# Transportation Commission

## Public Meeting Agenda

**Transportation Commission**

**MEETING DATE**
Tuesday, February 12, 2019  
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>
</table>
| 1. Public Appearances  
The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen. | Brian Fellows, Commission Chair | Information |
| 2. Approval of Meeting Minutes  
The Commission will be asked to review and approve meeting minutes from the January 8, 2019 meeting. | Brian Fellows, Commission Chair | Action |
| 3. Update on Prop 400 Extension Tasks  
Maricopa Association of Governments staff will present information on the extension of Prop 400 and current regional transportation studies. | Audra Koester Thomas, Maricopa Association of Governments | Information and Possible Action |
| 4. McClintock Drive Reconfiguration Data  
Staff will provide traffic and bicycle volumes and crash data related along the McClintock Drive corridor. | Julian Dresang, Public Works | Information and Possible Action |
| 5. First Street/Ash Avenue/Rio Salado Parkway Intersection Update  
Staff will present the 100% designs for the project. | Tony Belleau, Public Works | Information |
| 6. Department & Regional Transportation Updates  
Staff will provide updates and current issues being discussed at regional transit agencies. | Public Works Staff | Information |
| 7. Future Agenda Items  
Commission may request future agenda items. | Brian Fellows, Commission Chair | Information and Possible Action |

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.
Minutes held on Tuesday, January 8, 2019, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:
Susan Conklu
Jeremy Browning
JC Porter
Paul Hubbell
David A. King (via phone)
John Kissing
Pam Goronkin
Brian Fellows (Chair)
Lloyd Thomas (via phone)
Shana Ellis
Cyndi Streid
Ryan Guzy
John Federico
Peter Schelstrete

(MEMBERS) Absent:
Bonnie Gerepka

City Staff Present:
Shelly Seyler, Deputy Public Works Director
Vanessa Spartan, Planner II
Chase Walman, Planner II
TaiAnna Yee, Public Information Officer
Joe Clements, Transportation Financial Analyst
Julian Dresang, City Traffic Engineer
Sue Taaffe, Public Works Supervisor
Robert Yabes, Principal Planner
Shauna Warner, Neighborhood Services Manager
Bonnie Richardson, Principal Planner

Guests Present:
Jason Simmers

Commission Chair Ryan Guzy called the meeting to order at 7:31 a.m.

Agenda Item 1 – Public Appearances
There were no public appearances.

Agenda Item 2 – Minutes
Commission Chair Ryan Guzy introduced the minutes of December 11, 2018 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Paul Hubbell
Second: Commissioner Cyndi Streid

Decision: Approved by Commissioners:


Agenda Item 3 – Commission Business
Chair Guzy asked for a motion for the Transportation Commission to select the position of Chair and Vice-Chair for 2019. A motion was made to select Brian Fellows as Chair.

Motion: Commissioner Susan Conklu
Second: Commissioner Paul Hubbell

Decision: Approved by Commissioners:

<table>
<thead>
<tr>
<th>Commissioner</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan Conklu</td>
<td>Brian Fellows (Chair)</td>
</tr>
<tr>
<td>Jeremy Browning</td>
<td>Lloyd Thomas (via phone)</td>
</tr>
<tr>
<td>JC Porter</td>
<td>Shana Ellis</td>
</tr>
<tr>
<td>Paul Hubbell</td>
<td>Cyndi Streid</td>
</tr>
<tr>
<td>David A. King (via phone)</td>
<td>Ryan Guzy</td>
</tr>
<tr>
<td>John Kissinger</td>
<td>Ryan Guzy</td>
</tr>
<tr>
<td>Pam Goronkin</td>
<td>John Federico</td>
</tr>
</tbody>
</table>

A motion was made to select Shana Ellis as Vice-Chair.

Motion: Commissioner Pam Goronkin
Second: Commissioner Cyndi Streid
Decision: Shana Ellis withdrew her name.

A motion was made to select Ryan Guzy as Vice-Chair.

Motion: Commissioner Susan Conklu
Second: Commissioner John Kissinger

Decision: Approved by Commissioners:

<table>
<thead>
<tr>
<th>Commissioner</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan Conklu</td>
<td>Brian Fellows</td>
</tr>
<tr>
<td>Jeremy Browning</td>
<td>Lloyd Thomas (via phone)</td>
</tr>
<tr>
<td>JC Porter</td>
<td>Shana Ellis</td>
</tr>
<tr>
<td>Paul Hubbell</td>
<td>Cyndi Streid</td>
</tr>
<tr>
<td>David A. King (via phone)</td>
<td>Ryan Guzy</td>
</tr>
<tr>
<td>John Kissinger</td>
<td>John Federico</td>
</tr>
<tr>
<td>Pam Goronkin</td>
<td></td>
</tr>
</tbody>
</table>

Transportation Commission meetings will remain on the second Tuesday of the month at 7:30 a.m.

Agenda Item 4 – Roundabouts
Julian Dresang made a presentation about several roundabouts in design within Tempe. Topics of the presentation included:
• Description of a roundabout
• Operations
• Benefits including safety and capacity
• Public attitude
• College Avenue & McKellips Road (single) location
• First Street/Ash Street/Rio Salado (multilane) location
• Priest Drive & Grove Parkway (multilane) location
• Traffic studies
• Public input
• Estimated costs
• Options:
  o Postpone both projects and explore funding options as part of FY 2020 CIP budget process
  o Move forward with construction of Priest & Grove Pkwy roundabout ONLY
    ▪ Transfer $400,000 currently programmed for construction of the College & McKellips roundabout
    ▪ Requires an additional approx. $100,000 of CIP funding or other budget measure
  o Move forward with construction of both roundabouts
    ▪ Requires an additional $1 million of CIP funding or other budget measure

Discussion included how these locations were selected, how bicycles navigate roundabouts, costs associated with roundabouts vs. signals, and how autonomous vehicles navigate roundabouts.

A motion was made to forward option #2 to the City Council for consideration.

**Motion:** Commissioner Pam Goronkin  
**Second:** Commissioner Cyndi Streid

**Decision:** Approved by Commissioners:

- Susan Conklu
- Jeremy Browning
- JC Porter
- Paul Hubbell
- David A. King (via phone)
- John Kissingler
- Pam Goronkin
- Brian Fellows
- Lloyd Thomas (via phone)
- Shana Ellis
- Cyndi Streid
- Ryan Guzy
- John Federico

**Agenda Item 5 – T Intersections**

Julian Dresang made a presentation about how t-intersections function in Tempe. Topics of the presentation included:

- Background
- Operations
- Conflict points
- Options
  o Do Nothing (Most Function Very Well)
  o Leading Pedestrian Interval (LPI or “Ped Jump”)
  o Signs (example: TURNING TRAFFIC MUST YIELD TO PEDESTRIANS”)
- Bicycle interface
Discussion included exploring improving t-intersections adjacent to ASU (specifically Vista del Cerro) and impacts to bicyclists. Staff explained that this issue is being addressed as part of the bicycle and pedestrian City Council Working Group. Staff will present the draft edits to the City ordinance related to this topic at an upcoming Transportation Commission meeting. Consensus was not requested.

**Agenda Item 6 – Department & Regional Transportation Updates**
Susan Conklu informed the Commission that the City of Scottsdale passed its stand-up electric mini scooter ordinance in December.

**Agenda Item 7 - Future Agenda Items**
Brian Fellows requested that the First Street/Ash Avenue/Rio Salado Parkway roundabout design be presented to the Transportation Commission at a future meeting.
- February 12
- March 12
  - Alameda Drive Streetscape
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
  - El Paso MUP
  - Grand Canal MUP
- April 9
  - Vision Zero
  - Speed Limits
  - Paid Media Plan
  - Prop 500/BRT
- May 14
  - MAG Design Assistance Grants
  - Bike Hero Award
  - 20 Minute City
- June
- July
- August
  - Transit Security Update
- September
  - Annual Report
  - North/South Railroad MUP
- October
  - Annual Report
- November
- December
- TBD: Ordinances Related to Bicycles and Pedestrians

The next meeting is scheduled for February 12, 2019.

The meeting was adjourned at 8:55 a.m.

Prepared by: Sue Taaffe
Reviewed by: Shelly Seyler
Propositions 300 and 400 have played a large part in shaping the region and fueling our economy. Combined, the Propositions have delivered a regional freeway system, high-capacity transit investments, and contributions to a growing multimodal network. A primary focus of the Maricopa Association of Governments (MAG) is the development of the next Regional Transportation Plan, *Imagine*, and the associated planning for the extension of Proposition 400. An update on the planning work underway and future activities will be provided.

**Background**
Proposition 300 was a 20-year, half-cent sales tax overwhelmingly passed by Maricopa County voters (72 percent) on October 8, 1985. Revenues from Proposition 300 were used to fund important freeway investments including the Outer Loop (known today as Loop 101) and the Squaw Peak Parkway (today’s State Route 51, Piestewa Freeway). A small amount of funding from Proposition 300 was also allocated to regional transit planning. Proposition 300 went into affect on January 1, 1986, and collections expired on December 31, 2005.

On November 2, 2004, voters of Maricopa County approved Proposition 400, a 20-year continuation of the half-cent sales tax (Proposition 300). This current half-cent sales tax extension went into affect on January 1, 2006, and collections will expire on December 31, 2025. Revenues collected from the half-cent sales tax fund multimodal transportation projects and programs in Maricopa County. As required by state statute (A.R.S. 42-6105), 56.2 percent of all sales tax collections are distributed to freeway and highway improvements; 10.5 percent are distributed to arterial street improvements; and, 33.3 percent are distributed to transit improvements.

Several policy documents guide how decisions regarding transportation investments are made. 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 plans...
transportation plans must be updated at least every four years, use performance-based planning, and be prepared with engagement from the public, stakeholders and coordinated with our partners. As articulated by state statute, the region uses its long-range transportation plan, MAG’s Regional Transportation Plan, as the blueprint for how revenues from Proposition 400 are used. The MAG Transportation Policy Committee is responsible for developing, amending and updating the Regional Transportation Plan.

While the Regional Transportation Plan serves as a blueprint for future planned improvements, three life cycle programs were established as management tools used by agencies to implement specific investments funded by Proposition 400. These life cycle programs are:

- Freeway Life Cycle Program, managed in partnership by the Maricopa Association of Governments and Arizona Department of Transportation and implemented by the Arizona Department of Transportation.
- Arterial Life Cycle Program, managed by the Maricopa Association of Governments and implemented by local jurisdictions.
- Transit Life Cycle Program, managed and implemented by Valley Metro (Regional Transportation Authority).

**Policy Questions**
There is no doubt that the continuation of a regional investment is needed to expand, improve and optimize the region’s transportation infrastructure. From a technical perspective, studies are underway to analyze future multimodal transportation needs and will continue over the next few years. However, there are a number of policy questions that will need to be addressed by the Transportation Policy Committee before a request to extend the tax is put before the voters. These policy questions include, but are not limited to:

- Validation of the purpose of the tax to build and maintain regional transportation components;
- Rate and term of the tax extension;
- Modal allocation and/or composition of investment priorities;
- Degree of specificity or flexibility of future program investments.

**Timeline**
Current planning assumes the extension of Proposition 400 to be placed on the November 2022 ballot. In order to accommodate this timeline, the new Regional Transportation Plan must be developed by the end of 2021 and conformity analysis performed to ensure it complies with air quality conformity regulations.
Contact
Audra Koester Thomas
Transportation Planning Program Manager
602-254-6300
akthomas@azmag.gov

Figure 1: Planning Process for the Development of the Regional Transportation Plan and Extension of Proposition 400
Update on Proposition 400
Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER
Foundation

Analysis

Development

Election

Tentative Election Target
November 2022
Foundation

Values Mapping

Other Activities
Enabling legislation
Goals and objectives
Target setting
Why values mapping?

Gain a better *understanding* of public *attitudes* regarding regional transportation *needs* and investment *priorities*. Results will help inform the *development* of the next *regional transportation plan*. 
Analysis

- Technical needs studies
- Socioeconomic Projections

Other Activities
- Census
- Revenue projections
- Scenario development
Other Activities
Plan drafting and refinement
Air quality conformity analysis
Plan adoption
Other Activities
Publicity pamphlet
*Campaign

Request ballot placement
Continuous public and stakeholder engagement
Update on Proposition 400
Extension Tasks

AUDRA KOESTER THOMAS
TRANSPORTATION PLANNING PROGRAM MANAGER
DATE
February 12, 2019

SUBJECT
McClintock Drive – Traffic Data Update

PURPOSE
The purpose of this memo is to provide Commission with traffic data gathered over the past 6 years for the section of McClintock Drive between Apache Boulevard and Guadalupe Road.

BACKGROUND
Traffic Engineering has continued to collect data and feedback following the striping changes that removed vehicular traffic lanes and added bicycle lanes on portions of McClintock Drive. The data includes vehicular traffic volumes, bicycle volumes, vehicular travel times and crash data. The following is a brief summary of the findings:

- **Traffic Volumes:** Traffic volumes in 2016, 2017, and 2018 continue to measure in the range of approximately 25,000 to 35,000 vehicles per day along the corridor. Traffic volumes in 2004 measured in the range of approximately 35,000 to 45,000 vehicles per day along the same corridor.
- **Bicycle Volumes:** Bicycle volumes remain low, when compared to vehicular volumes, but the bicycle lanes continue to get daily use.
- **Travel Times:** Travel times are showing a steady increase (2-3 minutes) along the corridor.
- **Crash Data:** With 3 years of before and after data, crash frequencies continue to show minimal change along the corridor (intersection or midblock). However, crash severity (fatal and serious injury) has decreased significantly at the midblock locations (9 “before”, 0 “after”).

DATA

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Apache to Broadway</td>
<td>ND</td>
<td>31,175</td>
<td>32,863*</td>
<td>34,913</td>
<td>27,115</td>
<td>32,619</td>
<td>29,849</td>
<td>29,043</td>
<td>32,619</td>
<td>29,043</td>
<td>32,438</td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>36,487</td>
<td>27,807</td>
<td>31,722*</td>
<td>30,782</td>
<td>29,780</td>
<td>29,785</td>
<td>34,073</td>
<td>35,629</td>
<td>30,279</td>
<td>35,352</td>
<td>35,888</td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>44,951</td>
<td>ND</td>
<td>35,167</td>
<td>37,670</td>
<td>30,011</td>
<td>34,725</td>
<td>36,094</td>
<td>31,775</td>
<td>35,888</td>
<td>35,619</td>
<td>35,619</td>
</tr>
<tr>
<td>Guadalupe to Elliot</td>
<td>34,189</td>
<td>27,418</td>
<td>24,510*</td>
<td>ND</td>
<td>28,053</td>
<td>26,136</td>
<td>29,357</td>
<td>35,422</td>
<td>ND</td>
<td>ND</td>
<td></td>
</tr>
</tbody>
</table>

Table 1: Average Daily Vehicular Data
NOTE: ND = No Data Collected, *ASU on Spring Break
Table 2: Bicycle Traffic Counts  
NOTE: AM = 7am-9am, PM = 4pm-6pm  

<table>
<thead>
<tr>
<th></th>
<th>2016 AM(PM)</th>
<th>2017 AM(PM)</th>
<th>2018 AM(PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jul</td>
<td>Aug</td>
<td>Sept</td>
</tr>
<tr>
<td>Broadway</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Southern</td>
<td>10(12)</td>
<td>-</td>
<td>13(13)</td>
</tr>
<tr>
<td>US 60</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Baseline</td>
<td>9(12)</td>
<td>10(8)</td>
<td>6(10)</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Table 3: Vehicular Travel Times  
NOTE: AM = 7am-9am, PM = 4pm-6pm  

McClintock Corridor (University to Guadalupe)
Table 4: Vehicular Travel Times
NOTE: AM = 7am-9am, PM = 4pm-6pm

<table>
<thead>
<tr>
<th></th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache</td>
<td>33</td>
<td>2</td>
</tr>
<tr>
<td>Broadway</td>
<td>52</td>
<td>0</td>
</tr>
<tr>
<td>Southern</td>
<td>40</td>
<td>0</td>
</tr>
<tr>
<td>US 60</td>
<td>43</td>
<td>1</td>
</tr>
<tr>
<td>Baseline</td>
<td>23</td>
<td>0</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>40</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>231</td>
<td>5</td>
</tr>
</tbody>
</table>

Table 5: Safety (Crashes) at Major Intersections
NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18
Table 6: Safety (Crashes) at Minor Intersections
NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18

<table>
<thead>
<tr>
<th>Location</th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache to Broadway</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>24</td>
<td>1</td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>US 60 to Baseline</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>Baseline to Guadalupe</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>72</td>
<td>2</td>
</tr>
</tbody>
</table>

Table 7: Safety (Crashes) at Midblock Locations
NOTE: Before = 8/1/12 to 7/31/15, After = 8/1/15 to 1/31/18

<table>
<thead>
<tr>
<th>Location</th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache to Broadway</td>
<td>66</td>
<td>3</td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>140</td>
<td>1</td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>48</td>
<td>1</td>
</tr>
<tr>
<td>US 60 to Baseline</td>
<td>55</td>
<td>4</td>
</tr>
<tr>
<td>Baseline to Guadalupe</td>
<td>58</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>367</td>
<td>9</td>
</tr>
</tbody>
</table>

NEXT STEPS:
- Complete Design & Construction of McClintock between Apache & Campus, which will add back one additional southbound vehicular travel lane.
- Continue to Collect & Monitor Data

FISCAL IMPACT:
No anticipated fiscal impact.

RECOMMENDATION: None

ATTACHMENTS:
PowerPoint

CONTACT:
Julian Dresang
480-350-8025
julian_dresang@tempe.gov
McClintock Drive
Traffic Data Update

Transportation Commission
February 12, 2019

Tempe
Travel Lane Configuration

- **Striping changed July 2015**
  - Corridor went from 45 lane miles to 40.
  - 7.5 miles of bike lanes added.

- **Striping changed March 2018**
  - Corridor went from 40 lane miles to 41.
  - 7.5 miles of bike lanes remain.
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Apache to Broadway</td>
<td>ND</td>
<td>31,175</td>
<td>32,863*</td>
<td>34,913</td>
<td>27,115</td>
<td>32,619</td>
<td>29,849</td>
<td>29,043</td>
<td>32,438</td>
<td></td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>36,487</td>
<td>27,807</td>
<td>31,722*</td>
<td>30,782</td>
<td>29,780</td>
<td>29,785</td>
<td>34,073</td>
<td>35,629</td>
<td>30,279</td>
<td></td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>44,951</td>
<td>ND</td>
<td>35,167</td>
<td>37,670</td>
<td>30,011</td>
<td>34,725</td>
<td>36,094</td>
<td>31,775</td>
<td>35,888</td>
<td></td>
</tr>
<tr>
<td>US 60 to Baseline</td>
<td>43,842</td>
<td>37,496</td>
<td>32,755</td>
<td>37,470</td>
<td>30,496</td>
<td>35,352</td>
<td>34,108</td>
<td>33,365</td>
<td>35,619</td>
<td></td>
</tr>
<tr>
<td>Baseline to Guadalupe</td>
<td>35,326</td>
<td>30,170</td>
<td>25,208*</td>
<td>28,945</td>
<td>27,958</td>
<td>27,441</td>
<td>28,795</td>
<td>28,747</td>
<td>29,108</td>
<td></td>
</tr>
<tr>
<td>Guadalupe to Elliot</td>
<td>34,189</td>
<td>27,418</td>
<td>24,510*</td>
<td>ND</td>
<td>28,053</td>
<td>26,136</td>
<td>29,357</td>
<td>35,422</td>
<td>ND</td>
<td></td>
</tr>
</tbody>
</table>

_Average Daily Vehicular Traffic_

*ND* (No Data Collected) & *ASU on Spring Break
# Bicycle Traffic Counts

<table>
<thead>
<tr>
<th></th>
<th>2016 AM(PM)</th>
<th>2017 AM(PM)</th>
<th>2018 AM(PM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jul  Aug</td>
<td>Sept</td>
<td>Jan  Mar</td>
</tr>
<tr>
<td>Broadway</td>
<td>-</td>
<td>-</td>
<td>7(20)</td>
</tr>
<tr>
<td>Southern</td>
<td>10(12)</td>
<td>-</td>
<td>13(13)</td>
</tr>
<tr>
<td>US 60</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Baseline</td>
<td>9(12)</td>
<td>10(8)</td>
<td>6(10)</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

AM (7am-9am), PM (4pm-6pm)
McClintock Corridor (University to Guadalupe)

AM (7am-9am), PM (4pm-6pm)
## Safety (Crashes): Intersections

### Major Intersections

<table>
<thead>
<tr>
<th></th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache</td>
<td>33</td>
<td>2</td>
</tr>
<tr>
<td>Broadway</td>
<td>52</td>
<td>0</td>
</tr>
<tr>
<td>Southern</td>
<td>40</td>
<td>0</td>
</tr>
<tr>
<td>US 60</td>
<td>43</td>
<td>1</td>
</tr>
<tr>
<td>Baseline</td>
<td>23</td>
<td>0</td>
</tr>
<tr>
<td>Guadalupe</td>
<td>40</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>231</td>
<td>5</td>
</tr>
</tbody>
</table>

### Minor Intersections

<table>
<thead>
<tr>
<th></th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache to Broadway</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>24</td>
<td>1</td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>US 60 to Baseline</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>Baseline to Guadalupe</td>
<td>21</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>72</td>
<td>2</td>
</tr>
</tbody>
</table>

"Before" vs. "After" comparison shows a decrease in crashes at all serious intersections.
<table>
<thead>
<tr>
<th>Route</th>
<th>3 Years “Before”</th>
<th>3 Years “After”</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All</td>
<td>Serious</td>
</tr>
<tr>
<td>Apache to Broadway</td>
<td>66</td>
<td>3</td>
</tr>
<tr>
<td>Broadway to Southern</td>
<td>140</td>
<td>1</td>
</tr>
<tr>
<td>Southern to US 60</td>
<td>48</td>
<td>1</td>
</tr>
<tr>
<td>US 60 to Baseline</td>
<td>55</td>
<td>4</td>
</tr>
<tr>
<td>Baseline to Guadalupe</td>
<td>58</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>367</td>
<td>9</td>
</tr>
</tbody>
</table>
1. Complete Design & Construction of McClintock between Apache & Campus
   - Add back one southbound travel lane.
2. Continue to Collect & Monitor Data
DATE
February 12, 2019

SUBJECT
First Street/Ash Avenue/Rio Salado Parkway Intersection Update

PURPOSE
The purpose of this memo and PowerPoint is to provide the Transportation Commission with an update on the status of the First / Ash / Rio Intersection Realignment – as a Concurrent Non-Project Activity (CNPA) of the Tempe Streetcar.

BACKGROUND INFORMATION
This project was identified to explore options to realign this offset intersection for better connectivity to neighborhoods and development west of the intersection. Until approximately 1985, the intersection had direct access east and west. Rio Salado Parkway was realigned with the development of Old Towne Square in the 1980s and Tempe Beach Park in the mid ‘90s, creating an offset intersection with no direct westbound travel from downtown to the areas west. A feasibility study was conducted in 2009, outlining alignment alternatives and projected impacts on mobility, development, cost and right-of-way. At that time, a roundabout solution was preferred, but due to budget constraints the project wasn’t advanced into formal design and construction.

In 2016, the possibility of realigning the intersection was revisited as a simultaneous effort with the Tempe Streetcar design. The City Council approved funding for design and some construction money in the CIP FY 2017 budget. City staff worked with consultants to develop design alternatives, which were evaluated for impacts to vehicle, bike, transit and pedestrian operations, connectivity and cost. Four alternatives were presented for public feedback in spring 2017, including: a public meeting in April 2017, board and commission outreach, one-on-one meetings with stakeholders and online feedback. Staff provided an update at the May 22, 2017, City Council Issue Review Session that included analysis of the alternatives and summary of public feedback. Council identified the Roundabout as the preferred alternative.

In the summer of 2017, City staff and consultants continued discussion with stakeholders, including adjacent property owners (Old Towne Square, Cousins Properties, American Airlines), City work groups (Traffic, Events, Parks, Historic Preservation, Neighborhoods, Fire and Police), utility companies and Valley Metro.

As design for the Tempe Streetcar Project progressed towards finalization in June of 2018, elements of the roundabout were refined to incorporate several changes to the original layout, including a reduction of the intersection footprint and impacts on adjacent properties, modifications to the bicycle/pedestrian interfaces, as well as landscaping and lane striping refinements. Concurrently, the cost of the roundabout was updated to include necessary utility relocations and final design specifications in the Issued For Construction (IFC) plan set.
for the Tempe Streetcar Project. The final cost estimate is reflected in the Streetcar Guaranteed Maximum Price (GMP) issued by the construction contractor and totals $3.7M.

The updated design:

- Allows all movements
- Reduces ROW needs
- Improves traffic flow (18-20 mph in roundabout)
- Includes bicycle lanes (dedicated lanes up to the intersection)
- Includes pedestrian crossings (refuges & LED lights)
- Incorporates two signals for Streetcar
- Protects Tempe Beach Park historic wall
- Provides gateway & landscape opportunity
- COST: $3.7M (Transit Fund)

**Refined Design**

![Streetcar Roundabout Diagram](image)

**Construction Schedule**

In an effort to contain costs and limit prolonged disturbance to adjacent property owners and the traveling public, construction of the roundabout is estimated to require an approximate 10-week closure of the intersection (as opposed to maintaining traffic lanes, traffic control, police presence, etc., which would lengthen the construction timeline considerably). Along with Valley Metro, City staff are in the process of determining the best opportunity to perform the work – either in a single closure or in halves, working around a busy downtown event and construction calendar.
Next steps include:

- Update construction schedule
- Update CIP 2019/20
- Construct 2019/20

RECOMMENDATION
None

CONTACT
Tony Belleau
Tempe Streetcar Project Manager
480-858-2071

ATTACHMENTS
PowerPoint
Offset intersection
- Disjointed connectivity
- Traffic performance
- Identified in 2009 study

- Revisited in 2016
- Roundabout alternative selected by Council
- CIP funded (transit tax)

- Project integrated into streetcar design and construction as a Concurrent Non-Project Activity (CNPA)
Bikes can occupy travel lane or dismount at ramps

- Directional symbols
- 10 week estimated duration
  - Assumes full intersection closure, exploring potential to construct in halves
  - In process of scheduling

- Total cost: $3.7M
  - Includes design, utility relocations, construction
Next Steps

- Assist with safety certification of roundabout
- Update CIP with final cost in FY 19/20
- Work with stakeholders (property owners, special events, adjacent projects) to determine construction schedule
CITY OF TEMPE
TRANSPORTATION COMMISSION

STAFF REPORT

AGENDA ITEM 7

DATE
February 12, 2019

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:

- March 12
  - Vision Zero: Distracted Driving Ordinance
  - Capital Improvements Project Update
  - Ordinances Related to Bicycles and Pedestrians
  - Tempe/Mesa Streetcar Feasibility Study Updates
  - I-10 Broadway Curve P3 Project Update
- April 9
  - Paid Media Plan
  - Alameda Drive Streetscape Project
  - Climate Action Plan
  - Vision Zero
  - Streetcar Update
- May 14
  - Transportation Overlay District
  - MAG Design Assistance Grants
  - Bike Hero Award
  - 20 Minute City
- June 11
  - Speed Limits
- July 9
- August 13
  - Transit Security Update
  - Bus Shelter Design Project
- September 10
  - El Paso Multi-use Path Project
  - Grand Canal Multi-use Path Project
  - North/South Railroad Multi-use Path Project
- October 8
RECOMMENDATION
This item is for information only.

CONTACT
Shelly Seyler
480-350-8854
shelly_seyler@tempe.gov