



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, October 11, 2022 at 7:30 a.m.

#### MEETING LOCATIONS

Join Via Cisco Webex

<https://tempe.webex.com/tempe/onstage/g.php?MTID=e16a652fc1b5290d2a42a1a44ec57b219>

Event password: puBJJgVT229

United States Toll+1-408-418-9388

Access Code/Event Number: 2494 054 5228

#### AND

Tempe Transportation Center  
Don Cassano Community Room  
200 E. Fifth Street, 2<sup>nd</sup> floor  
Tempe, Arizona, 85281

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	JC Porter, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the September 13, 2022 meeting.	JC Porter, Commission Chair	Action
<b>3. Proposition 400E Update</b> Staff from the Maricopa Association of Governments will provide information on the status of Prop 400E.	John Bullen, Maricopa Association of Governments	Information
<b>4. Annual Report</b> Staff will present the 2022 annual report including Transportation Commission goals for 2023.	Shelly Seyler, Engineering & Transportation Department	Action
<b>5. Public Involvement Process</b> Staff will provide information about Tempe's public involvement procedures and guidelines.	Shauna Warner, Community Development Department	Information
<b>6. Grand Canal Multi-Use Path Project</b> Staff will present the design concepts and an update on the project.	Chase Walman, Engineering & Transportation Department	Information
<b>7. Department &amp; Regional Transportation Updates</b> Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information

<b>8. Future Agenda Items</b> Commission may request future agenda items.	JC Porter, Commission Chair	Information
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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**  
**September 13, 2022**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, September 13, 2022 at 7:30 a.m. via Cisco Webex and at the Tempe Transportation Center located at 200 E. Fifth Street, Tempe AZ 85281.

**(MEMBERS) Present:**

Jeremy Browning  
Susan Conklu  
Brian Fellows  
Alana Chavez Langdon  
Bobbie Cassano  
Dawn Hocking  
Alice Bimrose

Pam Goronkin  
David A. King  
Amanda Nelson  
JC Porter  
Peter Schelstraete  
David Sokolowski  
Paul Hubbell

**(MEMBERS) Absent:**

John Christoph

**City Staff Present:**

Shelly Seyler, Deputy Engineering & Transportation Director  
Robert Yabes, Principal Planner  
Chase Walman, Senior Transportation Planner  
Sue Taaffe, Senior Management Assistant  
Eric Iwersen, Interim Sustainability & Resilience Director  
Shauna Warner, Neighborhood Program Manager  
Keith Burke, Deputy City Manager  
Julian Dresang, Deputy Engineering & Transportation Director

Bonnie Richardson, Principal Planner  
TaiAnna Yee, Public Information Officer  
Cathy Hollow, City Traffic Engineer  
Ellie Volosin, Senior Civil Engineer  
Lyle Begiebing, Transportation Planner  
Brianna Fisher, Climate Action Manager  
Elizabeth Thomas, Neighborhood Services Specialist  
Maddie McConville, Intern

**Guests Present:**

John Federico  
Kattie Boligitz

Addie Ascherl  
Kiersten Moss

Commission Chair JC Porter called the meeting to order at 7:31 a.m.

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Minutes**

JC Porter introduced the minutes of the August 9, 2022 meeting of the Transportation Commission and asked for a motion for approval.

**Motion:** Commissioner David Sokolowski

**Second:** Commissioner Pam Goronkin

**Decision:** Approved by Commissioners

Jeremy Browning  
Susan Conklu  
Brian Fellows  
Bobbie Cassano  
Dawn Hocking  
Alice Bimrose

Pam Goronkin  
Amanda Nelson  
JC Porter  
David Sokolowski  
Paul Hubbell

Abstained: Peter Schelstraete

**Agenda Item 3 – EV Ready Code Development**

Brianne Fisher and Maddie McConville made a presentation about electric vehicles as they relate to possible Tempe City Code changes. Topics included:

- National and local trends
- Statewide planning efforts
- Regional and local planning efforts
- Tempe’s GHG (Greenhouse Gases) emissions
- Renewal energy
- Recommendations
- Level of readiness
- Code language development
- Cost estimates
- Methodology
- Next steps

Discussion included:

- Maricopa Association of Governments representation
- Greenhouse gases
- Incentives by local utility providers and private partnerships
- Connection with mobility hubs
- Grant money available
- Correlation with Climate Action Plan and inability to meet carbon neutrality deadlines
- Need for more funding for transit system
- City infrastructure and electric vehicles
- Focusing on multipurpose and commercial developments
- Technology
- Heavy trucks and large carbon footprint

A statement was also read by Commissioner Solokowski, and it is attached to the minutes.

**Agenda Item 4 – Ash/University Intersection & 1<sup>st</sup>/Ash/Rio Roundabout Traffic Data Counts Update**

Cathy Hollow and Ellie Volosin made a presentation which included collected data about the Ash/University intersection & 1<sup>st</sup>/Ash/Rio roundabout. Topics included:

- Ash and Rio traffic, bicycle and pedestrian counts in Feb. 2018
- Ash and Rio traffic, bicycle and pedestrian counts in Sept. 2022
- Ash and University traffic, bicycle and pedestrian counts in Sept. 2022

- Recent striping changes

Discussion included difficulty of bicyclists using Ash and Rio roundabout, the need for a public education campaign, and adding sharrows.

#### **Agenda Item 5 – Crosswalk Signal Countdown & Signal Detection for Bicycles**

Cathy Hollow and Ellie Volosin made a presentation about crosswalk signal countdown and signal detection for bicycles. Topics included:

- Overview
- Existing system
- New technologies
  - Bike detection indicators
  - Red light countdown lights

Discussion included the need for an educational campaign and exploring Idaho's' stop law where bicyclists yield at a stop sign and stop at a red signal then proceeding through if safe to do so.

#### **Agenda Item 6 – Upcoming Transportation Public Meetings & Announcements**

Brian Fellows stated that the City of Phoenix received FHWA funds to travel to Tucson to look at bicycle and pedestrian facilities.

#### **Agenda Item 7 – Future Agenda Items**

David Sokolowski requested that College Avenue traffic counts be added as a future agenda item. The following future agenda items have been previously identified by the Commission or staff:

- October 11
  - Annual Report
  - Grand Canal MUP
  - Public Involvement Process
  - Proposition 400E
- November 8
  - Annual Report
  - Transportation Survey Results
  - Smith Road Improvements Project
  - General Plan 2050
- December 13
- January 10
  - Commission Business
  - Streetcar Update
  - North/South Rail Spur MUP
  - Transit Security Update FY 21/22
- February 14
  - ADA Transition Plan and recently completed ADA facilities
  - Speed reduction, compliance, and tickets issued near "35 mph only when lights flashing" devices
- March 14
- April 11
- May 9
- June 13

- July 11
- August 8
- September 12
- TBD: Bike Bait (once program resumes)
- TBD: Personal Delivery Devices
- TBD: Crime Prevention Through Environmental Design

The next meeting is scheduled for October 11, 2022. The meeting was adjourned 8:40 a.m.

Prepared by: Sue Taaffe

Reviewed by: Shelly Seyler

Sept. 13, 2022

Statement by David Solokowski – Commissioner

Originally Tempe's climate action plan said "transit will be the preferred method of travel" but since then Tempe's analysis showed that we will reduce transport emissions by 90% through the adoption of EVs. even though current projections show only 30%-50% of vehicles will be electric. that means Tempe won't be able to achieve carbon neutrality through the adoption of EVs and studies on EV externalities continue to show high pollution and severe damage to eco systems world wide.

We automatically assume an increase in vehicle miles traveled but if EVs grow at 1% per year on average and VMT grows at 2% per year on average, then pollution will continue to increase for a very long time. EVs don't have tailpipes but they compound pollution based on congestion. today's power point doesn't show us how EVs will reduce emission or how long it will take to achieve carbon neutrality and Tempe's wedge analysis seems to ignore externalities.

Tthe UK science and technology commons released a report that explains it clearly.

"The Government should bring forward the proposed ban on sales of new conventional cars and vans to 2035 at the latest. This ban should explicitly cover hybrid as well as internal combustion engines. There are significant emissions associated with the manufacture of vehicles. In the long-term, widespread personal vehicle ownership does not appear to be compatible with significant decarbonization. The Government should not aim to achieve emissions reductions simply by replacing existing vehicles with lower-emissions versions.

Alongside the Government's existing targets and policies, it must develop a strategy to stimulate a low-emissions transport system, with the metrics and targets to match. This should aim to reduce the number of vehicles required, for example by: promoting and improving public transport; reducing its cost relative to private transport; encouraging vehicle usership in place of ownership; and encouraging and supporting increased levels of walking and cycling."

It looks like our city is trying to cut corners, first the city reduced transit service and now we're installing car chargers. many cities around the world are eliminating on street parking, reducing intersections, investing in renewable energy, investing in public transit, adding congestion fees, creating emission free zones, adopting open streets and planting trees.

Tempe's goal to achieve carbon neutrality will depend on how quickly we can improve our transit system. I hope Tempe will significantly increase transit funding and do everything it can to achieve an 80% transit satisfaction rating by 2024.

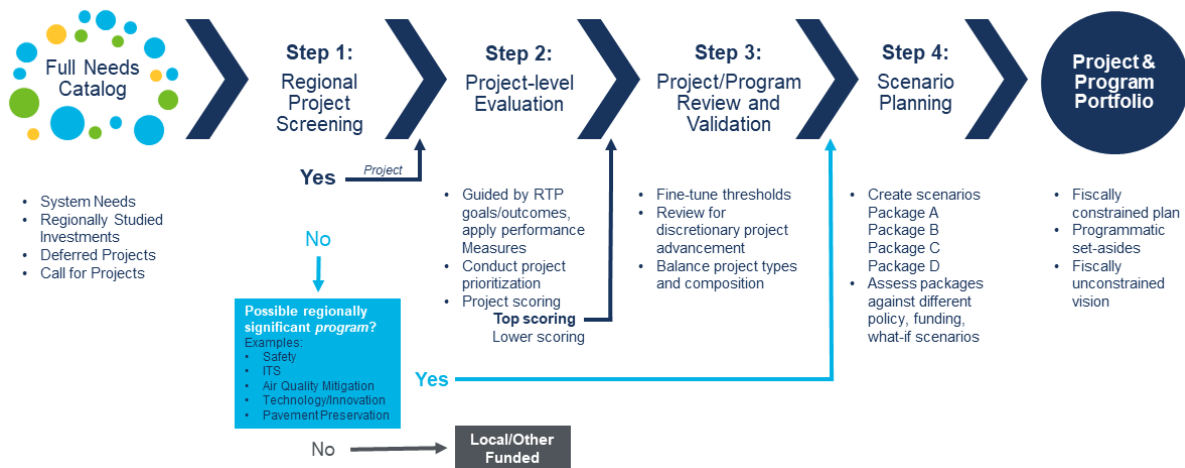
September 29, 2022

TO: Tempe Transportation Commission

FROM: John Bullen, Transportation Funding Policy Program Manager

SUBJECT: UPDATE ON MOMENTUM 2050 AND THE EXTENSION OF PROPOSITION 400

As required by federal law, metropolitan planning organizations must develop a long-range transportation plan covering a planning horizon of at least 20 years. These long-range transportation plans must be updated at least every four years, use performance-based planning, be fiscally constrained, and be prepared with engagement from the public, stakeholders and coordinated with MAG’s partners. Arizona state statute directs the Transportation Policy Committee to develop, amend and update the Regional Transportation Plan (RTP) that serves as the blueprint for how revenues made available to the region are used, including federal formula funds, state Highway User Revenue Funds, and the Maricopa County Transportation Excise Tax, known as Proposition 400. With the Maricopa County Transportation Excise Tax collections set to expire at the end of 2025, MAG has completed a multi-year effort to develop a new RTP, MOMENTUM 2050, to serve as the basis for the extension of Proposition 400.



More Than 50 Years of Serving the Region



Metropolitan planning organizations are also required to develop a companion document to the long-range plan, a Transportation Improvement Program (TIP), which is a detailed listing of near-term regionally significant surface transportation projects. By definition, it serves as the first four years of the RTP (FY 2022-2025), and notable for the MAG region, reflects the final years of the funded Proposition 400 program. Like the RTP, MAG's TIP must be fiscally constrained.

After more than two years, the performance-based, multimodal planning process has culminated in the development of an RTP and TIP, detailing short- and long-range projects and programmatic investments to support the efficient movement of people and goods in the region. To this end, on June 23, 2021, MAG Regional Council unanimously approved the [RTP investment plan](#), which represents the final list of projects and programs funded through the anticipated extension of the dedicated county transportation sales tax and other revenues available to the region. On July 28, 2021, MAG Regional Council unanimously approved freeway/highway, arterial and high-capacity transit [project phasing](#) along with entrance into air quality conformity analysis. The RTP and the TIP also include those projects identified in the FY 2022 Freeway and Arterial life cycle program updates, approved on June 23, 2021.

As required by the Clean Air Act, the RTP and TIP are subject to analyses to ensure the plans, and the projects and programs contained within, do not cause or contribute to violations of federal air quality standards in the region's nonattainment and maintenance areas. Drafts of MAG's Regional Transportation Plan (MOMENTUM 2050), Transportation Improvement Program (FY 2022-2025), and 2021 Conformity Analysis were posted for public review and comment beginning September 13, 2021. Development of the TIP and RTP is consistent with requirements guiding metropolitan transportation planning, including Title 23 U.S.C. Section 134 and Title 49 U.S.C. Chapter 53, and reflect the culmination of MAG's federally prescribed responsibility for transportation planning and funding decisions within the region.

MAG Regional Council approved the RTP, TIP and Conformity Analysis on December 1, 2021, and on December 16, 2021, received notice of concurrence from the Federal Highway Administration and Federal Transit Administration on a finding of air quality conformity.

## **Public Input**

Public participation is an integral part of the plan development and decision-making process. Early and continuous public involvement ensures that decisions reflect public needs and interests, consider diverse viewpoints and values, and are made in collaboration and consensus with all stakeholders. The formal MOMENTUM public engagement effort kicked off in 2020, with a deliberate and ongoing process consisting of engagement opportunities designed to inform, educate and gain input from stakeholders on the plan decisions that affect their lives. Due to the unique challenges presented by the worldwide coronavirus pandemic, the public engagement

process for MOMENTUM has been carried out entirely through virtual platforms. Input received from the public and stakeholders is documented in two reports:

- [Early Phase Public Input Report](#) (January 2021), documenting feedback received through December 31, 2020.
- [Late Phase Public Input Report](#) (June 2021), documenting feedback received through June 5, 2021.

This input adds to [values mapping research MAG conducted in 2019](#), to better understand residents' core beliefs about transportation in our region and how it impacts their quality of life. The feedback from over 10,000 residents was complimented by additional stakeholder outreach, peer agency interviews and research, and discussions with regional policymakers. This effort was the foundation for establishing the RTP's six goals: safety, mobility, livability, responsiveness, prosperity and preservation.

As is required by federal regulation (23 CFR §450.316), public and stakeholder engagement was facilitated to support the development of the new RTP and TIP, consistent with MAG's adopted [Public Participation Plan](#). In addition to engagement through the MOMENTUM website, social media platforms, virtual meetings and presentations, members of the public provided feedback at MAG policy committee meetings, and engaged with planning staff through traditional and new formats, including live chat via the MOMENTUM website.

A 30-day public comment period on the draft RTP, TIP and Conformity Analysis concluded on October 13, 2021.

### **Enabling Legislation**

Unique only to Maricopa County, in order for another extension of the half-cent sales tax to be placed on a ballot, authority must first be provided by the state legislature. On June 24, 2022, the Arizona State Legislature transmitted H.B. 2685 to Governor Doug Ducey. This legislation authorized the county to call an election for voters to consider the extension of the dedicated half-cent sales tax for transportation in Maricopa County. On July 6, 2022, Governor Doug Ducey vetoed the bill.

Since that time, the MAG Regional Council has reaffirmed their commitment to the plan and to getting the issue before voters as quickly as possible. A number of tasks have been initiated since the veto, including a comprehensive economic analysis; results of that effort will be presented to MAG policy committees in October.

Additional information on the impacts of the veto and consequences of not extending the dedicated sales tax can be found [here](#).

# EXTENSION OF PROPOSITION 400: HB 2685 VETO AND THE NEED FOR ENABLING LEGISLATION

Tempe Transportation Commission

October 11, 2022




# PRESENTATION OVERVIEW

1. Background
2. Investment Plan Overview
3. Program Impacts
  - ▶ Arterial Impacts
  - ▶ Transit Impacts
  - ▶ Freeway Impacts
4. Next Steps and Key Takeaways


# BACKGROUND

# 40-YEAR LEGACY OF REGIONAL TRANSPORTATION INVESTMENTS


RETURN TO  
MAG HISTORIC FILE  
1985



**MARICOPA COUNTY  
STATE OF ARIZONA**




**PUBLICITY PAMPHLET  
SAMPLE BALLOT 1985**




Proposition to be submitted to the qualified electors of Maricopa County at the

## Special Election


**October 8, 1985**



CONDADO DE MARICOPA ESTADO DE ARIZONA




FOLLETO PUBLICITARIO MUESTRA DE BALOTO



Proposición que será entregada a los electores con derecho a voto en el Condado de Maricopa en la

**Elección Especial**  
El 8 de Octubre de 1985

**TRADUCCIONES AL ESPAÑOL  
EMPIEZAN EN LA PAGINA 11**



Compiled and issued by the  
Maricopa County Board of Supervisors

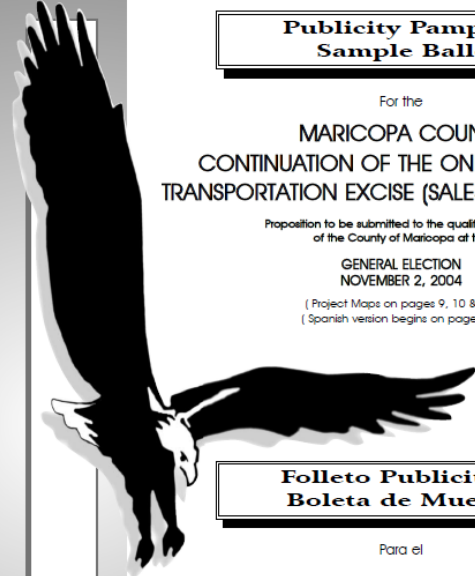
**Publicity Pamphlet  
Sample Ballot**

For the  
**MARICOPA COUNTY**  
**CONTINUATION OF THE ONE-HALF CENT  
TRANSPORTATION EXCISE (SALES) TAX ELECTION**

Proposition to be submitted to the qualified electors  
of the County of Maricopa at the

**GENERAL ELECTION  
NOVEMBER 2, 2004**

(Project Maps on pages 9, 10 & 11)  
(Spanish version begins on page 43)




**Folleto Publicitario  
Boleta de Muestra**

Para el  
**CONDADO DE MARICOPA**  
**ELECCIÓN PARA LA CONTINUACIÓN DE LA  
IMPOSICIÓN DEL MEDIO CENTAVO DE IMPUESTOS  
(VENTAS) PARA TRANSPORTES**

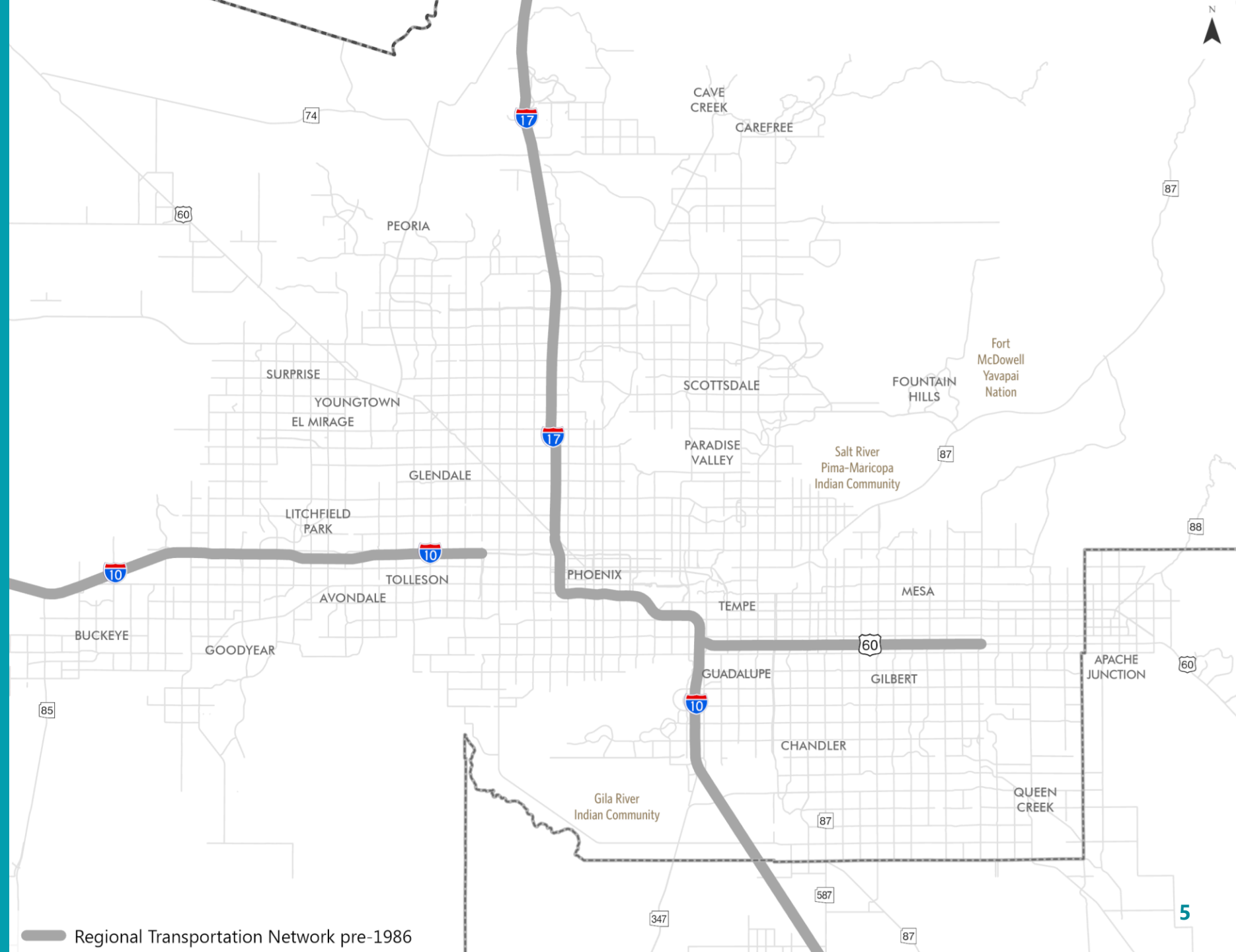
Proposición que será entregada a los electores con derecho  
a voto en el Condado de Maricopa en la

**ELECCIÓN GENERAL  
2 DE NOVIEMBRE DE 2004**

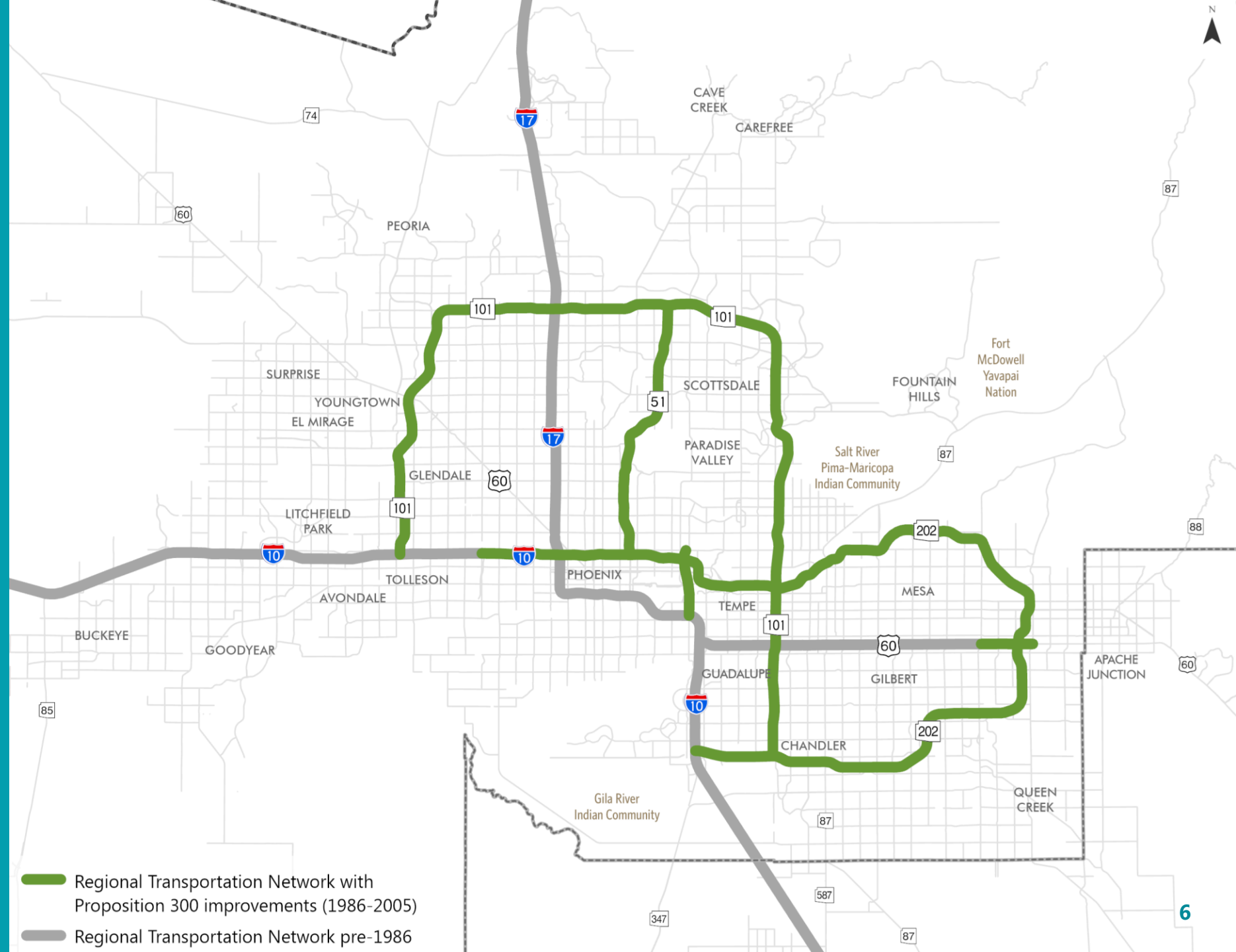
(Mapas de los Proyectos en las páginas 51, 52 y 53)  
(La versión en español comienza en la página 43)



# REGIONAL TRANSPORTATION NETWORK: *PRE-1986*



# REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 300 (1986 – 2005)*

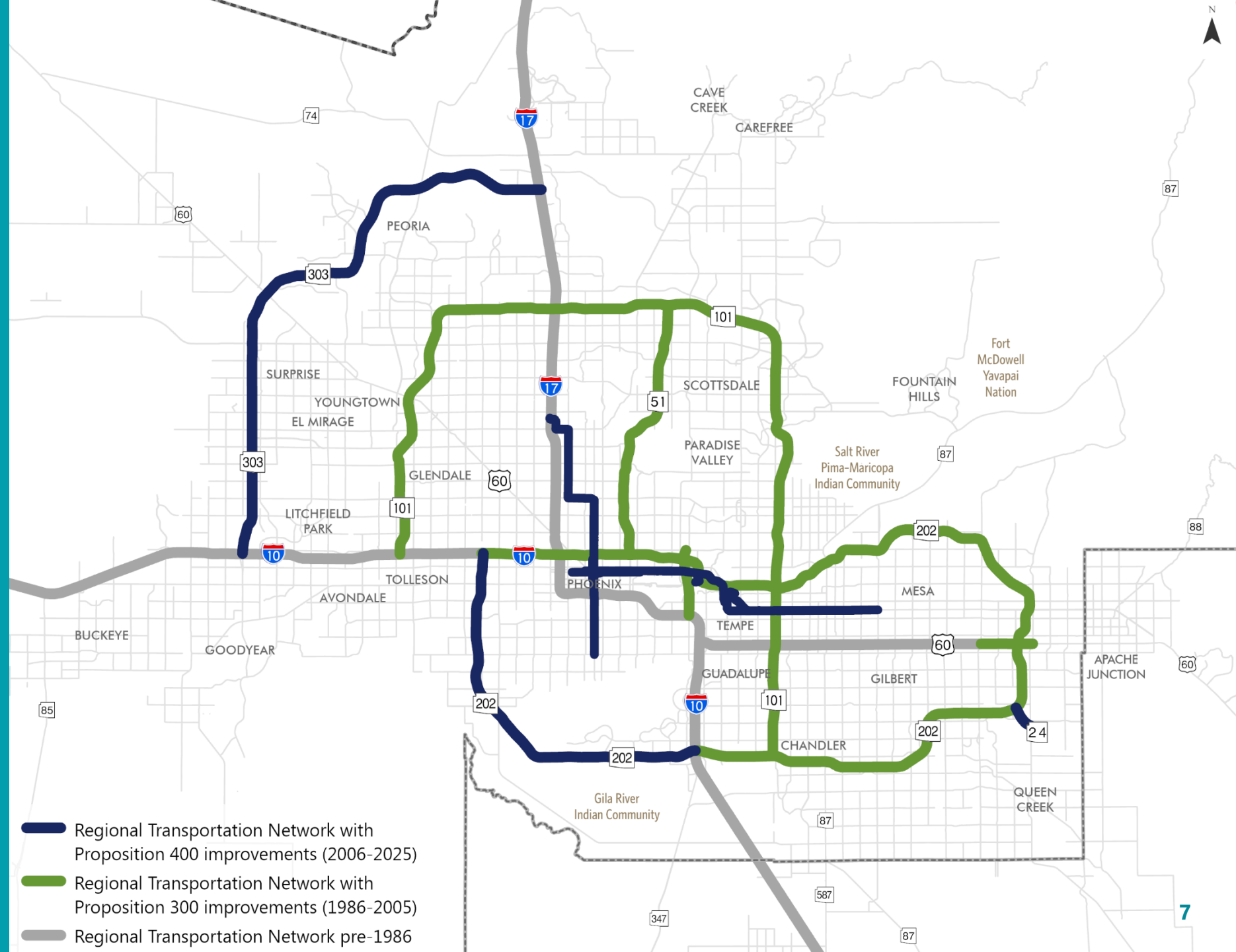




# REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 400 (2006 – 2025)*

## ADDITIONAL INVESTMENTS:

- 252 miles of new/improved roads
- 7.6 million bus transit revenue miles in FY 2022
- Funding for ADA Paratransit
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements



- Regional Transportation Network with Proposition 400 improvements (2006-2025)
- Regional Transportation Network with Proposition 300 improvements (1986-2005)
- Regional Transportation Network pre-1986

# WHY DOES IT MATTER: ECONOMIC IMPACTS

## Maricopa County Transportation Existing System Benefit

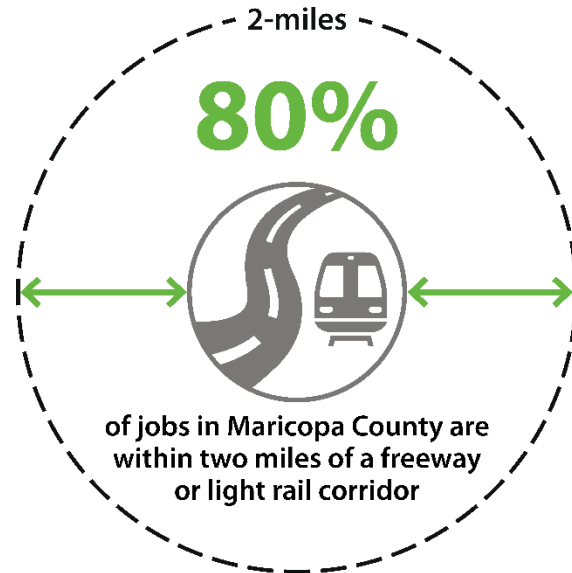
Freeways reduce average travel time by



**25%**

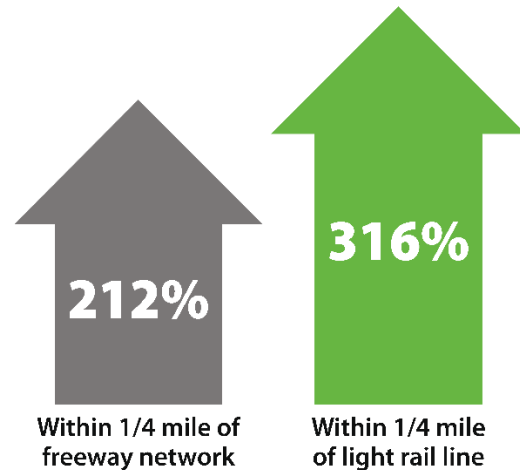


*Maricopa Association of Governments 2020*



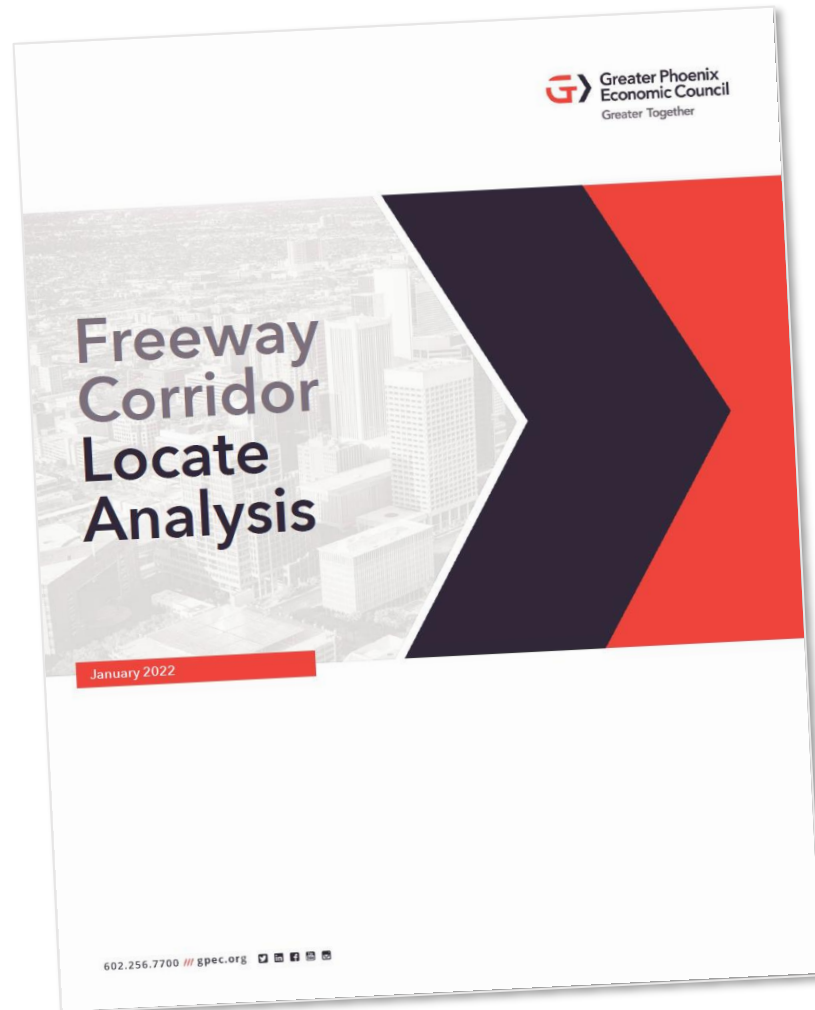
*2019 MAG Socioeconomic Projections*

## 2000-2019 Property Value Appreciation in Maricopa County



*2000 - 2019 Maricopa County Assessor data*

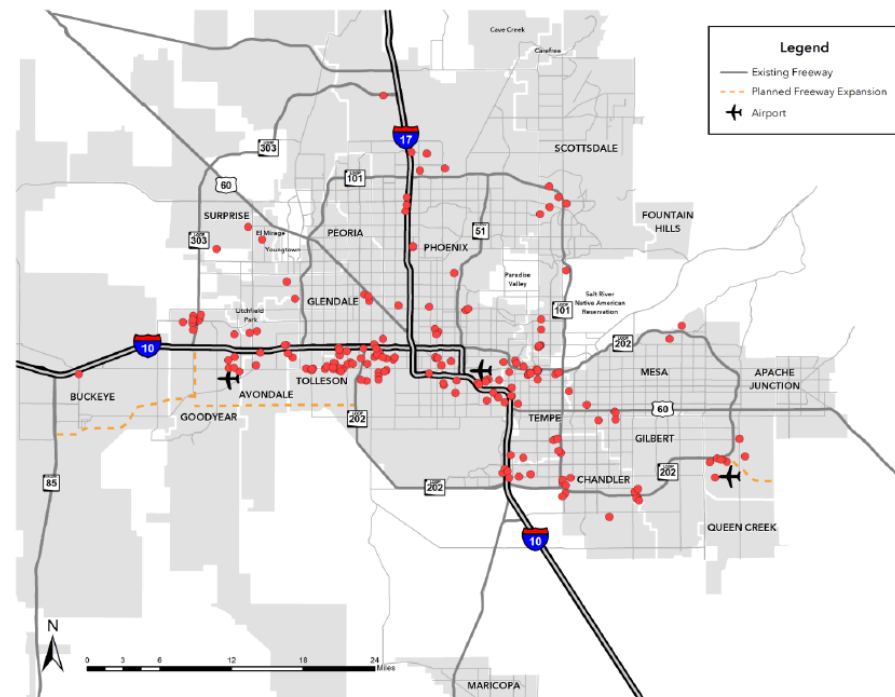
# WHY DOES IT MATTER: ECONOMIC OPPORTUNITY



## Locate Analysis

### GPEC Locates Near Freeway Corridors - FY17-FY21

The map below shows the freeway systems in Greater Phoenix and companies that located within 2-miles of them from FY17-FY21.



# WHY DOES IT MATTER: COMMUNITY FEEDBACK

**"I agree that investing in regional transportation is a very important priority for the region.** Especially in a large city, transportation affects daily life of everyone. Not only is it important for safety while traveling, but also to limit frustration by maintaining the flow of traffic."

-Jayme S.

"I've been to and lived in places that have a poor regional transportation system. It ends up costing more in the long run because of accidents, the need for greater safety patrol, more freeway closures to fix roads, insurance rate increases etc. **I'll put my tax dollars in regional transportation to make our roads more desirable and safer.**"

-Chris G.

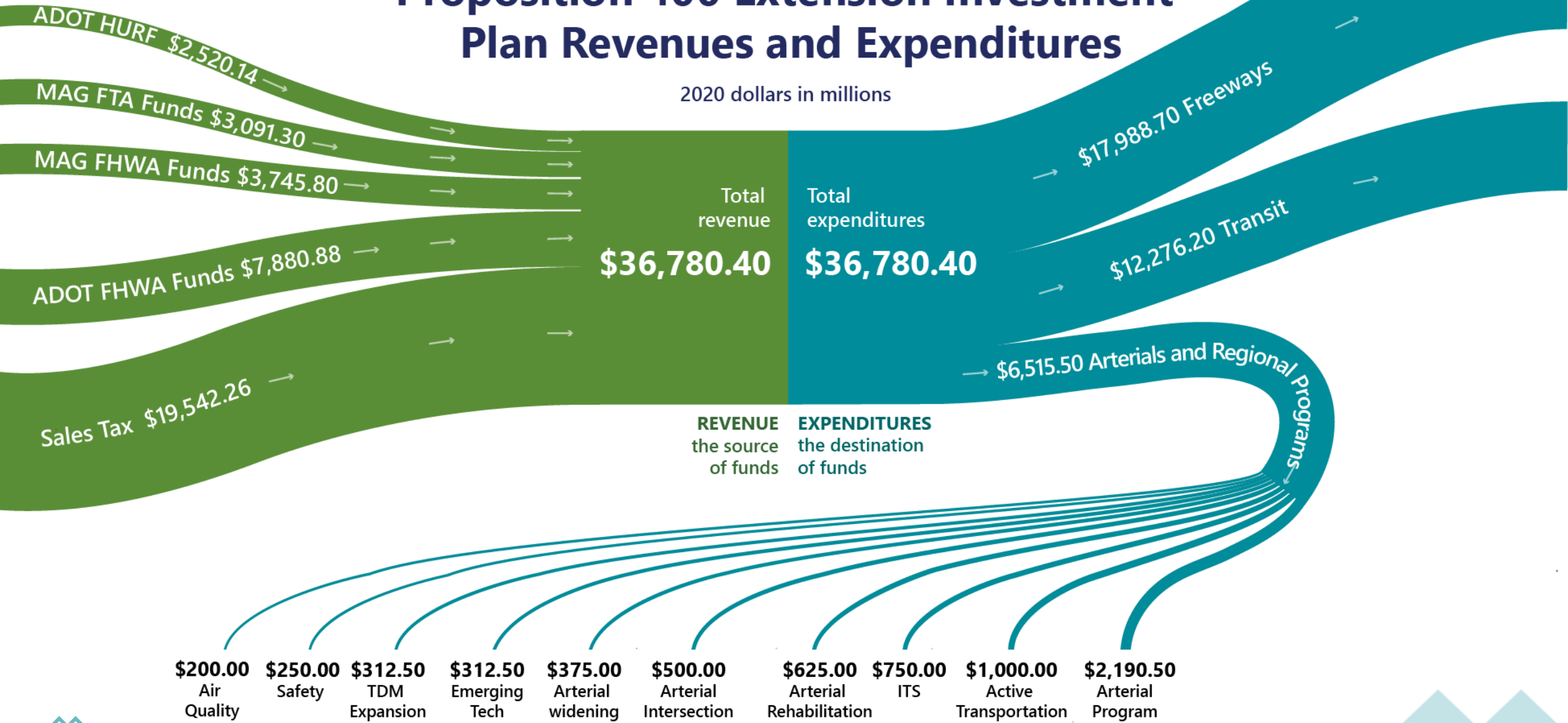
"Consistency is key because it **gives me confidence to not drive to work some days and take alternate means of transportation.** If transportation was not consistent I wouldn't even consider any other options except driving my car in each day. I have a 9-5 so being on time is very important and consistency in the schedules gives me comfort that I can use it and I will get where I need to be when I need to be there."

-Denzel B.

# WHERE DO WE GO FROM HERE: INVESTMENT PLAN OVERVIEW

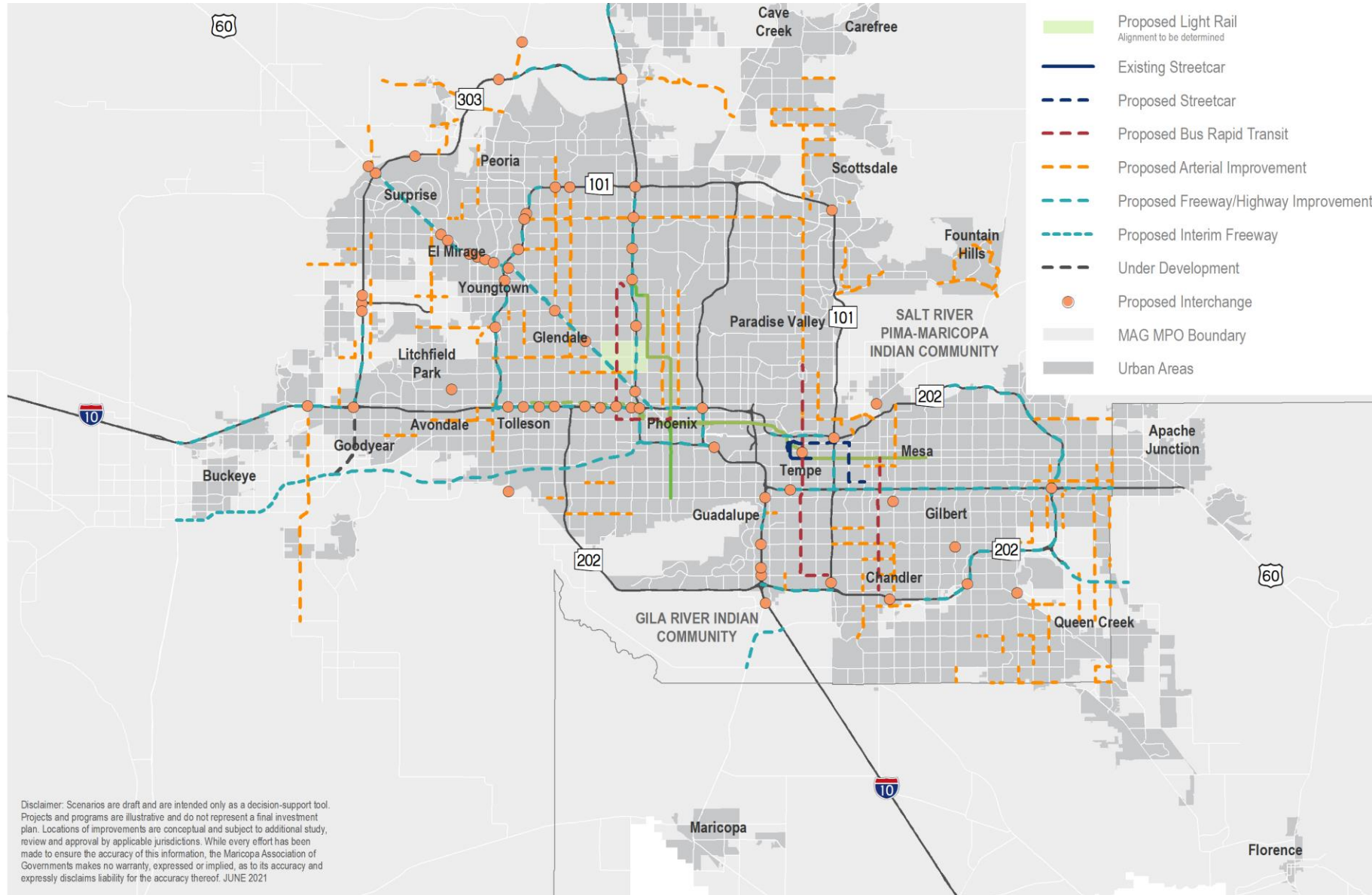
# Proposition 400 Extension Investment Plan Revenues and Expenditures

2020 dollars in millions



# Investment Plan Projects

1/2 CENT 25 YEARS



Disclaimer: Scenarios are draft and are intended only as a decision-support tool. Projects and programs are illustrative and do not represent a final investment plan. Locations of improvements are conceptual and subject to additional study, review and approval by applicable jurisdictions. While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. JUNE 2021





# Proposed Investment Plan: By the Numbers


 **367** new freeway/  
highway lane miles


 **186** new HOV  
lane miles


 **1,300** new or improved  
arterial lane miles


 **45** new or improved  
traffic interchanges

 **12** new DHOV or system  
interchange DHOV ramps

 **4** new or improved  
system interchanges

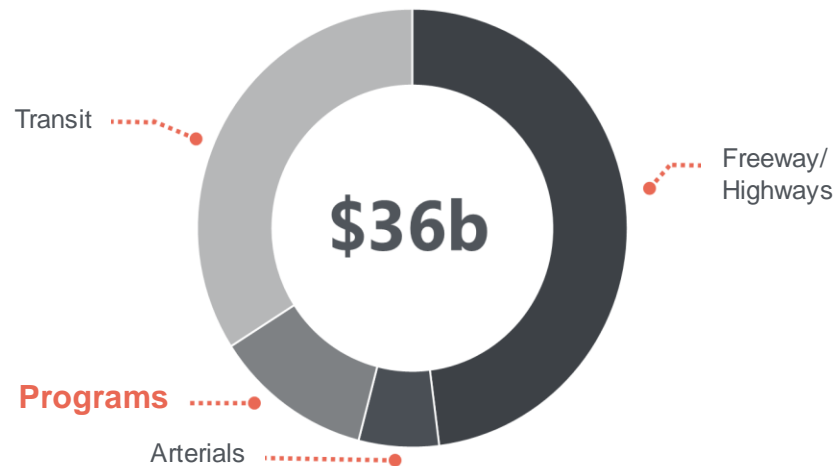
 **11.9** miles of new  
light rail

 **36.8** miles of BRT  
(bus rapid transit)

 **6.9** miles of new  
streetcar

## Program Investments

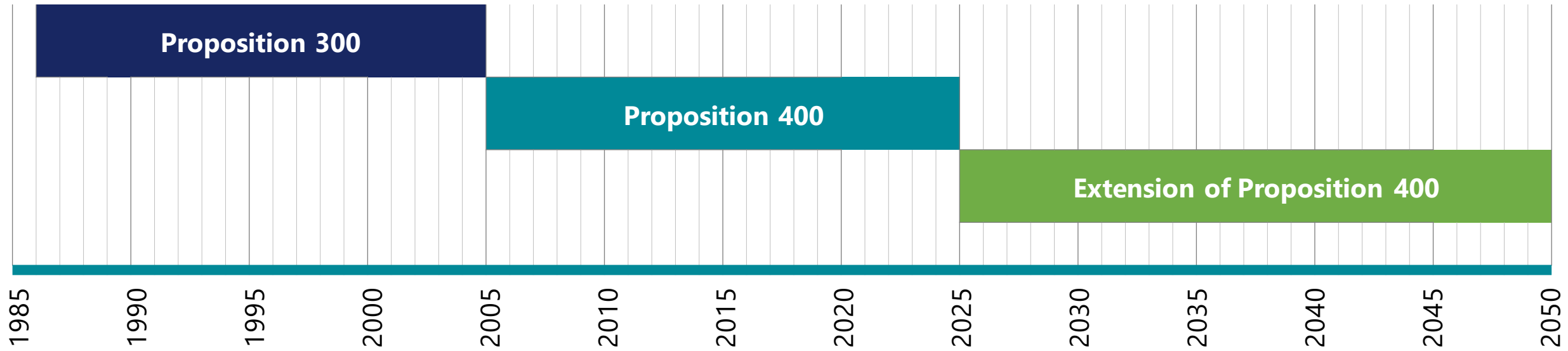
Active Transportation	\$1,000,000,000
Air Quality	\$200,000,000
Arterial Intersection	\$500,000,000
Arterial Rehabilitation	\$625,000,000
Arterial Widening	\$375,000,000
Emerging Tech	\$312,500,000
ITS	\$750,000,000
Safety	\$250,000,000
TDM Expansion	\$312,500,000



Funding Source	25 years
<b>Sales Tax (1/2 Cent)</b>	<b>\$19.5 b</b>
ADOT HURF	\$2.5 b
MAG FHWA Formula Funds	\$3.7 b
MAG FTA Formula Funds	\$3.1 b
ADOT FHWA Formula Funds	\$7.9 b
<b>Total</b>	<b>\$36.7 b</b>

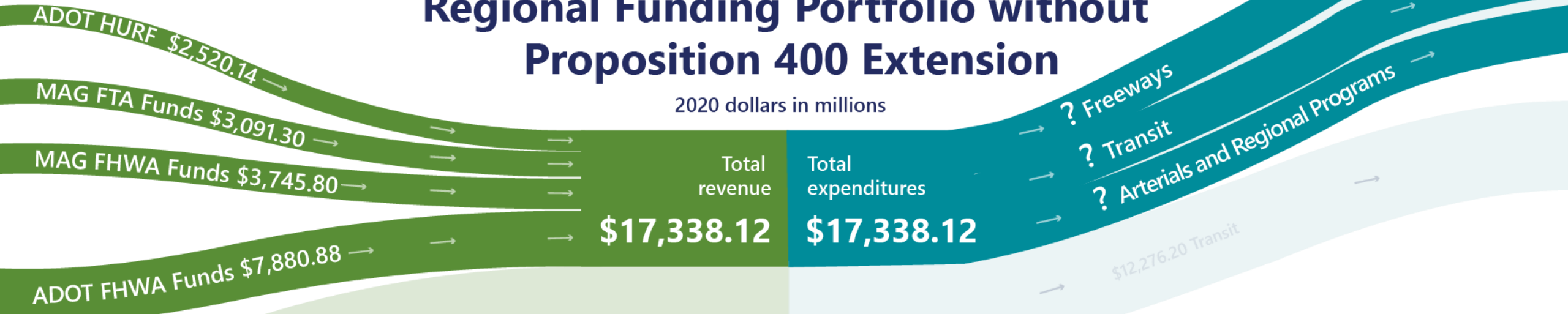


# REGIONAL INVESTMENT PROGRAM HISTORY



# Regional Funding Portfolio without Proposition 400 Extension

2020 dollars in millions



**! MORE THAN HALF OF THE TOTAL REVENUES REMOVED**

**REVENUE** the source of funds  
**EXPENDITURES** the destination of funds

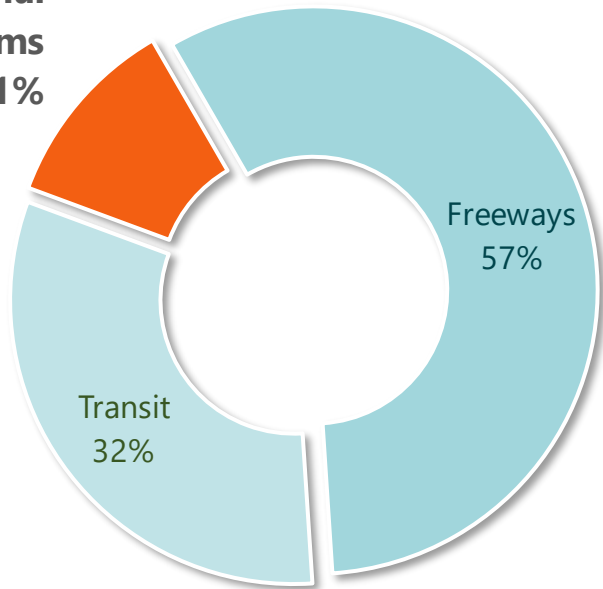
- ? Air Quality
- ? Safety
- ? TDM Expansion
- ? Emerging Tech
- ? Arterial widening
- ? Arterial Intersection
- ? Arterial Rehabilitation
- ? ITS
- ? Active Transportation
- ? Arterial Program

# POTENTIAL IMPACTS: ARTERIAL PROGRAM

# ARTERIAL INVESTMENTS

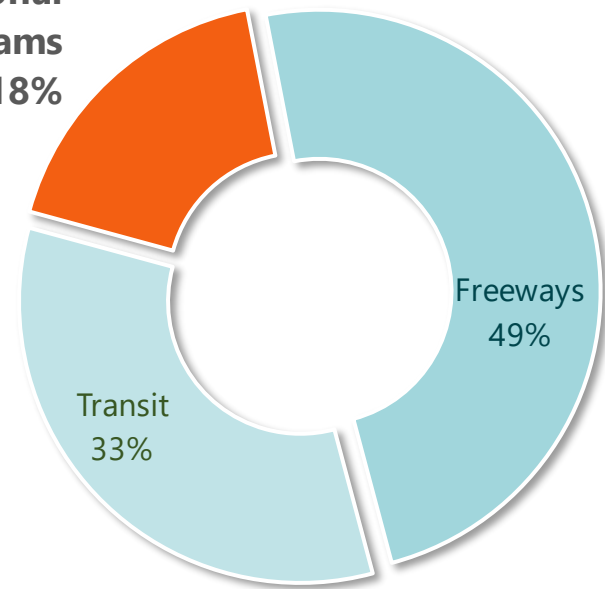
## Proposition 400 Allocations (all revenues)

Arterials/Regional  
Programs  
11%

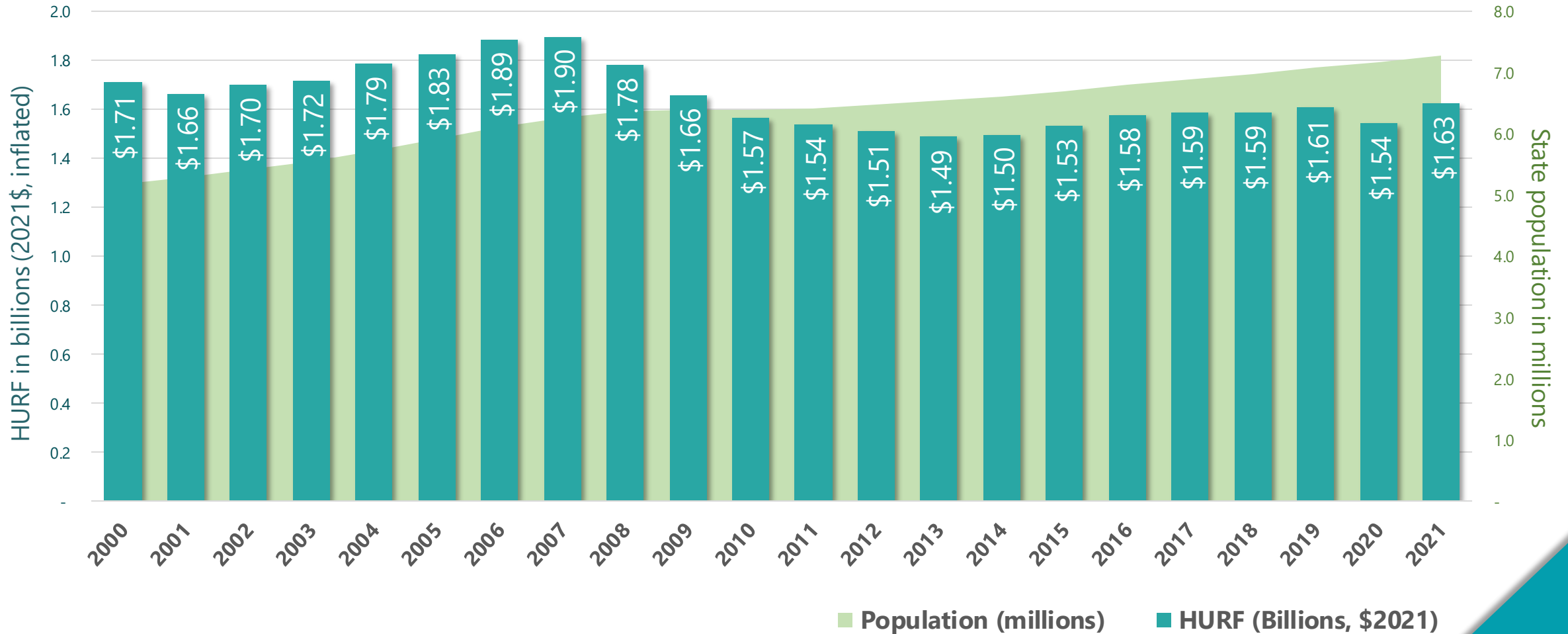


## Proposition 400 Extension Allocations (all revenues)

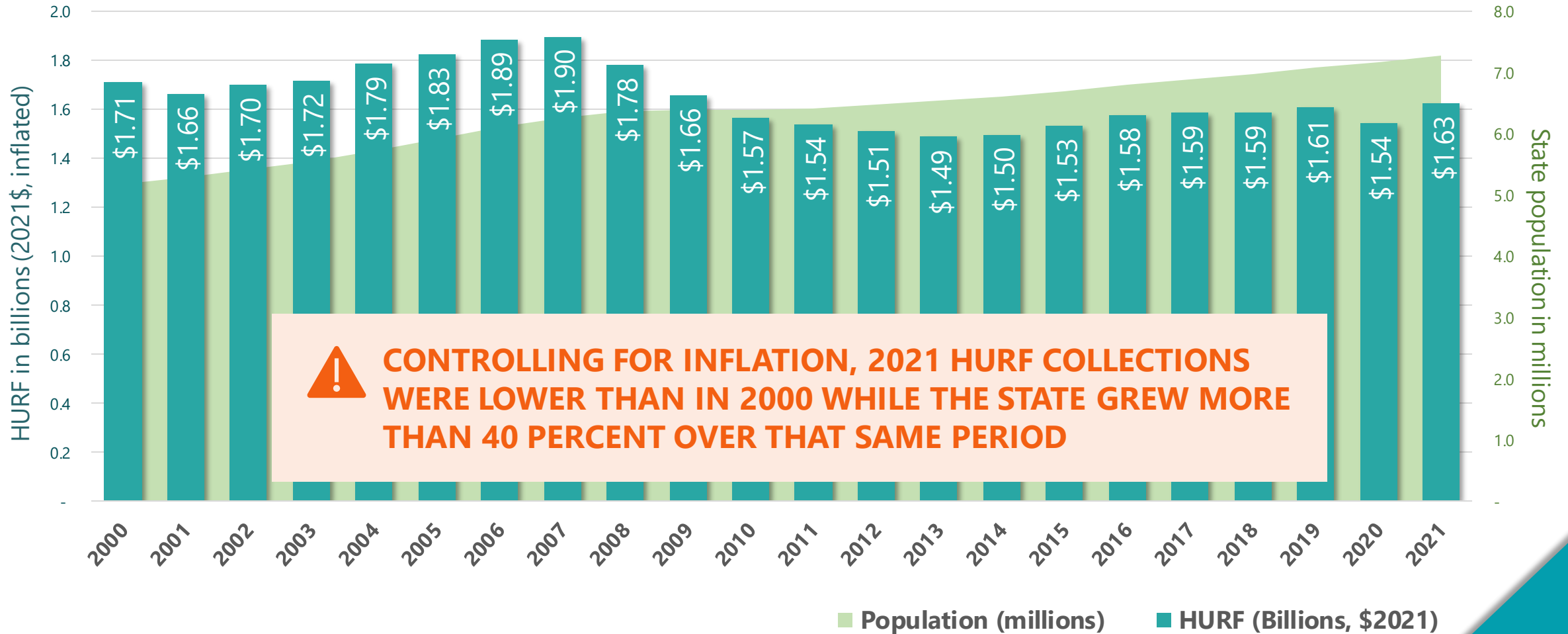
Arterials/Regional  
Programs  
18%



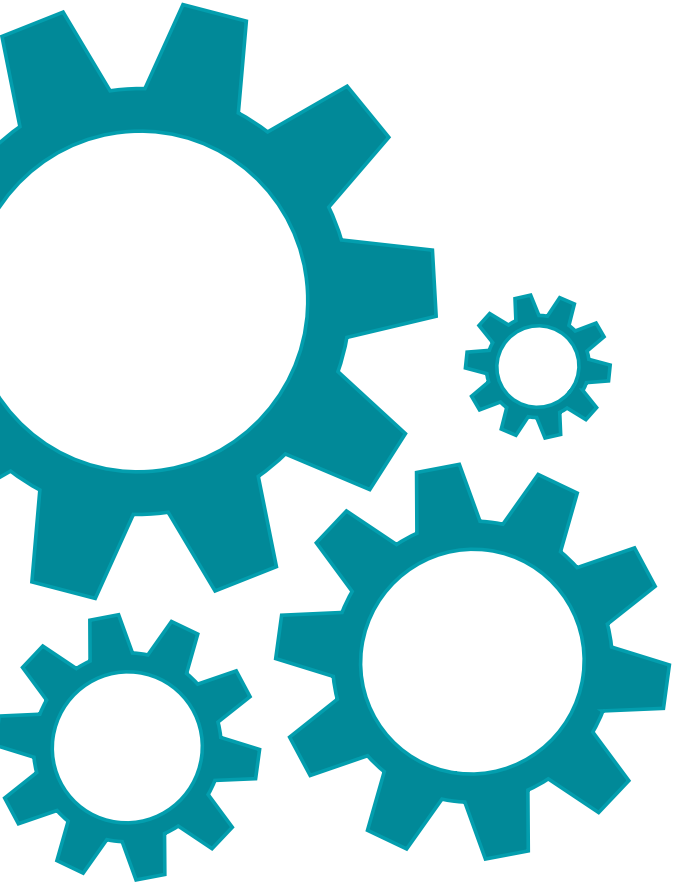
# POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



# POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



# ARTERIAL IMPACTS



- ▶ **The Proposition 400 extension investment plan increases the total allocation to arterials/regional programs**, reflective of:
  - ▶ Diminishing HURF revenues
  - ▶ Changes in regional transportation priorities
  - ▶ Importance of these projects to the quality of life for residents.
- ▶ A failure to extend Proposition 400 will **result in regionwide impacts to arterial roadways**, including:
  - ▶ Fewer new and improved roadways.
  - ▶ Limitations in agency's ability to respond to economic development opportunities.
  - ▶ Decaying condition and operational effectiveness of the region's roadways.

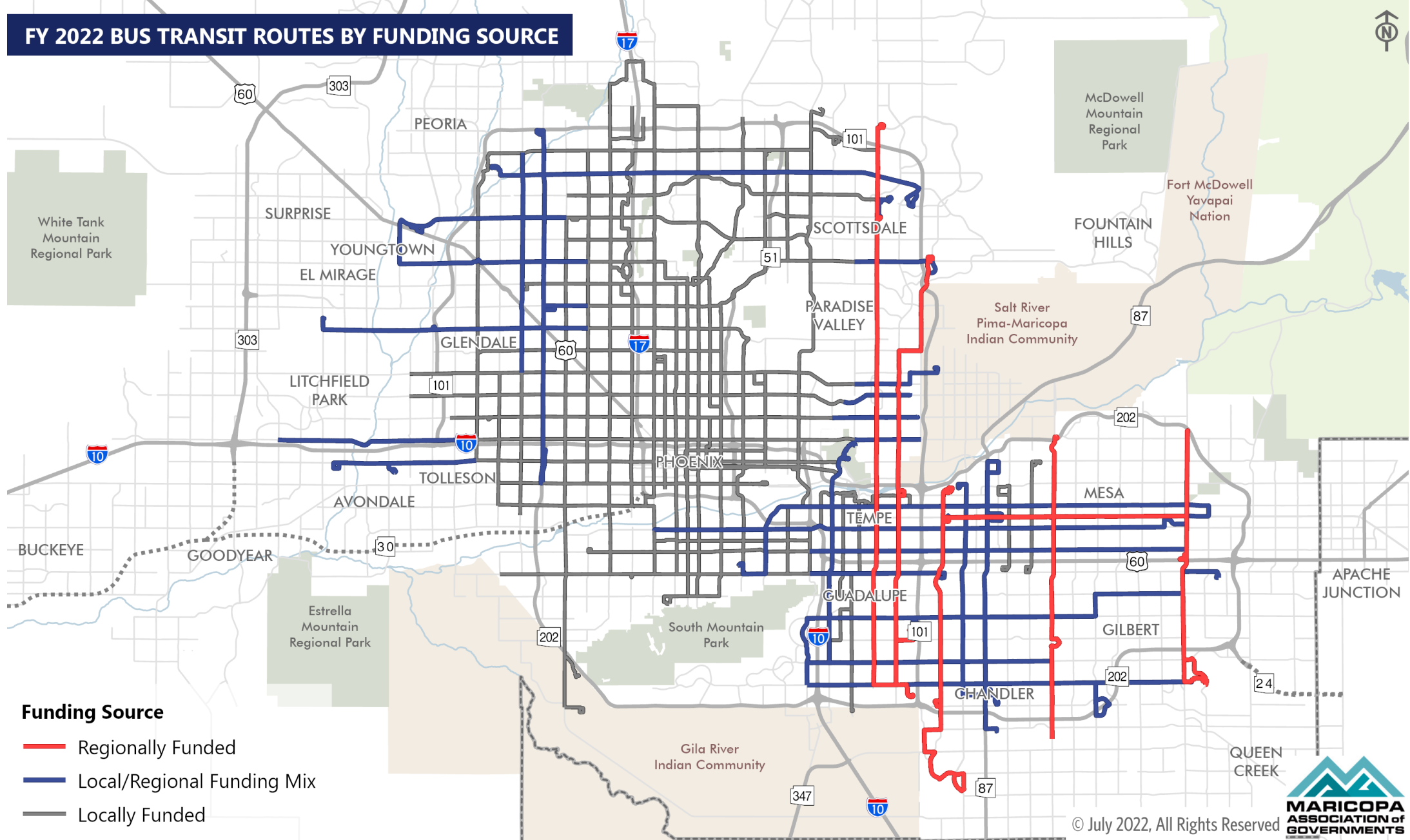
# POTENTIAL IMPACTS: TRANSIT PROGRAM



# TRANSIT FUNDING OVERVIEW

- ▶ Transit in the region is funded through a combination of local, regional, and federal resources.
- ▶ Significant demand was expressed for improved and expanded bus transit as part of the plan development process.
- ▶ Total planned allocation for bus transit operations in the Proposition 400 extension investment plan was increased to reflect this demand.
- ▶ The veto puts at risk transit service that is currently operating today.

# FY 2022 BUS TRANSIT ROUTES BY FUNDING SOURCE



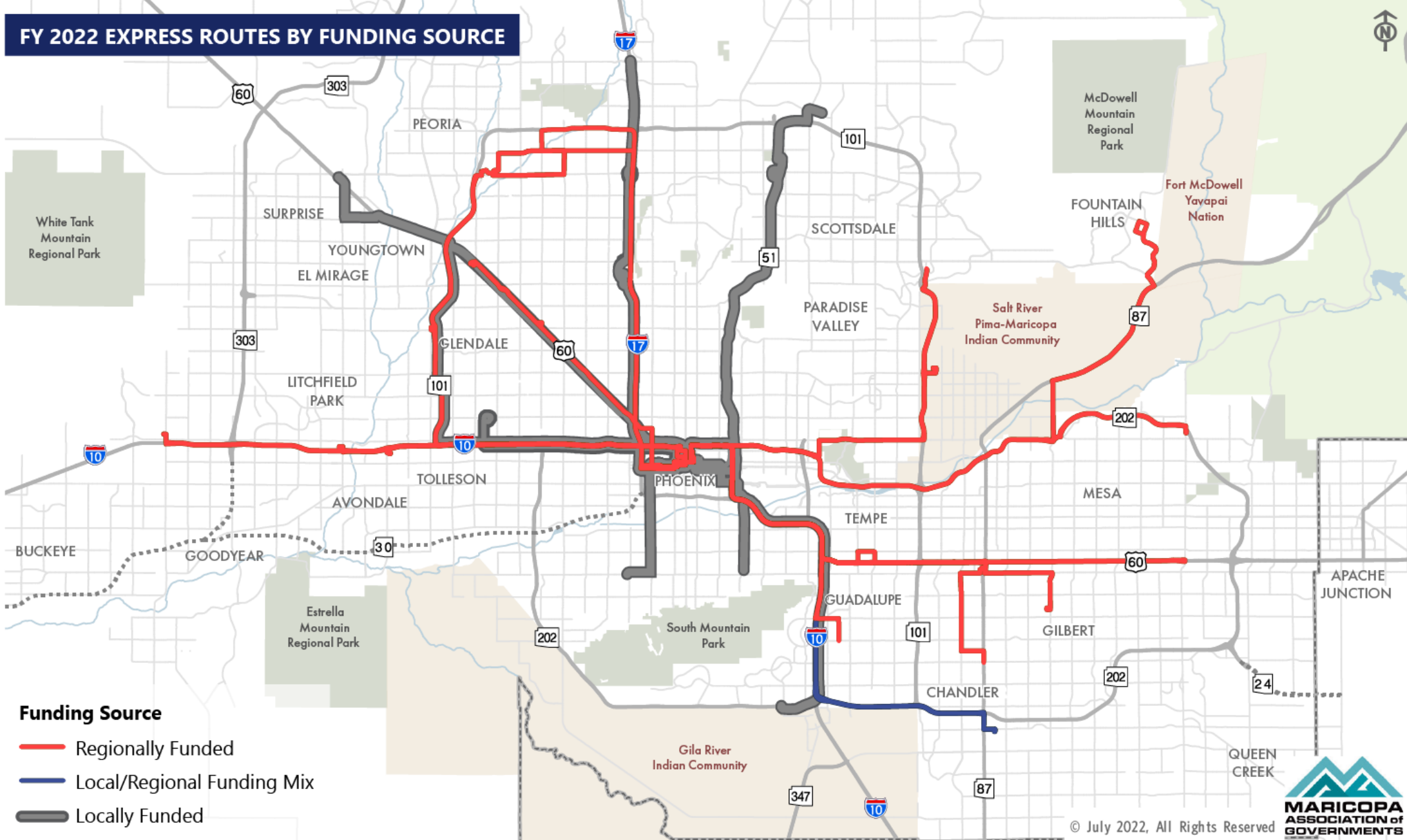
## Funding Source

- Regionally Funded
- Local/Regional Funding Mix
- Locally Funded

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# FY 2022 EXPRESS ROUTES BY FUNDING SOURCE

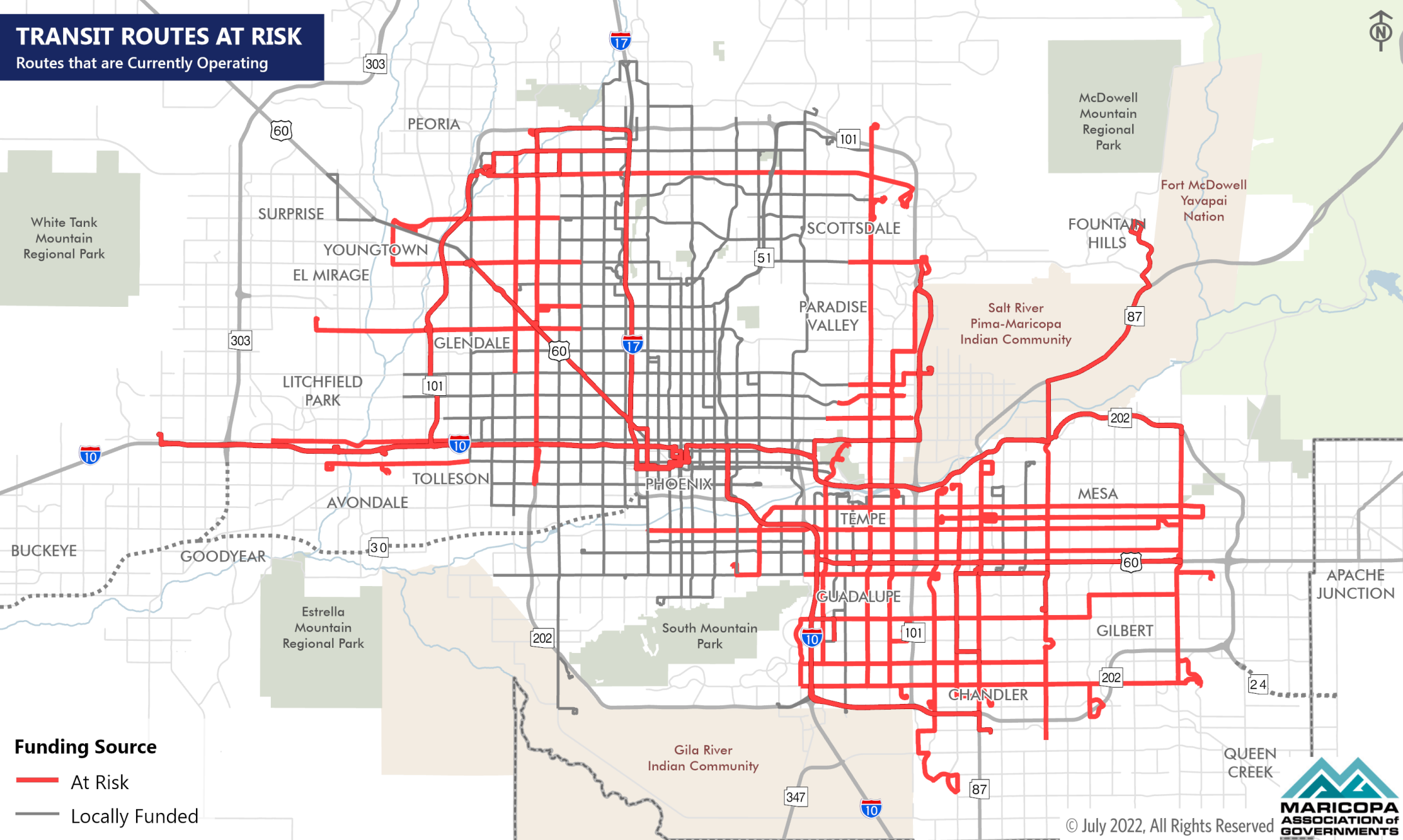


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# TRANSIT ROUTES AT RISK

Routes that are Currently Operating



### Funding Source

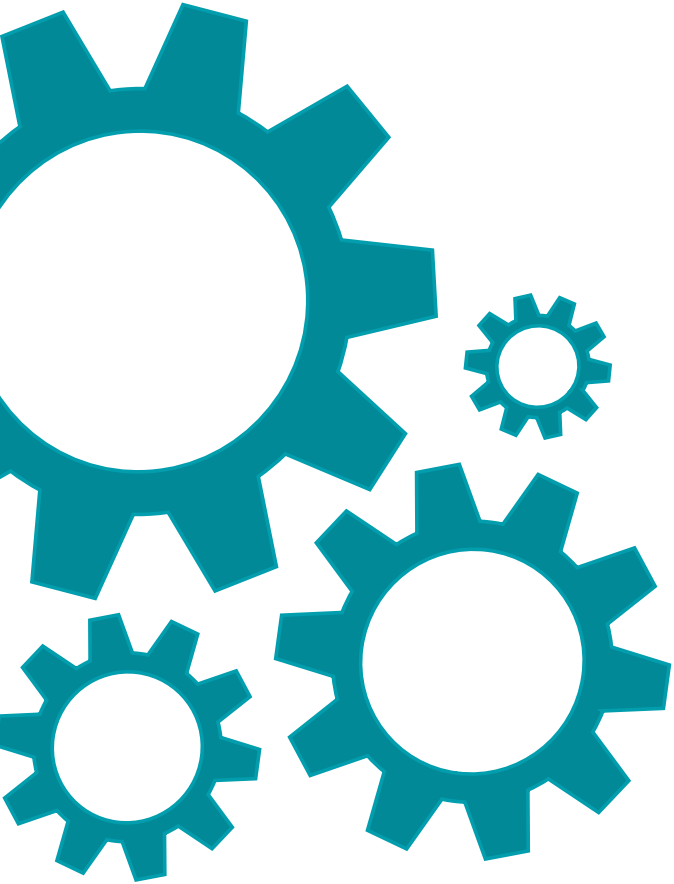
- At Risk
- Locally Funded

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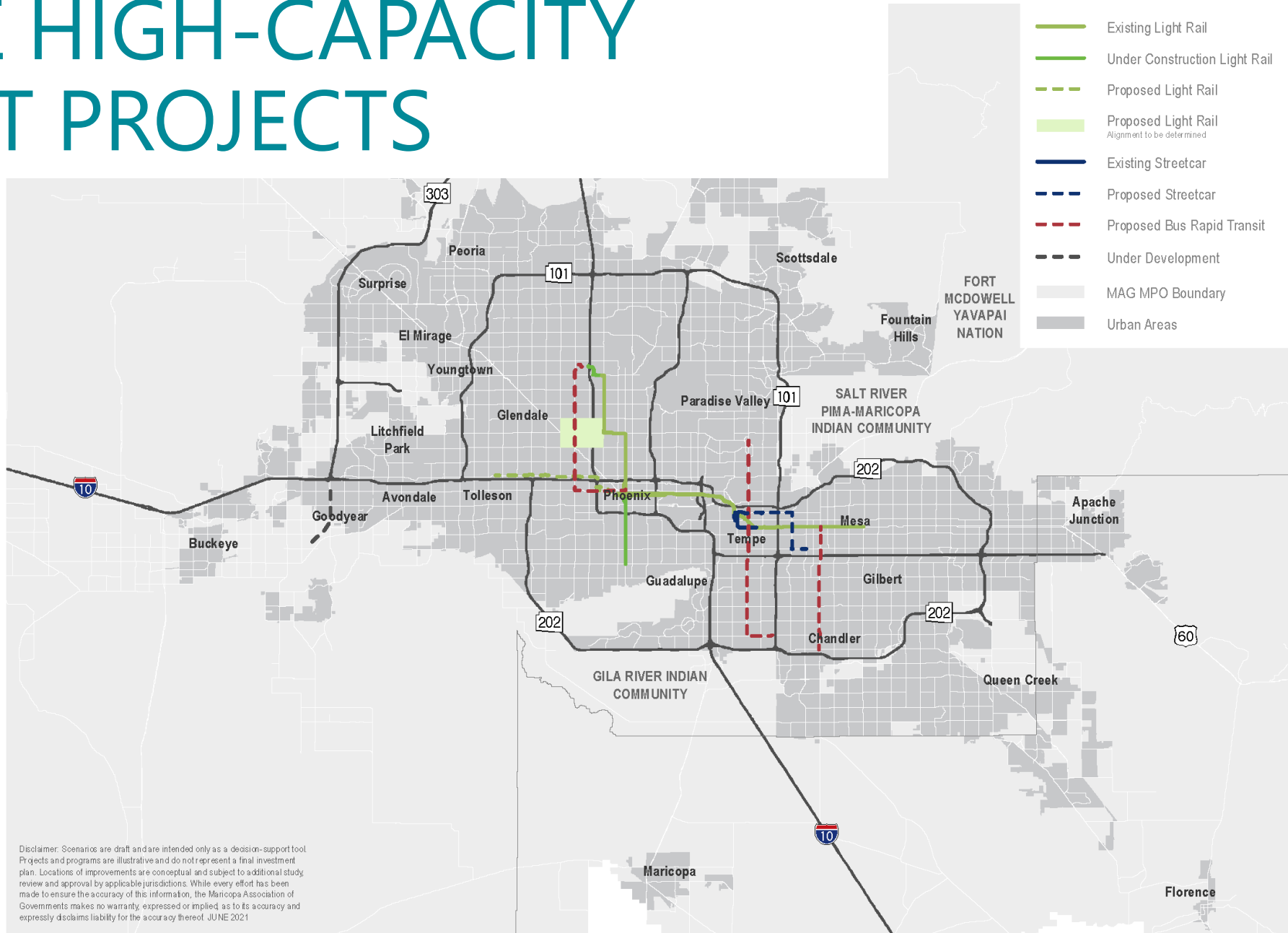
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# ADDITIONAL IMPACTS



- ▶ Reductions to transit service quality and coverage, *not* expansion.
- ▶ Discontinuation of funding for federally required ADA Paratransit Service.
- ▶ Limited opportunity for transit service expansions in the future unless funded wholly locally.

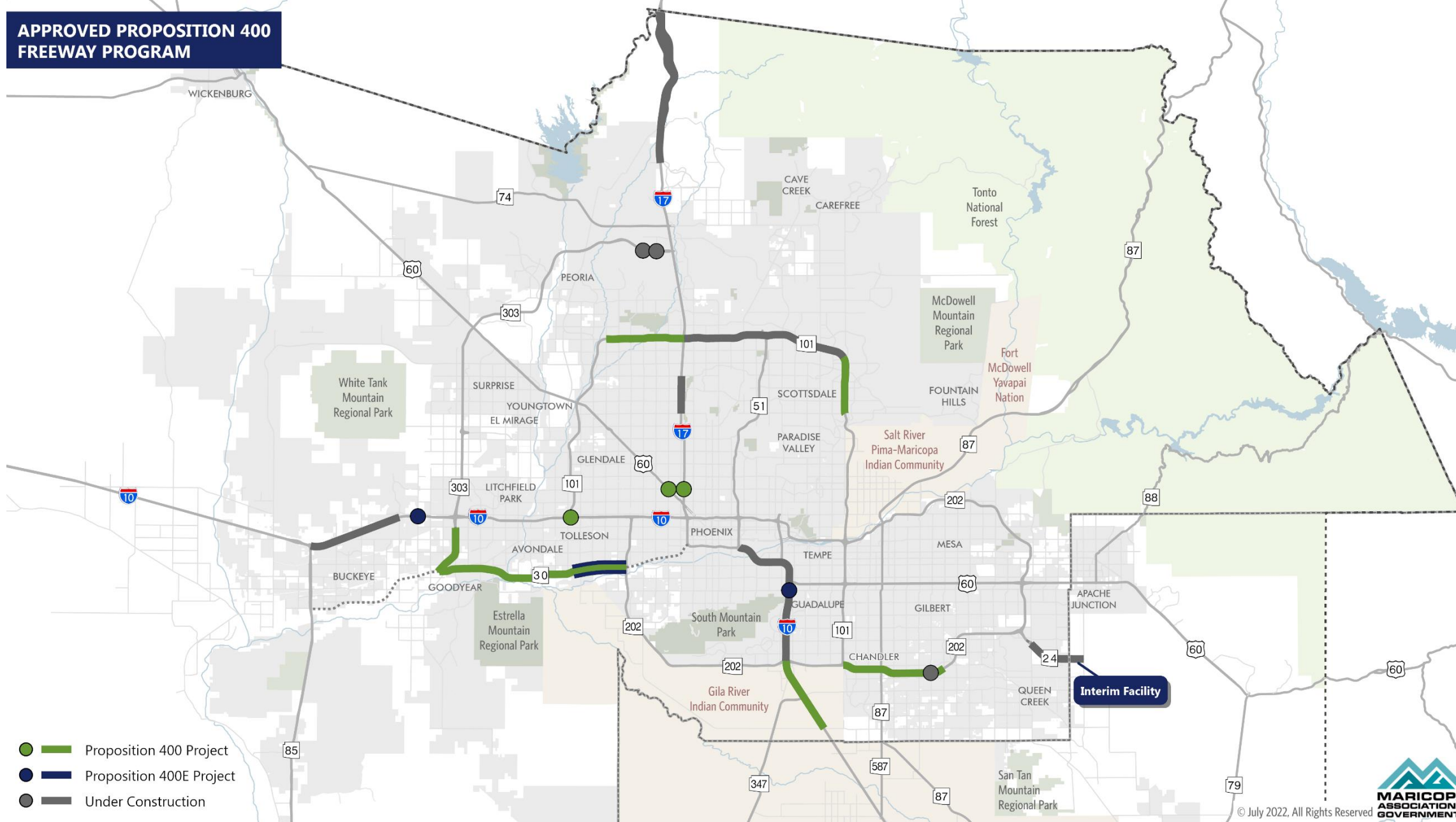
# FUTURE HIGH-CAPACITY TRANSIT PROJECTS



Disclaimer: Scenarios are draft and are intended only as a decision-support tool. Projects and programs are illustrative and do not represent a final investment plan. Locations of improvements are conceptual and subject to additional study, review and approval by applicable jurisdictions. While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. JUNE 2021

# POTENTIAL IMPACTS: FREEWAY PROGRAM

# APPROVED PROPOSITION 400 FREEWAY PROGRAM



- Proposition 400 Project
- Proposition 400E Project
- Under Construction

**Interim Facility**

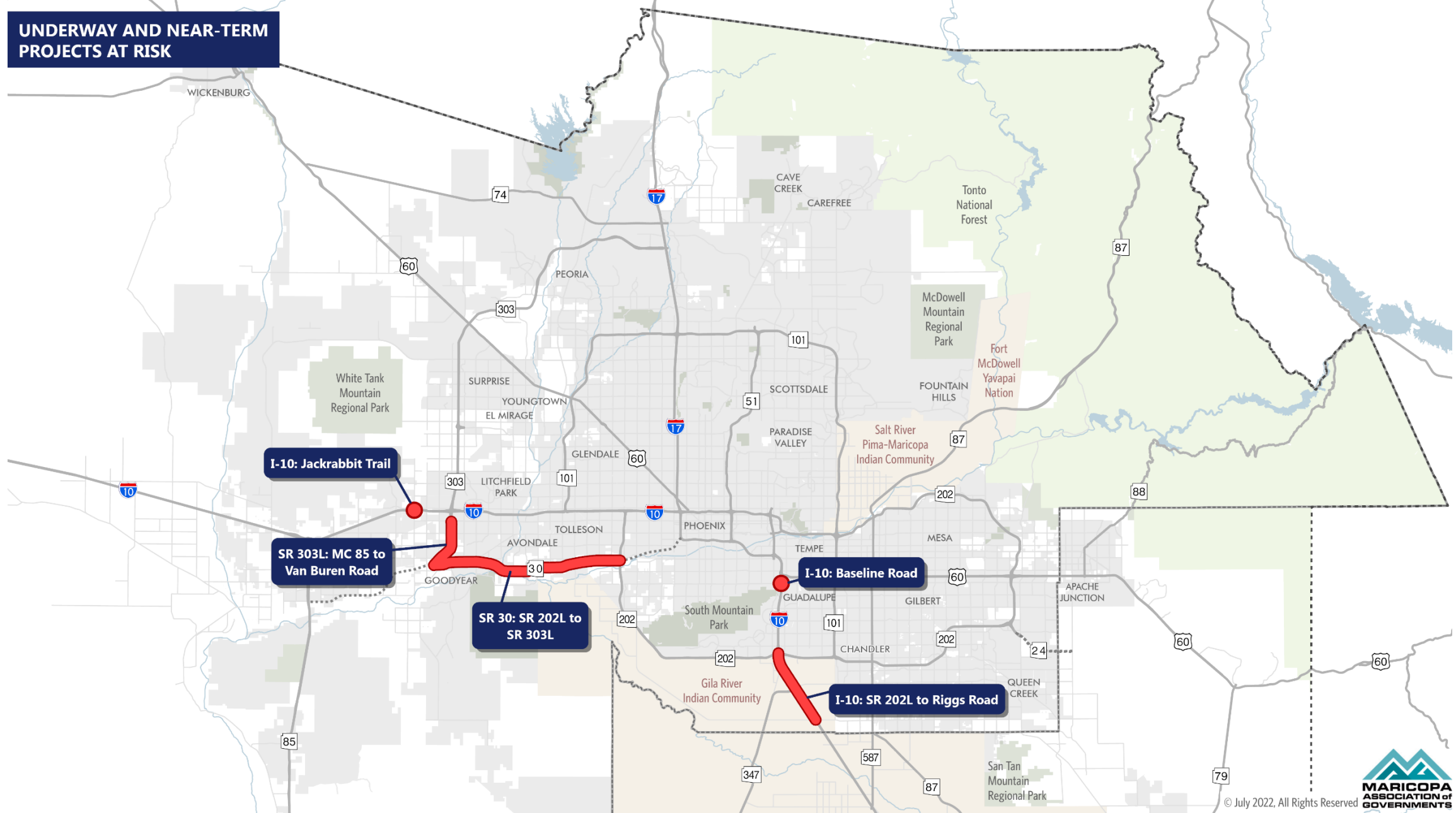
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# UNDERWAY AND NEAR-TERM PROJECTS AT RISK



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**PROP 400E  
SELECT FREEWAY PROJECTS AT RISK**



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# NO SALES TAX: THE FUTURE OF FREEWAY EXPANSION

- ▶ The future of freeways in Maricopa County without an extension of the dedicated half-cent sales tax is bleak.
- ▶ Funding would be focused on existing infrastructure to meet federal performance targets.
- ▶ The region will be unable to build new freeways.
- ▶ There will be limited or no expansion on existing facilities.
- ▶ State and federal resources by themselves are insufficient relative to need.

# NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE



# NEW FREEWAYS WITHOUT THE DEDICATED HALF-CENT SALES TAX: AN EXAMPLE

- ▶ SR 30 center section and Loop 303 (Estrella Freeway) southern extension construction costs: \$2.5 billion.
- ▶ Contrast that cost to:
  - ▶ 25-year projection of HURF allocated to the regional freeway program: \$2.52 billion.
  - ▶ MEGA grant funding: \$1 billion *nationally*
    - ▶ Local funding a consideration in grant viability; federal discretionary requests under 40 percent are reasonably competitive.
    - ▶ Funding unlikely to be allocated to the same state for the same project in sequential years.
    - ▶ Project compete not just nationally, but against other regional and statewide priorities.
  - ▶ Long-awaited I-10 widening state appropriation: \$400 million.

# KEY TAKEAWAYS

# KEY TAKEAWAYS

- ▶ The veto will have impacts to regional projects and programs.
- ▶ Project costs will increase by hundreds of millions as a result of the delay.
- ▶ Inaction will lead to a greater cost burden being placed on the state and local agencies.
- ▶ The loss of the dedicated half-cent sales tax will be detrimental to the region's transportation network:
  - ▶ The region will be unable to keep up with current and future growth, and struggle to modernize existing infrastructure.
  - ▶ There will be significant impacts to economic prosperity and quality of life.
- ▶ **The region has reaffirmed its commitment to the plan and aggressive pursuit of an extension of Proposition 400.**

# ON-GOING ACTIVITIES:

- ▶ Continue to educate key businesses, stakeholders, and the public.
- ▶ Generate informational materials and handouts.
- ▶ MAG and GPEC partnering on an economic analysis; results presented to MAG policy committees in October.



# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Shelly Seyler, Deputy Engineering & Transportation Director  
**DATE:** October 11, 2022  
**SUBJECT:** 2022 Transportation Commission Annual Report  
**ITEM #:** 4



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**PURPOSE:**

To request that the Transportation Commission review the draft 2022 Transportation Commission Annual Report and discuss the proposed goals for 2023.

**RECOMMENDATION OR DIRECTION REQUESTED:**

To approve the 2022 Transportation Commission Annual Report pending the attendance of Commissioners at the October, November, and December meetings.

**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 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.

Prior to being submitted the annual report to the City Clerk, the text highlighted in yellow on Attachment 1 will be updated to reflect attendance at the October, November, and December meetings.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

None

**ATTACHMENTS:**

- Attachment 1: Annual Report
- Attachment 2: PowerPoint



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## **TRANSPORTATION COMMISSION 2022 ANNUAL REPORT**

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### **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 Engineering and Transportation 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 Engineering and Transportation 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 2022 to December 2022:**

<u>Board/Commission Members:</u>	<u>Service Dates:</u>	<u>Attendance Record:</u>
Jeremy Browning	12/31/2022	Attended 8 meetings out of 8
Susan Conklu	12/31/2023	Attended 8 meetings out of 8
Brian Fellows	12/31/2023	Attended 8 meetings out of 8
Alana Chavez Langdon	12/31/2023	Attended 3 meetings out of 8
David Sokolowski	12/31/2023	Attended 8 meetings out of 8
Paul Hubbell	12/31/2022	Attended 5 meetings out of 8
David A. King	12/31/2024	Attended 8 meetings out of 8
Alice Bimrose	12/31/2022	Attended 6 meetings out of 8
Pam Goronkin	12/31/2024	Attended 6 meetings out of 8
JC Porter	12/31/2024	Attended 8 meetings out of 8
Amanda Nelson	12/31/2024	Attended 8 meetings out of 8
Peter Schelstraete	12/31/2024	Attended 7 meetings out of 8
Bobbie Cassano	12/31/2023	Attended 7 meetings out of 8
John M. Christoph	12/31/2022	Attended 6 meetings out of 8
Dawn Hocking	12/31/2022	Attended 7 meetings out of 8

**Name of Chair and Vice Chair:**

- Chair – JC Porter
- Vice Chair – David A. King

**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 or via Cisco WebEx.

**Number of Meetings Cancelled and Reason for Cancellation:**

- June, July and December 2022 due to lack of agenda items and to avoid summer holiday.

**Vacancies and Duration of Vacancies:**

**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:

**STEP Manual/Neighborhood Traffic Calming Guide:** Commission approved the Neighborhood Traffic Calming Guide.

**Climate Action Plan:** Commission approved sending a letter to the City Council supporting the Climate Action Plan.

**Bike Hero Award:** Commission selected Erin Boyd as the 2022 Bike Hero award recipient.

**General Plan 2050 Technical Advisory Group:** Commission selected Brian Fellows and David Sokolowski to represent the Transportation Commission on the General Plan 2050 Technical Advisory Group.

**Adaptive Streets Implementation Design Guide:** Commission approved the Adaptive Streets Design Guide.

**Annual Report:** Commission approved the 2022 Transportation Commission Annual Report.

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

In no particular order:

- Monitor progress of Regional Proposition 400E.
- Recommend project(s) to be submitted for regional and federal grants.
- Guide and provide feedback for streetcar, bus and light rail operations, bicycle and pedestrian projects.
- 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).
- Maintain regular contact and form partnerships with other Boards and Commissions.
- Provide general recommendations regarding transportation safety.
- Work with community advocacy groups on programs like the Bike Hero Award.

# **Transportation Commission**

# **2022 Annual Report**

**Transportation Commission**  
**October 11, 2022**



# Mission Statement



The Transportation Commission advises and makes recommendations to the City Council and assists 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.

# Proposed Goals for 2023 (in no particular order)



1. Monitor progress of Regional Proposition 400E.
2. Recommend project(s) to be submitted for regional and federal grants.
3. Guide and provide feedback for streetcar, bus and light rail operations, bicycle and pedestrian projects.
4. Guide strategic development of transportation systems and use of transit funds.
5. Guide progress and provide feedback of Transportation Master Plan, the transportation chapter of the General Plan and emerging transportation technologies.
6. Guide and provide feedback on Vision Zero plan.
7. Ensure programs and projects are compliant with Americans with Disabilities Act (ADA).
8. Maintain regular contact and form partnerships with other Boards and Commissions.
9. Provide general recommendations regarding transportation safety.
10. Work with community advocacy groups on programs like the Bike Hero Award.

# MEMORANDUM



**TO:** Transportation Commission

**FROM:** Shauna Warner, Neighborhood Services Manager (480-350-8883)  
Laura Kajfez, Neighborhood Services Specialist (480-350-2840)

**DATE:** October 11, 2022

**SUBJECT:** Public Involvement Process

---

## PURPOSE

The purpose of this memo is to provide an overview of the city's Tempe Involving the Public Manual as well as the process for creating public involvement plans for Transportation projects.

## CITY COUNCIL STRATEGIC PRIORITY

- Strong Community Connections 2.15: Achieve ratings of "Very Satisfied" or "Satisfied" with the "feeling invited and welcomed to participate in city decision-making processes" greater than or equal to the national benchmark cities as measured in the Community Survey.

## BACKGROUND

At a previous meeting, a Commission member asked staff to provide a briefing on outreach for transportation projects. The presentation will provide an overview of that process and we will be happy to address any questions at the Oct. 11 meeting.

The adoption of the [Tempe Involving the Public](#) (TIP) Manual by Council resolution on Aug. 16, 2007 fulfilled a goal of the Neighborhood Element of General Plan 2030 to develop and implement procedures that establish continuity and standards for public involvement across the city. The manual exemplifies Tempe's belief that community members should be engaged early on and frequently in decisions that affect them and demonstrates a commitment to maximizing public input and engagement in planning activities.

On Jan. 8, 2015, Council approved revisions to the TIP Manual that expanded digital public involvement tools and created a required private development section of the document. The corresponding Zoning and Development Code, Section 6-400- Public Notice and Staff Reports, was also amended to expand the notification requirements for neighborhood meetings and public hearings and to require private development applicants to develop a public involvement plan.

In the near future, there will be additional revisions to the TIP Manual to incorporate an equity framework, including equity metrics. The framework was co-created through the Equity in Action project, a collaboration between Tempe's Offices of Neighborhood Services, Sustainability and Resilience, and Strategic Management and Diversity, the Vitalyst Health Foundation and community partners.

Prior to the beginning of a Transportation capital project, service planning or long-range planning effort, Neighborhood Services partners with Communication and Media Relations and the involved Transportation team to create a public involvement plan. The development of the plan considers the size and scope of the project, the funding source, the population of the impacted area and other parameters. These factors influence the type of outreach, number and location of public meetings, online involvement and non-meeting activities. The plan is evaluated throughout the project and updated as conditions change or additional resources become available.

Recent projects include: Downtown Neighborhoods Transportation Safety Project, Country Club Way Multi-use Path, El Paso Path, Alameda Drive Streetscape, Highline Canal, Adaptive Streets, the revision to the STEP Manual/Neighborhood Traffic Mitigation Guide, Transit Shelter Design Project, Smith Road Improvements, Mobility Hubs and Transit Service Changes.



**RECOMMENDATION OR DIRECTION REQUESTED**

Receive feedback on outreach for Transportation projects.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES**

No fiscal impact.

**ATTACHMENTS**

1. PowerPoint

# Public Involvement Process

Transportation Commission

October 11, 2022



# Performance Measure 2.15



- Achieve ratings of "Very Satisfied" or "Satisfied" with the "feeling invited and welcomed to participate in city decision-making processes" greater than or equal to the national benchmark cities as measured in the Community Survey.



Strong Community  
Connections

# Tempe Involving the Public (TIP) Manual

Adopted 2007. Outlines how to maximize engagement in public + private planning activities. Involves the community in city decision-making creates an open and transparent process to guide public projects resulting in a shared community vision.

- The Manual provides an outreach toolbox + instructions for how to engage across multiple channels - in person, online, and through activities.
- Equity in Action project will update the Manual to include:
  1. Equitable engagement tools for public involvement plans
  2. Equity metrics for action and policy plans

# Types of Public Involvement



## THE SPECTRUM OF COMMUNITY ENGAGEMENT TO OWNERSHIP



2



# Public Involvement Plan – Sample Timeline



COUNTRY CLUB WAY PEDESTRIAN IMPROVEMENT  
AND BIKE BOULEVARD PROJECT  
PUBLIC INVOLVEMENT PROGRAM  
JUNE 2021

## 5. PROJECT TIMELINE

- November 18, 2016: Council Friday packet
- March 24, 2017: Council Friday Packet
- April 11, 2017: Transportation Commission
- April 18 and 29, 2017: Public Meetings
- August 18, 2017: Council Friday packet
- September 12, 2017: Transportation Commission
- September 16 and 25, 2017: Public Meetings
- September 19, 2017: Sustainability Commission
- March 6, 2020: Council Friday packet
- March 10, 2020: Transportation Commission
- September 11, 2020: Council Friday packet
- September 23 & 26, 2020: Public Meetings
- February 9, 2021: Transportation Commission
- February 20 & 24, 2021: Public Meetings
- June 8, 2021: Transportation Commission
- June 11, 2021: Council Friday Packet
- June 23 and 26, 2021: Public Meetings



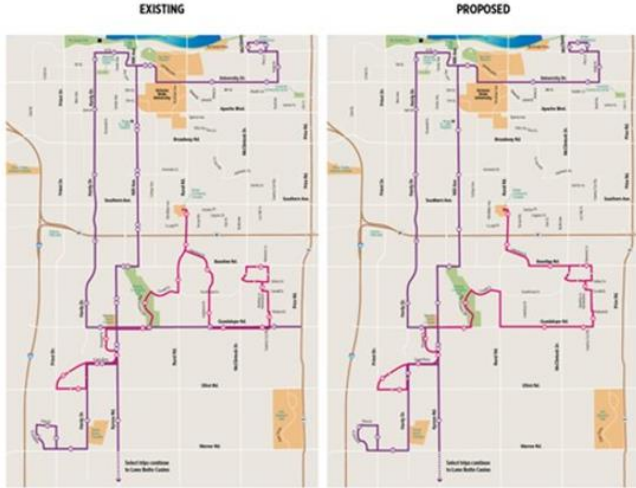
# Effective Public Involvement



1. Assists the community in understanding the proposed project
2. Seeks the involvement of all community members
3. Ensures access and engagement of underrepresented community members
4. Provides a variety of ways to contribute ideas and offer feedback through all phases of the process
5. Serves as an important tool in decision-making to be considered alongside professional /technical guidance, relevant data, and policy considerations



# Types of projects



● Service planning



● Capital Improvements



● Long range planning



# Who we involve



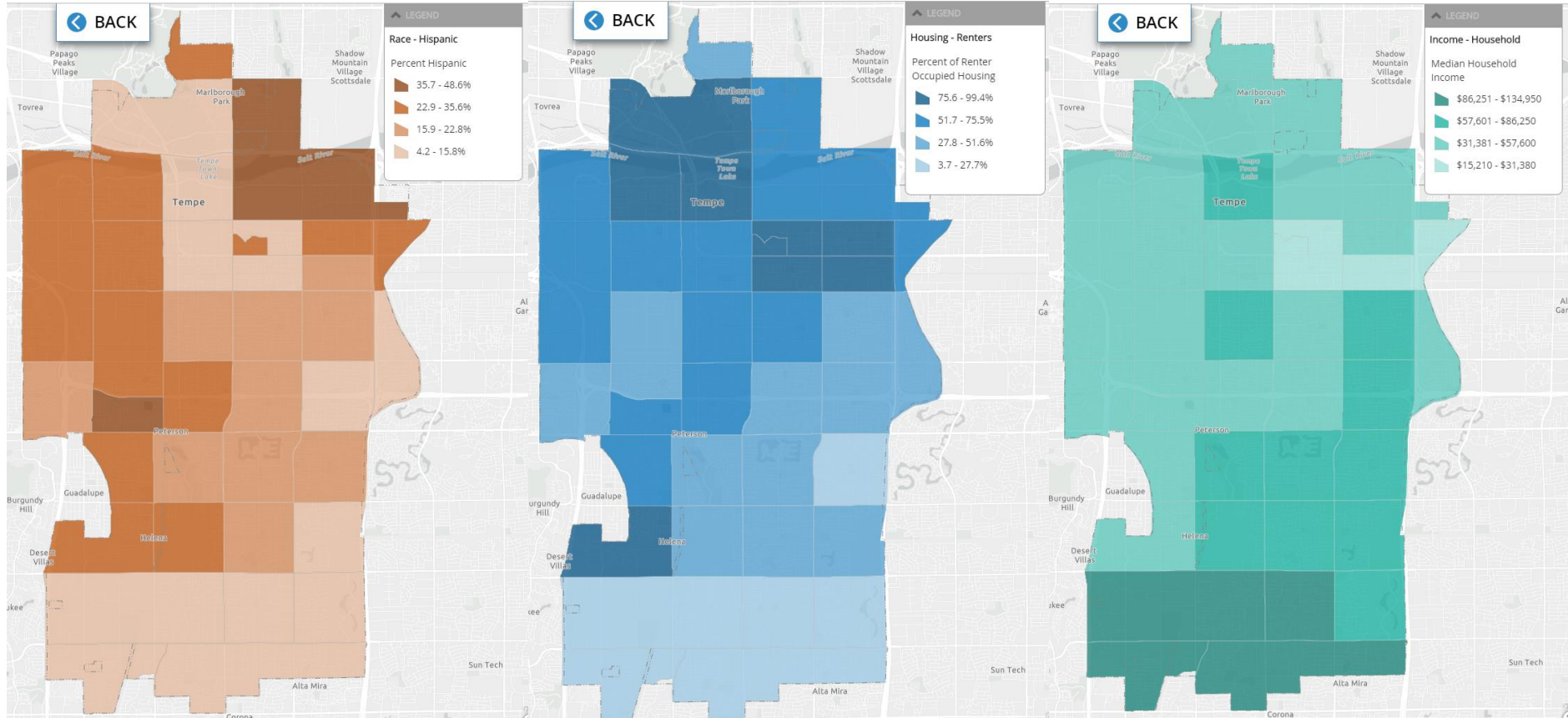
## Internal

- Mayor and Council
- City Departments
- Boards and Commissions

## External

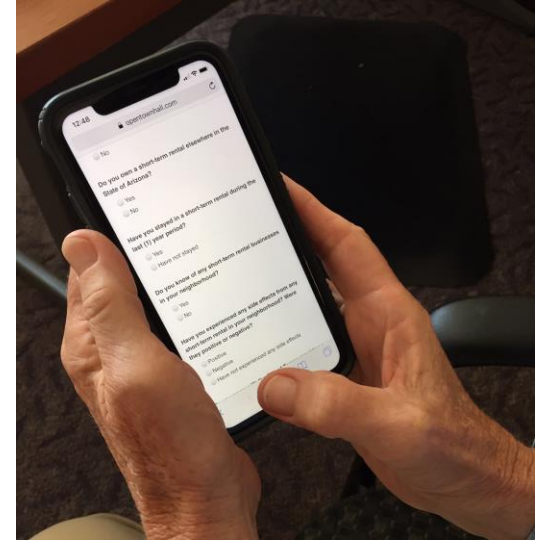
- Residents
- Property owners
- Neighborhood and Homeowners' Associations
- Businesses
- Civic, non-profit and religious groups
- Educational groups (PTAs, students, school districts, community colleges and ASU)
- Visitors

# Who we involve



# How does Tempe collect input?

- Meetings, forums, focus groups, informal meet ups, door-to-door
- Informational events
- Surveys and data collection
- Online engagement - [tempe.gov/forum](https://tempe.gov/forum)



# Informal Interactions



# Maryanne Corder Neighborhood Grants



**Parks**

**Traffic Calming**

**Art**

**Signage**

**Landscaping**

# People know how and when they can participate



- Postcards, door hangers
- Signage
- Online - Nextdoor, Facebook, Twitter, ENews, project webpages



## ALAMEDA DRIVE BICYCLE AND PEDESTRIAN STREETScape PUBLIC MEETINGS



Choose one of two opportunities to attend, the same material will be available on both dates.

**Tuesday, March 26, 2019**  
6 – 7:30 p.m.  
Boardroom, 31E Aspi Drive

AND

**Saturday, March 30, 2019**  
9 – 10:30 a.m.  
University Presbyterian Church,  
155E Alameda Drive

You're invited to join the City of Tempe at a public meeting to review final designs for the rehabilitation of Alameda Drive. The Alameda Drive Streetscape includes redesigning a three-mile span of roadway from 40th Street on the Phoenix/Tempe border to Rural Road, to accommodate all street users. Proposed improvements include traffic calming measures, including landscaped "bulbouts" in the area between Rural Road and the railroad tracks, and medians in the area between the railroad tracks and 40th Street. Additional improvements include landscaping, enhanced street crossings, buffered bike lanes and several ADA sidewalk improvements. On-street parking and car access will be maintained.

Construction for the Alameda Drive Streetscape is anticipated to begin in early 2020 and to be completed in late 2020. This project is included in the Transportation Master Plan. Construction funding for Alameda Drive includes a \$15 million Congestion Mitigation and Air Quality Improvement Grant and \$40,000 in Tempe Transit Tax funds.

For additional information, or to provide comments online from March 26 through April 9, please visit [tempe.gov/AlamedaDrive](http://tempe.gov/AlamedaDrive).

Bonnie Richardson, Project Manager, 409-350-3630 or [bonnie\\_richardson@tempe.gov](mailto:bonnie_richardson@tempe.gov).

Si usted le gustaría información en Español, por favor comuníquese con la ciudad de Tempe a 409-350-431.

[tempe.gov/AlamedaDrive](http://tempe.gov/AlamedaDrive)

Neighborhood Specialist Laura Kajfez, City of Tempe AGENCY

**Public meeting: Upstream Dam Bike/Ped Bridge- FEB 15**  
Residents, businesses and property owners are invited to an open house on Feb. 15 at 5:30 pm at Karsten Golf Course Clubhouse, for the proposed Tempe Town Lake Upstream Dam Bicycle/Pedestrian Bridge. The open house will provide an opportunity to review opportunities and constraints, as well as provide input on See more...

**Tempe PUBLIC MEETING**

**Upstream Dam Bicycle and Pedestrian Bridge Meeting**

**Thursday, Feb. 15 | 5:30 p.m.**

**Karsten Golf Course, 1125 E. Rio Salado Pkwy**

[www.tempe.gov/UpstreamBikePedBridge](http://www.tempe.gov/UpstreamBikePedBridge)

Edited 31 Jan · Posted Jan 31, 2018 · Subscribers of City of Tempe

Thank Reply 14 Thanks · 9 Replies



The Smith Innovation Hub is approximately 302 acres (1/2 square mile) with mostly light industrial and office uses. It is bounded by Rio Salado Parkway, Loop 101, University Drive and McClintock Drive. It was selected for the pilot area because of its unique innovation ecosystem near current and planned transit investments, adjacency to the ASU Novus Innovation Corridor and other amenities and variety of uses already in place.

- Smith Road Improvements
- Design Guidelines
- Infrastructure Plan
- Sign up for emails
- Contact

Listen

### Smith Road Improvements

**Public Meetings**

View project details from the August 2022 outreach.

**Smith Road Improvements Presentation**

View project details from the August 2022 outreach.

Key Takeaways:

- Site Planning Implications
- Structures Easements
- Potential Channel Power
- Pole Relocation
- Drainage (see Redaction)

Tempe is improving bicycle and pedestrian access along Smith Road, between Apache Boulevard and University Drive. We want your feedback on preliminary designs that would add dedicated bike lanes and include potential changes to parking on Smith Road.

The improvements will enhance visibility and bicycle and pedestrian safety in the project area, and include pavement markings and signage for bike lanes, reconstructed sidewalks, bus shelters, ADA ramps/driveway improvements, landscaping and lighting.

This project will link to an existing project planned along Smith Road, between University Drive and Rio Salado Parkway, resulting in a mile of improvements.

Background

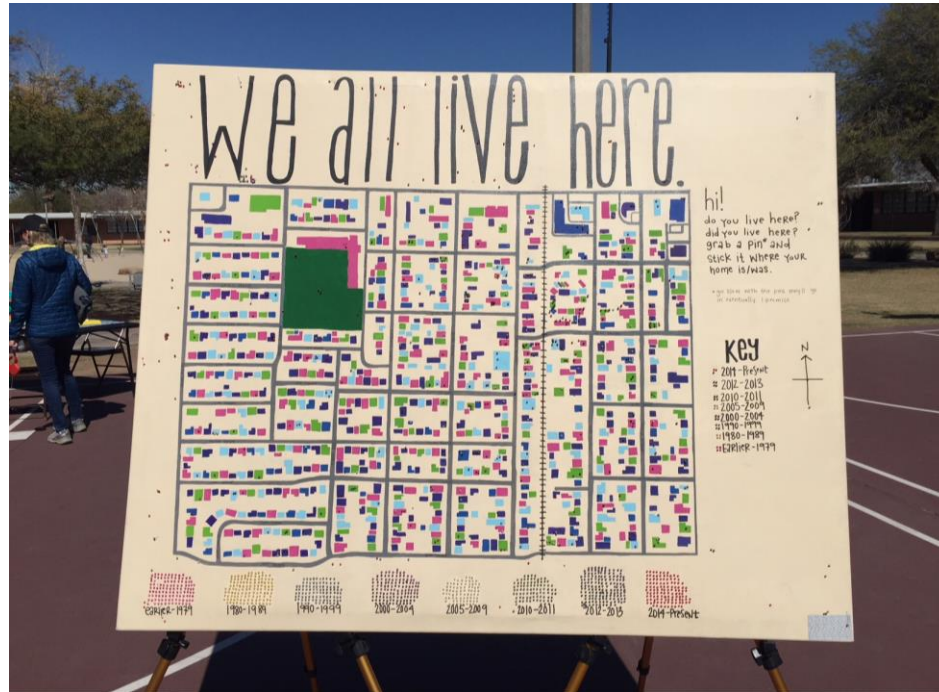
Documents



# Equitable public involvement



Builds the capacity of city staff to understand the implications of race, culture, and socio-economic status on public processes and create processes that advance opportunity to achieve equity.





# Data Analysis and Findings – % Low Income and Minority



Route (Local Bus)	% Minority	% Low-Income
30 (University)	50.7%	29.2%
45 (Broadway)	77.7%	58.2%
48 (48th St/Rio Salado)	62.3%	26.2%
56 (Priest)	63.1%	43.3%
61 (Southern)	63.8%	29.5%
62 (Hardy/Guadalupe)	78.5%	43.4%
65 (Mill/Kyrene)	66.0%	38.1%
66 (Mill/Kyrene)	58.1%	35.2%
72 (Rural)	49.5%	33.2%
77 (Baseline)	77.8%	36.0%
81 (McClintock)	57.2%	49.2%
108 (Elliot)	46.3%	37.6%

Route (Neighborhood Circulator)	% Minority	% Low-Income
Mercury	69.6.7%	64.3%
Saturn	61.1%	21.2%

# Public involvement metrics



MEETINGS

EVENTS



ATTENDEES



IN PERSON  
COMMENTS



ONLINE  
COMMENTS



**Questions?**

# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Chase Walman, Sr. Transportation Planner, 480-858-2072  
**DATE:** October 11, 2022  
**SUBJECT:** Grand Canal Connection Project  
**ITEM #:** 6



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## PURPOSE:

The purpose of this memo is to provide the Commission with a review of the draft 15% design of the Grand Canal Connection Project which is proposing to connect the Rio Salado North Bank, Crosscut Canal, and Grand Canal Paths. The project's proposed improvements include rest nodes, lighting, landscaping, improved crossings, buffered bike lanes, a concrete multi-use path, and a new pedestrian signal at Mill Avenue.

## RECOMMENDATION OR DIRECTION REQUESTED:

Information only.

## CITY COUNCIL STRATEGIC PRIORITY:

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

## BACKGROUND INFORMATION:

The Grand Canal Connection Project is identified in Tempe's Transportation Master Plan and in 2018, 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 \$67,500 to develop a preliminary project assessment report and design concepts connecting Rio Salado North Bank Path with the Grand Canal Path.

In 2019, public meetings were held to gather feedback on the preliminary design concepts and a cost estimate was developed for the whole corridor. With the completed preliminary design report and cost estimate, staff pursued federal grant funding for not only the connections of the Rio Salado North Bank Path and Grand Canal, but also pursued additional funding for a third connection to the Crosscut Canal Path. Tempe was awarded the grant requests for both design and construction totalling \$2,304,914 in grant funding.

In the Summer of 2022, the City, in partnership with ADOT, retained design consultant NFra to develop the final construction plans, specifications, and estimates for the project. NFra has kicked-off the final design, and in October of 2022, two public meetings will be held to receive feedback on the preliminary 15% design alternatives.

- Mon., October 24 at noon.  
via Zoom, [tempe.gov/grandcanal](https://tempe.gov/grandcanal)
- Mon., October 24 at 5:30p.  
via Zoom, [tempe.gov/grandcanal](https://tempe.gov/grandcanal)  
Or in person at Field Services Assembly Hall located at 55 S. Priest Dr, Tempe.

Additional public meetings are anticipated to be held in the spring of 2023. It is anticipated that the final design will be completed late 2023, with construction beginning summer 2024.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

**Design:**

\$82,500 Congestion Mitigation and Air Quality Improvement Grant (Preliminary Design)

\$372,485 Congestion Mitigation and Air Quality Improvement Grant (Final Design)

\$21,231 Local Match (Transit Tax)

**Construction:**

\$1,932,429 Congestion Mitigation and Air Quality Improvement Grant

\$110,148 Local Match (Transit Tax)

**ATTACHMENTS:**

PowerPoint

# Grand Canal Connection Project

Transportation Commission  
October 11, 2022

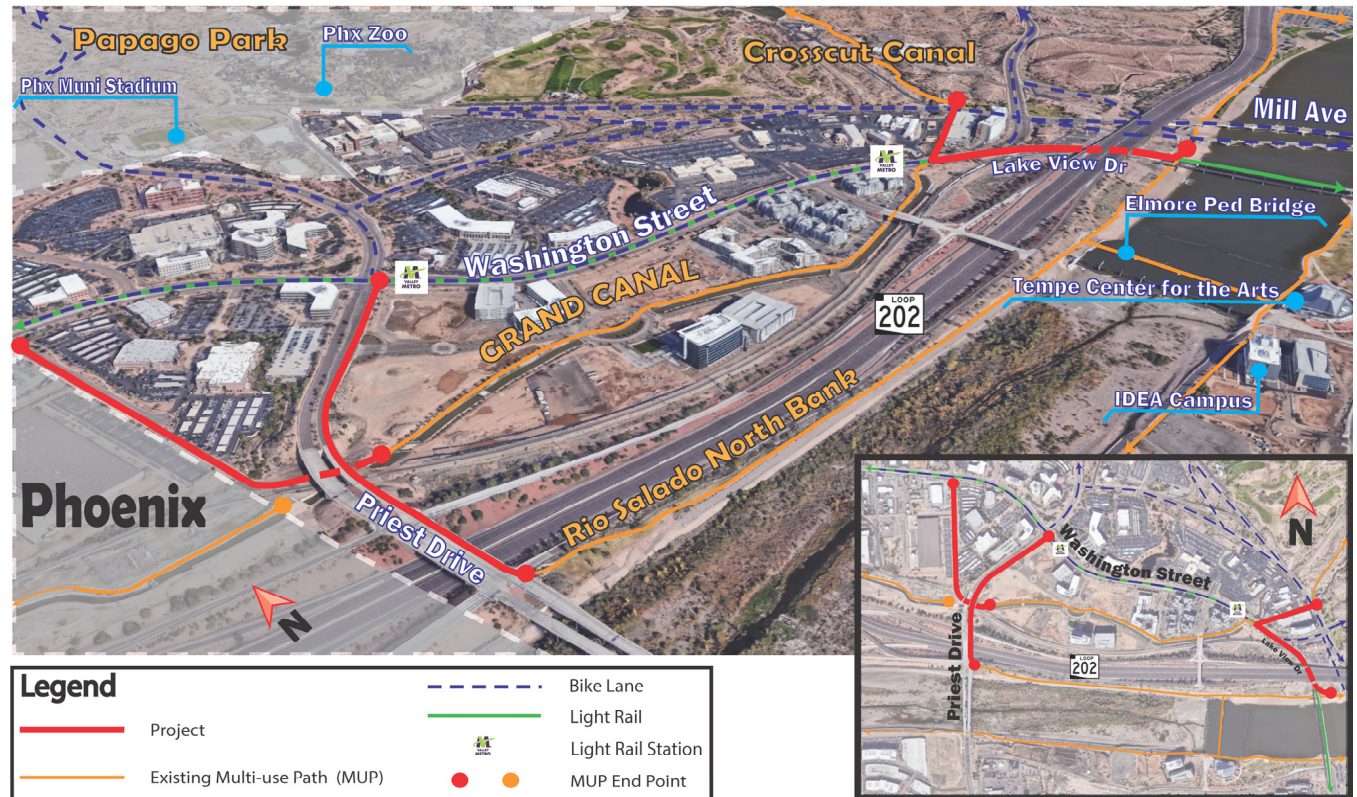


# This Project



## 4 Connections

1. Rio N. Bank to Washington St via Priest Drive
2. Grand Canal to Washington St via 56<sup>th</sup> Street
3. Crosscut Canal to Grand Canal via off-street path behind "first solar building parking garage"
4. Rio N. Bank to Grand Canal via Lake View Drive





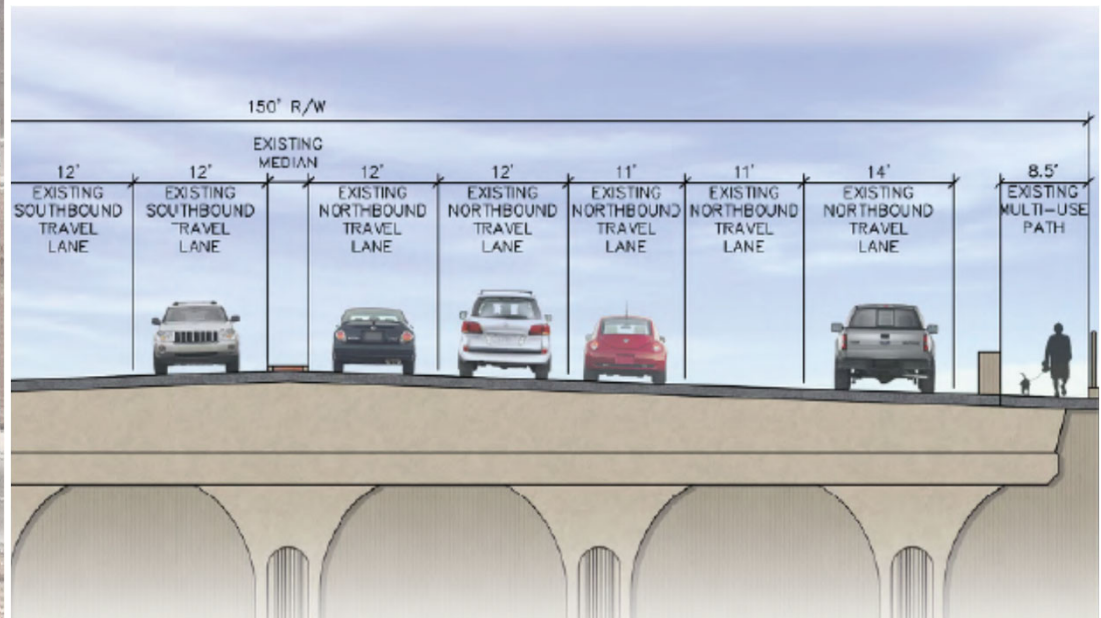
# Priest Drive Improvements

- Widening the east sidewalk from 8-ft to 10-ft
- High visibility striping and signage at all pedestrian crossing locations
- Relocating existing pedestrian concrete barrier and lighting
- Upgrade pedestrian ramps to be ADA compliant
- Connects directly to Rio Salado North Bank Path with bike lanes at Washington St and Grand Development: directly connecting to the Grand Canal Path.





# Rio N. Bank to Washington St via Priest Drive



# Rio N. Bank to Washington St via Priest Drive



# Rio N. Bank to Washington St via Priest Drive



# Grand Canal to Washington St via 56th Street



- 10' concrete path with lighting and landscaping from end of Tempe Grand Canal to 56<sup>th</sup> St Cul-de-sac
- Buffered bike lanes from 56<sup>th</sup> Cul-de-sac to Washington St.



# Grand Canal to Washington St via 56th Street



Section  
Line



8' Conc Sidewalk (Remain)

6' Gutter (Typ) (Remain)

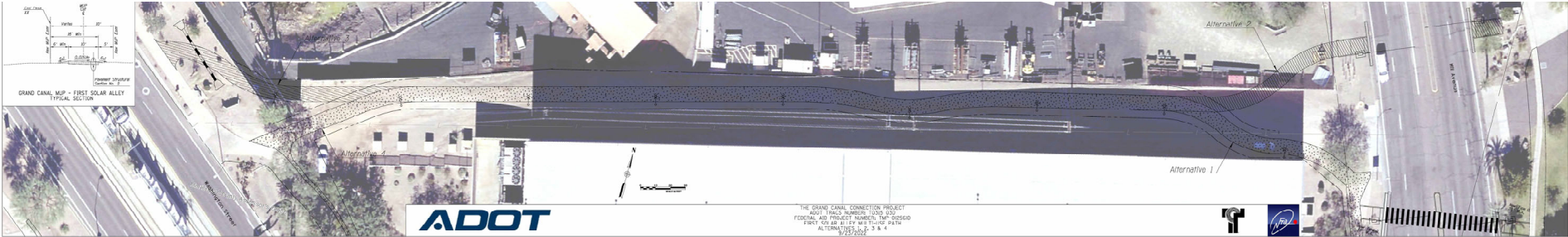
## Crosscut Canal to Grand Canal via off-street path behind “first solar building parking garage”



- 10' wide concrete multi-use path with lighting and landscaping.
- Connects on the west to an existing light rail pedestrian signal, and to a newly proposed pedestrian signal at Mill Avenue to the east.



# Crosscut Canal to Grand Canal via off-street path behind “first solar building parking garage”



# Rio N. Bank to Grand Canal via Lake View Drive



- Providing ADA-Compliant access from Mill/Curry Sidewalk to Rio Salado North Bank Path
- High visibility striping and signage at all pedestrian crossing locations
- Re-striping to provide buffered bike lanes on each side of the roadway
- Upgrade pedestrian ramps to ADA compliance
- Direct access to Washington Street Grand Canal Path entrance from Rio Salado North Bank Path





# Rio N. Bank to Grand Canal via Lake View Drive



# Rio N. Bank to Grand Canal via Lake View Drive



# Rio N. Bank to Grand Canal via Lake View Drive





# Next Steps

# Next Steps



- Transportation Commission **Current**
- Public Meetings Round 1 **October 25<sup>th</sup>**
- Transportation Commission Round 2 **February 2023**
- Public Meetings Round 2 **February/March '23**
- 60% Design **April 2023**
- Final Plans, Specs, & Estimates Anticipated **Late 2023**
- Anticipated Construction Start **Summer 2024**



# MEMORANDUM

**TO:** Tempe Transportation Commission  
**FROM:** Shelly Seyler, Deputy Engineering & Transportation Director  
**DATE:** October 11, 2022  
**SUBJECT:** Future Agenda Items  
**ITEM #:** 8

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## **PURPOSE:**

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

## **RECOMMENDATION OR DIRECTION REQUESTED:**

This item is for information only.

- November 8
  - Annual Report
  - Transportation Survey Results
  - Transit Security Update FY 21/22
- December 13
- January 10
  - Commission Business
  - Streetcar Update
  - Smith Road Improvements
  - North/South Bike/Ped Project
- February 14
  - Speed reduction, compliance, and tickets issued near “35 mph only when lights flashing” devices
  - ADA Transition Plan and recently completed ADA facilities
  - General Plan 2050 – Circulation Element
  - Grand Canal Connection Project
- March 14
  - Smith Road Improvements
  - Crime Prevention Through Environmental Design
  - Personal Delivery Devices
- April 11
- May 9
- June 13
- July 11
- TBD: Bike Bait (once program resumes)