



## PUBLIC MEETING AGENDA

### Transportation Commission

**MEETING DATE**

Tuesday, February 11, 2014  
7:30 a.m.

**MEETING LOCATION**

Tempe Transportation Center  
200 East 5<sup>th</sup> Street, Don Cassano Community Room  
Tempe, Arizona

**MEETING AGENDA**

<b>AGENDA ITEM</b>	<b>PRESENTER</b>	<b>ACTION or INFORMATION</b>
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
<b>2. Approval of Meeting Minutes:</b> The commission will be asked to review and approve meeting minutes from the January 14, 2014 meeting.	Pam Goronkin, Commission Chair	<b>ACTION</b>
<b>3. Streetscape and Transportation Enhancement Program (STEP) Funding</b> The Commission will review the STEP program and take action on a request to fund the program through the Capital Improvement Program.	Shelly Seyler and Eric Iwersen, Public Works	<b>ACTION</b>
<b>4. Bike Registration and Bike Theft Program Update</b> Staff from the Police Department will provide an update on the bike registration program as well as efforts to reduce bike theft.	Noah Johnson, Police Department	Information
<b>5. Traffic Safety Update</b> Staff will present information to the commission on safety projects the city is undertaking.	Julian Dresang, Public Works	Information
<b>7. Department and Regional Transportation Updates</b> Staff will provide updates from city Departments and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works, Community Development , and Community Relations Staff	Information
<b>8. Future Agenda Items</b> Commission may request future agenda items.	Pam Goronkin, Commission Chair	Information

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## Minutes City of Tempe Transportation Commission January 14, 2014

Minutes of the Tempe Transportation Commission held on Tuesday, January 14, 2014, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5<sup>th</sup> Street, Tempe, Arizona.

**(MEMBERS) Present:**

Charles Huellmantel (Chair)  
Don Cassano  
Ben Goren  
Pam Goronkin  
Kevin Olson

Nikki Gusz  
Sue Lofgren  
Philip Luna  
Gary Roberts  
Peter Schelstraete  
Cyndi Streid

**(MEMBERS) Absent:**

Aaron Golub  
German Piedrahita

Charles Redman

**City Staff Present:**

Shelly Seyler, Deputy Public Works Director Transportation  
Eric Iwersen, Principal Planner  
Sue Taaffe, Public Information Officer  
Mike Nevarez, Transit Manager  
Joe Clements, Transportation Financial Analyst

Travis Mullen, Administrative Assistant  
Bonnie Richardson, Principal Planner  
Julian Dresang, Traffic Engineer  
Yvette Mesquita, Sr. Management Assistant

**Guests Present:**

ASU Staff Council

Commission Chair Charles Huellmantel called the meeting to order at 7:33 a.m.

**Agenda Item 1 – Public Appearances**

None

**Agenda Item 2 – Commission Member Recognition**

Commission Chair Huellmantel recognized Commissioner Benjamin Sanchez as an outgoing member and introduced new Commissioner Cyndi Streid.

Commissioner Streid mentioned that she has been with State Farm almost 25 years and is looking forward to serving the Tempe community with her experience.

Commission Chair Huellmantel welcomed Commissioner Streid and introduced the Tempe Transportation Division staff.

Agenda Item 3 – Meeting Minutes

Commission Chair Huellmantel introduced the minutes of the December 10, 2013 meeting and asked for a motion.

**Motion:** Commissioner Kevin Olson

**Second:** Commissioner Don Cassano

**Abstained:** Commissioner Gary Roberts, Commissioner Philip Luna

**Decision:** Approved

Agenda Item 4 – Commission Business

Commission Chair Huellmantel recommended Commissioner Pam Goronkin as Commission Chair. Commissioner Goronkin has been the Vice-Chair for a few years and it is appropriate to nominate her due to her experience being a former Council member and dedication to the city of Tempe. Commission Chair Huellmantel asked for a motion.

**Motion:** Commissioner Ben Goren

**Second:** Commissioner Cassano

**Decision:** Approved

Commissioner Olson recommended Commissioner Don Cassano as Commission Vice-Chair. Commissioner Cassano was a former long-time Council member and the conference room named after him where the current meeting is held.

**Motion:** Commissioner Olson

**Second:** Commissioner Goren

**Decision:** Approved

Agenda Item 5 – Tempe Youth Transit Pass Program Update

Sue Taaffe, Public Information Officer, handed out a memo and updated the Commission on the status of the Tempe Youth Free Transit Pass program, and opened up the discussion for questions.

Commissioner Goren said since most youths who know about the program are enrolled and have a youth transit pass, if we could get the other half of the transit users who are eligible to know about the program we could get 90% of those eligible to be enrolled. Sue commented that that would be amazing, however, some of the issues preventing enrollment are parents who are afraid to put their kids on the light rail or bus by themselves, kids who are driven to school, and the location of schools from the light rail or bus stop. Sue said that staff still wants to see those numbers to continue to go up.

Commission Chair Huellmantel mentioned that nine years ago we did not have light rail, a consolidated system, or Orbit. The transit system has changed a lot in those nine years, and the concept is to teach younger people how to ride and be comfortable with the transit system. We have also seen a cultural change where people are not getting their driver's license as soon as they are able to. Sue added that an issue as far as getting more youths enrolled is that there is a large population of youths that just use Orbit. They are using the Orbit system to get to elementary, middle, and high school and are not getting the passes because Orbit is a free bus system.

Commissioner Nikki Gusz asked if there is any effort to renew passes every year. Sue responded efforts include mailing out letters and passing out information at schools. During one Saturday in May and August, the library serves as an off-site location to issue passes.

Commissioner Olson asked if staff could go to the schools and sign people up. Sue shared the issues of staffing and equipment has prevented this option. Shelly Seyler commented that part of the problem has been that the parents have to be present with a birth certificate and proof of address. Sue added that the Saturday library youth bus pass registration is the best option. The only exception is Tempe High School, which has a program where they administer the passes without the parents being present.

Commissioner Sue Lofgren asked if the trend of people waiting longer to get their driver's license would reflect in an increase of bus users down the line.

Commissioner Goren suggested giving the youth a coupon on their 19<sup>th</sup> birthday as incentive to continue riding. Sue responded that she would talk to Valley Metro about using coupons as incentives.

Commissioner Gusz asked if Back-to-School-Night would be a good place to issue youth passes. Sue responded that unfortunately with everything going on that night, the parents tend to forget the required documentation such as birth certificate and proof of address.

Commissioner Olsen asked why a birth certificate is needed to get a youth bus pass. Sue responded that the birth certificate has the name of the parents, which is required to get the youth pass. Commissioner Olsen asked what the alternatives are other than having a birth certificate. Sue responded that the City Council set the policies to issue the transit passes as recommended by the City Attorney's Office. Commission Chair Huellmantel asked the staff to check with the City Attorney about the privacy and education act and see how the City of Tempe can receive information on these types of issues.

Commissioner Peter Schelstraete suggested that when parents enroll their youth in school they also could sign some preauthorization document to request a transit pass. Commissioner Goren added there could be an additional form issued in the student enrollment packet that gives authorization for a transit pass.

Commissioner Gusz appreciated the information and asked how Tempe High School has the program set up to issue the transit passes. Sue responded that there is an Intergovernmental Agreement (IGA) with the Tempe Union High School District. Under the agreement, Tempe provides the school with 1,000 encoded passes, and Shelly Arredondo, the Vice Principle of Athletics ensures that the participant is a Tempe resident, and then the school bookstore issues the pass.

Commissioner Gusz asked if there could be a PTA or PTO organization that could help take on the role of issuing transit passes at the schools. Sue responded that the IGA is with the school district and that a school employee is needed, not a volunteer.

Commission Chair Huellmantel asked if it would be effective to have the Commissioners speak to the school districts to try to come up with a better way to increase transit ridership for the students. Shelly requested City staff try to reach out to the school districts first by asking about the impediments that make it difficult for them to register students.

Sue complemented the Tempe Transit Store staff for the time and commitment they contribute to the program. They have shown excellent customer service in dealing with a variety of situations such as explaining the program to frustrated parents and that the program is only for Tempe residents. Yvette Mesquita added that the staff does an awesome job and pointed out it is very rare to receive a complaint from a customer.

Commissioner Olson asked if Phoenix has any program similar to Tempe's youth program. Sue replied that the youth transit pass program is a regional priority, however; no other city has implemented a program like Tempe. Commissioner Olson mentioned that Tempe would love to have an IGA with Phoenix. Commissioner Goronkin added that this is especially true since we have an overlapping school district.

Commissioner Gusz asked if visibility in the schools would give other cities in the region incentive to adopt a youth transit program. Sue responded that this program is for Tempe residents and incentives would add another layer of complications to enrolment. Mike Nevarez responded that the rest of the region provides reduced fare for youth as their effort to increase youth ridership.

#### **Agenda Item 6 – Priest Drive Buffered Bike Lane Proposal**

Eric Iwersen, Principal Planner, handed out a memo, introduced the Priest Drive Buffered Bike lane Proposal, and asked the commission to take action.

Eric reviewed the proposal of the half-mile section of Priest Drive to eliminate two lanes of travel (one in each direction) and replace those lanes with a buffered bike lane, from Washington to Van Buren Streets. Staff looked at this project in more detail and is confident that existing traffic volumes support changing this roadway into a four lane arterial and adding buffered bike lanes.

Commission Chair Huellmantel thanked the staff for reviewing this roadway project and looking for ways to promote the bike culture in Tempe. The traffic pattern has changed, the use of the streets has changed, and the city of Tempe has taken on more interest in biking.

Commissioner Olson added that when this project works then it would make sense to extend to Rio Salado Parkway or University Drive because the road carries roughly the same amount of traffic. This would provide the conductivity for bicycles to downtown.

Eric responded that when looking at traffic volumes the traffic nearly tripled when connecting to the freeway, south of Washington. Staff is hesitant to move forward on anything beyond the half mile (Van Buren to Washington) to see how it would work first. SRP and the City of Phoenix asked for this project.

Commissioner Schelstraete asked why there are eight-foot wide sidewalks on this roadway. Eric responded that the width of the sidewalks is standard along all arterials. Shelly added the eight-foot wide sidewalks are for the safety and comfort of pedestrians who may walk side by side adjacent to streets with heavier traffic volumes. Commissioner Schelstraete asked if it was more expensive to reduce the width of the sidewalks instead of the roadway to create space for the bike lanes. Eric responded that people want to keep the width of the sidewalk and mentioned there is also landscaping separating the sidewalk from the roadway making it a nicer facility.

Commissioner Goren said that when he first joined the Transportation Commission one of the things he wanted to see were better bike lane standards in Tempe. He added that he is glad that Tempe is finally taking steps in this direction.

Commissioner Luna asked if the roadway along this proposed buffered bike lane area had many right turns that could put riders in jeopardy. Eric responded that this section of the road was already well built out with minimal driveways and right turns that could put riders in harm's way.

Commission Chair Huellmantel reviewed the Priest Drive Buffered Bike Lane Proposal and asked for a motion.

**Motion:** Commissioner Goren

**Second:** Commissioner Olsen

**Decision:** Approved

**Agenda Item 7 – Department and Regional Transportation Updates**

Eric said that our ranking for Tempe's bicycle friendly status is at the "Silver" rank according to the League of American Bicyclists. The rating is based on the level of bicycle facilities and the level of support for bicycle riders. Commission Chair Huellmantel added that Tempe is also applying for the U.S. Green Lane program. Eric stated the City is pursuing a higher ranking for bicycle friendly status.

Shelly informed the commission about the number of allowed absences stating that three consecutive or six unexcused absences in a twelve-month period will result in resignation. An excused absence is one that is consented by the chair of the commission. This will help us keep our quorum status so we can meet regularly.

Eric said that the construction contract for Hardy Drive and University Drive was approved by the City Council on January 9, 2014. Construction will begin in four to six weeks on these projects. Commission Chair Huellmantel asked what the next step was. Eric responded that it would be determined when they will start the project and how they plan on proceeding. Commissioner Goren asked how long the construction would last. Eric responded that it would last nine months.

Sue said Tempe applied for the Walk Friendly status, which asked for information on our sidewalks and street crossings. As soon as we get a response, back on that she will inform the Commission.

**Agenda Item 8 – Future Agenda Items**

Commissioner Roberts asked about the progress of the bike registration program. Shelly said that someone who is involved with the police department would be able to better inform the commission about the progress of this program.

The Commission's next meeting is scheduled for February 11, 2014.

**Meeting adjourned at 8:34 a.m.**

Prepared by: Travis Mullen

Reviewed by: Yvette Mesquita

**STAFF REPORT**

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**AGENDA ITEM 3**

**DATE**

February 4, 2014

**SUBJECT**

Streetscape and Transportation Enhancement Program (STEP) Funding

At the February 2014 Transportation Commission meeting, staff would like to discuss with the Transportation Commission the use of Transit Tax funding in supporting the Streetscape and Transportation Enhancement Program.

**BACKGROUND**

The STEP program was expanded in 2008 to include tools beyond just speed humps in addressing neighborhood livability concerns. Through the development of the Comprehensive Transportation Plan, the City of Tempe established goals, policies, and measures to create the best environment for residents and guests to live, work, and play, through the integration of transportation and land use policies that will ensure the development and implementation of a safe, efficient, accessible, and balanced transportation system.

Additionally, the Transportation Element of the General Plan incorporates the Comprehensive Transportation Plan and identifies City goals, policies, and objectives to provide a vibrant, safe efficient and balanced transportation system in Tempe. The predominant objective is to provide enhanced mobility, clean air, conservation of energy, neighborhood livability and enhanced quality of life.

Guiding principles and policies that provide the foundation for the City's Transportation goals as stated in the Comprehensive Transportation Plan include:

- The commitment to accommodating additional regional travel demand and capacity needs by enhancing transit and other modes as alternatives to widening.
- The application of regional funding to capital and operating expenses for traffic and transit investments to meet future and current travel needs and demands.
- Accommodating additional demand and optimizing the transportation network through the use of new technology or innovative approaches such as Intelligent Transportation Systems (ITS) and Travel Demand Management (TDM) programs.

With funding limitations in the capital improvement program budget, the STEP program most recently fell within the prioritization of general obligation bonded projects competing against a variety of other projects and since 2010 has gone unfunded. The STEP program allows transportation staff to work with neighborhoods to develop efficient traffic calming solutions on local streets. These calming techniques may include chicanes, traffic circles, medians and more. These solutions are more affordable and require less project development time than large scale traffic calming solutions (e.g. Broadway Road), but enhance the transit, bicycle and pedestrian system. Recognizing the link between livability and making residential and collector streets more friendly and the desire to work more efficiently with a greater number of neighborhoods, staff is requesting that the commission review the request to place the STEP program into the Transit CIP project list. To view the STEP manual online, visit [www.tempe.gov/step](http://www.tempe.gov/step)

**ACTION REQUESTED**

Staff is requesting that the Transportation Commission review and take action regarding the request to place the STEP program formally into the Transit Capital Improvement Program funding request project list for FY14/15 and beyond.

**CONTACT**

Shelly Seyler, PE, PTOE  
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Eric Iwersen  
Principal Planner  
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**ATTACHMENTS**

CIP Request Form

## FY 2014-15 Capital Improvements Project Budget Request

**Project Name:** **Neighborhood Traffic Calming & Streetscape**

**Program:** Special Purpose

**Department:** Public Works

**Sub Program:** Transit

**Dept. Operating Cost Center:** 3917

**Project Number:** new

**Project Priority Type:** Public Health and Safety

**Location:** Various

**Approver:** Don Bessler, PW Director

**Estimated Start Date:** 07/01/14

**Estimated Completion Date:** Ongoing

**Does the project require Operating Budget impacts? (Y or N): (if Y, complete Operating Impacts)**     N    

**Project Description and Progress to Date** (please include any *environmental benefits* to be derived from the project)

This project will provide the Transportation Division with resources to strengthen its ability to address neighborhood traffic concerns on a smaller scale in a greater number of neighborhoods. Methods of traffic calming in neighborhoods, on local streets, may include: chicanes, median islands, speed humps and traffic circles. Staff continue to receive requests from residents to install devices to help in addressing neighborhood quality of life issues related to vehicular speeding and cut-through. These traffic calming enhancements are meant to address those areas of the city that do not warrant a large scale streetscape project (like Broadway Road). These projects help reduce speeds in neighborhoods which supports use of bicycling and walking.

**Project Purpose and Need** (Please continue on Additional Project Description Sheet as necessary)

While this neighborhood traffic calming program was placed on hold in 2009 for financial reasons, Transportation staff continues to maintain a list of potential projects which may meet the eligibility requirements for traffic calming. Currently, two street segments in Tempe have qualified for the installation of speed humps/traffic calming devices and all necessary requirements of the program have been met. In addition, the neighborhood traffic calming waiting list contains 36 requests to participate in the process. Approval of funding for this project would allow staff to once again work with residents to address their safety concerns in addition to supporting the goals and projects identified in the transportation plan that support increasing the use of transit, bike and walking.

⇒ **Use the "13-14 Project Budget Detail" Tab to Input Project Budget Re-appropriations** ⇐

- a  = Project Encumbrances plus Remaining Balance as of October 31, 2013
- b  = Additional FY 2013-14 expenditures through June 30, 2014
- c  = Proposed budget reduction
- (a-b-c) = d  = Project Re-appropriations to FY 2014-15

Cost Category	2014-15 Re-approp	Input New Appropriation Requests Here					Five Year Total
		2014-15	2015-16	2016-17	2017-18	2018-19	
Legal / Administration							
Land Acquisition							
Permit Fees							
Water / Sewer Development Fees							
Design & Engineering							
Survey / Staking							
Inspection & Construction Management							
Furnishings / Equipment							
Construction / Installation / Improvement		100,000	100,000	100,000	100,000	100,000	500,000
Geotech / Material Testing							
Utility Relocation Fees							
Utility Undergrounding							
ITD / Telecommunications							
Other Project Costs							
<b>Total annual expenditures</b>		<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

14-15 Project Expenditures Budgeted by Cost Center Category	Assigned to
All construction related - budget in CC ending in: # 1	Engineering
Land, legal/Admin., fees - budget in CC ending in: # 8	Engineering
Furnishings, equip., other - budget in CC ending in: # 9	100,000 Sponsor
Non-bond eligible - budget in CC ending in: \$ 7	Sponsor
<b>Total FY 14-15 New Project Appropriations</b>	<b>100,000</b>

**Project Useful Life:**

20+ Years

**Project Status / Changes:**

Funding Change

Project Funding Sources	2014-15 Re-approp	New Funding Sources					Five Year Total
		2014-15	2015-16	2016-17	2017-18	2018-19	
1: Transit Tax		100,000	100,000	100,000	100,000	100,000	500,000
2:							
3:							
4:							
<b>Total New Appropriations</b>		<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

**Note: Include specifics on grants or special fund revenue used as a funding source in the project description**

**Operating Budget Impacts**

	2014-15	2015-16	2016-17	2017-18	2018-19
Personal Services					
Supplies and Services					
Capital Outlay					
Operating Cost Savings					
New Revenue Offsets					
<b>Total</b>					

**Project Sponsor:** Shelly Seyler

**Extension:** 8854

## Bicycle Registration

*Is your bike registered?*



It is very quick and easy. Visit our site:

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

- Every owner of a bicycle WHO RESIDES WITHIN THE CITY MAY register the bicycle with THE TEMPE POLICE DEPARTMENT.
- Owners MUST have resided in the city for (30) days or longer.
- There is no fee to register your bicycle.
- Bike registration information will contain: Name, address, phone number, and email of the owner along with the make, model, serial number, license tag number, color, general description of bicycle, and the date of registration.
- Bicycles may also be registered in person at the Tempe Police Department.

## Bicycle Safety

Always use a helmet.

Learn, use, and obey traffic safety signals.

Ride with traffic, not against it.

If riding at night, use reflectors and lights. Be visible!

Give pedestrians the right of way.

Ride defensively. Watch for cars and car doors opening into your path.

Don't weave in and out of slow moving or stopped traffic.

Slow down and look out for oncoming and turning cars at all intersections.

Keep your bike well maintained with regular check ups and service visits to your local bike shop.

When you are not riding your bike, keep it properly locked – even at home!

### Did You Know?

600-700 bicyclists are killed each year in collisions and 52,000 are injured in collisions. Don't be a statistic...Practice Bike Safety!

For questions or concerns please contact the  
Tempe Police Department  
Traffic Bureau  
(480) 350-8376

## Bike and Pedestrian Safety



**BIKE SENSE 2014**



# Bicycle Safety and Pedestrian Safety 2014

## Alcohol and Bicycling:

- More than one-fourth (28%) of the pedalcyclists killed in 2011 had a blood alcohol concentration (BAC) of .01 and around one-fourth (23%) had a BAC of .08 or higher.
- Alcohol-involvement—either for the driver of a motor vehicle or the pedalcyclist—was reported in more than 37 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2011.
- In 31 percent of the crashes, either the driver or the pedalcyclist was reported to have a BAC of .08, lower alcohol levels (BAC .01 to .07) were reported in 6 percent of the crashes.

## **Pedestrian Safety Secondary Heading**

- Cross at Crosswalks
- Stop and look before entering and crossing a road.
- Walk on sidewalk, facing traffic when possible.
- Drivers must yield to pedestrians in cross walks.
- When utilizing the Light Rail, use proper crosswalks. Do not cut between cars.

In 2010, one pedestrian was killed every two hours and one pedestrian was injured every eight minutes.



## **Protect your Bicycle:**

Many bikes are easily stolen because they are not locked. Your first line of defense is a good lock, properly used. Lightweight cable or chain locks are easily cut and offer little protection.

Many bikes are stolen from home (yard, porch, garage, dorm room, etc.) Store your bike in a secure place when not in use. If you are not sure your storage is secure, use your lock!

- DON'T ever leave a new bike unlocked. New bikes have the most value to thieves and they look for them.
- DON'T lock your bike to small trees, aluminum or wooden posts, or to chain link fences. These items can be easily broken or cut.
- DON'T lock your bike to anything posted as illegal. Check with your police department for local bicycle parking regulations.
- DON'T lock your bike to itself. A thief will just carry the whole bike away!

## **U-Locks vs. Cables. What is the correct choice?**

Although they are frequently used, the lightweight cable or chain locks no longer provides adequate security in most areas. In neighborhoods with a known bicycle theft problem the best choice is a strong, reliable U-lock.

**CITY OF TEMPE  
TRANSPORTATION COMMISSION**



**STAFF REPORT**

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**AGENDA ITEM 8**

**DATE**

February 6, 2014

**SUBJECT**

Future Agenda Items

**PURPOSE**

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

**BACKGROUND**

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

- Bike Registration Update (February)
- Passenger Rail Study (April)
- Transportation Master Plan (April)
- Youth Transit Pass Policies (April)
- Presentation by Arizona Transit Association on statewide funding
- Scottsdale/Rural Road BRT Link Service Study Update

**FISCAL IMPACT**

None

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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**ATTACHMENTS**

None