



Minutes City Council's Transportation & Affordable Housing Committee February 27, 2007

Minutes of the City Council's Transportation & Affordable Housing Committee held on Tuesday, February 27, 2007, 3:00 p.m., in the 3rd Floor Conference Room, Tempe City Hall, 31 E. 5th Street, Tempe, Arizona.

Committee Members Present:

Councilmember Shana Ellis, Chair
Vice Mayor Hut Hutson

City Staff Present:

Tim Bulson, Police Dept. Traffic
Neil Calfee, Dep Comm Dev Mgr
Liz Chavez, Housing Services
Carlos de Leon, Dep Pub Wrks Mgr
Kathy Gasperich, Council Aide
Craig Hittie, Housing
Jan Hort, City Clerk
Theresa James, Homeless Coor
Greg Jordan, Transit Admin
Gregg Kent, Light Rail
Glenn Kephart, Pub Wrks Mgr
Jayson Matthews, TCC
Jyme Sue McLaren, Dep Pub Wrks Mgr
Ken Olmstead, Sr. Transportation Plnr
Larry Schmalz, Principal Planner
Shelly Seyler, Traffic Engineer
Sue Taaffe, Mktg. Coordinator
Elizabeth Thomas, Neighborhood Svcs Spec
Steve Wise, TCC

Guests Present:

Randi Alcott, Valley Metro
Allen Carlson, NewTown CDC
Eric Emmert, Tempe resident
Wulf Grote, METRO
Bryan Jungwirth, Valley Metro
Carla Kahn, METRO
Catherine Mayorga, Chamber of Commerce
Janice Parker, Save The Family
Emily Ryan, Capitol Consulting, LLC
Marc Soronson, NDRSR Board
Howard Steere, METRO

Councilmember Shana Ellis called the meeting to order at 3:10 p.m.

Agenda Item 1 – Public Appearances

None.

Agenda Item 2 –Motorized Play Vehicle Update

Sgt. Tim Bulson summarized that Council sent this item back to the Committee to determine how other agencies are defining play vehicles, specifically motorized electric bicycles. At this time, it is a non-issue with other agencies and most have gone to a complete ban. Tempe is at the forefront. The issue is whether or not there are pedals. A meeting is scheduled with the

Police Chief tomorrow to discuss this issue, including the ancillary issue of whether a DUI citation can be given. The City Attorney's Office is looking at the DUI issue.

Agenda Item 3 –LRT Update 1103 - 10

Future LRT Extension:

Wulf Grote, Valley Metro Rail, summarized the future north/south corridor study for Rural Road. He showed a map of the regional MAG plan funded by Proposition 400, as well as the different corridors and timeframes for the development of 57 miles.

- Current 20-mile line under construction (Central Phoenix, East Valley)
- Corridor to the Metro Center area (5 miles), 2012
- Two corridors into Central Mesa (2.7 miles), 2015
- Corridor into Glendale (5 miles), 2017
- I-10 West project (11 miles), 2019
- Northeast Phoenix area (12 miles), 2025

Mr. Grote continued that since each project takes 9 to 10 years to develop, corridor studies need to get started. In an effort to coordinate the ADOT improvements on I-10, it is important to begin the I-10 West study soon. He outlined the Tempe study as follows:

- Alternative analysis is first step in the federal planning process. It defines the route and the appropriate transit technology for the corridor, such as light rail, bus rapid transit, streetcar, local bus as a baseline, and how those modes fit together. This is studied and refined based on input.
- Express/Bus Rapid Transit service already exists along Rural Road and it is important to complement that service. This provides maximum opportunity for federal funding for bus and light rail.
- Alternative analysis steps include scoping, evaluation of alternatives and phasing options, definition of environmental impacts, capital and operations cost estimates, cost-effectiveness of alternatives, and adoption of a locally preferred alternative.
- Community participation is a key element with input from stakeholder groups and formation of a stakeholder advisory committee.
- Potential technical issues and barriers will be determined, such as US 60 crossing, Union Pacific Railroad crossing, and street right-of-way widths.
- Project schedule designates start of operations in late 2015.
- HDR, Inc./S.R. Beard & Associates is the consultant. First phase will be the alternative analysis and draft environmental impact statement. Should have a notice-to-proceed by summer of 2007.

DIRECTION: Staff to submit this to Council.

Construction Update:

Gregg Kent summarized that the last scheduled closing of the Loop 101 has been completed, and the on-ramp at University will be reopened on March 3rd.

Community Relations Update;

Sue Taaffe summarized that the banners are now up on Apache Boulevard and positive comments have been received from business owners.

Agenda Item 4 –High School Speed Zones

Shelly Seyler summarized that Council requested information on the current policy.

- There are seven 35 mph zones posted at all times adjacent to the six high schools.
- In 1997, staff gathered information on whether reduced speed would provide a benefit for reduction of accidents.
- At that time, staff did move forward with posting of high school zones at 35 mph from 7:30 a.m. and 4 p.m.
- Staff returned to Council in 2001 with a request to post 35 mph at all times because the high schools were generating high extra curricular activity as well as hosting neighborhood meetings.
- Peer city policy review was conducted which showed a variety of policies.
- Statistical analysis showed some benefit to reducing speed. Lower speeds reduce risk for serious injury or death, reduce the required stopping distance and reduce noise.
- Speed data collected indicated that the 85% speeds drop between 0.4 mph to 9.3 mph from the zones preceding the school zones.
- One charter school requested to be included in the 35 mph policy.
- Photo radar has been used within the zones and data since September 2006 has been collected.

Ms. Seyler outlined the alternatives:

- Continue with current policy posting arterial streets at 35 mph adjacent to high schools at all times. The 35 mph zones are in effect, however, during times that events and attendance are not likely which may result in increased violation during those times.
- Modify policy to specify fixed hours and days with signage that the 35 mph zones would be in effect. Activities at each high school are different, however, and pose a problem for coordination.
- Modify policy for variable hours with flashing beacons. Flashing lights may erode effectiveness, however, and device failure or improper programming could create liability for the city and school district. Cost is another issue.

Staff recommended that the existing 35 mph zones remain in place at all times.

Vice Mayor Hutson asked if any statistics were taken during the time photo radar was in use.

Ms. Seyler responded that staff does not have a direct link for that at this time. Staff could coordinate that with the Police Department, however.

DIRECTION: Staff proceed to IRS.

Agenda Item 5 – Neighborhood Traffic Management Program Update

Shelly Seyler summarized that HDR, Inc./S.R. Beard & Associates were hired to assist in identifying changes to the process and to develop a manual. The goals were to:

- streamline the process for citizens
- consolidate the process for small and large scale projects
- broaden the number of tools available to neighborhoods

A peer review analysis was conducted. A staff working group was established from various City departments to comment on the changes to the program. Two public meetings were held, as

well as feedback received from the Transportation Commission. Feedback has been positive. A survey was sent to identify hot spots to work with neighborhoods.

Councilmember Ellis asked why traffic signals were not included as an option.

Ms. Seyler responded that traffic signals are a tool used when need is warranted. Their use does not equate with traffic calming within a residential neighborhood.

Vice Mayor Hutson asked if there is a uniform height for speed tables.

Ms. Seyler responded that the height is dependent upon the purpose and is determined on a case-by-case basis based on desired speed.

Councilmember Ellis asked if there is different protocol for traffic problems caused by temporary construction.

Ms. Seyler responded that policy measures are being incorporated regarding traffic control barricading to help neighborhoods to mitigate impact related to construction. She noted that there is also the possibility of the addition of curb extensions, another tool, to the manual.

DIRECTION: Bring back to Committee with any changes. If there are no significant changes to the document, then proceed to IRS.

Agenda Item 6 – Valley Metro Fare Policy 1101-01

Greg Jordan summarized that a regional fare study was implemented in 2004 and the recommendations were approved by the Valley Metro Board of Directors. The recommendations were presented at a public hearing. The policy was contingent upon the procurement of the regional fare collection system, but the system has been delayed and will not be installed until December of this year. In the interim, the RPTA felt the policy should be examined again to make sure it was still consistent. The new study began this year with Booz Allen Hamilton as the consultant.

Randi Alcott and Brian Jungwirth, Valley Metro, presented an overview of the Regional Fair Policy Study.

- As part of the scope, looking at a 5-year horizon, revenue potential will be re-assessed, along with the addition of an examination of the pass programs and the incorporation of rail.
- Current fare is \$1.25 for regular service and \$1.75 for express service.
- The adopted fare structure approved in 2005 is for \$1, which actually resulted in a .4% increase in overall revenue. This streamlines the fare structure by replacing rolling period passes, initiating on-board sales of 1-day passes, eliminating transfer slips, reducing fraud, and delaying implementation of the new fare structure. This also leverages new farebox capabilities, enables integrated bus and rail fare system, and complies with federal requirements.
- New option is to keep the fare at \$1.25. The new information will be examined on Monday and the committee will either affirm or amend.
- The committee recommends the farebox recovery rate of 25% and the Board would have the ability to increase the fare based on an annual analysis.

- The committee recommended adopting fare increases in 2010 and 2012. In 2010, fare would return to \$1.25, and in 2012, \$1.50.
- A schedule and process would be established for increasing those fares, or delaying increases if fare box recovery was higher than estimated.
- Adopt a local fixed route base fare for rail.

Bus Card Plus Program:

- Valley employers who provide employees with a pass pay the per-boarding rate up to a cap of \$34 (local) or \$51 (express). If they don't go to the cap, they are charged only for those trips.
- Program has been in place for 10 years.
- Transit board recommended keeping it, but recommended accommodating rail.

Free Fixed Route Services for ADA Riders:

- Free service for ADA-certified. Currently done in Los Angeles.
- Referred to Regional Paratransit Technical Advisory Committee for review.

ASU U Pass:

- Pilot program is in second year.
- Recommendation to extend the Bus Card Plus Program to employees and faculty.
- For ASU students, the recommendation is to charge a per boarding fare of \$0.79 for next year with a possible annual maximum cap.
- Work toward permanent program.
- ASU is one of largest users.

Free Youth Fare:

- Next week, committee to look at extending this program prior to going to the Board.
- Region-wide free fare program for youth could generate 4-5 million boardings.
- Revenue lost in forfeited fare revenue could be \$1.6M to \$2.8M.
- Analysis at regional level to go to committee next week.
- Remainder of the region currently pays half fare.

Next Steps:

- Consideration by Regional Fare Policy Committee – March 5th
- Review by METRO RMC and Board (in March)
- Review by Valley Metro TMC and Board (in April)
- Public involvement (May through July)
- Valley Metro and City of Phoenix approval (August or September)
- Launch fare policy with new farebox by January 2008

Agenda Item 7 – Neighborhood Circulator Update 11/17/07

Sue Taaffe summarized the first Neighborhood Circulator (Neighborhood Flash) route was started in April of 2001. Staff is gathering public feedback for the expansion of the program which could generate up to five new routes this summer.

Ms. Taaffe continued that staff has worked to select a system name that clearly communicates what the Neighborhood Circulator system does. The name selected is "ORBIT" (Outstanding Residential Bus in Tempe) and the names of the planets would identify the routes. Laura

Casebeer, graphic artist, developed the logo. The logo is a metallic blue. For promotion, staff proposes to use print ads, door hangers, information in the water bill, Tempe 11 cable channel.

Greg Jordan summarized that 266 unduplicated comments were received on the Neighborhood Circulator Expansion, with 84% in support or neutral. Concerns raised were potential increased traffic, safety, quality of life, and these concerns will be addressed at neighborhood meetings.

Agenda Item 8 – NewTown Overview/Update 8403-1-01

Allen Carlson, NewTown, summarized that NewTown has brought over \$1M to Tempe for housing development of Community Land Trust homes. In addition, through individual development account programs, there are IDA matched funds of \$969K (forgivable loans after 5 years), for a total \$2,011,558 for housing development and home ownership. There are 27 homes currently in the CLT program, and 5 homes in the deed-restricted housing program.

- CLT homes are single-family detached homes. Buyer purchases and enters into a 99-year renewable lease for land with NewTown. The ground lease ensures the home will always be owner-occupied with shared appreciation.
- The Deed-Restricted Homes are townhouses and condominiums. A covenant agreement goes with the property deed and contains the same essential features as the CLT ground lease. The home is owner-occupied and must be transferred to income-qualified household, if sold, with shared appreciation which ensures it is permanently affordable. This is a way to serve households of higher income.

He presented a manual on shared equity. There are 16 people on the waiting list. The NewTown Habitat home in the Jentilly neighborhood is progressing. A block house was donated and it was relocated to the Priest Yard. It now has a location in north Tempe and he thanked the Transportation Division for their assistance.

Vice Mayor Hutson asked for a definition of shared appreciation.

Mr. Carlson responded that shared appreciation, if and when someone sells the CLT property, they are entitled to 25% of the appreciation of the property. With deed-restricted housing, if and when someone sells, they are entitled to 30% of the appreciation.

Agenda Item 9 – Affordable Housing Supervisor Update No Entry

Liz Chavez introduced Craig Hittie, new Affordable Housing Supervisor. He will attend the committee meetings in the future.

Agenda Item 10 – Save the Family Transitional Housing Update 8403-1-01

Theresa James summarized that five housing units were acquired and an RFP was issued to work with a non-profit to provide transitional living for domestic violence survivors and their families. Save The Family was awarded the proposal.

Janice Parker, Save the Family, provided an overview:

- Save the Family has operated a transitional housing program since 1989.
- Today, there are 80 housing units in Mesa, Tempe, Chandler, and Scottsdale, with 6 in Tempe.
- Last year, 184 families were served.

- Their mission is to provide safety in housing, but they are also a self-sufficiency program.
- The majority of those served are women and children.
- Currently, there is a waiting list. Last year there were 265 applications that could not be fulfilled.
- \$40K donated by the private sector to help support the operation of these units.
- Last year, Tempe provided funds to support 12 families and 20 were actually served.
- This is a two-year program with a wide variety of whole family programs.

Agenda Item 11 – Fair Housing Analysis of Impediments 6403-01

Liz Chavez presented the Analysis of Impediments to Fair Housing Choice in Tempe, a mandated annual assessment in addition to the CDBG action plan. Theresa James is the City's Fair Housing Coordinator and one of her most important roles is to educate the community regarding fair housing, in addition to providing any complaint forms or documents needed to file an official complaint with HUD.

Theresa James stated the HUD mandates an analysis of impediments on a regular basis and she looks at the types of calls received from residents. The Fair Housing Act prohibits discrimination in the housing market against protected classes of people based on race, religion, color, national origin, gender, disability and familial status. Most of the calls she receives are based on disability, race and color. She assists in filing discrimination claims and follows up if necessary. The complaint is actually investigated by the Arizona Attorney General's Office and by HUD. In preparing the analysis of impediments, she receives information from the Attorney General's Office regarding the number of cases from Tempe that proceeded through the process. The Arizona Fair Housing Partnership, of which Tempe is a member, works with outreach and community awareness. On April 11th there will be a Fair Housing event.

Councilmember Ellis asked if the objectives listed on page 8 were done.

Ms. James responded that some are still in process, such as the ADA survey of departments with Cindy Brown.

Councilmember Ellis asked staff to return to the Committee with updates on any objectives with past-due dates.

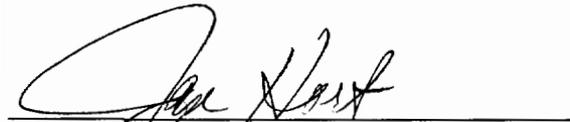
Ms. Chavez responded that this report will be updated with the 2007 Action Plan which will be presented to Council in April, but staff will present to Committee prior to that.

Agenda Item 6 – Future Agenda Items

- Fair Housing Report Update
- Transportation Center Update
- Bus Operations Update
- East Valley Bus Operations and Maintenance Facility Update
- Railroad Quiet Zone
- LRT Safety Campaign
- Neighborhood Traffic Management Program

Meeting adjourned at 4:50 p.m.

Prepared by: Connie Krosschell
Reviewed by: Carlos de Leon



Jan Hort
City Clerk