PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE
Tuesday, June 23, 2020
7:30 a.m.

MEETING LOCATION
Join Via Cisco Webex Meeting – link below
https://tempe.webex.com/tempe/onstage/g.php?MTID=e83b6280fd1cb996ce9819c6003ce7863
Event password: tfJAaWtP559
+1-408-418-9388 United States Toll
Access code: 967-436-156

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 May 12 & 26, 2020 meetings.	Brian Fellows, Commission Chair	Action
3. Priest Drive Bike & Pedestrian Improvements A presentation will be made about the project and next steps for the Priest Drive Bike & Pedestrian Improvements project.	Chase Walman, Engineering & Transportation Department	Information and Possible Action
4. Open Streets Staff will present information about Open Street designs and best practices.	Vanessa Spartan, Engineering & Transportation Department	Information
5. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.	Engineering & Transportation Department Staff	Information
6. 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
May 12, 2020

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, May 12, 2020, 7:30 a.m. via Cisco Webex.

(MEMBERS) Present:

Susan Conklu
JC Porter
Paul Hubbell
Ryan Guzy
David A. King
Christina Pucci
Pam Goronkin
John Federico
Peter Schelstraete
Brian Fellows
Mary Harriman
John Christoph
Jeremy Browning
John Kissinger

(MEMBERS) Absent: Lloyd Thomas

City Staff Present:

Marilyn DeRosa, Engineering & Transportation Director
Robert Yabes, Principal Planner
Chase Walman, Planner II
Joe Clements, Transportation Financial Analyst
Eric Iwersen, Transit Manager
Vanessa Spartan, Planner II
Julian Dresang, Deputy Engineering & Transportation Dir.
Vice Mayor Lauren Kuby
Sue Taaffe, Senior Management Assistant
TaiAnna Yee, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Sam Stevenson, Senior Planner
Bonnie Richardson, Principal Planner
Cathy Hollow, Traffic Engineer
Brenda Clarke, Neighborhood Services Specialist

Guests Present:

Jordan Brackett
David Sokolowski
Deron Lozano
Mark Soronson
Rob (unknown last name)
Omar Peters

Commission Chair Brian Fellows called the meeting to order at 7:34 a.m.

Agenda Item 1 – Public Appearances

Rob (unknown last name) asked if Priest Drive had been studied as part of the Tempe/Mesa Streetcar Extension Study.

Agenda Item 2 – Minutes

Brian Fellows introduced the minutes of March 10, 2020 meeting of the Transportation Commission and asked for a motion for approval with one correction to the minutes which was to spell Goronkin correctly.

Motion: Commissioner Pam Goronkin
Second: Commissioner JC Porter

Decision: Approved by Commissioners:

Susan Conklu	John Federico
JC Porter	Peter Schelstraete
Paul Hubbell	Brian Fellows
Ryan Guzy	Mary Harriman
David A. King	John Christoph
Christina Pucci	Jeremy Browning
Pam Goronkin	John Kissinger

Agenda Item 3 – Bike Hero

Sue Taaffe provided the list of Bike Hero Nomination applications for 2020. As stated in the memo, staff did not receive many nominations and as a result, the applications from 2019 were also provided for consideration.

A motion was made to select Julian Dresang as the 2020 Bike Hero.

Motion: Commissioner Ryan Guzy
Second: Commissioner JC Porter

Decision: Approved by Commissioners:

Susan Conklu	John Federico
JC Porter	Mary Harriman
Paul Hubbell	Brian Fellows
Ryan Guzy	John Kissinger
David A. King	Pam Goronkin
Christina Pucci	Jeremy Browning

Abstained: Peter Schelstraete and John Christoph

Agenda Item 4 – Traffic Mitigation

Julian Dresang presented information on Tempe's traffic mitigation strategies. Topics included:

- Causes of congestion
- Traffic studies and analysis tools
- National congestion comparisons
- Travel time index
- Performance measure and data
- Travel times
- Congestion reduction strategies
    - Infrastructure Improvements
    - Technology improvements
    - Operational improvements
    - Transportation Demand Management
    - Convenient Transportation System
- Communication

Discussion included level of service, alternative modes, travel time data, travel corridors and peer cities.

Agenda Item 5 – Tempe Mesa Streetcar Extension Study

Eric Iwersen provided an update on the study. Topics included:

- Public outreach
- Process
- Tier 1 evaluation results
- Tier 2 criteria
- Tier 2 study results
- Future regional transit plans
- Next steps

Discussion included hours of service, Mesa's position on the study, determining initial phase success and BRT.

A motion was made to support the Tier 2 study results.

Motion: Commissioner John Christoph
Second: Commissioner Susan Conklu

Decision: Approved by Commissioners:

Susan Conklu	John Federico
JC Porter	Mary Harriman
Paul Hubbell	Brian Fellows
Ryan Guzy	John Kissinger
David A. King	Pam Goronkin
Christina Pucci	Jeremy Browning
Peter Schelstraete	John Christoph

Agenda Item 6 – Flash Proposed Changes

Eric Iwersen provided information about proposed changes to the Flash route. Topics included:

- Overview
- Proposed route
- Public outreach

Discussion included student access, parking vs campus shuttle and traffic on Rio Salado Parkway.

Agenda Item 7 – Department & Regional Transportation Updates

On behalf of Susan Conklu, Sue Taaffe informed the Commission that the City of Scottsdale is recruiting for a Transportation and Streets Director.

Agenda Item 8 - Future Agenda Items

A Commissioner requested that the Open Streets concept be added to a future agenda item. The following future agenda items have been previously identified by the Commission or staff:

- May 19
    - Setting Speed Limits
    - McClintock Drive Improvements between Apache Boulevard and Del Rio Drive

- June 9
    - Transit Budget/Capital Improvements Project Update
    - Transit System and Security Update
    - Priest Drive Bike Lanes
- July 14
- August 11
    - Country Club Way Streetscape
    - Ash and University Intersection
    - Transportation Demand Management/Association
- September 8
    - Scottsdale Road bike lanes
    - Valley Metro Outreach Plan for I-10 Corridor Construction
    - Vision Zero Update
    - BRT Study
- October 13
    - October Transit Service Changes
    - Entitled Development Projects
    - Priest Drive Bike Lanes
- November 10
- December 8
- TBD: Starship Project
- TBD: North/South Rail Spur MUP Phase I
- TBD: Commuter Rail Study
- TBD: Transit Shelter Design

The next meeting is scheduled for May 26, 2020.

The meeting was adjourned at 9:20 a.m.

Prepared by: Sue Taaffe
Reviewed by: Eric Iwersen

Minutes
City of Tempe Meeting of the Transportation Commission
May 26, 2020

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, May 26, 2020, 7:30 a.m. via Cisco Webex.

(MEMBERS) Present:

Susan Conklu
JC Porter
Ryan Guzy
David A. King
Lloyd Thomas
John Kissinger
John Federico
Peter Schelstraete
Brian Fellows
John Christoph
Jeremy Browning

(MEMBERS) Absent:

Christina Pucci
Pam Goronkin
Mary Harriman
Paul Hubbell

City Staff Present:

Marilyn DeRosa, Engineering & Transportation Director
Robert Yabes, Principal Planner
Chase Walman, Planner II
Joe Clements, Transportation Financial Analyst
Eric Iwersen, Transit Manager
Vanessa Spartan, Planner II
Julian Dresang, Deputy Engineering & Transportation Dir.
Sue Taaffe, Senior Management Assistant
TaiAnna Yee, Public Information Officer
Laura Kajfez, Neighborhood Services Specialist
Amanda Nelson, Public Information Officer
Bonnie Richardson, Principal Planner
Isaac Chavira, Trans. Maintenance Manager
Braden Kay, Sustainability Director

Guests Present:

David Sokolowski

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

Agenda Item 1 – Public Appearances

David Sokolowski commented about speed limits and expressed his support for lowering them.

Agenda Item 2 – Setting Speed Limits

Julian Dresang presented information on speed limits in Tempe. Discussion topics included:

- Background
- Public involvement
- Safety
- Data

- Safe systems approach
- Top discussion topics
- Alternative A – Change speed limits citywide
    - Citywide arterial changes
    - High school zones by time of day (see Table A below)
    - College Ave: Alameda to US60 (Correction to Tempe City Code)
- Alternative B – Change speed limits in northern portion of city
    - Arterial changes north of Baseline Rd.
    - High school zones by time of day (See Table A below)
    - College Ave: Alameda to US60 (Correction to Tempe City Code)
- Alternative C – Change speed limits in high school zones
    - High school zones by time of day
    - College Ave: Alameda to US60 (Correction to Tempe City Code)
- Next steps

Discussion included speed enforcement, high school zones, speed limit on Apache Boulevard, areas with high bike/ped traffic, segments of City in relation to speed limits and creation of freeway and when speed limits were set.

A motion was made to recommend Alternatve A - Change speed limits citywide (Citywide arterial changes; high school zones by time of day; College Ave: Alameda to US60) and change the speed limit along Apache Boulevard between Rural Road and the Mesa border to 30 mph. .

Motion: Commissioner John Federico
Second: Commissioner John Christoph

Decision: Approved by Commissioners:

Susan Conklu	John Federico
JC Porter	Peter Schelstraete
Ryan Guzy	Brian Fellows
David A. King	John Christoph
John Kissinger	Jeremy Browning
Lloyd Thomas	

Agenda Item 3 – Department & Regional Transportation Updates
Susan Conklu informed the Commission that the City of Scottsdale is restriping 25 miles of pathways. Brian Fellows informed the Commission that the City of Phoenix is working on an Open Streets Plan.

Agenda Item 4 - Future Agenda Items
The following future agenda items have been previously identified by the Commission or staff:

- June 23
    - Operating & Capital Improvements Project Budget Update
    - Priest Drive Bike Lanes
    - Transit Shelters
    - Open Streets
- July 14 - CANCELED
- August 11

    - Transit System and Security Update
    - Ash and University Intersection
    - Transportation Demand Management/Association
- September 8
    - Scottsdale Road Bike Lanes
    - Valley Metro Outreach Plan for I-10 Corridor Construction
    - Vision Zero Update
    - BRT Study
    - Annual Report
- October 13
    - Annual Report
    - October Service Changes
    - Transit service Reductions
    - Entitled Development Projects
    - Priest Drive Bike Lanes
- November 10
- December 8
- January 12:
    - Commission Business
- TBD: Starship Project
- TBD: North/South Rail Spur MUP Phase I
- TBD: Commuter Rail Study
- TBD: Country Club Way Streetscape

The next meeting is scheduled for June 23, 2020.

The meeting was adjourned at 8:26 a.m.

Prepared by: Sue Taaffe
Reviewed by: Eric Iwersen

MEMORANDUM

TO: **Tempe Transportation Commission**

FROM: **Chase Walman, Planner II, 480-858-2072**

DATE: **June 23, 2020**

SUBJECT: **Priest Drive Bike and Ped Improvements**

ITEM #: **3**

PURPOSE:
The purpose of this memo is to provide the Commission with a review of the data collection and preliminary concepts for the 15% design plans and report of the Priest Drive Bike and Pedestrian Improvement Project which extends from Ray Road to Grove Parkway. The project is a MAG design assistance funded project which will develop a preliminary design report and 15% plans for a preferred alternative to add bicycle facilities and complete the gaps in street infrastructure, including sidewalk and curb.

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:
In May 2019, the Commission recommended staff put forward an application for the project to compete for Maricopa Association of Governments (MAG) Design Assistance funding. Tempe was ultimately awarded $65,800 to develop a preliminary project assessment report and design concepts for a holistic bike and pedestrian improvement project from Ray Road to Grove Parkway.

The City/MAG retained design consultant WOOD to develop the preliminary design report and 15% plans. WOOD has kicked-off the preliminary design, and there is an upcoming public meeting to solicit feedback on design priorities and review the data collection and proposed conceptual alternatives for the corridor:

- Wed., July 15th at 12:30-1:30 p.m.
  Virtual Webex Meeting (with recorded version available at tempe.gov/priestdrive)

Additional public meetings will be held later this fall. It is anticipated that the finalized report and 15% plans will be submitted to MAG in late 2020. No construction funding is identified at this time.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Design:
$65,800 Congestion Mitigation and Air Quality Improvement Grant (Preliminary Design)
No final design funding identified at this time

Construction:
No construction funding identified at this time.

ATTACHMENTS:
PowerPoint
Conceptual Plans and Existing Conditions

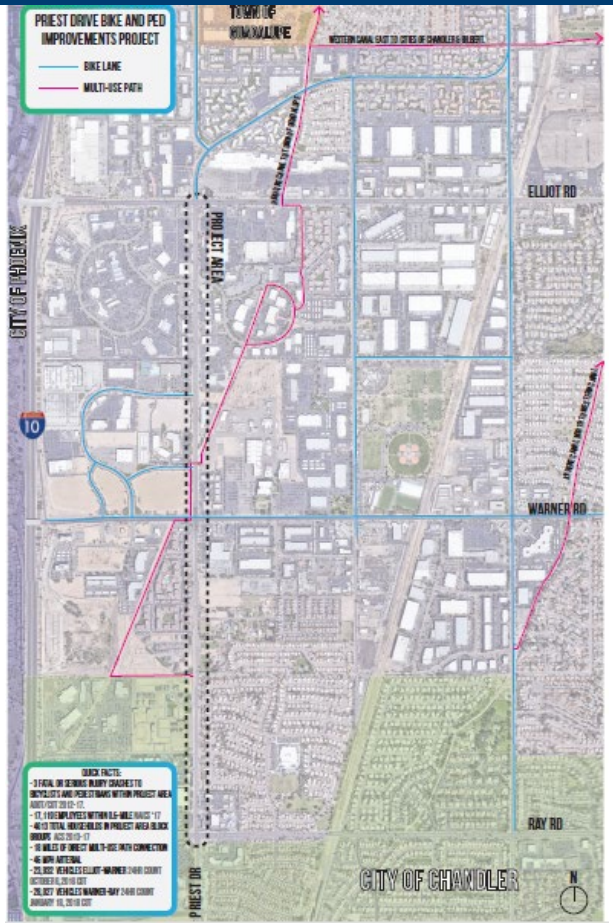
Priest Drive Bike & Pedestrian Improvements

Transportation Commission
June 23, 2020

Tempe

This Project

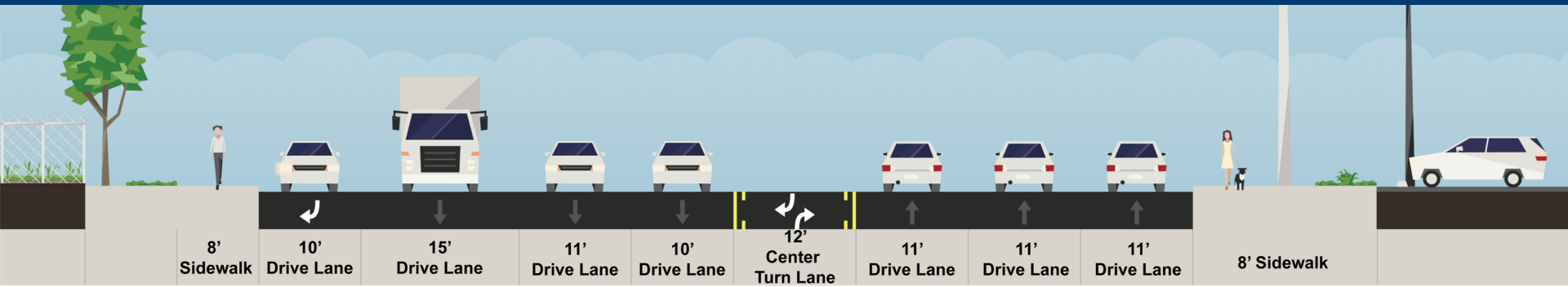
- MAG Design Assistance Project
  - 15% Preliminary Design Report and Plans
  - No construction funding identified
- Priest Drive from Ray Rd to Grove Pkwy
- Add bicycle facilities and address sidewalk/curb deficiencies along the corridor



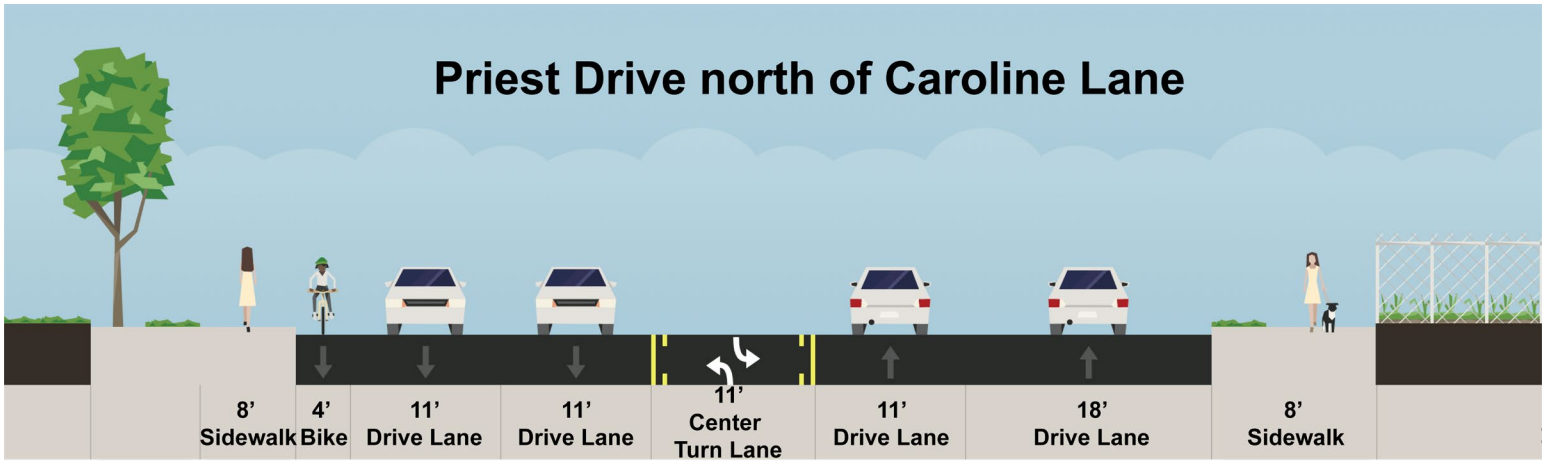
Existing Conditions

Existing Conditions

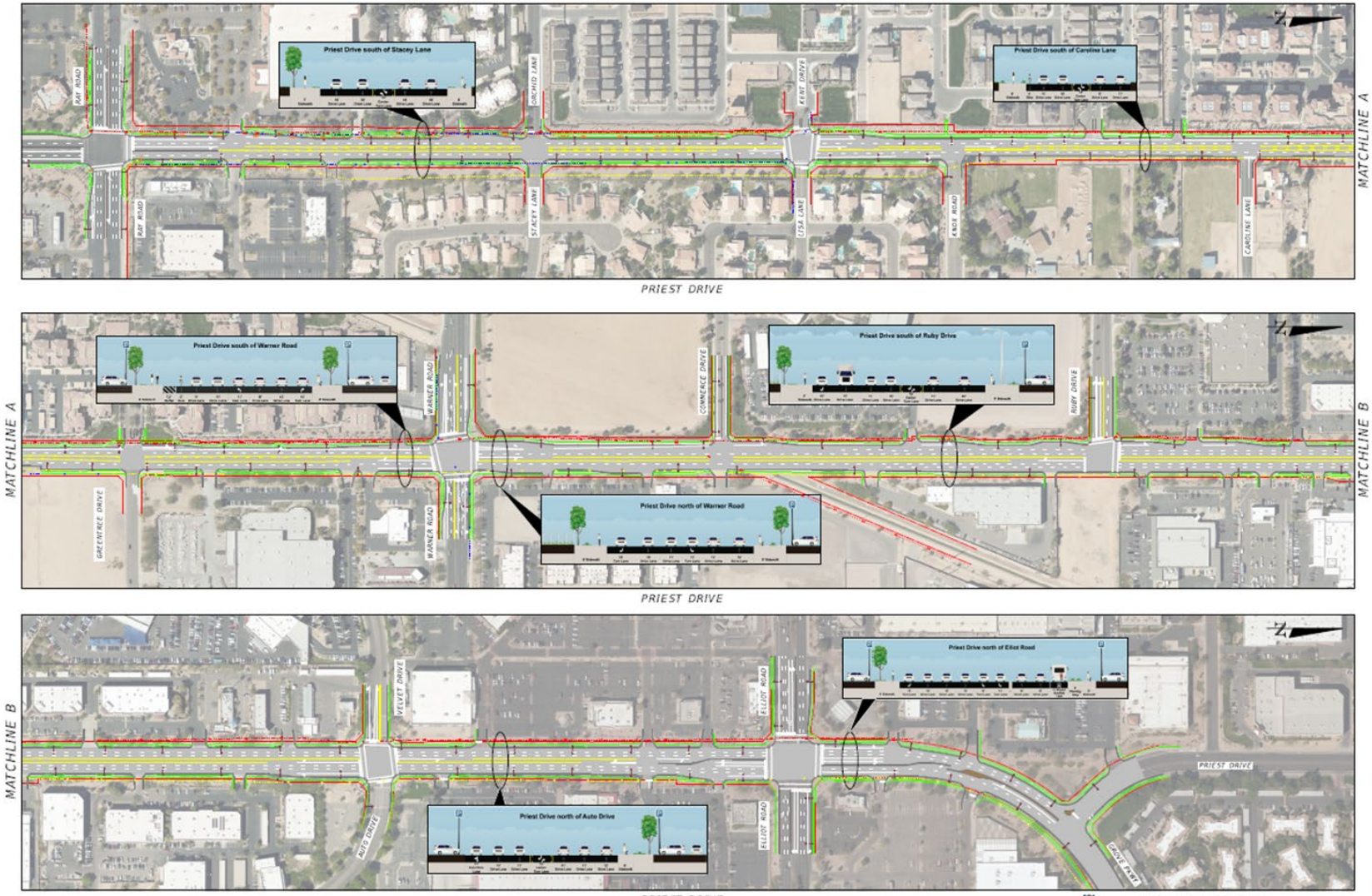
Existing Conditions



- Between Warner Road and Elliot Road, Priest Drive transitions to a 6-lane divided roadway with center turn lane, 8-foot sidewalk, and no bike lane



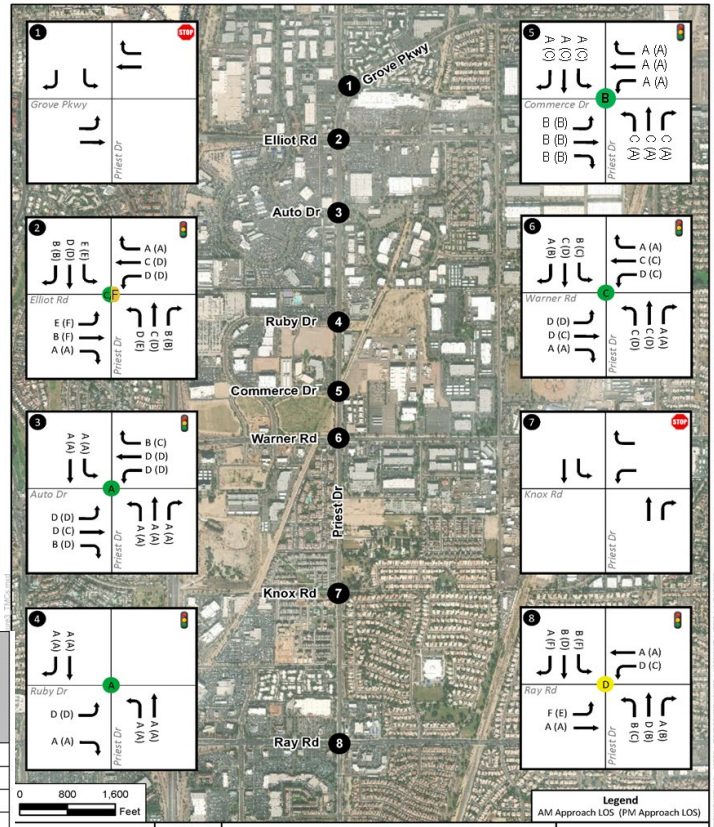
- Priest Drive between Ray Road and Warner Road is a 4-lane divided roadway with a center turn lane, 8-foot sidewalk, and no bike lane (except Warner – Caroline: above)

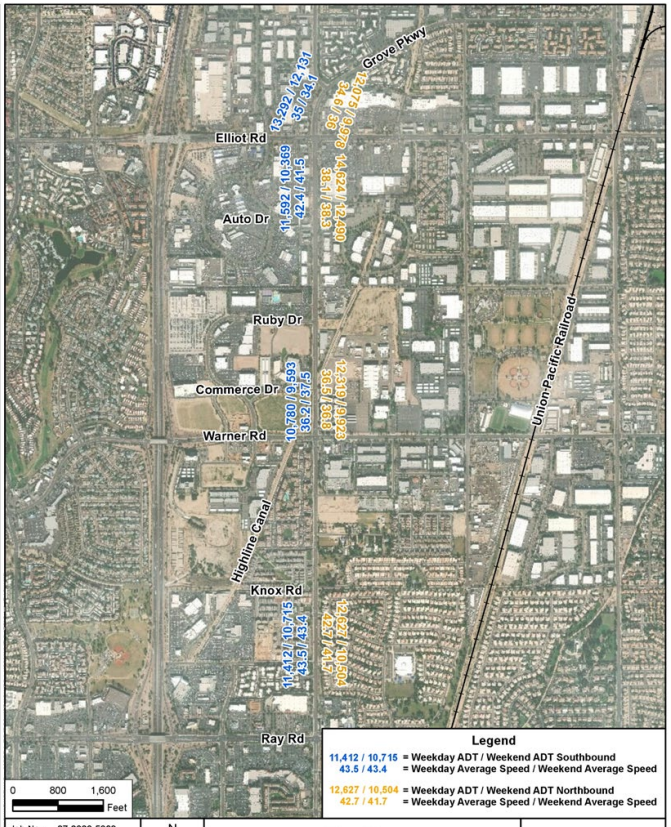

Priest Drive south of Stacey Lane
Priest Drive south of Caroline Lane
RAY ROAD
ORCHID LANE
KENT DRIVE
STACEY LANE
LISA LANE
KNOX ROAD
CAROLINE LANE
MATCHLINE A
PRIEST DRIVE
Priest Drive south of Warner Road
Priest Drive south of Ruby Drive
Priest Drive north of Warner Road
WARNER ROAD
COMMERCE DRIVE
RUBY DRIVE
GREENTREE DRIVE
MATCHLINE A
MATCHLINE B
PRIEST DRIVE
Priest Drive north of Elliot Road
Priest Drive north of Auto Drive
VELVET DRIVE
ELLIOT ROAD
AUTO DRIVE
PRIEST DRIVE
MATCHLINE B

Existing Conditions

- All locations along Priest Drive had an ADT of less than 37,900
- All counts were taken on Wednesday, February 26, 2020, except for Auto Drive, which was taken on Tuesday, March 3, 2020
- Counts were taken from 6:45 AM until 8:30 AM and again from 4:00 PM until 5:45 PM
- LOS ranged from A to D for the signalized intersections along Priest Drive

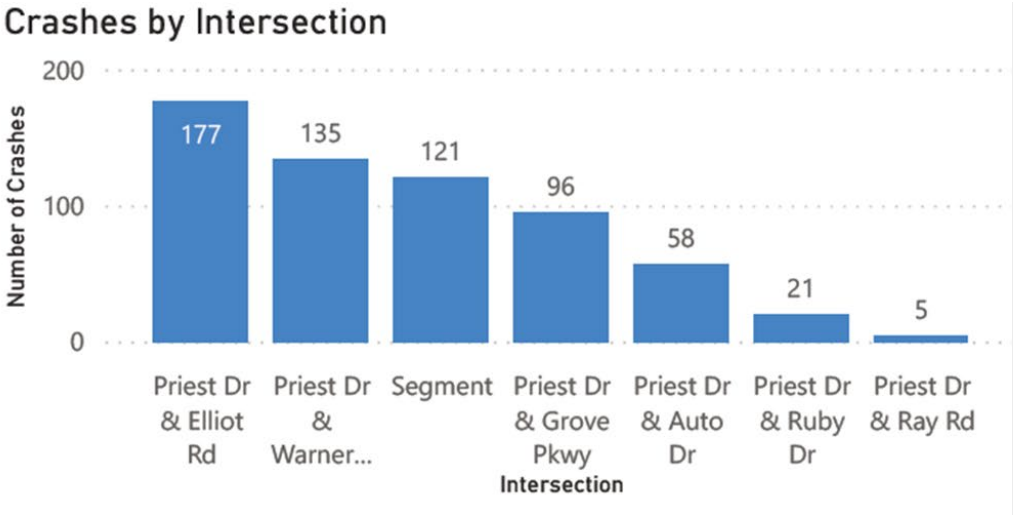
Level of Service	Description	Unsignalized Intersections Average Control Delay, Seconds per vehicle	Signalized Intersections Average Control Delay, Seconds per vehicle
A	Little or no delay	<10.0	<10.0
B	Short traffic delays	≥ 10.0 < 15.0	≥ 10.0 < 20.0
C	Average traffic delays	≥ 15.0 <25.0	≥ 20.0 < 35.0
D	Long traffic delays	≥ 25.0 <35.0	≥ 35.0 < 55.0
E	Very long traffic delays	≥ 35.0 < 50.0	≥ 55.0 < 80.0
F	Demand exceeds capacity	≥50.0	≥80.0

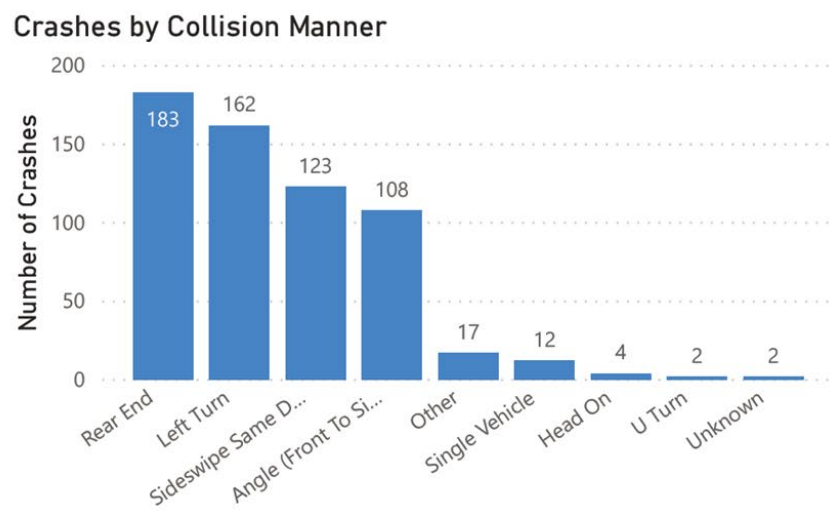




Existing Conditions

- Priest Drive and Elliot Road intersection contained the most crashes, followed by Priest Drive and Warner Road. These major intersections consisted of mostly rear-end crashes
- Rear end and left-turn crashes made up the majority of collision manners
- Five total bicycle and pedestrian crashes





Proposed Alternatives

Design Considerations / Alternatives

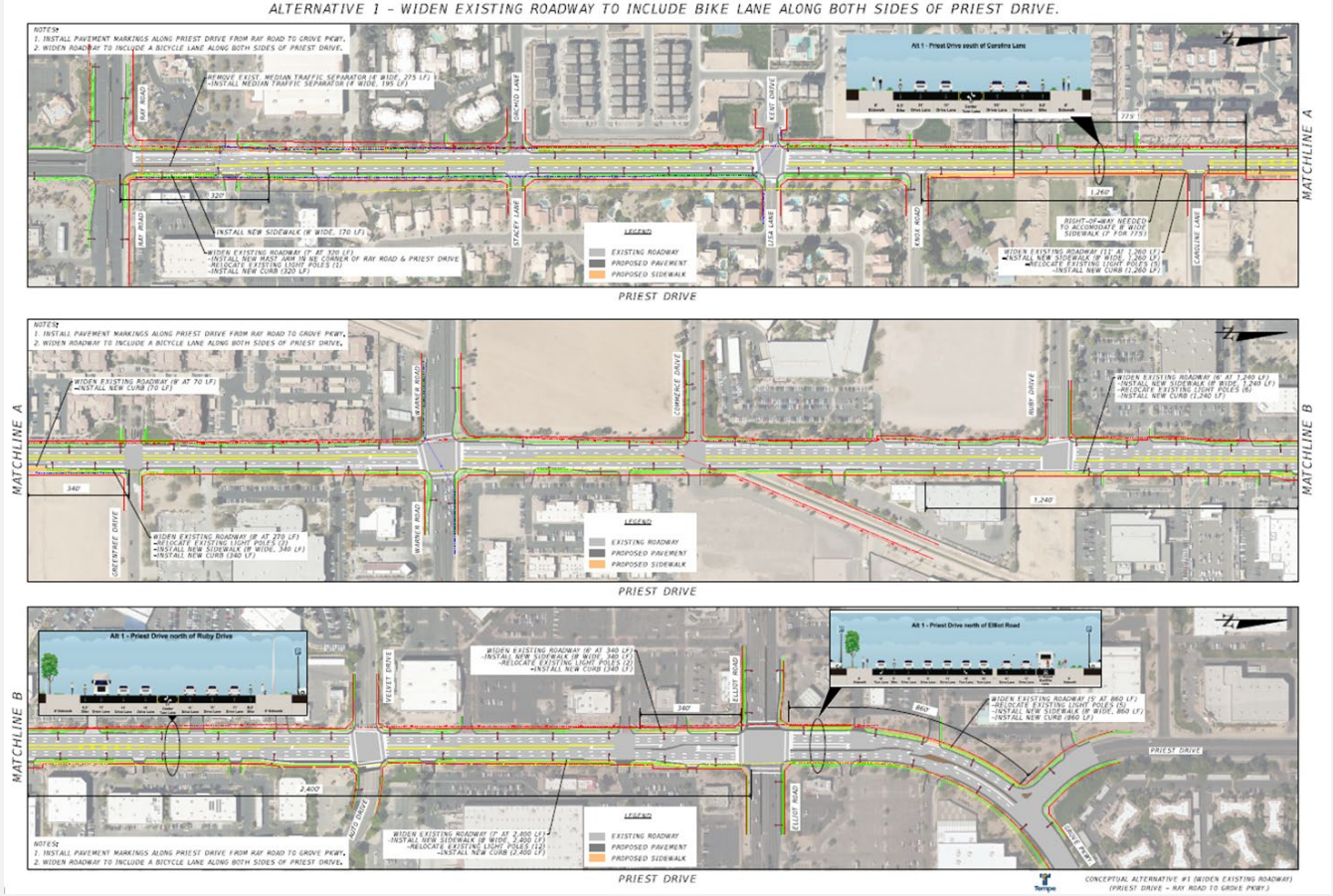
Three Proposed Alternatives

- Widen Existing Roadway
- 10’ wide multi-use path on both sides of Priest Drive
- Reduce SB Travel lane from Elliot to Warner to match configuration South of Warner

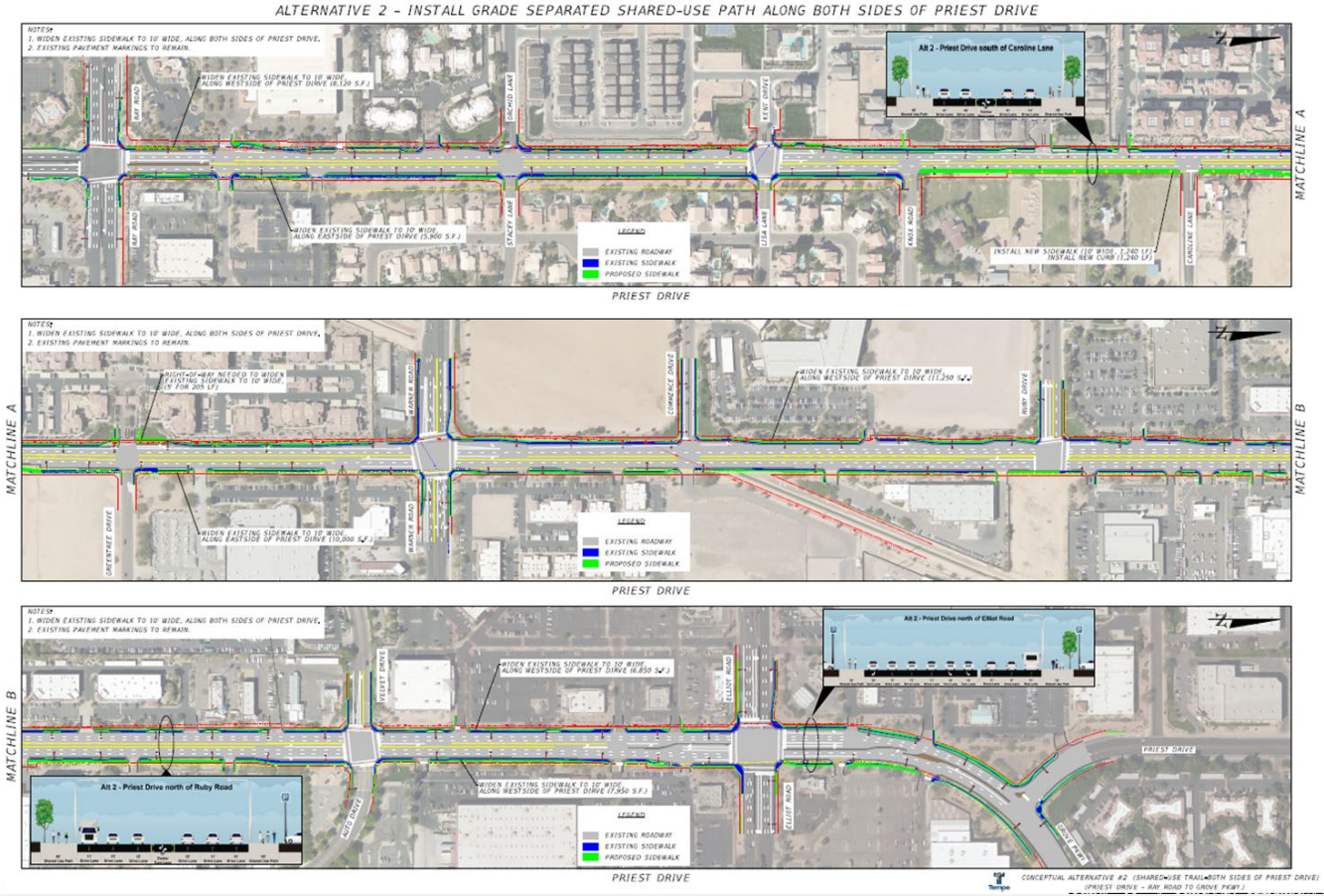
Main Design Considerations

- FHWA – for bike lanes design should consider - bicycle volumes, connectivity, and access to destination, and potential conflicts.
- Physical separation of bicycle may be warranted based on conditions such as vehicle speed, volume, roadway configuration
- Alternatives will include green thermo bicycle symbols

Widen Existing Roadway Alternative

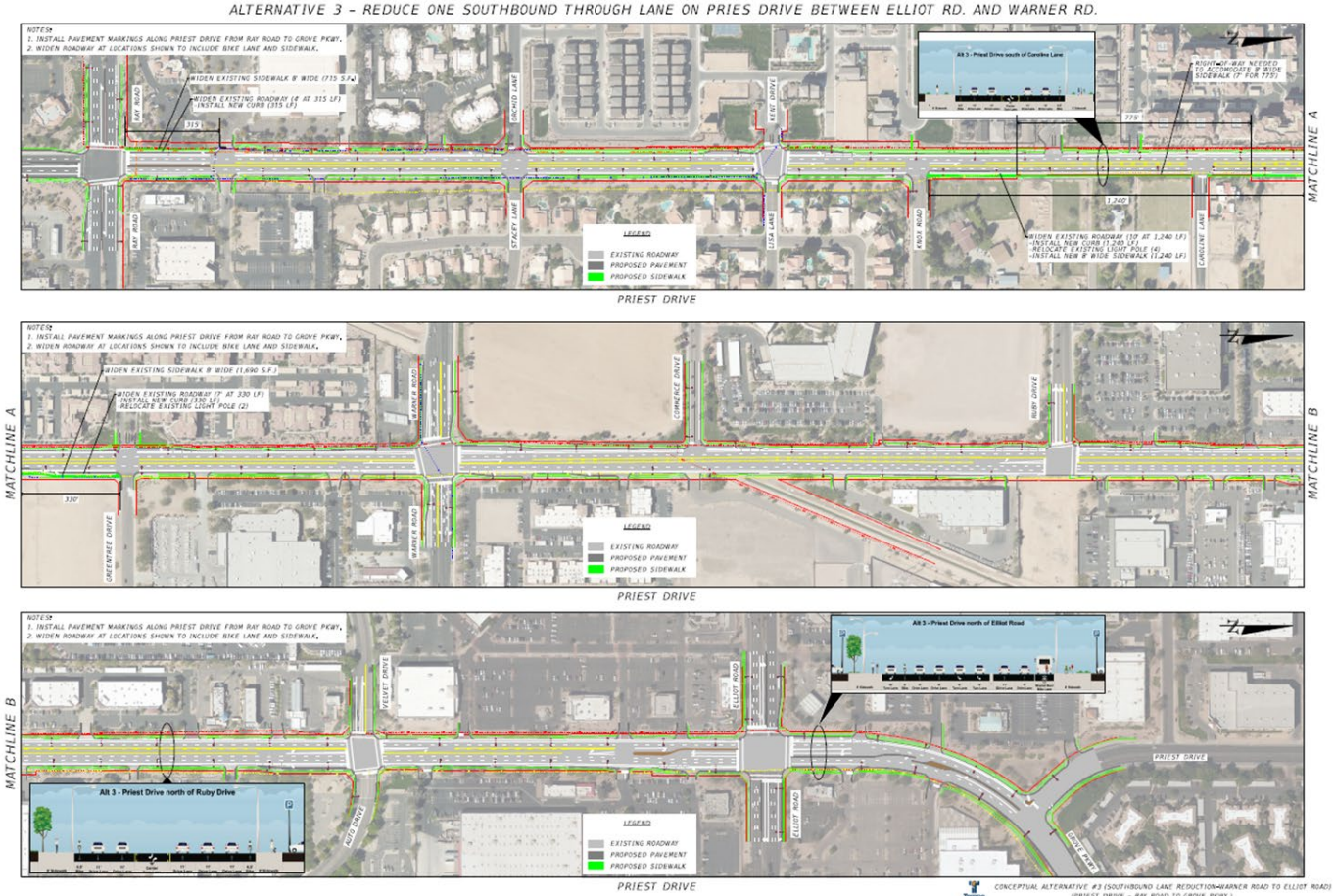


10’ MUP Northbound & Southbound Alternative



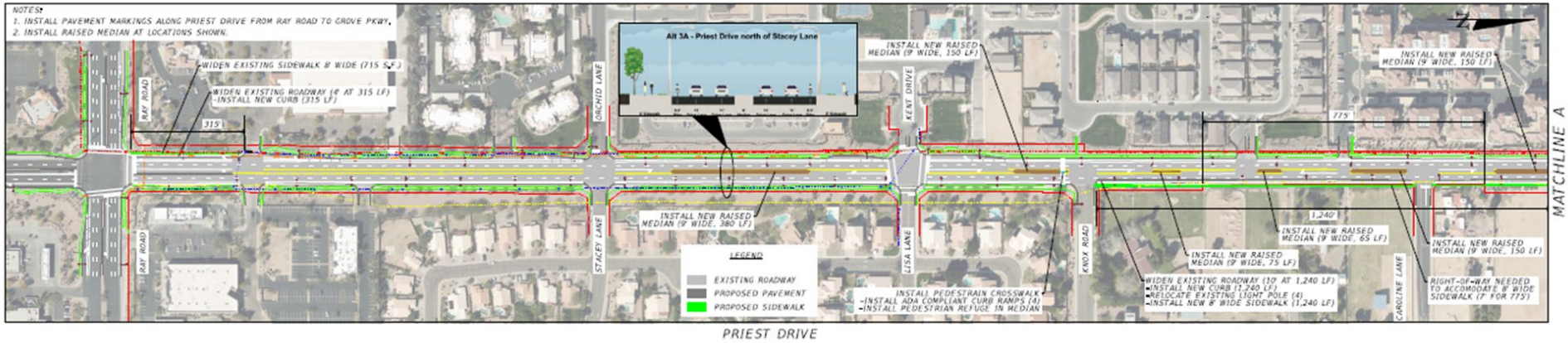
Reduce SB Travel Lane from Elliot to Warner Alternative

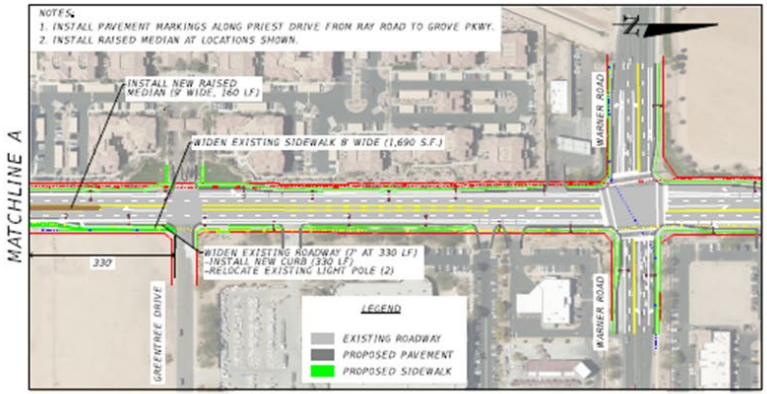
- ADT on Priest Dr 26,500 vehicles per day
- This equates to LOS C or better
- Based on Capacity assessment, there is opportunity to reduce both NB and SB to 2 lanes, between Warner and Elliot
- Priest Dr. Operates as freeway reliever in the AM peak



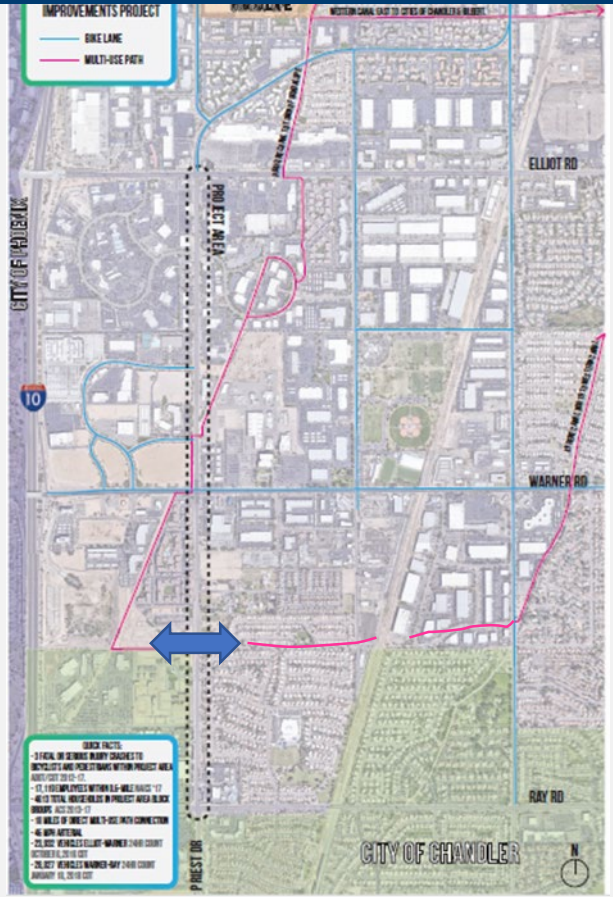
Reduce SB Travel Lane from Elliot to Warner Alternative Cntd.

ALTERNATIVE 3A – INSTALL RAISED MEDIAN ON PRIEST DRIVE BETWEEN RAY RD. AND GREENTREE DRIVE.





Knox Road Crossing



Alternatives Comparison

Evaluation Criteria	No Build	Alternative 1 & 3	Alternative 2
Safety	• No bike lanes/path. • Bicyclists must ride in street with traffic or on sidewalk. • large number of motor vehicles, especially trucks and buses. • Transit corridor • High speeds along corridor/ 45 mph posted speed limit • large number of curb cuts on Priest Drive , between Warner and Elliot	• No separate bicycle signal phase needed • Wrong-way bicycle riding may occur. • Some bicyclists do not feel comfortable riding in a high-speed arterial street • without physical separation • Narrower cross-section and pavement markings could reduce speed along the road	• Physical separation from motor vehicle traffic and transit. • Preferred by the public. • Ped and bike will use ped phase • Conflict zones between pedestrians and bikes at transit stops. • More sidewalk lighting will be required
	5 - Strong Disadvantage	2 - Advantage	1 - Strong Advantage
Connectivity	no bicycle connectivity between residential and commercial destination along the same corridor	multi-modal connectively between residential and commercial destinations along the same corridor	multi-modal connectively between residential and commercial destinations along the same corridor
	5 - Strong Disadvantage	1 – Strong Advantage	1 - Strong Advantage
Ped Operations	• Ped/Bike share the same facility • Gaps in sidewalk	• Continuous side walk connection is provided • Ped/Bike are separated • Some bicyclists do not feel comfortable riding in a high-speed arterial street and opt to ride on the sidewalk • Alternative 3 has safe refuge island for mid-block crossing • Sidewalk and Ramp will be reconstructed along entire corridor will be ADA-compliant.	• Continuous sidewalk connection is provided • Ped and bike spaces are separately defined, except at intersections. • Additional pedestrian lighting is needed • Sidewalk and Ramp will be reconstructed along entire corridor will be ADA-compliant.
	5 - Strong Disadvantage	2 - Advantage	1 - Strong Advantage
Bicycle Operations	• No exclusive bike lane along the east side of the road • Some bike lanes on west side of the road • Bikes and peds share the sidewalk	• Designated bicycle facility • Alternative 1 - 2 feet buffer between bicycle lane and travel lane provides added comfort • Need bicycle detection zones • Some bicyclists do not feel comfortable riding in a high-speed arterial street and opt to ride on the sidewalk	• Modification to signal equipment is not necessary • Bicycles have a designated lane so no interaction with vehicles except at intersections and driveway • Sight visibility of bicycles at driveways may be limited • Driveway adjustments have to be done to ensure ride comfort for travelling vehicles.
	5 - Strong Disadvantage	2 - Advantage	2 - Advantage

Alternatives Comparison Cntd.

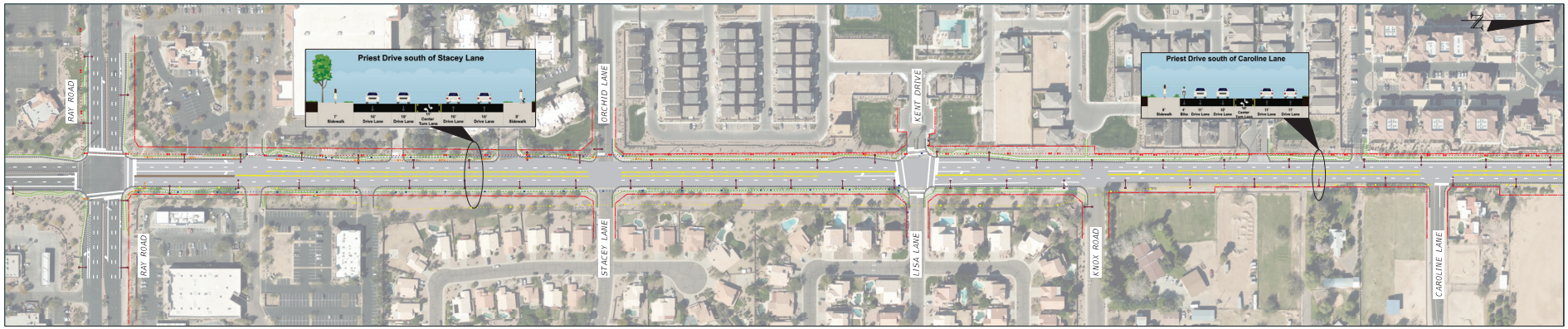
Evaluation Criteria	No Build	Alternative 1 & 3	Alternative 2
Transit Operations	• No adverse impact to bus operations	• Bicycles and buses share the road at bus stops	• Bicycle and pedestrians are off road • Bicycles can be routed on the back side of the bus shelters,
	3 – Neutral	4 – Disadvantage	2 - Advantage
Traffic Operations	• No designated space for bicycle traffic. so bicyclist have to choose between riding on the road or sidewalk. • High speed facility so bicycle is mostly seen on the sidewalk	• Bicycles have a designated lane and 2 ft buffer to provide added protection • Bicycle is not grade separated from vehicles; hence some Bicyclist may not feel comfortable riding on the road with traffic and use sidewalk • Alternative 3 - One southbound lane is removed to provide bicycle lane. However this doesn't impact intersection LOS or Delay	• Bicycles have a designated lane so no interaction with vehicles except at intersections and driveway • Sight visibility of bicycles at driveways may be limited
	5 - Strong Disadvantage	3 – Neutral	1 - Advantage
Maintenance	• No additional maintenance required, but existing streets/sidewalks should be maintained with bicycle use in mind	• Green thermoplastic markings at driveway and intersection crossings, and other conflict points • Additional bicycle signal maintenance	• Green thermoplastic markings at driveway and intersection crossings, and other conflict points • Sweeping separated bicycle lane
	3 – Neutral	4 - Disadvantage	4 - Disadvantage
Constructions Cost	• No construction cost	• Need additional ROW at many locations • Additional construction cost to move the existing curb • Construction will have considerable impact to traffic flow	• Need additional ROW at some locations • Construction will have minimum impact to traffic flow, • Sidewalk will be blocked during construction
	1 - Strong Advantage	4 – Strong Disadvantage	1 - Advantage

Next Steps

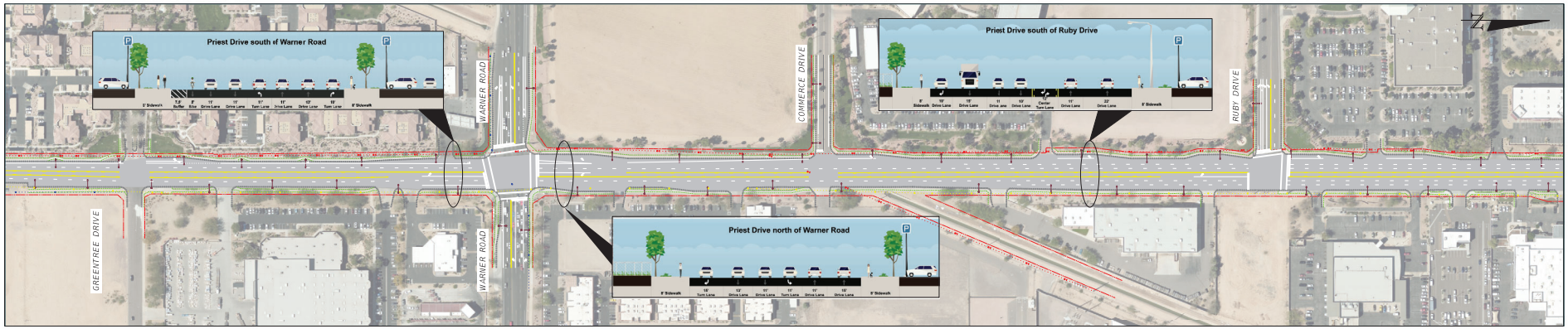
Next Steps

- Transportation Commission
- Public Meeting Round 1
  - Virtual Meeting Wednesday **July 15th 12:30-1:30pm**
  - Will be recorded and posted on tempe.gov/priestdrive
- Public Meetings Round 2 **Fall 2020**
- Finalized 15% Plans and Report Submitted to MAG **Winter 2020**

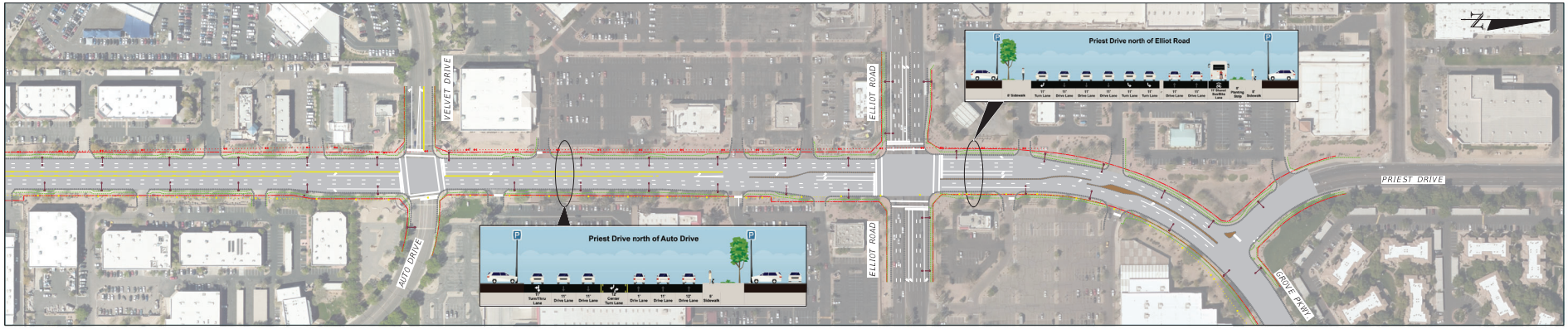
EXISTING ROADWAY GEOMETRY



PRIEST DRIVE



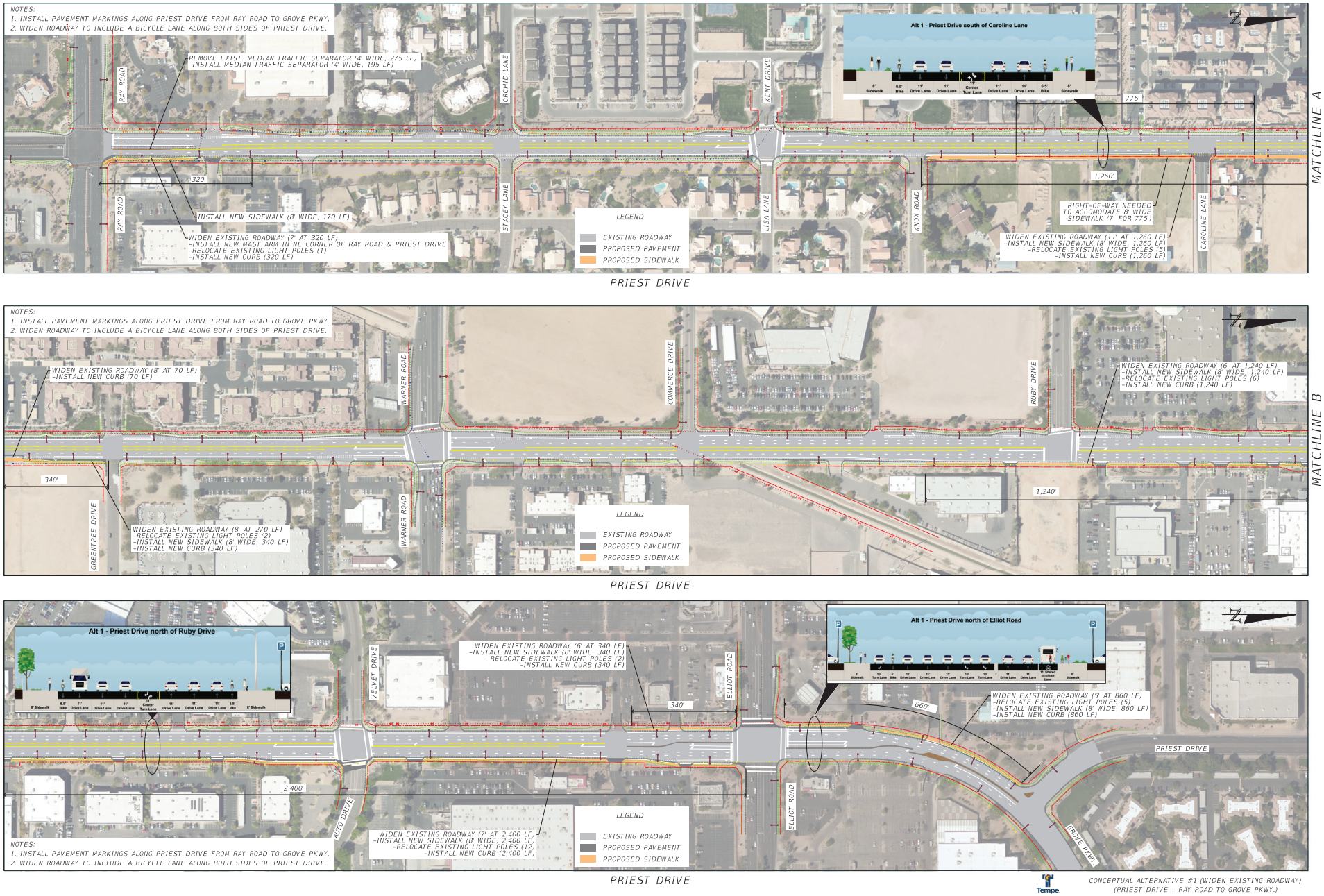
PRIEST DRIVE



PRIEST DRIVE

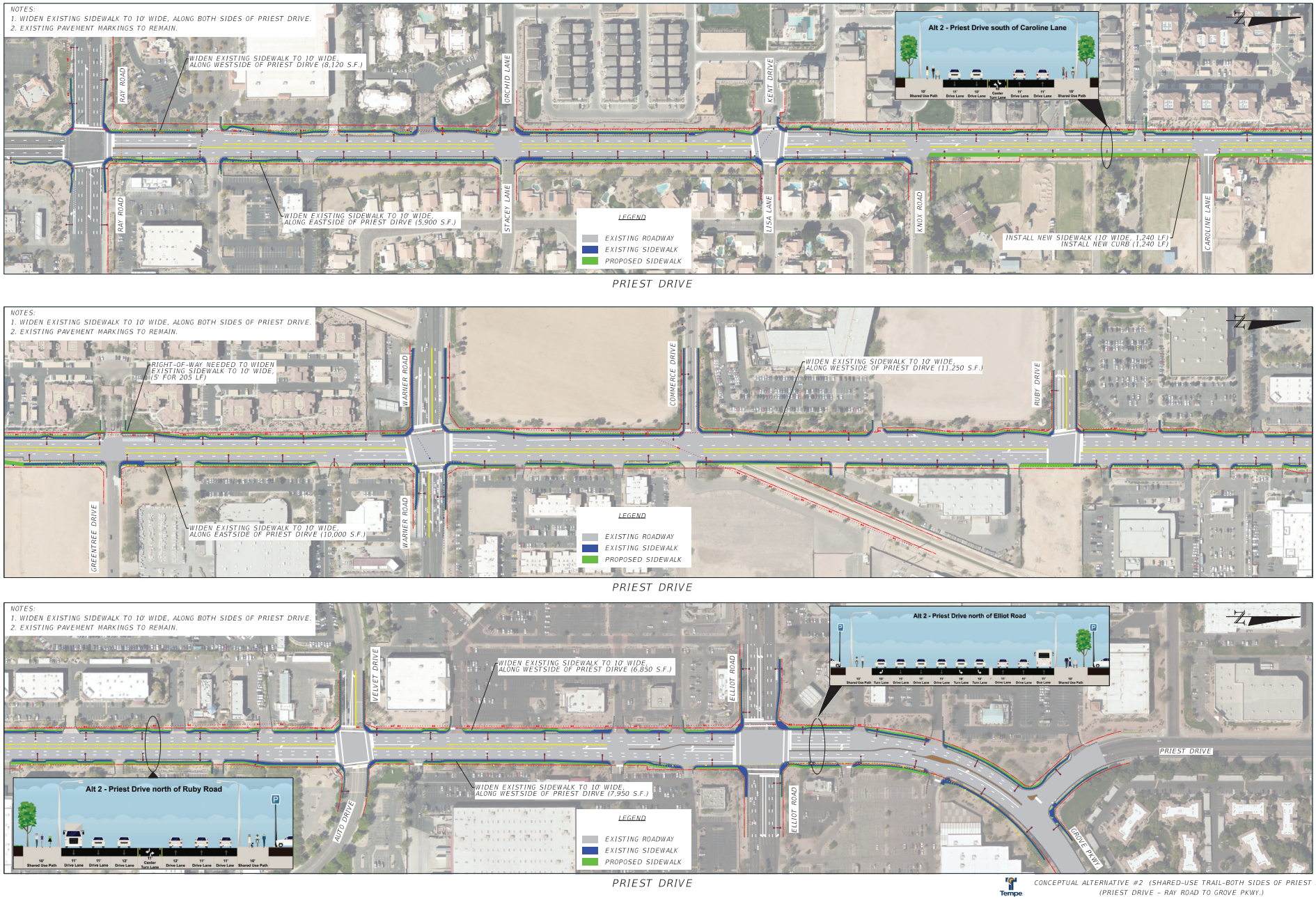
EXISTING CONDITIONS DIAGRAM
(PRIEST DRIVE – RAY ROAD TO GROVE PKWY.)

ALTERNATIVE 1 – WIDEN EXISTING ROADWAY TO INCLUDE BIKE LANE ALONG BOTH SIDES OF PRIEST DRIVE.



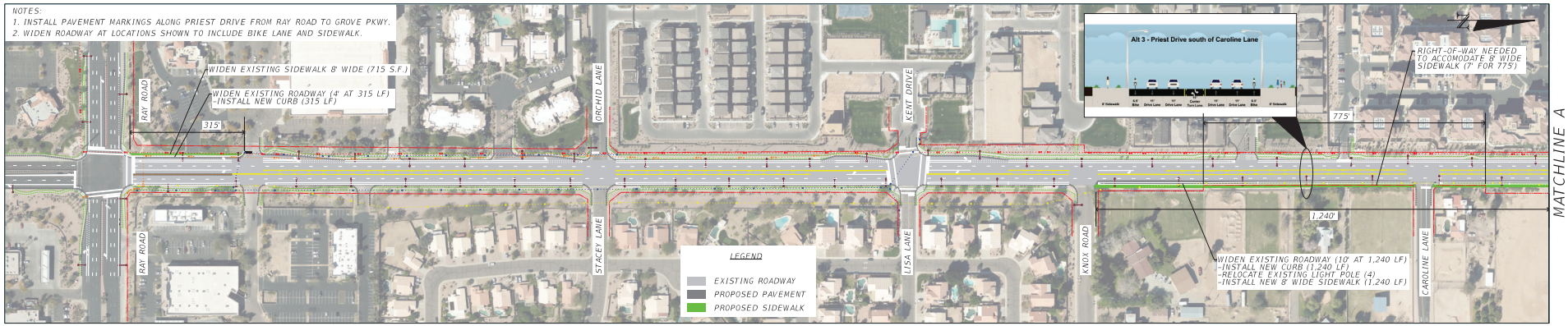
CONCEPTUAL ALTERNATIVE #1 (WIDEN EXISTING ROADWAY)
(PRIEST DRIVE - RAY ROAD TO GROVE PKWY.)

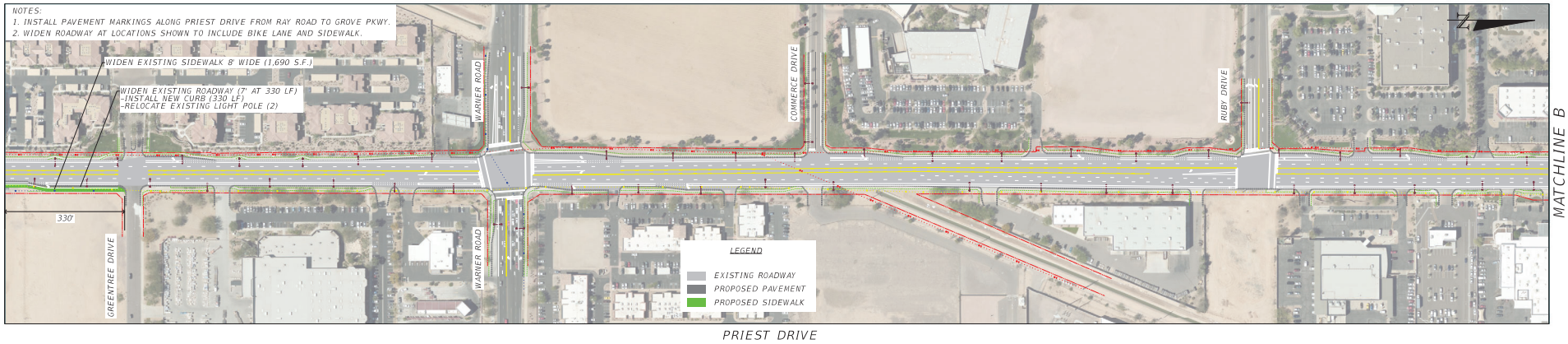
ALTERNATIVE 2 – INSTALL GRADE SEPARATED SHARED-USE PATH ALONG BOTH SIDES OF PRIEST DRIVE

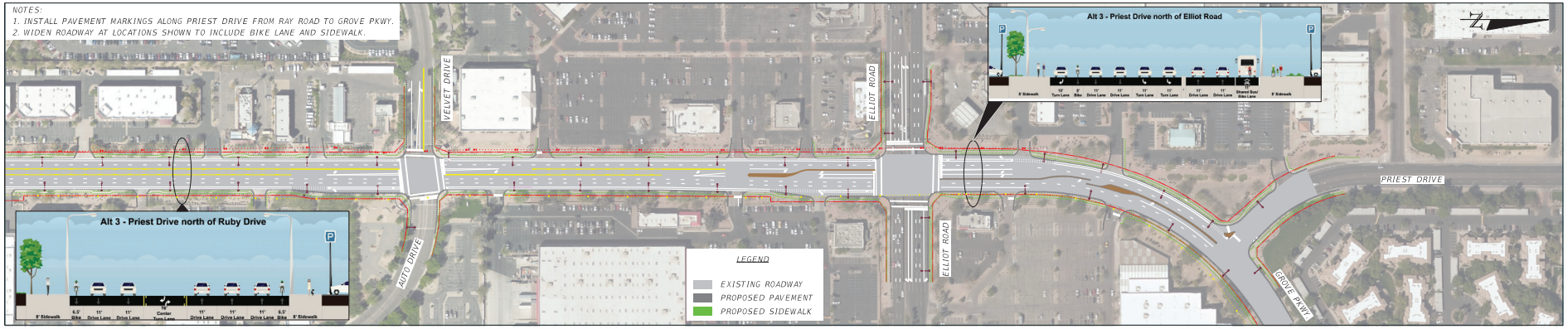


CONCEPTUAL ALTERNATIVE #2 (SHARED-USE TRAIL-BOTH SIDES OF PRIEST DRIVE)
(PRIEST DRIVE – RAY ROAD TO GROVE PKWY.)

ALTERNATIVE 3 – REDUCE ONE SOUTHBOUND THROUGH LANE ON PRIES DRIVE BETWEEN ELLIOT RD. AND WARNER RD.

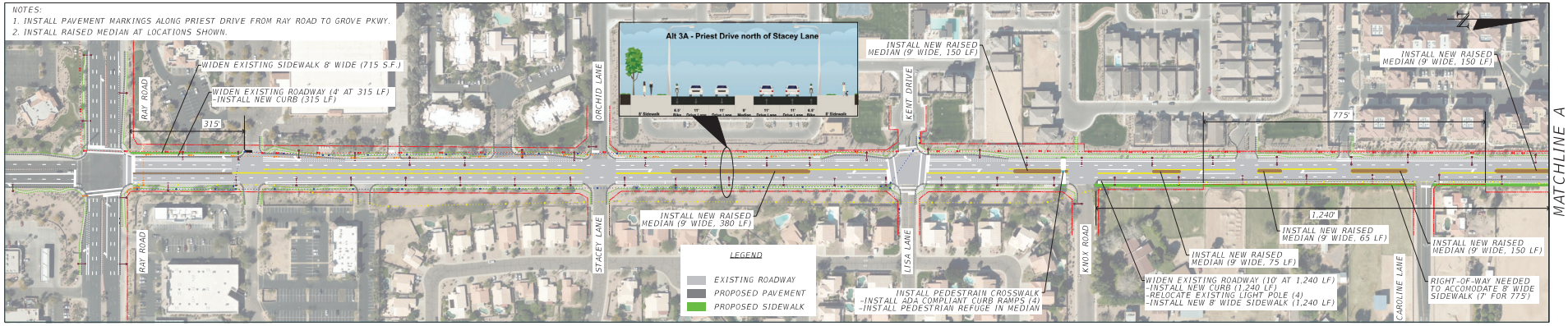


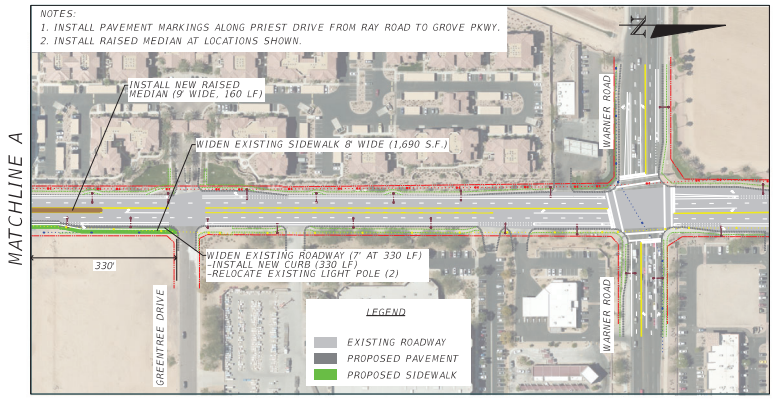




CONCEPTUAL ALTERNATIVE #3 (SOUTHBOUND LANE REDUCTION-WARNER ROAD TO ELLIOT ROAD)
(PRIEST DRIVE – RAY ROAD TO GROVE PKWY.)

ALTERNATIVE 3A – INSTALL RAISED MEDIAN ON PRIEST DRIVE BETWEEN RAY RD. AND GREENTREE DRIVE.





CONCEPTUAL ALTERNATIVE #3A (RAISED MEDIAN ON PRIEST DRIVE BETWEEN RAY RD. AND GREENTREE DRIVE)
(PRIEST DRIVE – RAY ROAD TO GROVE PKWY.)

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Vanessa Spartan, Transportation Planner, 480-350-2897
Robert Yabes, Principal Planner, 480-350-2734

DATE: June 23, 2020

SUBJECT: Open Streets Social Distancing Strategies

ITEM #: 4

PURPOSE:
To provide the Commission with an overview of Open Streets strategies that various transportation agencies are undertaking to promote social distancing.

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 3.34: Community health and well-being.
- Safe & Secure Communities – 1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

BACKGROUND INFORMATION:
Cities across the world are rapidly implementing transportation strategies to support social distancing associated with COVID-19. These strategies are commonly referred to as Open Streets, Slow Streets, or Shared Streets. Across all cities less people are driving, and more people are walking and biking. Some of the challenges with these changes include excessive speeding by drivers, and congestion in bicycle, pedestrian, and transit spaces.

More than 180 cities have implemented more than 220 Open Streets strategies. The strategies are specific to each city's capacity as well as the local context. The strategies are often temporary although some cities are choosing to make the temporary strategies permanent, following positive public feedback. In total, staff has compiled seven Open Street strategies that fall into three categories:

- Two strategies related to adjusting traffic signals;
- Two strategies related to expanding active transportation opportunities; and
- Three strategies related to creating room to queue.

<u>Adjust Traffic Signals</u>

Strategy: Automate pedestrian signals.

Cities are automating pedestrian signals to eliminate a high-touch point for people crossing the street. Cities are posting signage at all existing push buttons to let pedestrians know that pushing the button is not necessary.

Strategy: As traffic volumes drop, adjust signal timing to slow vehicle speeds and ensure safety.

Cities have retimed signals to limit travel delay for all road users including people walking, biking, and scooting by reducing the time between signal phases. Some cities have established signal phases with 15 MPH signal progressions. In response to lower vehicle volumes and higher observed vehicle speeds, cities have adjusted signals so drivers have to stop more frequently.

Expand Active Transportation Options

Strategy: Create pop-up bike and pedestrian spaces.

Cities are rapidly building bicycle and pedestrian spaces including protected bike lanes, converting alleys, creating pedestrian plazas and curb extensions, and moving street furnishings into on-street parking spots. The idea with these strategies is three-fold: 1) more people are walking and bicycling for recreation, 2) there is a need to free up space in the sidewalk for pedestrians to social distance, and 3) with reduced transit service cities are anticipating an increase in bicycling for daily trips.

Strategy: Close or limit through traffic.

Cities applying this strategy in one of two ways: 1) some cities are targeting high-density areas where parks are experiencing high-use, and 2) some cities are designating soft closures in neighborhoods. In all instances access for emergency vehicles is maintained. Cities are not implementing these strategies on segments of roadways where transit vehicle operate.

Create Room to Queue

Strategy: Mark social distance spacing at transit stops and stations.

Cities and transit agencies are using ground/floor markings and posters to remind people of safe social distancing while waiting for the bus or train.

Strategy: Create curbside pick-up zones.

Cities are installing temporary curbside pick-up zones outside restaurants and retail areas by converting paid on-street parking spaces. All cities are marking these areas with signage and some have created online maps illustrating where these zones are in the city.

Strategy: Create café and retail space.

Cities are using several applications including completely closing segments of streets or converting parking spaces. These areas have been freed up for the adjacent local business to use for either café dining or outdoor retail space. Additionally, some cities are converting parking lanes for pedestrian queueing areas outside essential businesses where it is challenging for people to keep safe distances. All cities are marking these areas with signage.

Transportation staff seeks Transportation Commission guidance on what strategies to consider. In all applications, Transportation staff will need to consider impacts to traffic operations, transit operations, and emergency vehicle access.. Staff will also have to consider what resources and materials are readily available to quickly implement any of these strategies. Staff will conduct public outreach prior to any design or implementation of any recommended strategy.

Staff intend to receive input on these applications from the Downtown Tempe Authority, Chamber of Commerce, and Valley Metro, as well as various City Departments including: Police, Fire, Community Development, Economic Development, Economic Development, Community Services, and Engineering and Transportation.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

The City will need to use existing available resources and materials for implementing strategies which could include renting barricades and printing signage. Staff time will be needed to create the strategy applications, complete the installation and evaluate the changed condition.

ATTACHMENTS:

1. PowerPoint

Open Streets:

Approaches for Social Distancing

Transportation Commission

June 23, 2020

Tempe

Open Streets

- Open Streets (aka Slow Streets or Shared Streets) is a strategy cities are using to support social distancing in response to COVID-19.
- Strategies include temporary repurposing of street space for pedestrian, bicycle or transit use, or to support local businesses.
- There are 7 Open Street strategies that fall into one of 3 categories:
  - Adjust traffic signals (2)
  - Expand active transportation opportunities (2)
  - Create room to queue (3)

Adjust Traffic Signals

Strategy: Automate pedestrian signals

- **Providence, RI and Calgary, Canada.** Automated all city-owned pedestrian signals across the city, eliminating a high-touch point for people crossing the street. (4/6/2020)

- **Brookline and Cambridge, MA.** Adjusting pedestrian signals so pushing a button is no longer needed to cross the street. This limits the amount of surfaces a person must touch, helping curb the spread of COVID-19. (3/26/2020)

Providence

Calgary, CN

Adjust Traffic Signals

Strategy: As traffic volumes drop, adjust signal timing to slow vehicle speeds and ensure safety

- **Austin, TX and New York City, NY.** Retimed signals to limit travel delay for all road users, including people walking, biking, and scooting, by reducing time between signal phases and making 15 MPH signal progressions. (4/20/2020) (3/20/2020)

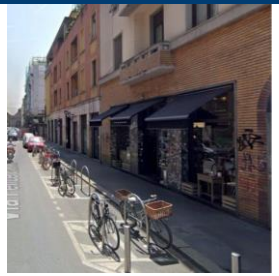
- **Los Angeles, CA.** In response to lower vehicle volumes and higher observed vehicle speeds, LA adjusted signals to "nighttime mode" to encourage safer driving. The adjustment changes signals to red when traffic volumes are low, reducing the speed opportunity caused by green waves of signals. (4/15/2020)

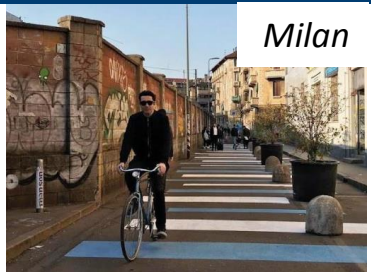
Expand Active Transportation Opportunities

Strategy: Create pop-up bike and pedestrian spaces

- **Milan, Italy and Boston, MA.** In anticipation of eased lockdowns, cities are rapidly building miles of expanded bike and pedestrian spaces. Milan's Open Streets adaptation strategy guide details strategies, actions, and tools to improve walking and biking. (4/21/2020) (5/13/2020)

- **New York City, NY.** Installed temporary protected bike lanes along two busy bike corridors that currently lack protected infrastructure. These filled gaps in the bike network and tied into existing protected bike facilities. (3/20/2020)





Milan

Milan

New York City

Expand Active Transportation Opportunities

Strategy: Close or limit through traffic

- **Denver, CO, Minneapolis, MN, Vancouver, Canada, and Calgary, Canada.** Closed roadways within high-use parks and high-density areas, and repurposed vehicle lanes on nearby streets for walking and biking use. (4/3/2020) (4/7/2020)

- **Burlington, VT and Oakland, CA.** Used available materials to designate temporary soft closures in neighborhoods. Public engagement occurs throughout the soft closure. (4/22/2020) (4/27/2020)

Create Room to Queue

Strategy: Mark social distance spacing at transit stops and stations

- **Miami-Dade County, FL.** Installed floor markings at all Metrorail stations to remind passengers about good social distancing practice. (4/13/2020)
- **London, England.** Transport for London installed blue stickers every two meters apart in busy stations, communicating safe social distances for people using the system. (4/3/2020)
- **Houston, TX.** METRO placed social distancing signs at stations. (3/16/2020)

Houston

Miami

London

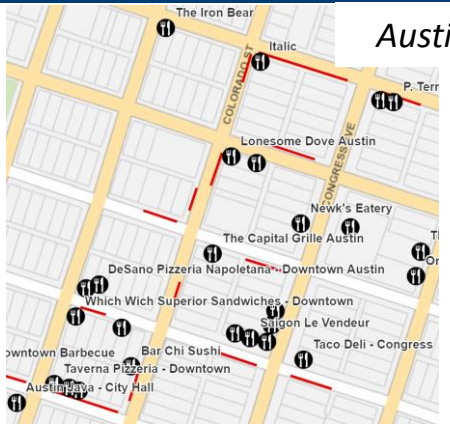
Create Room to Queue

Strategy: Create curbside pick-up zones

- **Austin, TX, Memphis, TN, and Seattle, WA.** Installed temporary customer pick-up zones by converting paid on-street parking spaces. (3/19/2020)

- **Brookline, MA.** Reconfiguring vehicle and parking lanes along highly-used streets to create more space for people to access essential services. (4/9/2020)

Austin



Seattle

Create Room to Queue

Strategy: Create café and retail space

- **Tampa, FL.** Created "*Lift Up Local* Café and Retail Recovery Zones" including closing segments of streets to vehicle traffic, creating parklets, etc. (5/4/2020)
- **Long Beach, CA.** Prior to COVID19, cities like Long Beach began converting on-street parking spaces to "parklets" to provide additional outdoor dining space. (2016)
- **Toronto, Vancouver, and Montreal, Canada.** Created pedestrian waiting spaces outside essential businesses in areas where it is challenging for people to keep safe distances. (4/16/2020)

Tampa

Long Beach

Vancouver

Coordination Needed

- Police Department
- Fire Department
- Community Development Department
- Economic Development Department
- Community Services Department
- Engineering and Transportation Department

- Downtown Tempe Authority
- Chamber of Commerce
- Valley Metro

Questions

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Tempe

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854

DATE: June 23, 2020

SUBJECT: Future Agenda Items

ITEM #: 6

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:

- July 14 - CANCELED
- August 11
  - Special Revenue Fund Operating Budget & Capital Improvements Project Update
  - Transit Shelter Designs
  - Transit System and Security Update
  - Transit Service Reduction Plan
- September 8
  - Annual Report
  - Outreach Plan for I-10 Corridor Construction
  - Scottsdale Road Bike Lanes
  - Transportation Demand Management Association
  - Mobility Hubs
  - Bikeshare
- October 13
  - Annual Report
  - Priest Drive Bicycle & Pedestrian Improvements Project
  - Maricopa Association of Governments Bus Rapid Transit (BRT) Study
  - Ash and University Intersection Update
- November 10
  - Starship Project
  - Scottsdale Road Bike Lanes
  - Entitled Development Projects
  - Vision Zero Update
- December 8
- January 12
  - Transit Service Reduction Plan
  - Country Club Way Streetscape
  - Commission Business
- February 9
- March 9
- April 13
- May 11
  - Bike Hero
- TBD: North/South Rail Spur MUP Phase I
- TBD: Commuter Rail Study

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None