

MEMO



To: Mayor and City Council

From: Wulf Grote, Director of Planning & Development, Valley Metro
Eric Iwersen, Principal Planner, City of Tempe

Cc: Shelly Seyler, Deputy Public Works Director, City of Tempe

Date: January 8, 2015

Re: Tempe Streetcar – January 8, 2015 Issue Review Session

This memorandum provides a summary of the content to be shared with City Council at the Issue Review Session scheduled for January 8, 2015.

Public Involvement

Valley Metro and the city of Tempe hosted a public meeting on December 1 at the Tempe Transportation Center with over 90 stakeholders in attendance. Door hangers, advertisements and email notices were used to notify residents to the public meeting. The meeting provided an update and prompted discussion on the modified route, proposed stop locations and traffic configuration and potential vehicle size and propulsion system. The meeting also provided an opportunity for stakeholders to assist in determining issues related to the federally-required Environmental Assessment (EA) for the project. A survey was distributed to gauge project elements and their order of importance. The survey was available on the project website and comments were received through January 5, 2015.

Staff also made presentations to the Downtown Tempe Authority, Transportation Commission, Transportation & Governance Committee of the Tempe Chamber of Commerce and Arizona State University. Staff will continue to reach out to stakeholders and the community for feedback as well as make presentations at requested neighborhood or stakeholder meetings.

Valley Metro and Tempe staff will provide additional information on the following items:

- **Stop Locations** – Valley Metro and Tempe staff will discuss recommendations for proposed streetcar stop locations with Council. The proposed stop locations were reviewed with the public on December 1, 2014. Meeting participants were asked to provide feedback on the proposed stop locations (refer to attached feedback form). Information was also shared online, with the opportunity to provide input. Initial findings include:
 - Overall, public comments received are supportive of planned stop locations.
 - Overall public comments on proposed locations were positive. Specific comments were received on a stop more proximate to Tempe St. Luke's Hospital and more proximate to the ASU campus at Paseo del Saber.
 - Staff recommends that McAllister stop be moved to Paseo del Saber.
 - Staff recommends that a stop to serve Tempe St. Luke's be addressed in a future phase.

- **Propulsion Systems** – Valley Metro and Tempe staff will discuss the recommendation for the use of an on-wire propulsion system along the entire streetcar alignment with Council. Propulsion systems and technologies were also reviewed with the public on December 1. Public responses received include the following:
 - A majority of the comments received indicate support for a proven on-wire streetcar technology and the use of a smaller vehicle in scale with the downtown area.
- **Vehicle Size** - Valley Metro and Tempe staff will seek direction on a preferred vehicle type while requesting that the size of the vehicle continue to be explored and ultimately selected later in 2015. Work is currently underway to evaluate the appropriate streetcar vehicle size to ensure sufficient passenger capacity, special events, accommodation of bicycles on the vehicle and at stops, stop design specifications relative to street block space, American’s with Disabilities Act (ADA) requirements related vehicle access, maintenance and storage, streetscape scale, and downtown Tempe scale and character. Public responses received include the following:
 - Overall, public comments received are supportive of a smaller vehicle.

In addition to the items addressed above, staff will discuss forthcoming project efforts to evaluate specific track location in the street on Rio Salado Parkway and Apache Boulevard; and traffic impacts related to streetcar operations along Mill Avenue between University Drive and Rio Salado Parkway. Staff will also provide Council with a general update on the project’s overall progress to date, highlighting efforts to reduce costs and create economies of scale.

Table 5 below (see entire report in attachment 1), is from the 2011 Streetcar Traffic Study and demonstrates that a streetcar operating at 10 minute frequency during peak travel does not alter the level of service rating for all stops along Mill Avenue in the downtown corridor.

TABLE 5: INTERSECTION LEVEL OF SERVICE AND DELAY*

INTERSECTION #		2011 Existing		2015 No-Build		2015 Build	
		LOS	Delay sec/veh	LOS	Delay sec/veh	LOS	Delay sec/veh
1	Rio Salado Parkway	C	31	C	31	C	28
2	3rd Street	A	7	A	7	A	7
3	4th Street	A	3	A	3	A	3
4	5th Street	C	27	C	28	C	23
5	6th Street	A	7	A	8	A	9
6	7th Street	B	13	B	13	B	12
7	University Drive	D	36	D	38	D	42

Summary of Recommendations

At the January 8, 2015 Council Issue Review Session, staff will be requesting Council action and direction on the following project elements:

- Support of the proposed stop locations
- Support the use of a wired propulsion system along the entire streetcar alignment

- Initial feedback on vehicle size



Dec. 1, 2014 Public Meeting Questionnaire



FEEDBACK FORM

TEMPE STREETCAR

Please take a moment to fill out this feedback form to help the project team better understand your views and opinions about elements of the Tempe Streetcar Project. Your input will be incorporated into the study process and results.

1. Do you live in the downtown Tempe area? (approximately Rio Salado to Apache, Ash to Rural)
 - Yes, at (cross streets): _____
 - No

2. Do you own or operate a business in the downtown Tempe area? (approximately Rio Salado to Apache, Ash to Rural)
 - Yes, at (cross streets): _____
 - No

4. How often do you currently use transit?
 - Daily Weekly Monthly
 - Occasionally Never

5. Would you ride this new streetcar route when it is operational?
 - Yes No Maybe



6. Looking at the proposed stop locations (see map above), do you agree with these locations or would you propose different locations:
 - Agree with stop locations on the map
 - Propose different locations (where)? _____

7. Both on-wire and off-wire technologies are being evaluated for powering the streetcar vehicles. Please take a moment to review the pros/cons table below.

Propulsion System	Pros	Cons
ON-WIRE	<ul style="list-style-type: none"> Proven technology Flexibility in vehicle choice/size Lower vehicle and operating costs 	<ul style="list-style-type: none"> Requires overhead wires on Mill Avenue between Rio Salado and University Higher infrastructure cost
OFF-WIRE (BATTERY)	<ul style="list-style-type: none"> No overhead wires on Mill Avenue between Rio Salado and University Lower infrastructure cost 	<ul style="list-style-type: none"> Unproven technology (no other rail system in the United States currently uses off-wire technology) Higher vehicle and operating costs Uncertain if off-wire power sufficient to power and cool the streetcar vehicles Charging stations may be required

Please return to staff or send to Valley Metro at: Terry Gruver | 101 N. 1st Ave., Suite 1300 | Phoenix, AZ 85003 or by fax to: 602.523.6095, or email to tgruver@valleymetro.org. This survey may also be completed online at valleymetro.org/tempestreetcar.



FEEDBACK FORM

TEMPE STREETCAR

8. On a scale of 1 to 5, rank the following elements in order of importance, with 1 being MOST IMPORTANT and 5 being LEAST IMPORTANT.

- Keep project costs as low as possible.
- Maintain smaller vehicle size (smaller than current light rail vehicle)
- Continue to explore off-wire technology (requiring larger vehicle)
- Design for on-wire technology that carefully integrates with Mill Avenue landscape
- Build the project as quickly as possible

9. Other comments/questions:

To be added to Valley Metro's database and receive meeting notices and occasional project updates on the Tempe Streetcar Project, please provide the following information:

Name: _____ Phone Number: _____

Business Name (if applicable): _____

Email: _____

Address: _____ City: _____ State: _____ Zip: _____

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