Transportation Commission

MEETING DATE
Tuesday, August 14, 2018
7:30 a.m.

MEETING LOCATION
Tempe Transportation Center, Don Cassano Room
200 E. 5th Street, 2nd floor
Tempe, Arizona

<table>
<thead>
<tr>
<th>AGENDA ITEM</th>
<th>PRESENTER</th>
<th>ACTION or INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Information</td>
</tr>
<tr>
<td>2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the May 8, 2018 meeting.</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Action</td>
</tr>
<tr>
<td>3. Proposition 400 Extension Eric Anderson with the Maricopa Association of Governments will provide information about the status of extending Proposition 400.</td>
<td>Eric Anderson, Maricopa Association of Governments</td>
<td>Information and Possible Action</td>
</tr>
<tr>
<td>4. Rio Salado and Beach Park Master Plan Staff will provide information on the Rio Salado and Beach Park Master Plan and next steps.</td>
<td>Bonnie Richardson, Public Works</td>
<td>Information and Possible Action</td>
</tr>
<tr>
<td>5. Bus System Performance, Transit Services Security Report and Streetcar Update Staff will present an update on Tempe's bus system including on-time performance, complaints, mechanical issues and accidents along with statistics regarding bus service, bus stop and facility security.</td>
<td>Eric Iwersen, Public Works and Jon King, Tempe Police Department</td>
<td>Information and Possible Action</td>
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<tr>
<td>6. Department &amp; Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transit agencies.</td>
<td>Public Works Staff</td>
<td>Information</td>
</tr>
<tr>
<td>7. Future Agenda Items Commission may request future agenda items.</td>
<td>Ryan Guzy, Commission Chair</td>
<td>Information and Possible Action</td>
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</tbody>
</table>

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 of the Tempe Transportation Commission held on Tuesday, May 8, 2018, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:
Ryan Guzy (Chair)  
Paul Hubbell  
Jeremy Browning  
Nigel A.L. Brooks  
Susan Conklu (via phone)  
Kevin Olson  
Charles Huellmantel

(MEMBERS) Absent:
Bonnie Gerepka

City Staff Present:
Shelly Seyler, Deputy Public Works Director  
Tony Belleau, Streetcar Design & Construction Manager  
Wydale Holmes, Strategic Management Analyst  
Stephanie Deitrick, Enterprise Geo Info System Manager  
Rosa Inchausti, Strategic Management/Diversity Director  
Michele Stokes, ADA Compliance Specialist  
Chase Walman, Transportation Planner  
Sue Taaffe, Public Works Supervisor  
Joe Clements, Transportation Financial Analyst  
TaiAnna Yee, Public Information Officer  
Julian Dresang, City Traffic Engineer  
Robert Yabes, Principal Planner

Guests Present:
John Federico, resident  
Bob Hazlett, MAG  
Thad Miller, ASU  
Bob Hazlett, MAG

Commission Chair Guzy called the meeting to order at 7:32 a.m.

Agenda Item 1 – Public Appearances
None

Agenda Item 2 – Minutes
Chair Guzy introduced the minutes of the April 10, 2018 meeting and asked for a motion.

Motion: Commissioner Don Cassano  
Second: Commissioner Brian Fellows  
Decision: Approved with Commissioner Charles Huellmantel abstaining.
Agenda Item 3 – Autonomous Vehicles
Rosa Inchausti, Stephanie Detrick and Thad Miller made a presentation about open data and autonomous vehicles. Topics of the presentation included:
- Open data portal
- Strategic management overview
- AV use modes
- Infrastructure
- Safe and secure communities
- AV pilots and initiatives in the US
- Policy considerations

Discussion by the Commission included the following questions and comments:
- What types of policies do you plan to create since local governments don’t traditionally license vehicles? The policies will most likely be related to zoning changes and ordinance updates.
- Shouldn’t this effort be a regional effort since some decisions Tempe makes will impact other communities? There will be several opportunities to partner with other cities.
- Will there be autonomous vehicle lanes only? That topic has not been discussed at the subcommittee level.
- Autonomous vehicles for personal use will be gradual while autonomous fleet used for ridesharing will be rapid.
- This may affect Vision Zero and the definition of complete streets.

Don Cassano and Nigel A.L. Brooks expressed an interest in joining Ryan Guzy on the subcommittee.

Agenda Item 4 – Autonomous Vehicles
Bob Hazlett made a presentation regarding autonomous vehicles. Topics of the presentation included:
- Game changing trends
- Current state of travel
- Levels of automation
- Connected and autonomous vehicles
- Cost per mile, by future state
- Consumer acceptance
- Opportunities and concerns
- Timing, safety, capacity, demand and energy/emissions
- Planning process
- Real estate implications
- Impact on public transit
- Local government considerations

Agenda Item 5 – MAG Design Assistance Grants
Chase Walman presented five projects for consideration for the MAG Design Assistance Grants. Topics of the presentation included:
- Overview
- Projects for consideration
  - Tempe Canal Multi-use Path
  - El Paso Multi-use Path Extension
  - Farmer Ave Bike/Ped Bridge
  - Chain BIKEIT Blvd. Route
  - Rio North Bank – Grand Canal Connection
Discussion by the Commission included the following questions and comments:

- A few commissioners expressed support for the El Paso Multi-use Path Extension, Tempe Canal Multi-use Path and Rio North Bank – Grand Canal Connection.
- Arguments were made by the Commissioners to support the least expensive design, the most complicated design or the project with the most regional impact.
- Could the Rio North Bank – Grand Canal Connection Project be phased? Yes
- If selected to receive a MAG design grant, will the project selected by the Commission be submitted for construction grants in August 2019? Yes

A motion was made to submit the El Paso Multi-use Path Extension project for a MAG Design Assistance Grant.

**Motion:** Commissioner Jeremy Browning  
**Second:** Commissioner Don Cassano  
**Decision:** Not approved

A motion was made to submit the Rio North Bank – Grand Canal Connection project for a MAG Design Assistance Grant.

**Motion:** Commissioner Brian Fellows  
**Second:** Commissioner Kevin Olson  
**Decision:** Approved

**Agenda Item 6 – ADA Transition Plan**
Michele Stokes made a presentation about the city’s ADA Transition Plan. Topics of the presentation included:

- Purpose
- Technology for collection and tracking
- Boundary assessments
- Findings
- Cost estimates
- Community input
- Next steps

Discussion by the Commission included the following questions and comments:

- How will infrastructure improvements be prioritized? Improvements will be prioritized based on a combination of severity of the deficiency and public comment.
- How are the curb ramps not compliant? Blind individuals need a direct path and some of our curb ramps do not provide that.
- A Commissioner stated that he likes that shade is being included in the plan.

**Agenda Item 7 – Fifth Street Streetscape**
Tony Belleau made a presentation about the Fifth Street Streetscape project. Topics of the presentation included:

- Project limits and context
- Project history
- Community outreach 2017
- Design goals and public feedback
- Design treatments
- Design direction and traffic capacity
- Next steps
Agenda Item 8 – Department & Regional Transportation Updates
None

Agenda Item 9 - Future Agenda Items
The following future agenda items have been previously identified by the Commission or staff:

June 12
- Streetcar
- DTA Update
- Bike Boulevards
- Rio Salado + Beach Park Master Plan

July 10

August 14
- Bus System Performance Update
- Transit Security Update
- T Intersections

September 11
- Annual Report
- Alameda Drive Streetscape
- North/South Railroad Spur MUP

October 9
- Annual Report
- Orbit Saturn

November 13
- Transit Resident Survey Results
- Vision Zero

December 11

January 8
- Commission Business

February 12
- Paid Media Plan

March 12
- McClintock Drive Reconfiguration Data
- Capital Improvements Project Update

TBD: Prop 500/BRT
TBD: Ordinances Related to Bicycles and Pedestrians

Susan Conklu requested that the topic of “Repaving Streets and Transportation Master Plan Project Interface” be added to a future agenda.

The next meeting is scheduled for June 12, 2018. The July meeting is tentatively cancelled.

The meeting was adjourned at 9:25 a.m.

Prepared by: Sue Taaffe
Reviewed by: Shelly Seyler
DATE
August 6, 2018

SUBJECT
Proposition 400 Extension

PURPOSE
Eric Anderson with Maricopa Association of Governments will make a presentation about the future of extending Proposition 400.

BACKGROUND
None

FISCAL IMPACT
None

RECOMMENDATION
None

CONTACT
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Deputy Public Works Director – Transportation
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Shelly_seyler@tempe.gov

ATTACHMENTS
PowerPoint
Where do we go from here?

MAG Transportation Review Committee
May 24, 2018
Proposition 400 Timeline

- Summer 2000: Kickoff of the RTP Process
- Expert Forums: Spring 2001
  - Demographics & Social Change
  - New Economy
  - Environmental & Resource Issues
  - Land use & Urban Development
  - Transportation Technology
- Completion of subarea studies - 2002
Formation of the Transportation Policy Committee – September 2002

- A.R.S. 6308 codified membership & responsibilities
  - MAG members
    - Central City
    - 7 largest cities
    - 5 for geographic balance
    - 1 Native American Indian Community
    - 1 Maricopa County Board of Supervisors member
    - State Transportation Board member
  - Six Business Representatives
    - Must be regional in nature
    - Transit representative
    - Freight representative
    - Construction representative

- Develop and recommend approval of the Regional Transportation Plan
Proposition 400 Timeline (con’t)

- HB 2292 – 2003 Legislative Session
  - Established TPC in law
  - No authorization of election
  - Required RTP by December 31, 2003
- TPC approves plan November 25, 2003
Proposition 400 Timeline (con’t)

• HB 2456 – 2004 Legislation Session for authorization to call for the public vote

• HB 2456 signed February 9, 2004
- Proposition 400
  - Expires December 31, 2025
  - Total Collections expected: $9.0 billion
  - Projected FY 2026 Revenues $640.0 million

- Proposition 500
  - $13 to $15 billion
$13.0 billion

Potential Future for the Regional Freeway and Highway Program

$3.5 billion Operations and Maintenance

Final determination will be made with the next generation of the MAG Regional Transportation Plan. Route locations are approximate and will be determined through appropriate environmental analyses.
Arterial Streets

- New and Improved streets
- Repair & Rehabilitation
- Pavement Preservation
2015 CORRIDORS W/ DEMAND VS EXISTING FREQUENT

GREEN LINES = EXISTING PEAK PERIOD FREQUENT (15 MIN OR BETTER) SERVICE
BLACK LINES = ADDITIONAL CORRIDORS WITH LIKELY DEMAND FOR FREQUENT SERVICE
RED = TRANSIT DEMAND FOR FREQUENT (15 MIN OR BETTER) SERVICE

- Expansion of regional bus service: Coverage & Frequency
- Maintenance and support facilities
Light rail expansion

[Map showing Light rail expansion plans and timeline]
Commuter rail
Work in Process

- Commuter Rail Update
- Regional Transit Framework Update
- Focus groups and surveys planned.
- Continue to analyze impact of technology:
  - Sharing economy and autonomous vehicle intro
  - More efficient transportation system
- Development of long-term revenue projections
- Development of Benefit : Cost Analysis models
Questions & Discussion

$15.7 bil transit plan endorsed

Valley officials’ OK clears way for possible vote

By Marty Nurney for Arizona Republic

A $15.7 billion plan to improve freeways, streets and transit over the next 20 years won unanimous approval Wednesday from Valley officials and transportation bosses. The plan, detailed by $40 billion in last-minute street and freeway improvements aimed at pleasing residents across the Valley, goes to the Maricopa Government next week for final approval.

Prop. 400 gets thumbs-up

Vote is seen as sign for future unity

By Pat Hensley and Bob Geller, The Arizona Republic

Kudos from the Valley’s half of transportation plan were pouring in as the public Tuesday, giving the state’s transportation plan a thumbs-up.

Arturo Valdes Jr., chairman of the Maricopa County Transportation Plan, says he is pleased with the results of the initiative, which was approved by 78 percent of voters in the state’s largest county.

"The fact that we were successful gives us confidence that we can do more in the future," said Valdes Jr. "We’ve got a lot of work to do, but this is a good start."
DATE
August 8, 2018

SUBJECT
Rio Salado and Beach Park Master Plan

PURPOSE
The purpose of the presentation is to provide the Commission with an update on the Rio Salado and Beach Park Master Plan.

BACKGROUND
The Rio Salado and Beach Park Masterplan is a comprehensive planning effort to develop improvement recommendations that will shape the area over the next 20 – 30 years. The Rio Salado and Beach Park area includes both sides of Tempe Town Lake between Priest Drive and Rural Road. The master plan will focus on programming, infrastructure, access, use of space and land/water activities to provide a blueprint for future of the area.

The community was invited to provide input on the conceptual draft plan for the Rio Salado and Beach Park Masterplan, a comprehensive planning effort to develop improvement recommendations that will shape the area over the next 20 to 30 years. A public meeting was held on May 9, 2018 where the draft plan was introduced to the community. Online feedback was collected through May 23, 2018.

The draft conceptual plan is a collection of maps and overlays that capture the ideas and recommendations that the city has received for the long-term vision of the area. There is no funding attached to any of the proposed ideas.

FISCAL IMPACT
None

CONTACT
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ATTACHMENTS
PowerPoint
RIO SALADO + BEACH PARK MASTERPLAN
Vibrant cities cultivate thriving urban forests that boost public health, safety, sustainability, and economic growth.
Help us imagine Rio Salado Beach Park’s full fruition.

1. Point of Pride?

2. How do you see this park in 20 years?

3. Value to your business/organization as a place to engage in?
   Up Close? (The Path + Park)
   From a Distance? (The View)

4. How will the park be embraced, created by stakeholders?
   Opportunities for Public/Private Investment,
   Collaboration with Nonprofits, Development of Park Foundation or Trust.

5. How will you help shape the Point of Pride by your presence?
   Value Added BY You?

6. How will being on the park shape your Identity and Brand?
   Value Added FOR You?

7. Missing Pieces: What would you add?

8. Biggest Obstacles: What would you subtract?

9. Economic Value: Most favorite thing here…?

PARK HISTORY

Between 500 A.D. to 1450 A.D., prehistoric Hohokam Indians use the river as part of their canal system.

In 1871, Charles Hayden started the Hayden Ferry crossing at the Salt River “Narrows,” using the water from the river for the flour mill.

In 1931, crews constructed the Mill Avenue bridge across the Salt River where Hayden’s Ferry had crossed.

In 1966, Dean James Elmore challenged his design students at ASU to create concepts that utilized the dry river bed.

Today, Tempe Town Lake is the second most visited site in Arizona. The Grand Canyon is #1. More than 2.5 million people visit Tempe Town Lake every year.

Information courtesy of www.tempe.gov
AN ACTIVE EPICENTER FOR A VIBRANT DOWNTOWN

- Amenities within 2 mile walking & biking radius
  - 1 mile = 20 min walk & 5 min bike ride

- Points of interest: Desert Botanical Garden, Phoenix Zoo & Indian Bend Wash

- Cultural amenities: Marquee Theater, Pueblo Grande Museum & Tempe Meadows

- Transit within Urban Core: Light Rail, Street Car, Orbit, Bike routes, Bus, etc.

- Adjacent to Phoenix Sky Harbor International Airport

- Open green space: Papago Park Preserve & Hayden Butte

- Historic landmarks: Lo Piano Bosque, Hayden Flour Mill & Tovrea Castle

- Sports Venues: Sun Devil Stadium, Tempe Diablo Stadium & Wells Fargo Arena
LARGEST EVENTS IN TEMPE BEACH

- Aloha Fest 100,000
- Octoberfest 100,000
- Kiwanis 4th of July 50,000
- Rock ‘n Roll Marathon 35,000
- Pat’s Run 35,000
- Ironman 20,000
- Innings Festival (New) 30,000
 Riparian habitat

 Public art

 Shade

 Food + beverage

 Family zones

 Engage with water’s edge

 Connectivity

 Play space

 Parking

 Amenities
NEXT STEPS

Fall 2018:
Final Public Review

Council Work Study Session = Sept. 20

Regular Council Meeting = Nov. 15
DATE
August 8, 2018

SUBJECT
Bus System Performance, Transit Services Security Report and Streetcar Update

PURPOSE
The purpose of this memo is to provide Commission with an overview of the Tempe Transit system, a bus system performance update, transit security information, and a lookahead including Tempe Streetcar operations and other upcoming transit initiatives.

BACKGROUND
Tempe Transit Program Overview: The City of Tempe Transit program plans, funds, and is a partner in providing the necessary oversight for Tempe’s fixed-route transit operations, including over 5.2 million annual revenue miles across multiple modes comprising fifteen local bus routes, three express bus routes, seven neighborhood circulator routes and one light rail alignment, in addition to accessible paratransit and RideChoice services.

Since July 2013, the City of Tempe has not directly managed the operating contract for transit service. The operation of Tempe’s transit system was regionalized in 2013 and is now administered by Valley Metro, which competitively outsources the bus operations and maintenance activities; the current contract is with First Transit, a national transit service provider. Regionalization of Tempe’s transit service was carried out in the interests of realizing efficiencies within the region and seamless service between and through cities.

Funding: The Tempe Transit system is primarily funded through the local Tempe transit tax, a half-cent sales tax approved by voters in 1996, along with proceeds from the regional Proposition 400 half-cent sales tax, a transportation funding initiative that extends through 2025, with 33% of the proceeds dedicated specifically to transit projects. The combined gross operating cost for bus and light rail service in Tempe is approximately $39 million annually. Federal grant funding is often applied to capital projects, including vehicles and facilities; for transit vehicles, the City typically receives an 80% match in federal subsidies. In addition to the Prop 400 funds, the gross cost of operating transit in Tempe is offset by partnerships with agencies like ASU and through farebox revenues.

Ridership Trends: For Fiscal Year 2018, 9.5M passenger boardings were reported across Tempe’s bus and rail network. Beginning in FY 2013, transit ridership in in Tempe has shown some decrease, congruent with nationwide transit ridership trends. Reasons for this trend may include reduction in fuel prices over the same period, and improving national economy, implementation of transportation network companies (TNC’s) like Uber and Lyft, improvements to the free ASU intercampus shuttle service and minimal enhancements to Tempe service and routes. However, Phoenix area regionwide increases in rail and bus ridership are observed in FY 2017 and FY 2018, respectively – in alignment with the rail extensions and bus service improvements that have been implemented, primarily in Phoenix due to their T2050 tax and Mesa’s light rail extensions.
Short term initiatives to attract transit ridership include ongoing efforts to improve bus stop amenities – including increased shade and shelters. Additionally, the City has partnered with ASU, Valley Metro and the City of Phoenix to reduce the purchase price of the ASU student transit pass by half the cost; for several years the cost had been increasing. Transit Oriented Development (TOD) efforts are ongoing to explore the feasibility of better connecting transit to new developments in Tempe. Long term initiatives to attract transit ridership and improve the accessibility of transit will depend on future funding initiatives and may include improvements to service frequency and span, changes that have recently resulted in increased transit utilization in other areas of the region.

**Bus System Performance:** Through a series of IGA's, the City contracts with Valley Metro for the provision of fixed route bus service. Valley Metro’s subcontractor, First Transit, provides the necessary support to operate and maintain Tempe’s bus system. First Transit’s contract performance is measured through five key performance indicators (KPIs), reported by Valley Metro monthly. A brief explanation of the five KPIs is provided below:

- **On-Time Performance (OTP)** measures how reliably service is adhering to the printed schedule.
- **Complaints per 100,000 Boardings** provides a measure for customer satisfaction.
- **Mechanical Failures per 100,000 Revenue Miles** reflects the contractors’ maintenance program performance and ability to respond to mechanical failures in a timely manner.
- **Percentage of Revenue Service Completed** compares the number of service miles missed to the number of service miles scheduled.
- **Accidents per 100,000 Total Miles** compares the number of preventable accidents to the number of total miles the fleet has traveled.

As detailed in the tables below, First Transit has demonstrated significant improvement over the past three years and also exceeded the performance standard in four of the five KPIs in FY 2018.

<table>
<thead>
<tr>
<th>Key Performance Indicator</th>
<th>Standard</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Time Performance (OTP)</td>
<td>≥ 92.00%</td>
<td>91.69%</td>
<td>92.11%</td>
<td>92.40%</td>
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<tr>
<td>Complaints per 100,000 Boardings</td>
<td>≤ 45</td>
<td>56.25</td>
<td>49.78</td>
<td>52.48</td>
</tr>
<tr>
<td>Mechanical Failures per 100,000 Revenue Miles</td>
<td>≤ 12</td>
<td>11.72</td>
<td>8.52</td>
<td>3.60</td>
</tr>
<tr>
<td>Percentage of Revenue Service Completed</td>
<td>≥ 99.85%</td>
<td>99.77%</td>
<td>99.91%</td>
<td>99.97%</td>
</tr>
<tr>
<td>Accidents per 100,000 Total Miles</td>
<td>≥ 0.90</td>
<td>0.80</td>
<td>0.67</td>
<td>0.83</td>
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Staff feels there has been a general improving trend of First Transit’s performance and that close coordination with Valley Metro and First Transit is critical to the service in Tempe.

**Transit Infrastructure:**

**Bus Stops/Shelters:** Tempe has more than 800 bus stops and roughly 40% have shelters with shade. Transit staff continue to work towards additional shade and shelter in line with Council objectives.

**Bus Bays:** Staff continues to implement bus bay prioritization as approved by City Council in 2017. 14 of the top 20 Council-prioritized bays will be completed by spring 2019.

**New bus shelter design:** Staff launched a design effort to develop a new bus shelter design for Tempe that will provide another shelter option throughout the community, where appropriate. The design will focus on use of sustainable materials, flexibility in size and shape, and rider attraction and comfort.
Security Update:
Transit Security in Tempe is responsible for security of the Light Rail and Local Bus system, Tempe Transportation Center, East Valley Bus Operations and Maintenance building and dedicated Park-n-Rides. Contract Security companies, on duty and off-duty Tempe Police officers and Valley Metro work together to provide a safe and secure Transit system for our customers and Transit employees. The Tempe Police Transit Sergeant participates as a member of the Regional Security Team with Valley Metro, Phoenix PD, Mesa PD, TSA and ADOT State Safety Oversight to address issues and trends that impact the entire system.

During fiscal year 17-18, Transit increased Tempe Police presence on light rail trains and platforms to improve security and overall passenger experience as a way to support increased ridership. Citations issued for civil light rail ordinance violations in Tempe increased over 300% in fiscal year 17-18 since adding increased police officer presence. Most of the citations are issued by light rail security, but prior to the added police presence, violators would often refuse to provide information to security or just walk away. City prosecutors and police personnel from Phoenix, Tempe and Mesa, along with Valley Metro representatives, worked together to develop a consistent trespassing policy that can be enforced across the entire Valley Metro Rail system.

Tempe officers are directed by the transit sergeant to address complaints and areas of concern from either passenger complaints or comments from bus operators. Many of the police officers who work bus security hear from the bus operators that they feel safer when officers ride the buses and appreciate the work they are doing at the bus stops. Tempe police officers have steadily increased enforcement numbers at bus stops and bus shelters to address bad behavior and keep the shelters clean and available for legitimate users. The number of criminal arrests has increased steadily since this program was established. The majority of arrests are for misdemeanor liquor law violations and warrants.

Orbit Saturn:
Orbit Saturn, the first Orbit route to serve South Tempe, has been operating since October 23, 2017. Approximately 60,000 boardings have been recorded since the service was introduced. This number is expected to grow as the service matures and awareness of the route is increased within the community.

Tempe Playlist – Saturn Sessions is a collaborative project between the City and AZ Creative Communities, which aims to integrate transit with arts and culture in south Tempe. The project invites local creatives to submit audio performances, which will be compiled in an audio podcast and marketed through graphics on-board the Orbit Saturn buses. Selected artists will also be invited to perform their submissions live at locations near the Saturn route. The project also serves as a branding initiative for Orbit service.

In the fall, staff will be researching, testing and evaluating vehicle options to replace the light-duty “cutaway” style Orbit vehicles that are approaching the end of their useful life. Replacement is scheduled incrementally over the next three years. Following significant outreach in 2013, the City began introducing heavy-duty Orbit buses manufactured by El Dorado in October 2017. Staff recognizes that smaller, light or medium-duty vehicles may remain an appropriate option for routes with lower peak passenger loads. A mixed fleet comprised of two vehicle sizes affords staff the opportunity to best match vehicle size to the needs of the Tempe community, while improving the public experience and perception surrounding the Orbit system.

Tempe Streetcar:
Utility relocation continued along the streetcar route throughout the summer, with work on University Drive (between Ash and Mill avenues) and on Rio Salado Parkway (between Mill Avenue and Marina Heights) completed Aug. 31. Work in these areas was conducted at night, and traffic flow was maintained in both directions.
The construction team is also completing utility relocation work on Rio Salado west of Mill Avenue in advance of building the roundabout at 1st Street / Ash Avenue / Rio Salado Pkwy, a Concurrent Non Project Activity (CNPA) project identified and approved by the City Council in fall 2017. In order to complete the work as efficiently as possible and minimize construction impacts to stakeholders, including the many large community events that occur at Tempe Town Lake and Tempe Beach Park, Rio Salado Parkway is closed between Mill and Ash avenues from Aug. 20 until Sept. 14.

Signing of the Small Starts Grant Agreement (SSGA) is anticipated in early 2019. The project team is pursuing a Letter of No Prejudice (LONP) to allow formal construction (trackway, stops, etc.) to begin prior to SSGA signing. Similarly, the project previously received LONPs to allow purchase of streetcar vehicles and rail. This summer, Tempe, Mesa and Valley Metro kicked off a streetcar extension study to evaluate potential extensions of the Tempe Streetcar route to connect with destinations such as: Tempe Public Library, NOVUS, Tempe Marketplace, Riverview and Wrigleyville, as well as Mesa’s downtown and Fiesta District. The study is expected to be complete by December 2019.

Next Steps:
- Valley Metro Board approval of First Transit contract extension for its final four years
- Orbit Saturn Council update November 2018
- FLASH route and schedule changes public process
- Orbit fleet purchase and public process
- Streetcar construction
- New shelter design
- Bus bay implementation

FISCAL IMPACT
Transit Fund and Proposition 400 funds to continue funding of Tempe Transit services. All funding is approved through annual budget process

CONTACT
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ATTACHMENTS
Powerpoint
Bus Bay Prioritization List
Bus System Performance, Transit Services Security Report and Streetcar Update

Transportation Commission
August 14, 2018
Agenda

- Program overview
- Ridership performance & trends
- First Transit performance
- Bus Shelter and Bay update
- Transit Security
- ORBIT Saturn
- Streetcar
- Upcoming
Tempe Transit Program

- 15 local & 3 express bus routes
- 7 neighborhood circulators (6 Orbit + FLASH)
- 6 miles of light rail & 9 stations
- Tempe Transportation Center & EVBOM
- 786 bus stops / 307 shelters (39% shelters)
- 89 bus pull outs
- Youth transit pass
- Ride Choice & Paratransit
- Over 53 million boardings, past five years
Tempe Transit Program

- Tempe Transit “regionalized” in 2013
- Service operated by Valley Metro
  - Operations & vehicle maintenance contracted to First Transit
  - 2019: Option for final 4-year contract extension
- Tempe manages & owns capital assets
  - Tempe Transportation Center
  - East Valley Bus Operations and Maintenance Facility
  - 786 bus stops and amenities
    - 89 Bus Pullouts
    - 309 Shelters
  - 124 fixed-route buses
  - Pedestrian & bike improvements supporting Transit
    - Streetscape, Pathways
Tempe Transit Program FUNDING

- **Tempe Transit Tax**
  - $38.6 million (FY19) OFFSET by:
    - Farebox recovery: $6M (declining)
    - Prop 400: $4.3M
    - Fed grants: $3M (declining)
    - ASU: $1M (Orbit/Flash)

- **Proposition 400 (regional funding)**
  - Extends through 2026
  - Streetcar capital
  - Critical operations funding

- **Federal Grants**
  - Capital projects (vehicles and facilities)
Transit Ridership Performance

Annual Boardings - Millions

Regional Bus
Regional Rail
Tempe Bus
Tempe Rail

FY 2014
FY 2015
FY 2016
FY 2017
FY 2018
Transit Ridership Performance

Trends by transit mode

- Nationwide ridership decline
- Express and Local bus – more significant decline (Tempe)
- Valley Metro Rail – slight decline (Tempe)
  - Some regional increase coincides with Phoenix and Mesa LRT extensions
- Neighborhood Circulators – slight decline (Tempe)

Thoughts on these trends?

- Orbit remains strong, Saturn expansion/Flash re-route should bolster
- Uber/Lyft
- Economic changes, fuel prices, car ownership
- Student ridership patterns, cost of student pass, improved ASU shuttles
Transit Ridership Performance

What are we doing?
- Bus stop improvements
- Reduce u-pass costs
- Transit Oriented Development/complimentary land use

What can we do?
- Frequency enhancements
- Extended hours of service
First Transit Performance Measures

- On time performance
- Accidents
- Customer complaints
- Mechanical failures
- % of revenue miles completed
- Current 3-year contract expires June 30, 2019
- 4-year option to extend (July 1, 2019 – June 30, 2023)
On Time Performance (OTP)

- FY16: 91.69%
- FY17: 92.11%
- FY18: 92.40%

On Time Performance Measures

Assesses vehicle schedule adherence

Exceeding performance standard (92%)
FIRST TRANSIT PERFORMANCE MEASURES

- First Transit customer service education and training
- Orbit, Pass-Ups, Respect the Rider
- Tempe and Valley Metro staff coordination
Reflects successful fleet maintenance efforts

Demonstrates coordination between First Transit Operations and Maintenance teams
First Transit Performance Measures

Percentage of Revenue Service Completed

- FY16: 99.77%
- FY17: 99.91%
- FY18: 99.97%

- Standard: 99.85%

Exceeding performance standard (99.85%)
Resources dedicated to minimizing service interruptions
First Transit Performance Measures

Accidents per 100,000 Total Miles

- FY16: 0.80
- FY17: 0.67
- FY18: 0.83

Exceeding performance standard (0.9 accidents / 100,000mi)

Continued improvements to First Transit Safety & Training department
Bus Bays and Shelters

**Bus Pullouts**
- 89 existing
- Prioritization matrix accepted spring 2017
- 15 in design/construction for 2019 completion

**Bus Stops**
- 786 bus stop locations
- 307 bus shelters
- Ongoing rehabilitation/replacement efforts
- Pursuing new shelter design
- Partnering with upcoming developments and streetscape projects
## Transit Security Update – Light Rail

### UCR Part 1, UCR Part 2, and Total Crimes

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<th>Month</th>
<th>UCR Part 1</th>
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<td>Aug-17</td>
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<td>Sep-17</td>
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<td>Oct-17</td>
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<td>Nov-17</td>
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<td>Jan-18</td>
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<td>Apr-18</td>
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<td>May-18</td>
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<td>Jun-18</td>
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### Crimes at Specific Locations

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<th>Feb-18</th>
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Part 1 and Part 2 crimes within 1/10th mi of LRT alignment

Part 1 and Part 2 crimes reported at station platforms
Light Rail Security Update

- Regional security approach
- Light Rail is a system not a segment
- Regional security team
- System wide trespassing enforcement
- Off-duty police deployment model similar to partner cities
- Special events
- Daily end of service moved from Mill to Priest
Original focus - to provide an on-board presence on local fixed route and Orbit buses

Evaluated feedback from transit survey, bus operator comments and officer observations

2016 - added focus of strict enforcement at bus shelters while still providing on-board presence

Plain clothes deployments have proven effective

Majority of arrests are for public consumption

Social services are offered when appropriate
Launched October 23, 2017
54,000+ boardings
First Orbit to serve South Tempe
Tempe Playlist – Saturn Sessions
Utility relocation
- University – Ash to Mill: ongoing thru 8/31
- Rio Salado – east of Mill: ongoing thru 8/31
- Rio Salado – Ash to Mill: closed 8/20–9/14 (CNPA)

1st / Ash / Rio roundabout

SSGA – early spring
- Pursuing LONP to allow formal construction in advance of SSGA

Streetcar Extension Study
- Tempe, Mesa, Valley Metro
**Miscellaneous Transit Updates**

- **Intercity Bus Service Agreements**
  - Megabus
  - Flixbus

- **Route 32**
  - Partnership with City of Phoenix
  - Extension to Arizona Mills Mall

- **Orbit Bus Testing**
  - Exploring replacement Orbit vehicles
  - Complementary to recent Orbit fleet additions
Transit Service Contracts – September
First Transit Contract Extension – Oct. 18, Valley Metro Board
Orbit Saturn Update – Nov. 15
Orbit fleet purchases
Streetcar operations, financing, system integration
FLASH circulator study with ASU
Bus stop shelter design and bay installs
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DATE
August 6, 2018

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:

• September 11
  o Annual Report
  o Autonomous Vehicles
  o El Paso Multi-Use Path Project
  o North/South Railroad Spur MUP
  o College Avenue Bike Lanes
  o Bike Share
• October 9
  o Annual Report
  o Prop 500/BRT
  o Bicycle and Pedestrian Grants
  o T Intersections
  o Repaving Streets and Transportation Master Plan Project Interface
  o Bikelt
• November 13 (Joint meeting with Sustainability Commission)
  o Climate Action Plan + Transportation
  o Orbit Saturn
• December 11
  o Alameda Drive Streetscape
  o Market Research
  o Vision Zero
• January 8
  o Commission Business
• February 12
  o Paid Media Plan
• March 12
  o McClintock Drive Reconfiguration Data
  o Capital Improvements Project Update
• April 9
• May 14
  o MAG Design Assistance Grants
• TBD: Ordinances Related to Bicycles and Pedestrians

RECOMMENDATION
This item is for information only.

CONTACT
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480-350-8854
shelly_seyler@tempe.gov