2019
 - Medium-Duty Transit Bus/10 year life



Community Outreach



- Understand Community Priorities for new vehicles:
 - Passenger Capacity
 - Sustainability/Alternative Fuels/Environmentally Friendly
 - Air Conditioning Performance/ Suitability for Desert Environment
 - Neighborhood Compatibility
 - Operating Efficiency/ Cost Savings
- Public Comment Period: October 28 – November 14
- Online Survey
- Postcards to all residences within 1/4 mi of all 6 routes
- On-Board Intercept Surveys
- Results will be compiled to inform RFP evaluation committee



RFP Development



- Facilitated by Valley Metro Procurement
- Specification developed by City of Tempe
- Performance Specification
- Tailored specifically to Orbit service needs
 - Orbit Duty Cycle
 - Passenger Capacity
 - Operating Range
 - Neighborhood Friendly/Size/Noise
- Released 9/6/19
- Closes 11/13/19
- Community Outreach results will be used to inform the evaluation committee



Vehicle Replacement Timeline



- **Fall/Winter 2018** – Orbit vehicle testing and public outreach
- **Spring/Summer 2019** – Develop RFP based on public outreach feedback and industry standards
- **Fall 2019** – Determine community and rider priorities
- **Winter 2019/2020** – RFP evaluation process and vendor(s) selection
- **Early 2020** – Contract approved through Valley Metro Board
- **Fall 2020 – Summer 2021** – New Orbit vehicle deliveries



Questions

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

Sam Stevenson
Sr. Transit Planner
Sam_Stevenson@tempe.gov
480-858-7765



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Amanda Nelson, Streetcar Community Relations, 480-350-2707
Tony Belleau, Streetcar Project Manager, 480-858-2071
THROUGH: Eric Iwersen, Transit Manager, 480-350-8810
DATE: November 12, 2019
SUBJECT: Streetcar History Panels
ITEM #: 6



PURPOSE:

To provide an overview and gather feedback from Transportation Commission members about the process and concepts for the Tempe Streetcar History Panels.

RECOMMENDATION OR DIRECTION REQUESTED:

To provide feedback and consensus to continue moving forward with the direction and concepts for the Tempe Streetcar History Panels at the November 12 meeting.

BACKGROUND INFORMATION:

Each of the 14 stops for the Tempe Streetcar will include a history panel highlighting unique historic aspects of the adjacent area. Transportation staff are working closely with Tempe History Museum staff, who are leading the process for researching the history of the area, interviewing community members and gathering images, as well as developing the overall design (look and feel) of the panels. The 30" x 58" panels will include historic images with limited text, so that streetcar riders can get a snapshot of "Historic Tempe" while waiting to board. The City's Historic Preservation Officer is working with the Salt River Pima Maricopa Indian Community to develop content for the stop at Rio Salado Parkway & Hayden Ferry Lakeside to highlight the significant indigenous history of the area. Other major stakeholders that may have significant feedback for a particular stop or part of historic Tempe are likewise being engaged.

In addition to the Transportation Commission, the history panel concepts are also being presented to the Historic Preservation Commission, Arts & Culture Commission, Tempe Historical Society and Tempe Preservation Commission for feedback. Any other opportunities for public feedback on the panels will be pursued as well.

The history panels will be installed along with the shelters, public art and other amenities at the 14 stop locations.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

None

ATTACHMENTS:

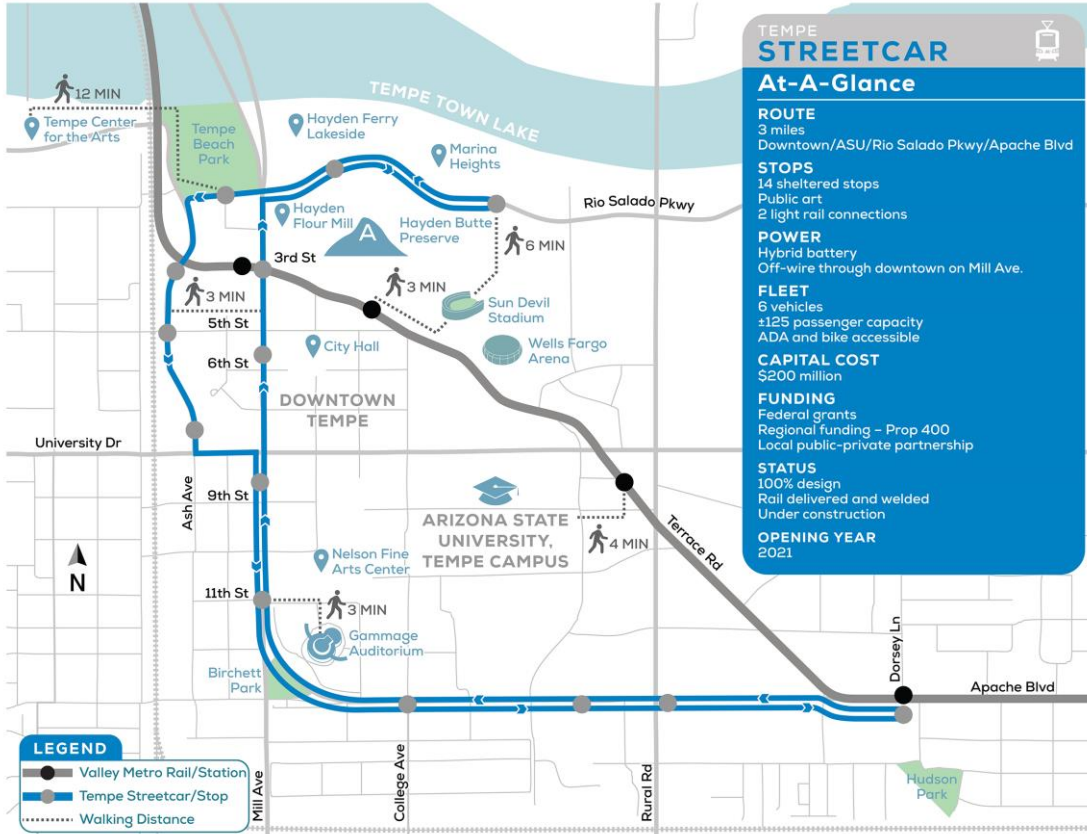
- PowerPoint

Tempe Streetcar History Panels

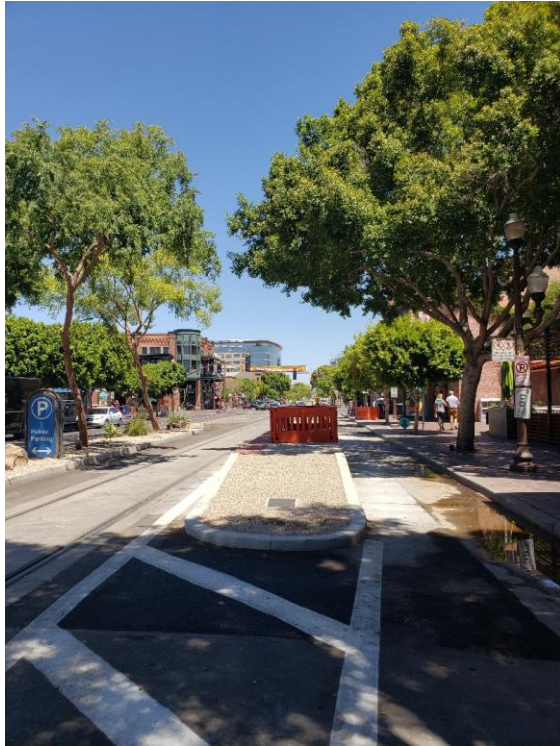
Fall 2019



Streetcar Project



Project Status



- \$75 Million Federal Funds
 - Grant Signing November 2019
- Construction:
 - Summer 2019 Mill Ave work completed
 - Track – more than 50% installed
 - Stop platforms in place
- Stop Infrastructure (shade, seating, signage)
- Public Art – designed and in fabrication
- History Panels – in development



History Panels



- History Panel at each stop – 24 x 52
- Collaboration:
 - Streetcar Project
 - Tempe History Museum
 - Historic Preservation
 - Stakeholders
 - Tribal Community



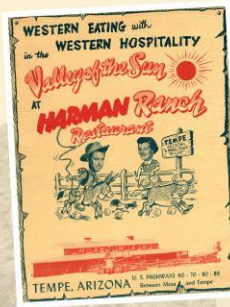
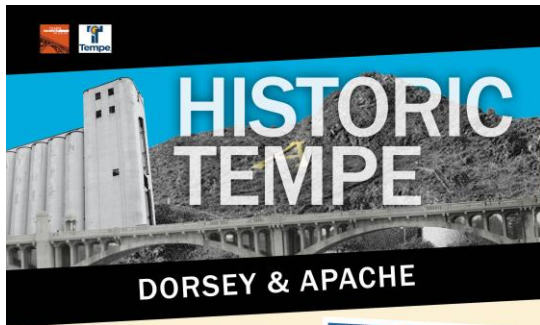
History Panels



History Panel Goals

- Images from specific station locations
- Showcase the Tempe History Museum archives
- Make it visual – more images, less text
- As much as possible, include a diversity of people, perspectives, and time periods
- Make it interesting and fun





Harman's Ranch Restaurant at 1354 E. Apache Boulevard was a local favorite during the 1920s and 1930s. It was known for serving a few courses left on site to entertain guests and for being one of the first Kentucky Fried Chicken franchises in the United States.



The Electric Ballroom at 1226 E. Apache Boulevard shown here in 1995. Previously known as Doddy's and After the Gate Ranch, the ball room venue hosted performances by Pitman, S.B. King, Nirvana and countless others.



Tempe's first strip shopping center opened on Apache Boulevard near Dorsey Lane in 1956. It was anchored by an A.J. Bayless Market, an Arizona-based grocery chain.

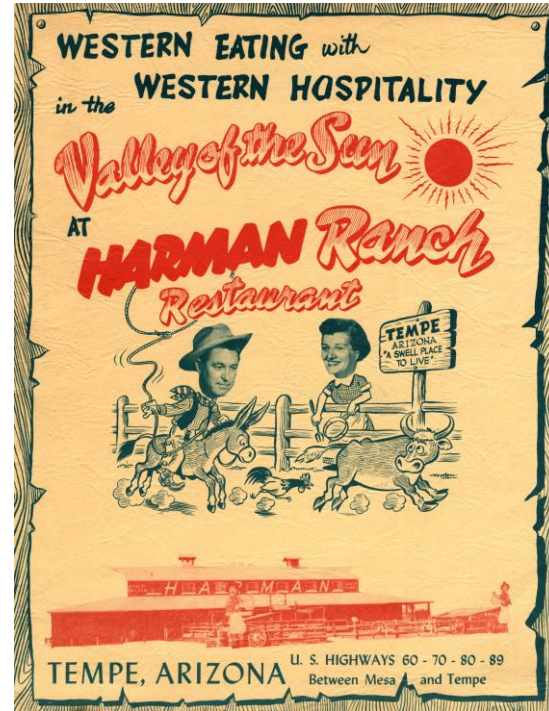


The A.J. Bayless shopping center on Apache Boulevard and Dorsey Lane as it looked in 1970.



The A&W River Deer drive-in restaurant on Apache Boulevard near Dorsey Lane, shown here in 1972.

DORSEY & APACHE




RURAL & APACHE




T
Tempe

HISTORIC TEMPE


RURAL & APACHE




The Valley National Bank branch on the southeast corner of Rural Road and Apache Boulevard was built in 1962. The building was demolished by 2007 to make way for the construction of the Barrett Honors College at Arizona State University. The geodesic dome's steel roof was moved nearby to serve as a shade structure.




Strike corner flower vendors were common in Tempe at the time of this 1977 photograph. John Peterson would often wear a Richard Nixon mask to attract attention while selling flowers in the northeast corner of Rural Road and Apache Boulevard. The Valley National Bank building can be seen in the background.




The Holiday Inn on Rural Road south of Apache Boulevard in 1985. The hotel has gone by other names in recent years.




The Holiday Inn on Rural Road south of Apache Boulevard was newly built in this 1972 photograph.



The neon sign pointing to Jerry's One in Liquors on Rural Road north of Apache Boulevard in 1972.



John and Perfecta Soza in front of their home at the southeast corner of Rural Road and Apache Boulevard circa 1960. The couple married in Tempe in 1902 and had 12 children together.



Woody Inn Pizza on Apache Boulevard south of Rural Road in 1972. The trapeze-shaped structure of the Wigwag Lodge can be seen in the background.



The Wigwam Lodge in 1973. The property had several tertiary facilities for event as well as a swimming pool, shuffleboard court, and parking for travel trailers.



The Wigwam Lodge under construction in 1946. During this time Apache Boulevard was part of Interstate Highway 60, 70, and 80. Several of these teepee-shaped motels were built along the nation's highway system.



The Wigwam Lodge about 1982. The property was located at 624 E. Apache Blvd.



The Wigwam Lodge in 1982, the year the property was acquired by Arizona State University. It was demolished the following year.



The Dash Inn was a Mexican restaurant and student hangout located at 731 E. Apache Boulevard. It is shown here in 1981.



Regulars at the Dash Inn, about 1970. Hash Nelson was the owner, a man who is warmly remembered for making everyone feel welcome in his restaurant. He is seated in the front row in a white shirt.

PASEO DEL SABER & APACHE




COLLEGE & APACHE




HISTORIC TEMPE

COLLEGE & APACHE


Martin Luther King Jr. preparing to address a crowd of 6000 spectators at Goodwin Stadium on June 3, 1964. King spoke in favor of the landmark Civil Rights Act which was signed into law by President Lyndon Johnson just a month later.



Goodwin Stadium was completed in 1936. It hosted college football games before being replaced by Sun Devil Stadium in 1968.




Goodwin Stadium was demolished between 1976 and 1978 to make room for additional ASU buildings.




courtesy of the Robert Goodwin Papers, ASU Library


Looking down on College Avenue from Goodwin Stadium in the 1950s. At that time the streets through campus were still covered to various traffic.



The exterior of Goodwin Stadium in the late 1930s. The school that later became known as ASU was called Arizona State Teacher's College at that time.



Track at Goodwin Stadium in the 1950s.



Football rivals Arizona State and University of Arizona play at Goodwin Stadium in the 1950s.



Frank Lloyd Wright designed the auditorium by altering his previous design for an opera house in Flagstaff. He later was named Wright, Wright obtained the two pedestrian bridges, were the outstretched arms welcoming visitors to ISU.



Arizona State University President Gray Gammage (left) recruited architect Frank Lloyd Wright (right) to design a construction began on the project.



Construction of Grady Gammage Memorial Auditorium began in 1962 and took 25 months to complete.



Grady Gammage Memorial Auditorium on a rainy evening about 1990.



Visitors tour the Gammage Auditorium construction site in 1963.



Grady Gammage Memorial Auditorium has hosted many high-profile events over the years, including the funeral of Arizona senator and presidential candidate Barry Goldwater and a 2004 presidential debate between George W. Bush and John Kerry.



Grady Gammage Memorial Auditorium was completed in September of 1965. The first performance hosted by the venue was The Philadelphia Orchestra conducted by Eugene O'Malley.



11TH & MILL

9TH & MILL





Eggs
Tempe

HISTORIC TEMPE


9TH & MILL

In 1903, Tempe High School moved to a new campus at the corner of Mill Avenue and Broadway Road. The old high school building was destroyed by fire in January of 1905.







Tempe High School's first permanent building was constructed in 1902 near the southeast corner of what is now University Drive and Mill Avenue.




Eighth Street Elementary School, located at the southeast corner of what is now University Drive and Mill Avenue, about 1915. The school became segregated after the construction of a new school on 10th Street for white children. In 1925, local farmer Adolfo Borno ended the practice by successfully using the school district - the first Mexican-American desegregation lawsuit in the United States.




Tempe High School football program from 1902. The first year students attended the old campus near University Drive and Mill Avenue. The school had its football games at Gookins Stadium on the Arizona State College (now ASU) campus.




Tempe Center was located on the southeast corner of University Drive and Mill Avenue on the original site of Tempe High School. Opened in 1956, it was one of the first of many strip malls in Tempe.



The Dairy Queen restaurant on Mill Avenue and 10th Street in the mid 1950s.




Many ASU students were regulars at Peet's Pastry and Chow on Mill Avenue south of University Drive. The restaurant operated for several decades here before relocating to Apache Boulevard in the late 1980s.




HISTORIC TEMPE


6TH & MILL




The Tempe National Bank building was constructed in 1912 on the northwest corner of Mill Avenue and 6th Street.




The intersection of Mill Avenue and 6th Street, about 1920.




The Babbar Jones Mercantile on the northeast corner of Mill Avenue and 6th Street, about 1920.




Ramon Valencuela (left) and Antonio Celaya (right) at the Celaya Grocery Store on Mill Avenue north of 6th Street, about 1920.



Looking northwest on Mill Avenue towards the intersection with 6th Street in 1955.



Girl Scout Troop # marching south on Mill Avenue from 6th Street, about 1940.

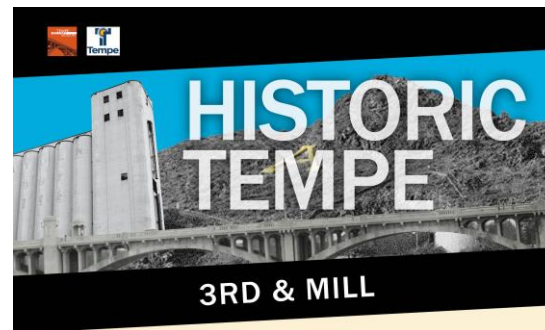


The Tempe Bicycle Shop on the southeast corner of Mill Avenue and 6th Street in 1917.

6TH & MILL



3RD & MILL



Workers of Mexican pioneer ancestry were employed at the Hayden Flour Mill for over 100 years. Local families contributed multiple generations of mill workers.



The original Hayden Flour Mill was built in 1874 to process the wheat grown by local farmers. The mill was powered by water from the nearby Salt River.



Arizona State University cheerleaders march past the Hayden Flour Mill during the 1958 Homecoming Parade.



Looking south along Mill Avenue from 3rd Street in 1966.



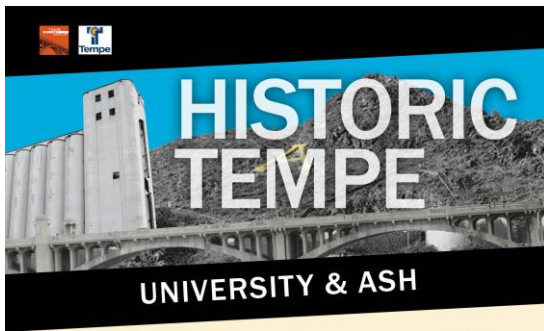
George Ferrell and Joe Dana opened the Delta Bros. Motor Company in the 1950s (next to the Hayden Flour Mill). The new and used car dealership is pictured here about 1975.



The silver education car at the Dana Bros. car dealership on Mill Avenue 1974.



Chuy's Chon Chon on Mill Avenue between 3rd and 4th Streets was an important venue for live jazz and blues music in the 1970s.



Located near Ash Avenue and 8th Street (today called University Drive), the Tempe Cotton Exchange was the heart of the local cotton industry. The November 7, 1917 fire shown was difficult to fight because of poor water pressure and destroyed the facility.



The Purford family in front of their home on the southeast corner of 8th Street (today called University Drive) and Ash Avenue, about 1915.



Livingston's Lockers and Market, pictured here in 1973, was a butcher shop located near 7th Street and Ash Avenue.



Art Livingston opened Livingston's Lockers in the early 1950s. He also served on the Tempe City Council and as president of the Tempe Chamber of Commerce.



The South Methodist Church of Tempe, shown here about 1890, was located on the northwest corner of 8th Street (today called University Drive) and Ash Avenue.



Gertrude Strathairn Casey, shown here in the 1950s near the northwest corner of University Drive and Ash Avenue. The community owned health food store offered organic foods before they were widely available elsewhere.




Mrs. Rita's Fortune Telling in 1973, located near the southeast corner of University Drive and Ash Avenue.

UNIVERSITY & ASH




MARINA HEIGHTS / RIO SALADO




HISTORIC TEMPE

MARINA HEIGHTS / RIO SALADO


Sun Devil Stadium under construction in 1926. It was completed in time for the fall football season that year.




Looking down on the newly completed Sun Devil Stadium from Hayden Butte in 1929.




Sun Devil Stadium hosted Super Bowl XXX in 1996. The Dallas Cowboys beat the Pittsburgh Steelers 27 to 17.




Tempe resident Irene Rodriguez (right) with family and friends swimming in the Salt River, about 1927. Swimming holes near Hayden Butte were popular for locals trying to keep cool in the summertime.




Looking southwest from Hayden Butte in 1954. The barrios of San Pedro is visible below. Much to the dismay of Tempe's southeast Hispanic residents, the barrio was removed through urban renewal in the early 1950s to make way for Arizona State University residence halls and sports facilities.



Students climbing Hayden Butte, about 1936.



The Phoenix & Eastern Railroad Bridge crossing the Salt River near Hayden Butte in 1903. The bridge partially collapsed in a massive flood in 1905 and fell out of use. The remaining portions were removed in the 1920s.





tempe.gov/streetcar



MEMORANDUM

TO: Tempe Transportation Commission
FROM: Chase Walman, Planner II, 480-858-2072
DATE: November 12, 2019
SUBJECT: Achieving “Platinum” Level Designation from League of American Bicyclists
ITEM #: 7



PURPOSE:

The purpose of this presentation is to update the Transportation Commission plans for achieving a “platinum” designation from the League of American Bicyclists (LAB).

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information and input.

CITY COUNCIL STRATEGIC PRIORITY:

- 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.

BACKGROUND INFORMATION:

The Bicycle Friendly Community program provides a roadmap to cities to improving conditions for bicycling and guidance to help make a community’s vision for a better, bikeable community a reality. In 1997, Tempe was designated a Bicycle Friendly Community by the League of American Bicyclists, and re-designated “Gold-level” Bicycle Friendly Community in 2019.

LAB identifies five essential elements for being a Bicycle Friendly Community. These include:

- Engineering: Creating safe and convenient places to ride and park
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users
- Evaluation & Planning: Planning for bicycling as a safe and viable transportation option
- Education: Giving people of all ages and abilities the skills and confidence to ride

Bicycle friendly designation is determined using the following:

- Points assigned to the data by formulas;
- Personal review of each application by League staff, including supplemental materials;
- Comparisons to similar communities in our award database, particularly based upon the Building Blocks of a Bicycle Friendly Community and characteristics such as population and type of community; and
- If necessary, review of public and advocate surveys or direct outreach to local advocate.

LAB also used the following criteria when designating Bicycle Friendly Communities.

- High Speed Roads with Bicycle Facilities
- Total Bicycle Network Mileage
- Bicycle Education in Schools
- Share of Transportation Budget spent on bicycling
- Bike Month Activities
- Active Bicycle Advocacy Groups
- Active Bicycle Committee
- Bicycle Friendly Laws & Ordinances
- Current Bike Plan Implementation
- Bike Program Staff to Population

LAB provided the City of Tempe with a list of six recommendations for achieving “Platinum” designation in 2023. These recommendations are listed below along with staff’s plan to meet these recommendations.

- 1. Continue to expand the low-stress bicycling network adding context appropriate facilities to higher-speed streets.**
 - Build sharrows on Knox Rd from Rural Rd to Warner Ranch Rd. (complete)
 - Add bike lanes on:
 - Scottsdale Rd from Curry Rd to City border with Scottsdale
 - Rural Rd from Western Canal to City border with Chandler
 - McClintock Dr from Western Canal to City border with Chandler
 - Curry Rd from Mill Ave to Scottsdale Rd (buffered)
 - College Ave from US 60 to Carver
 - Upgrade El Paso Multi-use Path from Price Rd and McClintock Dr
 - Construct Alameda Drive Streetscape Project from 48th Street to Rural Rd
 - Construct Country Club Way Streetscape Project from US 60 to Warner Rd
 - Construct Highline Canal MUP (complete)
 - Construct Grand Canal MUP
 - Construct Western Canal Extension MUP

- 2. Adopt NACTO Urban Bikeway Design Guide ensuring that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.**
 - Explore adopting NACTO Urban Design Guide
 - Identify locations that could benefit from grade-separated ped crossings, raised medians, refuge islands or improve bicycle detection (Vision Zero Strategies P.2, P.4 & B.3)
 - Develop guidelines for installation of high visibility crosswalks (Vision Zero Strategy P.1)

- 3. Work with local bicycle groups and interested parents to create Safe Routes to School programming.**
 - Partner with TBAG, Tempe Elementary School District, Kyrene School District and Tempe Union High School District to create bicycle education curriculum in schools.
 - Work with Tempe PD on bicycle rodeos in schools (One held at Thew Elementary on 9/28).
 - Develop guidelines for installation of additional pavement markings and signals to enhance school zones. (Vision Zero Strategy R.3)
 - Develop and market training for transportation safety that targets all road users and all ages. (Vision Zero Strategy G.5)
 - Distribution educational door hangers to ASU dorms (Vision Zero Strategy G.9)

- 4. Do away with the local law requiring that bicyclists ride as far to the right of the road as possible without exceptions or add reasonable exceptions.**
 - This is a state law.

- 5. Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.**
 - Provide bicycle safety materials in Spanish
 - Create bicycle safety light pole banners (complete)
 - Continue to advertise on Pandora, Spotify, IHeart Radio, Cable TV, in movie theatres and online
 - Continue to attend local health fairs, community events and neighborhood meetings
 - Continue to provide free bike safety giveaways to improve visibility through community outreach events (Vision Zero Strategy N.4)

6. Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings can make intersections safer for bicyclists.

- Install a HAWK signal at Scottsdale Rd and Lilac Dr
- Install a HAWK signal at Western Canal Extension and Kyrene Rd
- Add a ped signal at Guadalupe Rd and Western Canal
- Add 2 ped signals at Grove Parkway and Commerce Drive on Highline Canal
- Build 2 ped bridges over I-10 at Alameda Dr and at Western Canal
- Build an underpass at McClintock Dr and Rio Salado MUP (under construction)
- Build median islands on University Dr from College Ave to McAllister Ave (complete)

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Many of these projects are in the CIP or budgeted using annual operating funds.

ATTACHMENTS:

1. PowerPoint
2. League of American Bicyclists Recommendations

Plan for Achieving “Platinum” Level Designation from the League of American Bicyclists

**Transportation Commission
November 12, 2019**





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.



Bicycle Friendly Community Designation



- Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make a community's vision for a better, bikeable community a reality.
- 1997: Tempe first designated a Bicycle Friendly Community by the League of American Bicyclists.
- 2019: Re-designated “Gold-level” Bicycle Friendly Community.



Essential Elements of Bicycle Friendly Community



- Engineering: Creating safe and convenient places to ride and park
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users
- Evaluation & Planning: Planning for bicycling as a safe and viable transportation option
- Education: Giving people of all ages and abilities the skills and confidence to ride



Award Decision Determination



- Points assigned to the data by formulas;
- Personal review of each application by League staff, including supplemental materials;
- Comparisons to similar communities in our award database, particularly based upon the Building Blocks of a Bicycle Friendly Community and characteristics such as population and type of community; and
- Review of public and advocate surveys. (Tempe has no control over how the questions phrased or who is asked)

Award Decision Determination Criteria



- High Speed Roads with Bicycle Facilities
- Total Bicycle Network Mileage
- Bicycle Education in Schools
- Share of Transportation Budget Spent on Bicycling
- Bike Month Activities
- Active Bicycle Advocacy Groups
- Active Bicycle Committee
- Bicycle Friendly Laws & Ordinances
- Current Bike Plan Implementation
- Bike Program Staff to Population



League Recommendations for Achieving Platinum Designation



Add context appropriate facilities to higher-speed streets.

- Build sharrows on Knox Rd from Rural Rd to Warner Ranch Rd (complete)
- Add bike lanes on:
 - Scottsdale Rd from Curry Rd to City border with Scottsdale
 - Rural Rd from Western Canal to City border with Chandler
 - McClintock Dr from Western Canal to City border with Chandler
 - Curry Rd from Mill Ave to Scottsdale Rd (buffered)
 - College Ave from US 60 to Cornell

League Recommendations for Achieving Platinum Designation



Continue to expand the low-stress bicycling network.

- Upgrade El Paso Multi-use Path from Price Rd and McClintock Dr
- Construct Alameda Drive Streetscape Project from 48th Street to Rural Rd
- Construct Country Club Way Streetscape Project from US 60 to Warner Rd
- Construct Highline Canal MUP (complete)
- Construct Grand Canal MUP
- Construct Western Canal Extension MUP (in construction)



League Recommendations for Achieving Platinum Designation



Adopt NACTO Urban Bikeway Design Guide ensuring that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

- Explore adopting NACTO Urban Design Guide
- Identify locations that could benefit from grade-separated ped crossings, raised medians, refuge islands or improve bicycle detection (Vision Zero Strategies P.2, P.4 & B.3)
- Develop guidelines for installation of high visibility crosswalks (Vision Zero Strategy P.1)



Work with local bicycle groups and interested parents to create Safe Routes to School programming.

- Partner with TBAG, Tempe Elementary School District, Kyrene School District and Tempe Union High School District to create bicycle education curriculum in schools.
- Work with Tempe PD on bicycle rodeos in schools (One held at Thew Elementary on 9/28).
- Develop guidelines for installation of additional pavement markings and signals to enhance school zones. (Vision Zero Strategy R.3)
- Develop and market training for transportation safety that targets all road users and all ages. (Vision Zero Strategy G.5)
- Distribution educational door hangers to ASU dorms (Vision Zero Strategy G.9)

League Recommendations for Achieving Platinum Designation



Do away with the local law requiring that bicyclists ride as far to the right of the road as possible without exceptions or add reasonable exceptions.

- This is a state law.



League Recommendations for Achieving Platinum Designation



Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.

- Produce bicycle safety materials in Spanish
- Create bicycle safety light pole banners (complete)
- Continue to advertise on Pandora, Spotify, IHeart Radio, Cable TV, in movie theatres and online
- Continue to attend local health fairs, community events and neighborhood meetings
- Continue to provide free bike safety giveaways to improve visibility through community outreach events (Vision Zero Strategy N.4)

League Recommendations for Achieving Platinum Designation



Pay attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings can make intersections safer for bicyclists.

- Install a HAWK signal at Scottsdale Rd and Lilac Dr
- Install a HAWK signal at Western Canal Extension and Kyrene Rd
- Add a ped signal at Guadalupe Rd and Western Canal
- Add 2 ped signals at Grove Parkway and Commerce Drive on Highline Canal
- Build 2 ped bridges over I-10 at Alameda Dr and at Western Canal
- Build an underpass at McClintock Dr and Rio Salado MUP (under construction)
- Build median islands on University Dr from College Ave to McAllister Ave (complete)



Next Steps



- Tempe's next opportunity to apply for the platinum bicycle friendly designation is in 2022/2023.





TEMPE, AZ

TOTAL POPULATION

182498

POPULATION DENSITY

4562

TOTAL AREA (sq. miles)

40

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Tempe
High Speed Roads with Bike Facilities	36%	53%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	14%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	25%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 33K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	6 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	5 / 10

KEY OUTCOMES

	Average Platinum	Tempe
RIDERSHIP <i>Percentage of commuters who bike</i>	13.6%	3.6%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	100	535
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	0.4	1



KEY STEPS TO PLATINUM



- » Continue to expand the low-stress bicycling network adding context appropriate facilities to higher-speed streets.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

- » Do away with the local law that requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions or add reasonable exceptions.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings can make intersections safer for bicyclists.

MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854
DATE: November 12, 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:

- December 10
- January 14
 - Commission Business
 - Transit Shelter Design
 - Speed Limits
 - Tempe/Mesa Streetcar Extension Feasibility Study
 - I-10 Spine Study/Alameda/Baseline Ped Bridge Art
- February 11
 - Bike Bait Program
 - Transit Shelter Design
 - Orbit Vehicles
 - ASU's ADA Program
- March 10
 - Orbit Earth
 - Country Club Way Streetscape Project
 - Scottsdale Road Bike Lane Project
- 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

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None