

**Downtown Core  
Small Area Transportation Study  
Issue Review Session**

**September 15, 2016**



# Background

- Transportation Master Plan & Tempe General Plan include multi-modal strategies and solutions
- Increased density in the urban core will create conflict, inconvenience and pressure on the transportation system
- ASU and Tempe partnered to commission a “Small Area Transportation Study” with *CivTech*
- Holistic approach to understanding the effects of development on the area, the surrounding neighborhoods and the regional network

# Need

- The City has approved several development plans with increased density and a multi-modal outlook
- ASU is moving forward with the development of the Athletics Facilities District, a large mixed use development
- State Farm is nearing completion and new traffic on the downtown roads is being realized
- New off campus student housing development is changing the pedestrian needs and vehicular interaction

# Methodology

- Identify study area:
  - SR202 to Apache Blvd.
  - Priest Dr. to Price Rd.
- Collect existing traffic data
- Create Tempe Core Model
- Model all modes of transportation
  - Predict traffic & pedestrian trips using the current entitlements, parking locations, masterplans and transit improvements planned by 2040.

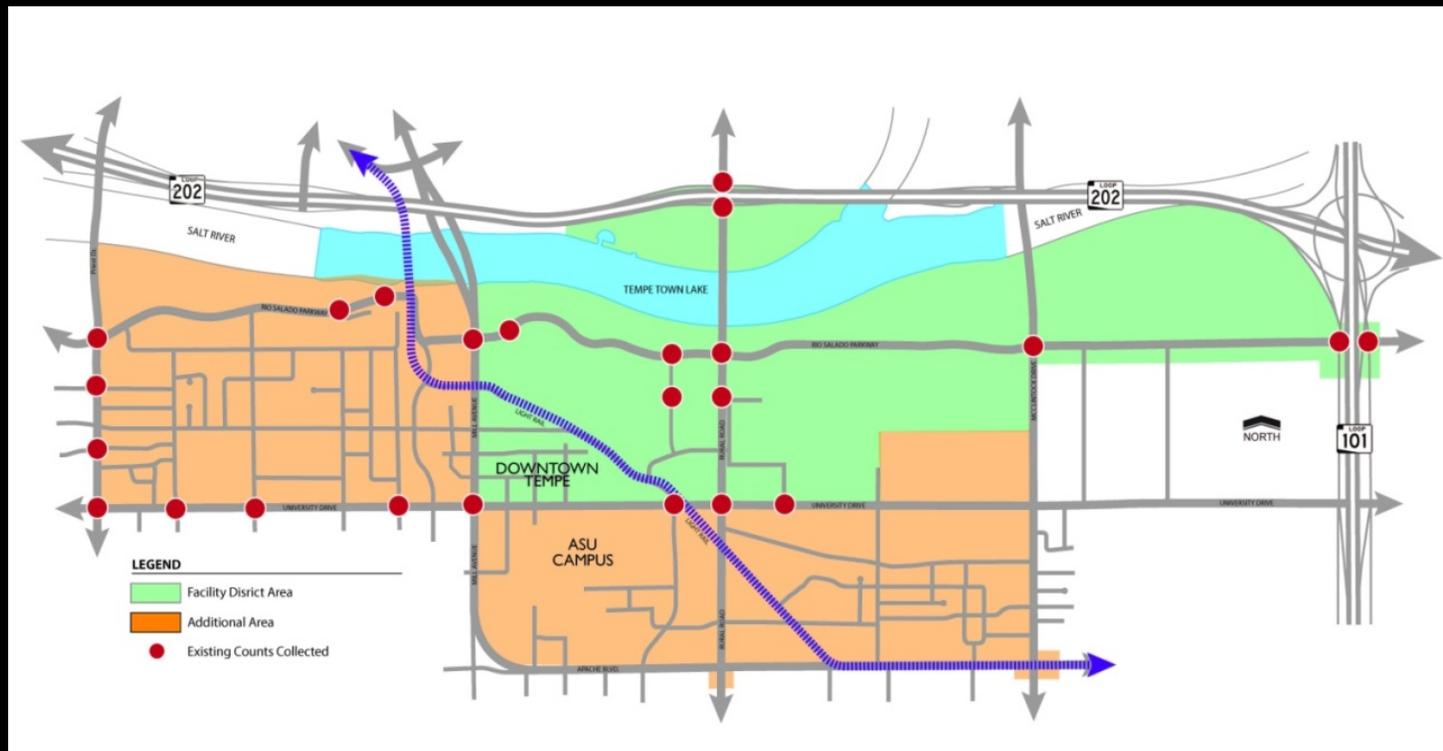


# Methodology

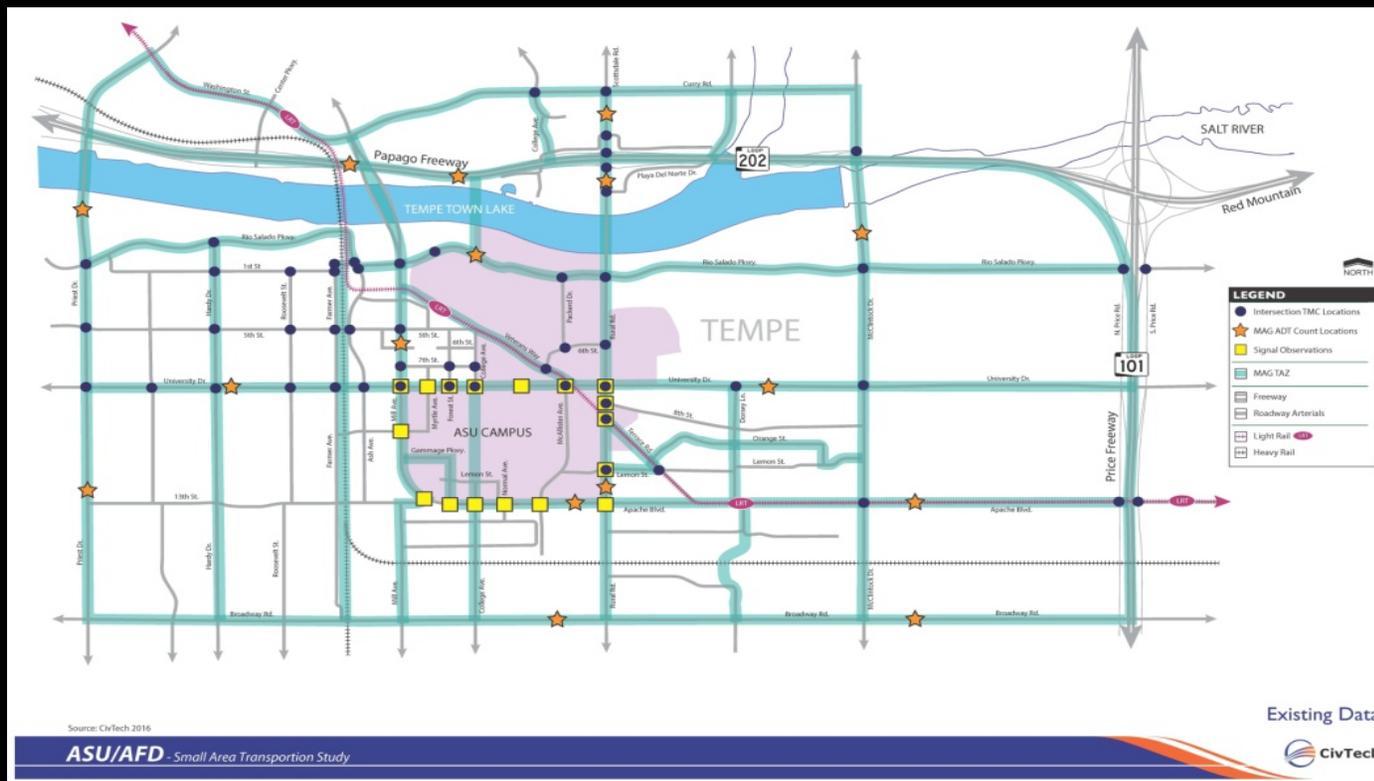


- Identify areas needing improvements
  - pedestrian treatments
  - additional mode transfer beyond that already predicted to occur by 2040
  - roadway limitations with regional solutions
- Identify short term and longer term strategies to ensure the system is operating as efficiently as possible

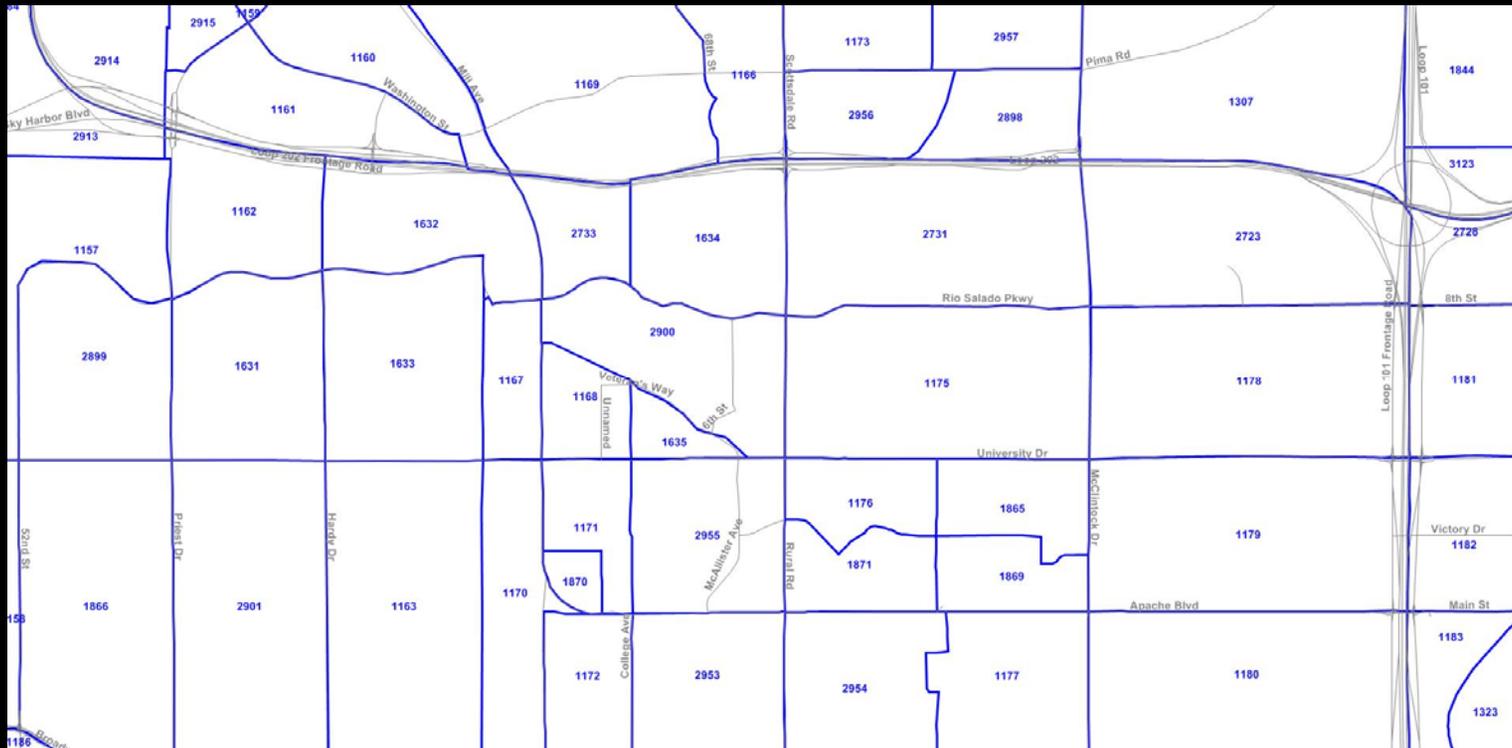
# Downtown & Stadium District Study Area



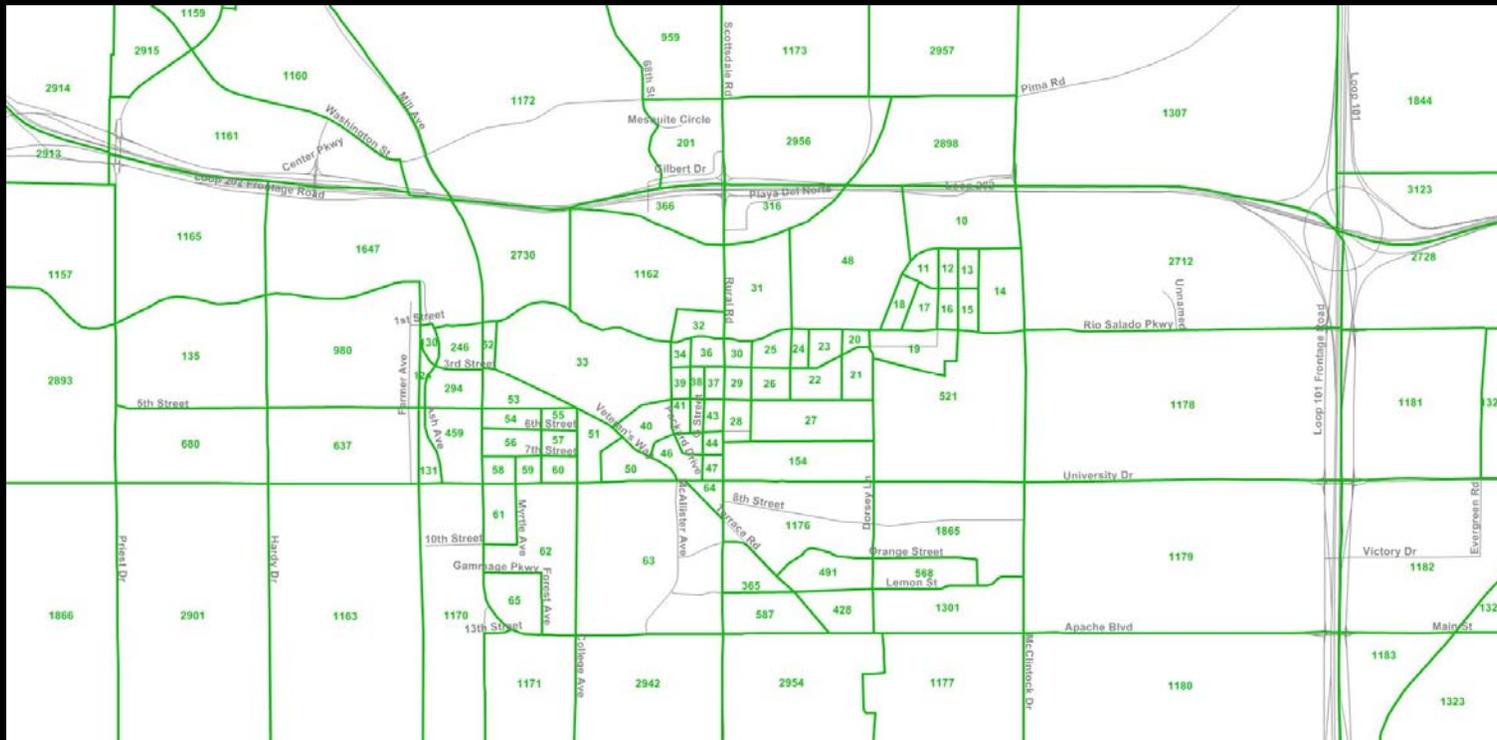
# Existing Traffic Data Collection



# Initial Model: Downtown Core



# Updated Roadway Network: Downtown Core







# Identified Problem Areas within Model



# Next Steps

- A final document will be completed and include:
  - short term areas of focus;
  - recommended “big picture” improvements;
  - a projected level of vehicular, pedestrian & transit trips; and
  - feasibility of the alternatives given known constraints such as topography, right-of-way, and engineering criteria.