

Tempe Transportation

East Valley Partnership

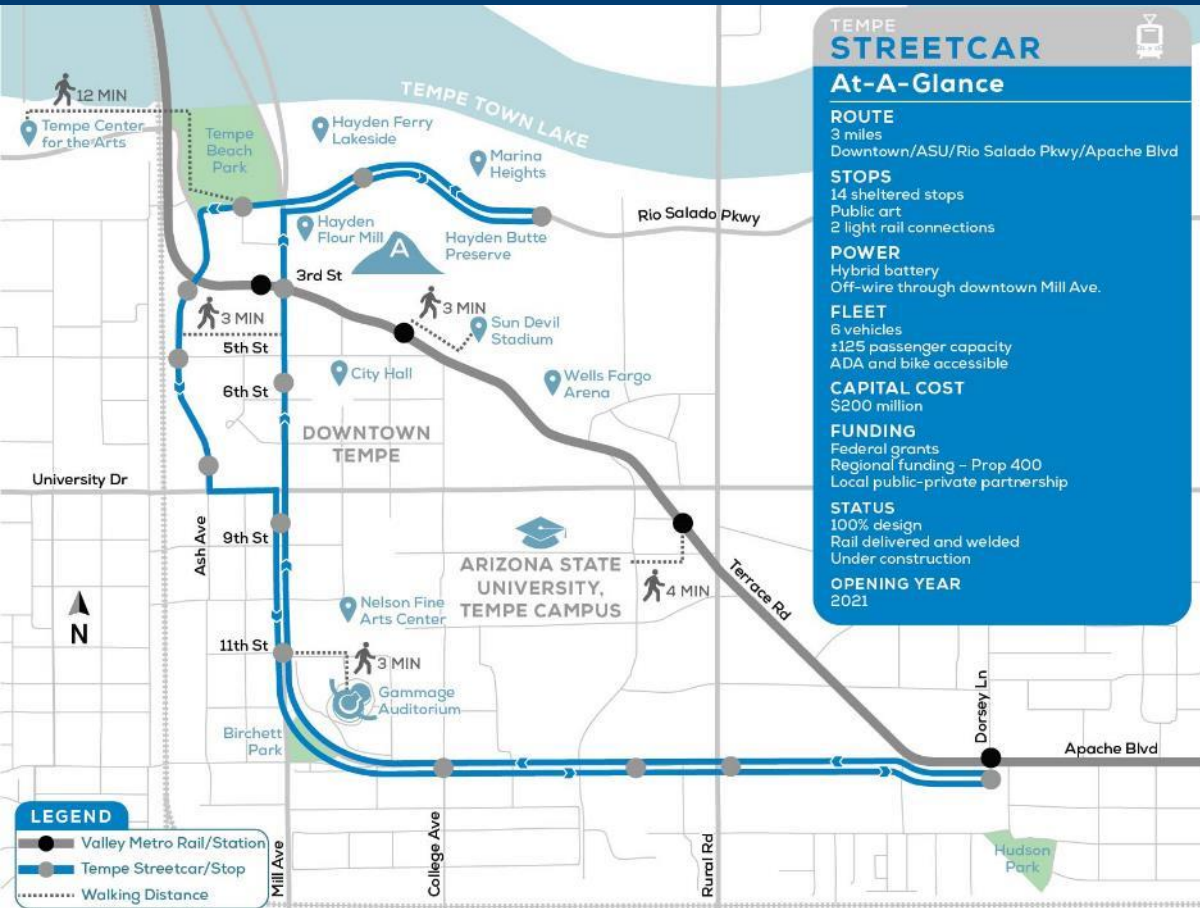
August 27, 2019





- Streetcar
- Tempe/Mesa Streetcar Feasibility Study
- Projects Under Design and Under Construction
- Urban Core and Development in the downtown area
- Pavement Management Program Performance Measure
- Challenges & Priorities
- Questions

Streetcar Project



General Construction Timeline



CONSTRUCTION SCHEDULE

Construction Elements	2017				2018				2019				2020				2021			
Utility Relocation (water & sewer)																				
Street Work																				
Track Guideway Installation																				
Stop Platforms																				
Electrical Systems Installation																				
Operations Training Vehicle & System Testing																				
Opening																				

Streetcar Project Overview



Streetcar Vehicle

- ADA Accessible
- Bicycle Accessible
- Level Boarding
- 125 person capacity
- Hybrid/Battery
- 12 minute frequency, matches rail

Streetcar Project Overview



Typical Streetcar Stop on Rio Salado



Timeline & Construction Expectations



PROJECT SCHEDULE



2014-2016

PLANNING



2016-2018

DESIGN



2018

CONSTRUCTION
BEGINS

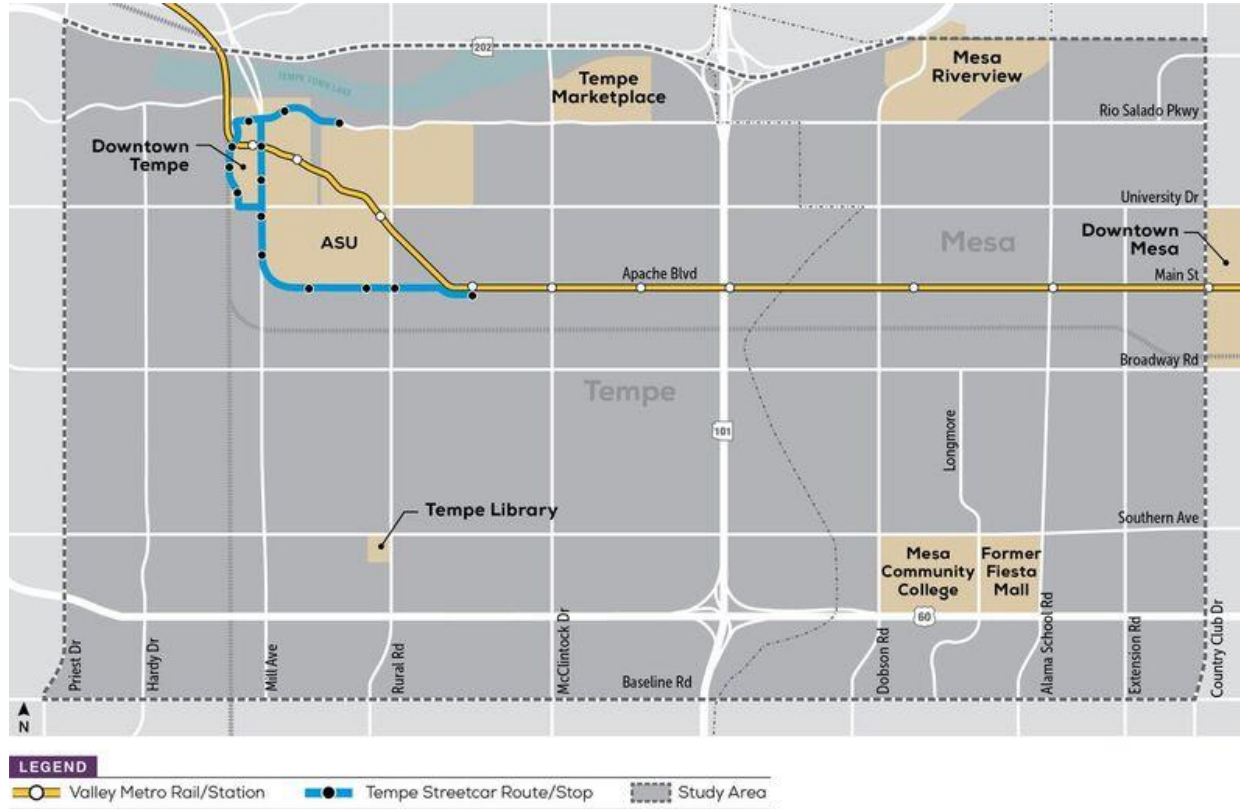


2021

OPENING

- To the extent possible, the contractor will maintain two lanes in each direction during peak hours

Tempe/Mesa Streetcar Feasibility Study



- 2018 Study with Mesa, Valley Metro, Tempe
- Long range high-capacity transit options for region

Future Bike & Pedestrian Projects



- Alameda Drive Streetscape
- Highline Canal Multi-use Path
- North/South Railroad Multi-use Path
- 8th Street Streetscape
- 5th Street Streetscape
- Rio Salado Northbank Multi-use Path
- Rio Salado Underpass at McClintock Drive
- Western Canal Multi-use Path Extension

CAPITAL IMPROVEMENT PROGRAM FY 2018-23 MAP TRANSIT PROGRAM

BIKE & PED PROJECTS: ESTIMATED CONSTRUCTION START DATES

MULTI-USE PATH

- GRAND CANAL MUP CONNECTION & EXTENSION
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- NORTH SOUTH RAIL SPUR PATH
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- WESTERN CANAL-HIGHLINE MUP - PATH LINK
6008419 ⑤ **SPRING 2019**
- HIGHLINE CANAL PATH (BASELINE - KNOX RD)
6006079 ⑥ **UNDER CONSTRUCTION**

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- SCOTTSDALE BIKE AND PED IMPROVEMENT
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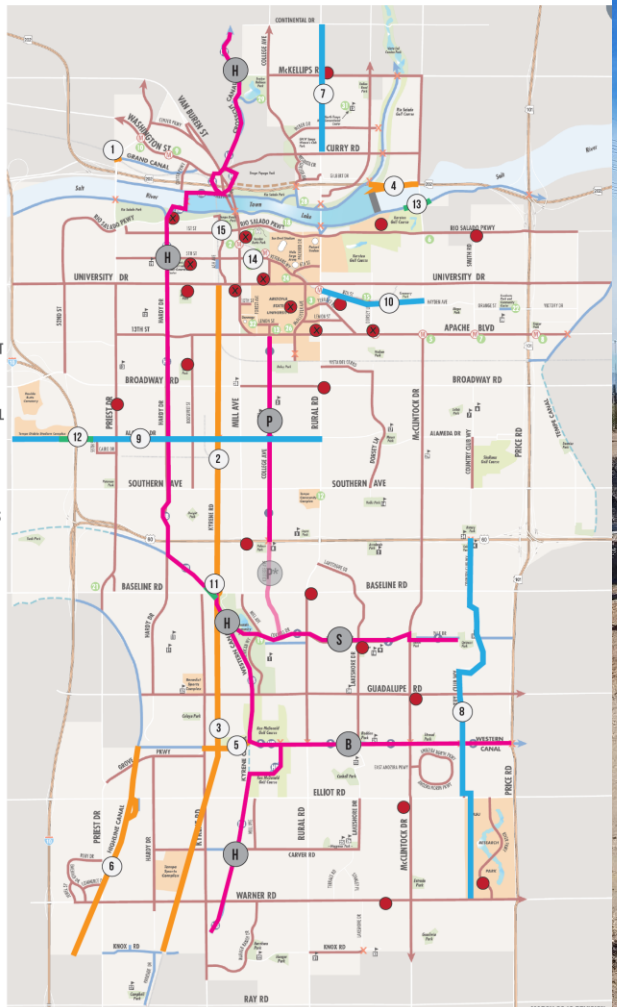
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- ① HANDLEBARS ② SPOKE
③ BRAKE ④ PEDAL

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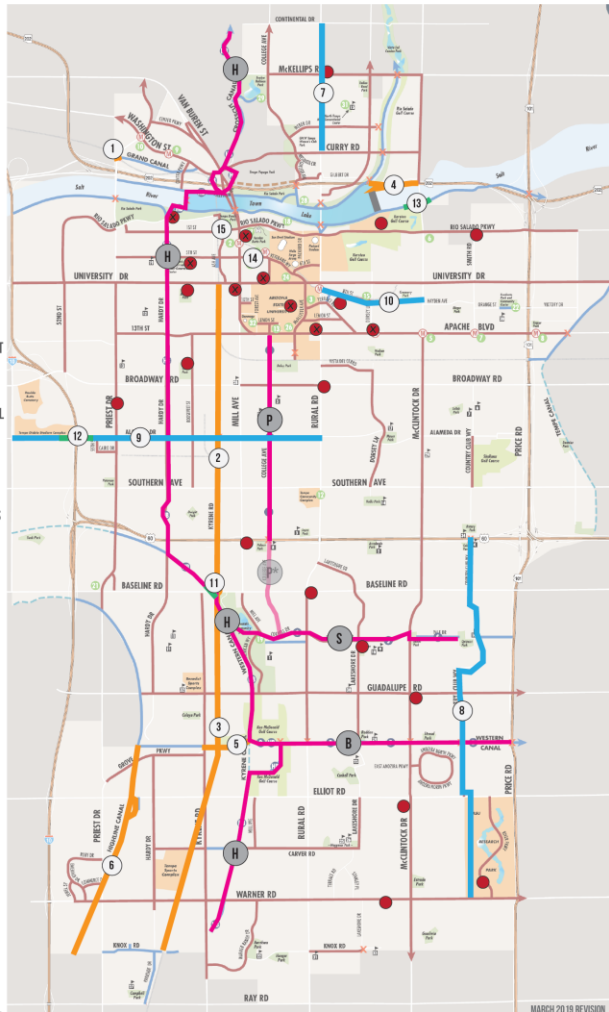
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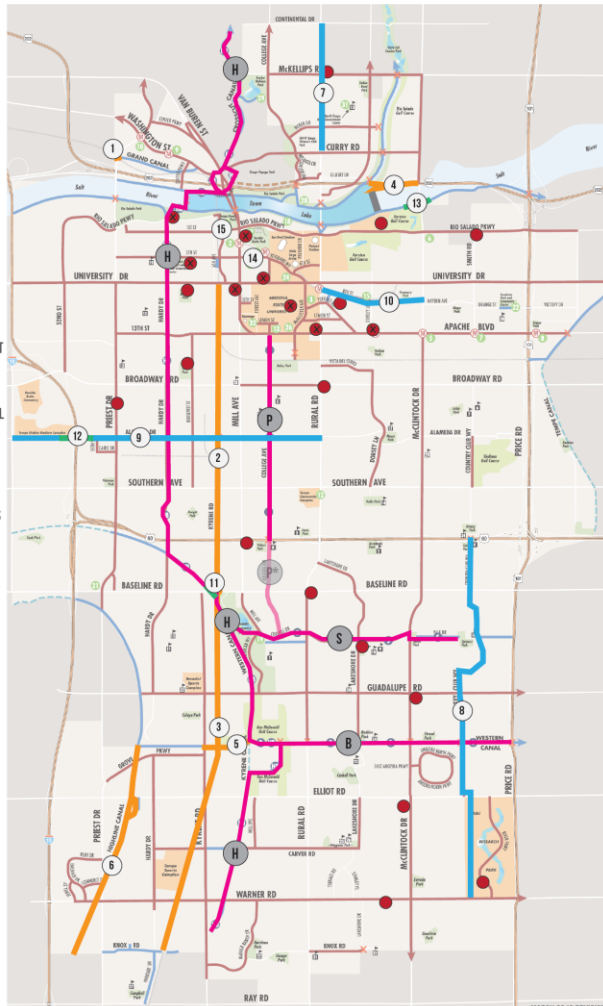
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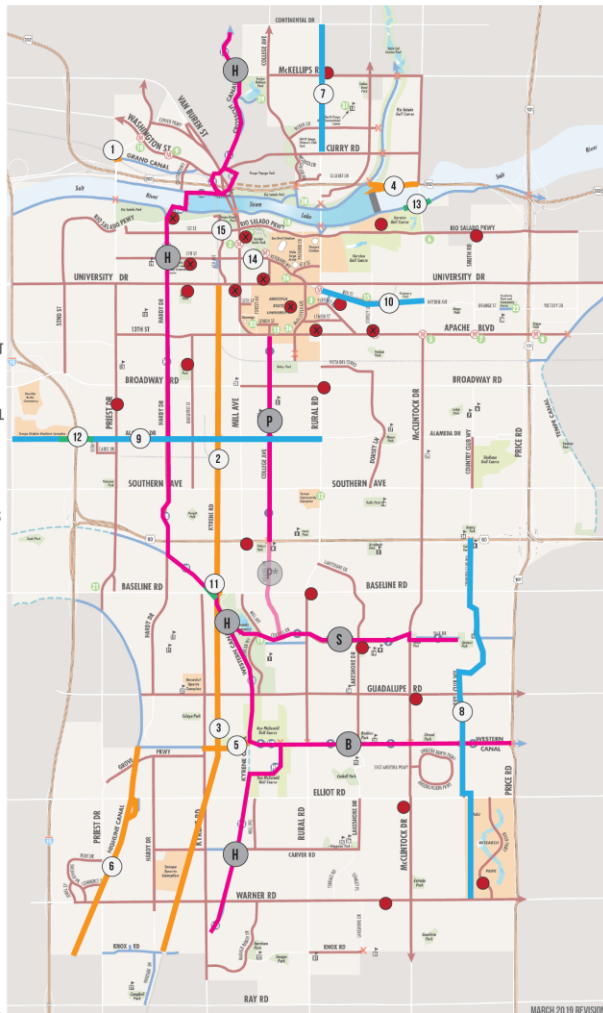
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RIO SALADO SUP AT MCCLINTOCK
SHARED USE PATH

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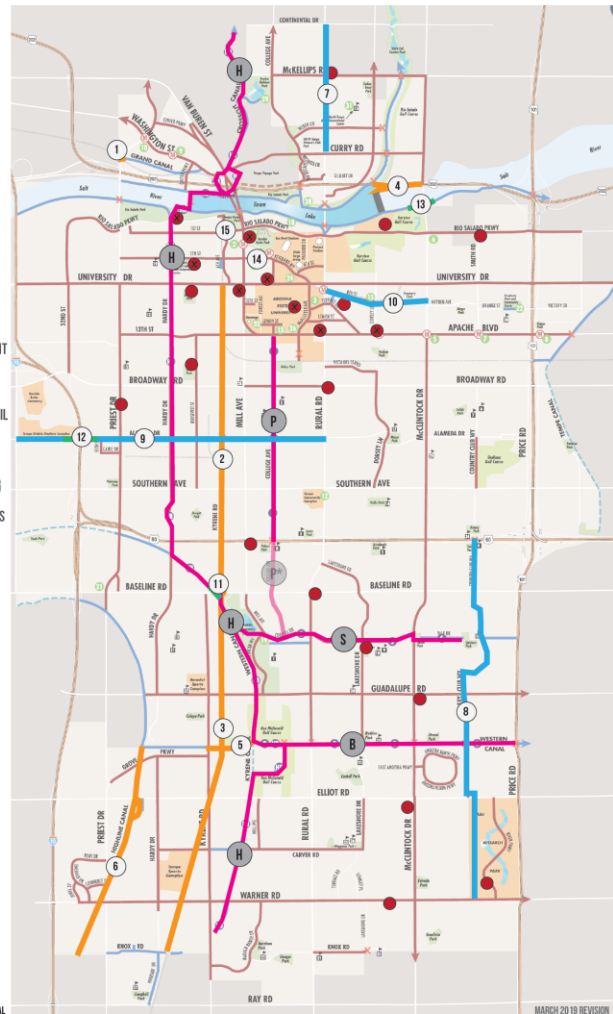
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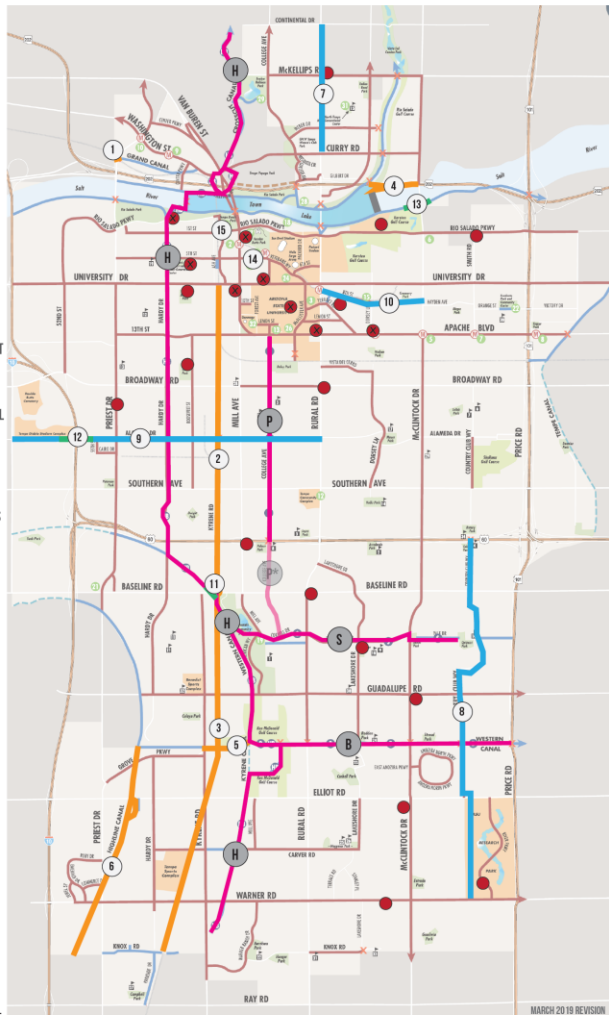
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Urban Core Master Plan (UCMP)



Projections for Urban Core (2040)

People, Housing, Jobs	Current Position	Net Growth 2040	Total 2040	% Growth
Population	43,053	45,978	89,031	106%
Households	15,187	14,328	29,515	94%
Jobs	35,130	16,683	51,813	47%
Development				
Housing Units	17,809	14,294	32,103	80%
Office Space: Base	5,389,796	2,143,321	7,533,117	39%
Office Space: Accelerated	5,389,796	3,574,668	8,964,464	66%
Retail Space (sf)	2,788,038	1,370,149	4,158,187	49%
Hotel (Rooms)	4,260	2,208	6,468	51%

Market Analysis by Consultants

Census	Pop	% Increase
1880	135	-
1890	897	564.4
1900	885	-1.3
1910	1,473	66.4
1920	1,963	33.3
1930	2,495	27.1
1940	2,906	16.5
1950	7,684	164.4
1960	24,897	224.00
1970	63,550	155.3
1980	106,919	68.2
1990	141,865	32.7
2000	158,945	12.0
2010	161,719	1.7
2017	185,038	14.4

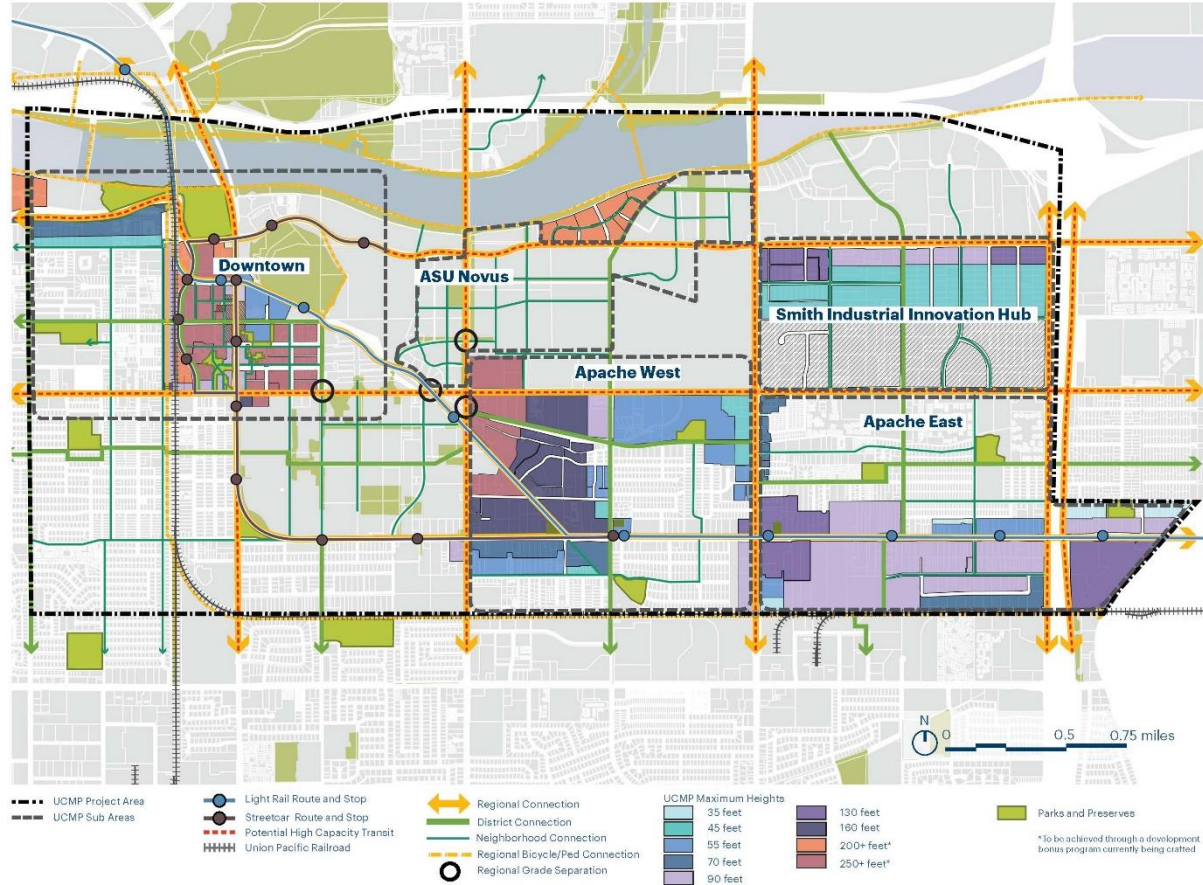
Tempe Historic Population Levels

Urban Core Master Plan (UCMP)



Connectivity Strategies

Accessible Land Uses	<ul style="list-style-type: none"> • Compact and mixed development • Connected road networks • Pedestrian enhancements in site design and development • Reduced parking requirements
Mobility Options	<ul style="list-style-type: none"> • Improved walking and cycling options • High quality public transit services • Ridesharing, carsharing, bike-sharing, and micro-mobility
Mode Shift Incentives	<ul style="list-style-type: none"> • HOV (high occupancy vehicle) priority on highways • Trip reduction strategies





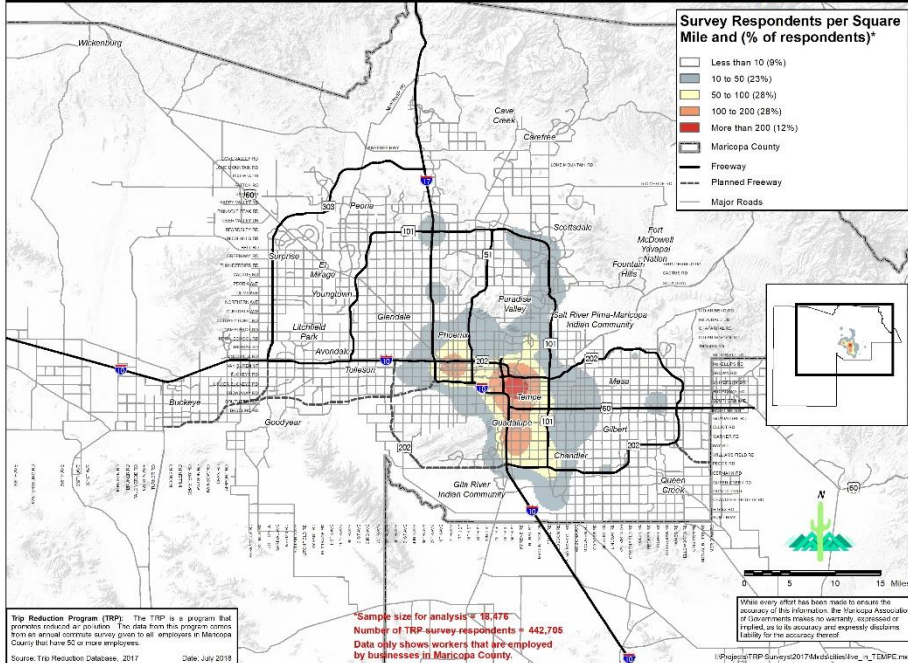
Trip Reduction

- Intent
 - Accommodate growth and development while reducing automobile trips overall, but especially during the peak periods of traffic congestion.
 - Focused on reducing single-occupancy vehicle trips, through the encouragement of walking, biking, transit and carpool trips as well as alternative work schedules.
- Two Major Strategies
 - Create a Transportation Management Association to support properties, businesses, and other stakeholders in implementing and retaining commute solutions.
 - Require Trip Reduction Plans in development approval processes.

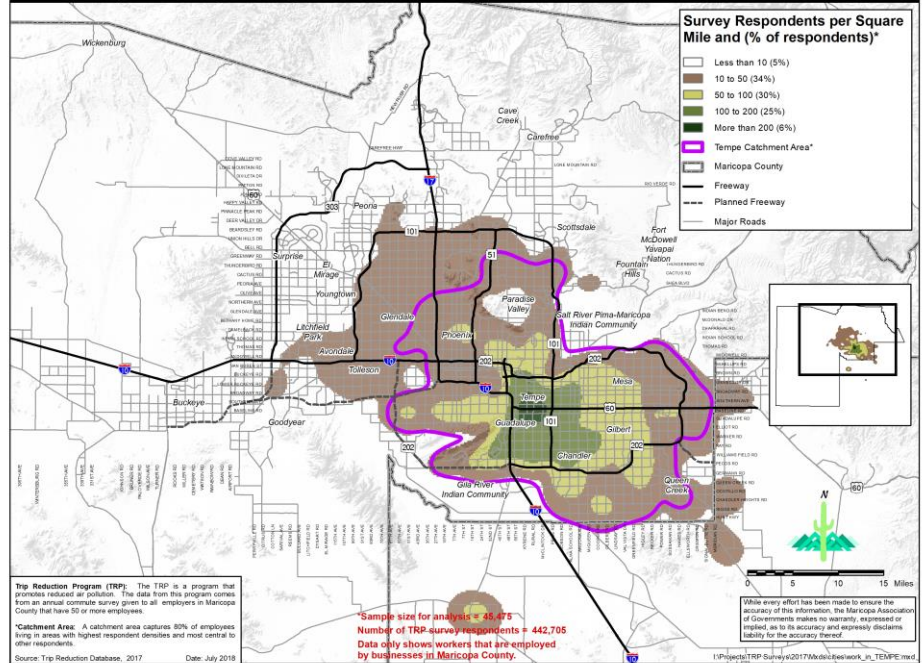
Commute Patterns



Where People Living in Tempe Work



Where People Working in Tempe Live



Pavement Management



Achieve adopted standards for Pavement Quality Index (PQI) equal to a citywide average rating of 70 or higher.

Did you know ...

re-paving
1 mile
of a 4 lane road

costs nearly
\$1 million
dollars

and re-paving roads within
1 quarter section
(a 0.25 square mile area)



costs about
\$1 - 1.25 million
based on an average of neighborhoods



The PQI for this segment is **68.00**

The street type for this segment is **Arterial**.

PQI is measured on **BROADWAY RD** from **TERRACE RD** to **DORSEY LN**

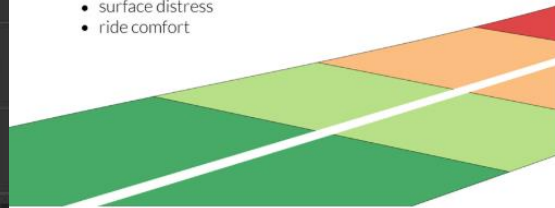
Zoom to

Pavement Quality Index (PQI) Defined

Excellent	Good	Fair	Poor
100 - 80	79 - 60	59 - 40	39 - 20

PQI scores take into account:

- surface distress
- ride comfort



Challenges & Priorities



Challenges

- Rate at which downtown is growing
- Reactive nature of traffic engineering
- Competing modes on the system – pedestrians vs bikes vs vehicles
- Lack of participation/transit ridership

Priorities

- Invest in strategies to manage congestion
- Invest in alternative modes and provide convenient connection to transit service
- Increase transit service
- Maintain infrastructure investments



Questions?