



Welcome!

¡Bienvenido!

Share your thoughts!

Please see a member of staff if you have any questions.

Por favor, consulte a un miembro del personal si necesita asistencia de interpretación en Español.



 **Website:**

transportationplan2050.tempe.gov

 **Email:**

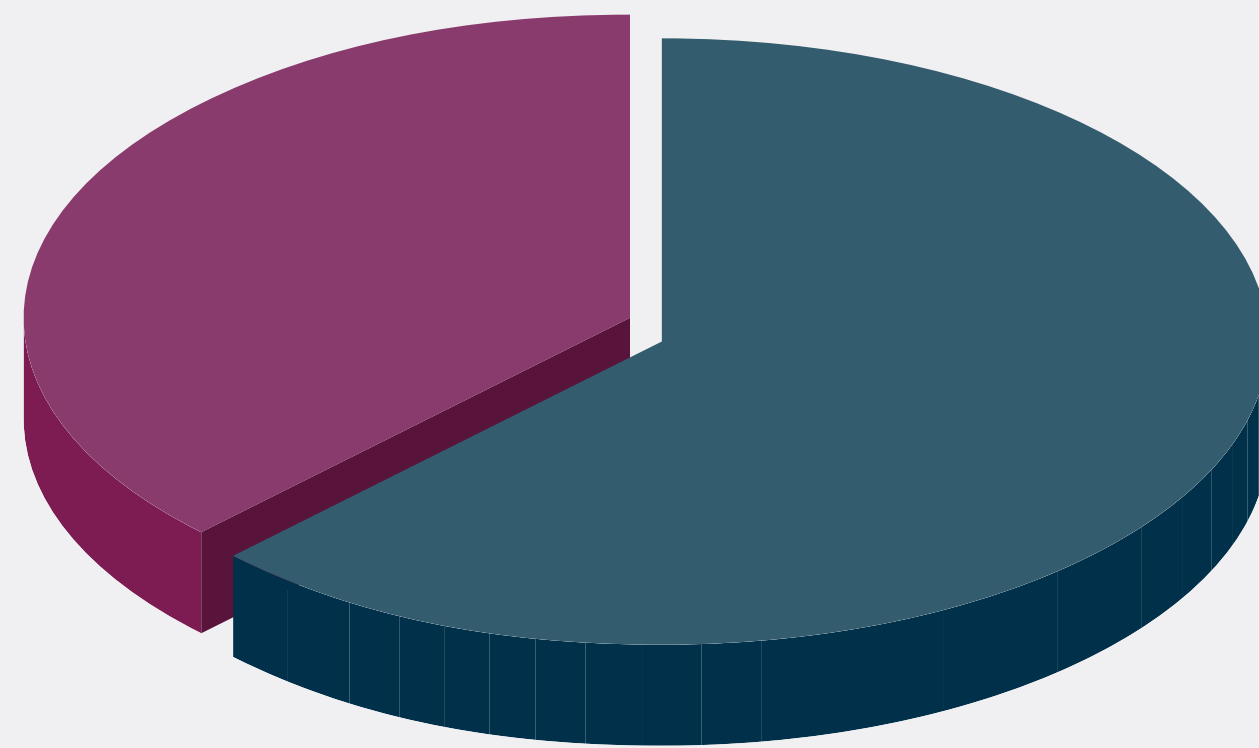
transportationplan@tempe.gov



What We Heard

Key findings from Summer 2025 survey

Transit use



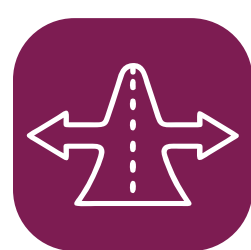
Yes: 63%

No: 37%

I would walk or use a mobility device more if



There was more shade **67%***



More Pedestrian/ Vehicle Separation **33%**



Continuous Sidewalks/ Off-street paths **31%**

Which safety treatments would you most like us to explore?



Signalized intersections for active transportation crossings **42%**



Signal Timing **40%**



Green Arrow Left Turns **28%**

Which Tempe transportation needs should be prioritized?



Enhancing Bicycle Travel **37%**



Improving Safety for all users **33%**



Maintaining and Improving Roadways **22%**

I would bike more if



There were more low-stress routes **52%**



There was more bike/vehicle separation **52%**



There was more shade **48%**

How would you prioritize locations for transportation improvements?



Highest Traffic Volume **49%**



High Proportion of Equity Priority Communities **44%**



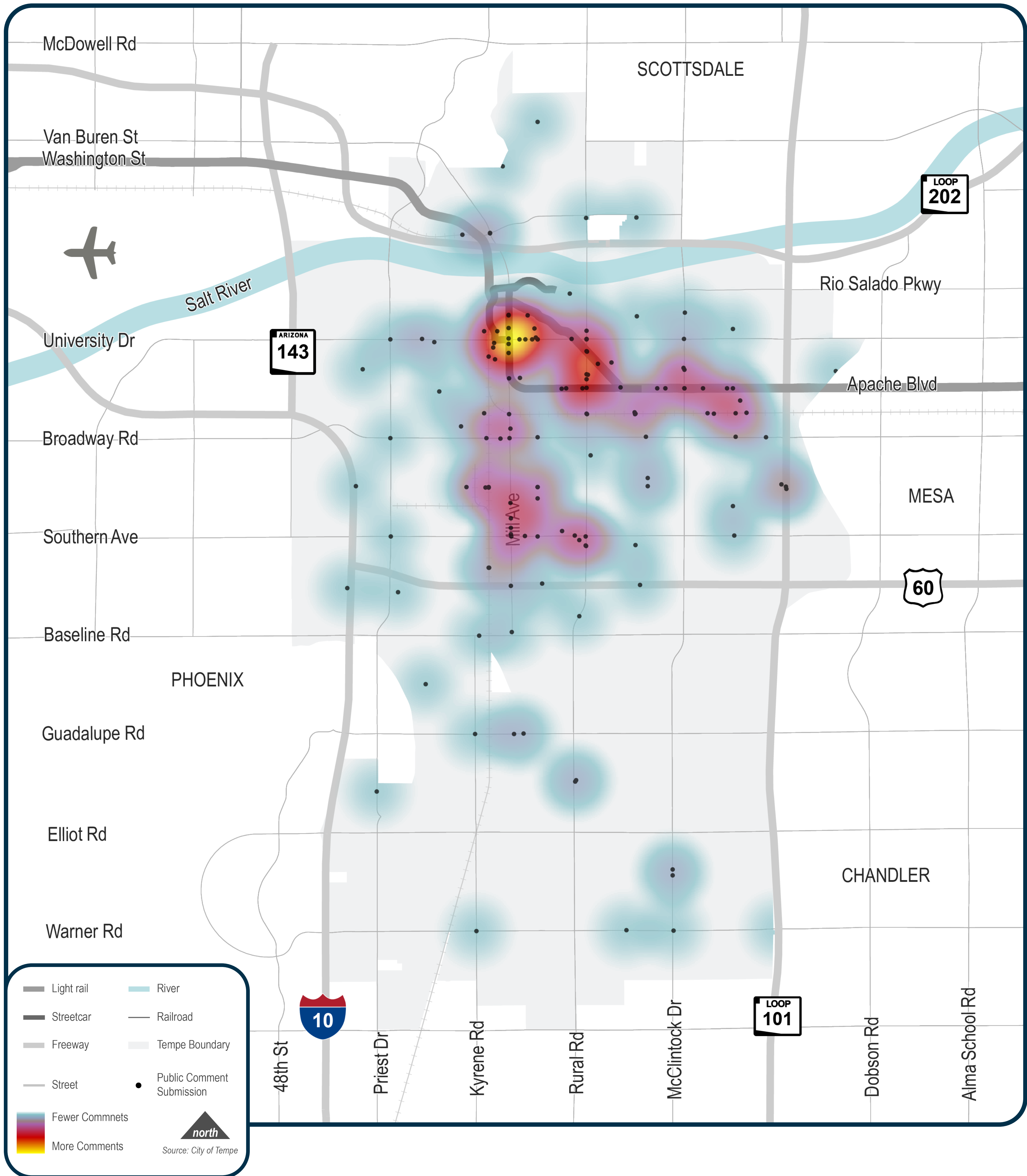
Most Population Growth **40%**

*Percentages indicate respondents who selected the top three responses for each survey question.



What We Heard

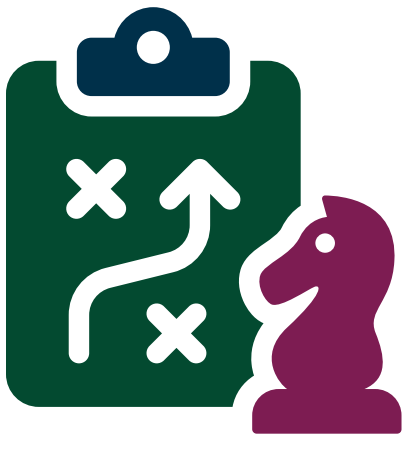
This map shows the location of the map comments we received, in addition to the 401 survey responses.



• 401 Survey responses
• 708 Open-ended question responses



Why We're Updating the Transportation Plan



Purpose of the Gaps and Needs Assessment

- Show how well the transportation system delivers on community, economic, and mobility goals
- Identify the system's most pressing challenges
- Drive strategies and investments that boost connectivity, improve safety, advance equity, and strengthen overall system performance

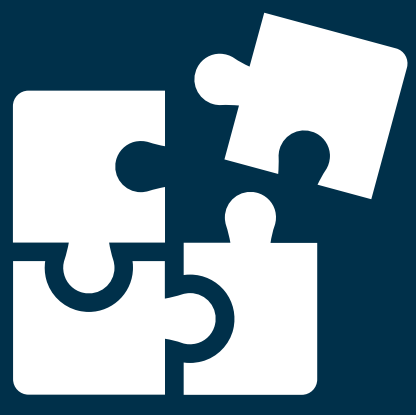


Goals of This Meeting

- Share key findings from the Gaps & Needs Assessment
- Receive feedback on how to prioritize projects

Project Timeline



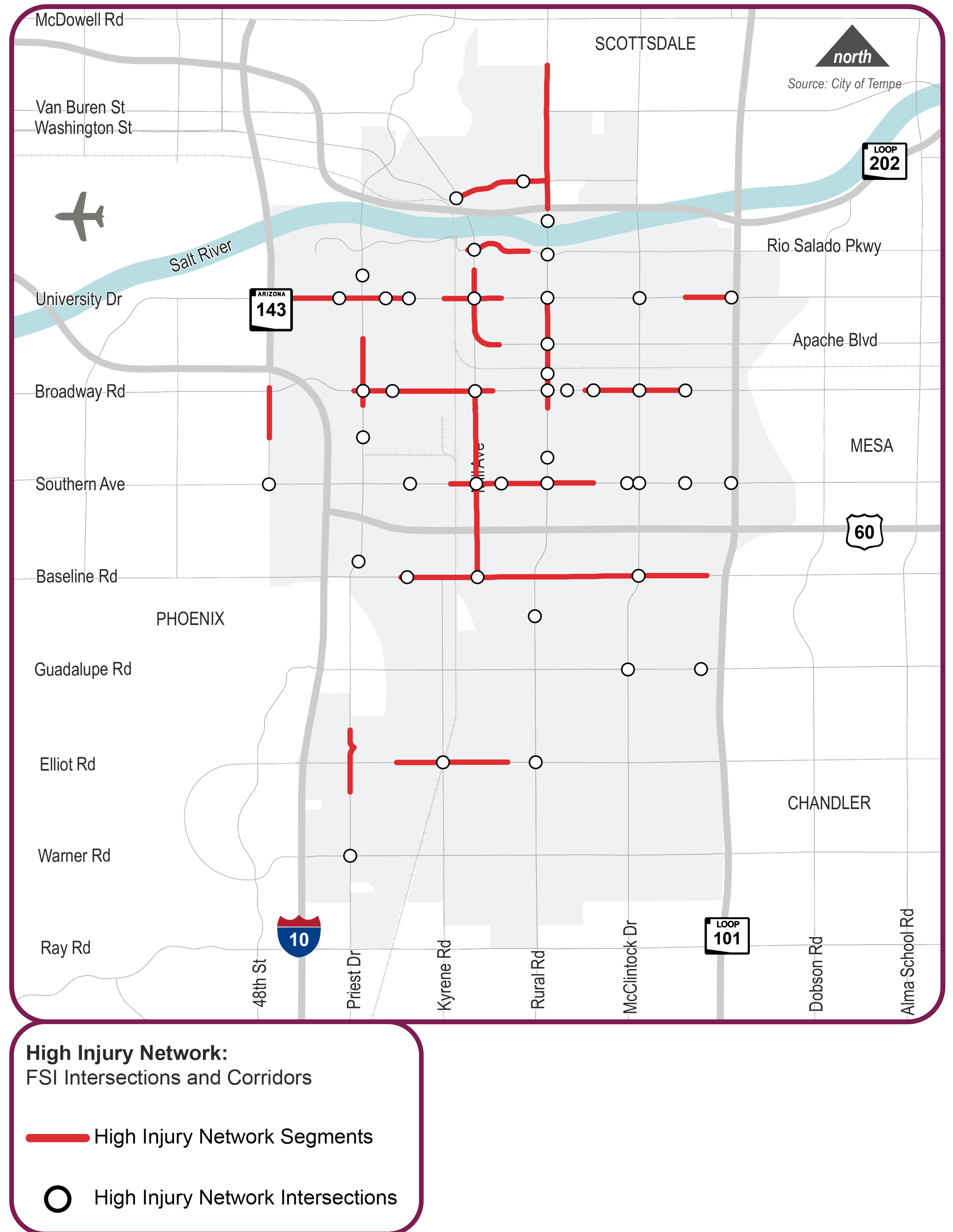


What We Learned from the Crash Analysis



High Injury Network (HIN)

- A map of corridors that identifies a network of streets and intersections with higher rates of fatal and serious injury (FSI) crashes
- An important tool that can help the City focus limited resources on problematic areas
- HIN segments make up less than 4% of total road miles in the City
- Nearly 1/2 of FSI crashes occur on HIN segments



392 FSI crashes from July 2019 to June 2024

Intersections: 183
Mid-Block: 209



Transit Performance Today

Transit Propensity & Frequent Transit Service:



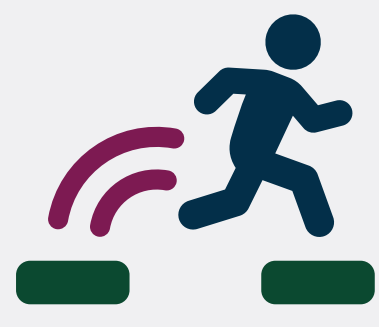
Transit Propensity :

Tendency of the population to use public transit.

"Moderate" indicates that persons in this area make as many public transit trips per person as the national average.

Frequent Transit Service :

Transit service that runs every 15 minutes. The city's circulator & regional transit routes are depicted in multiple color line segments.



GAPS & NEEDS



Highest Demand North of US60



Notable Demand along Kyrene & Baseline Rd



Areas of Transit Demand South of US60, without frequent service



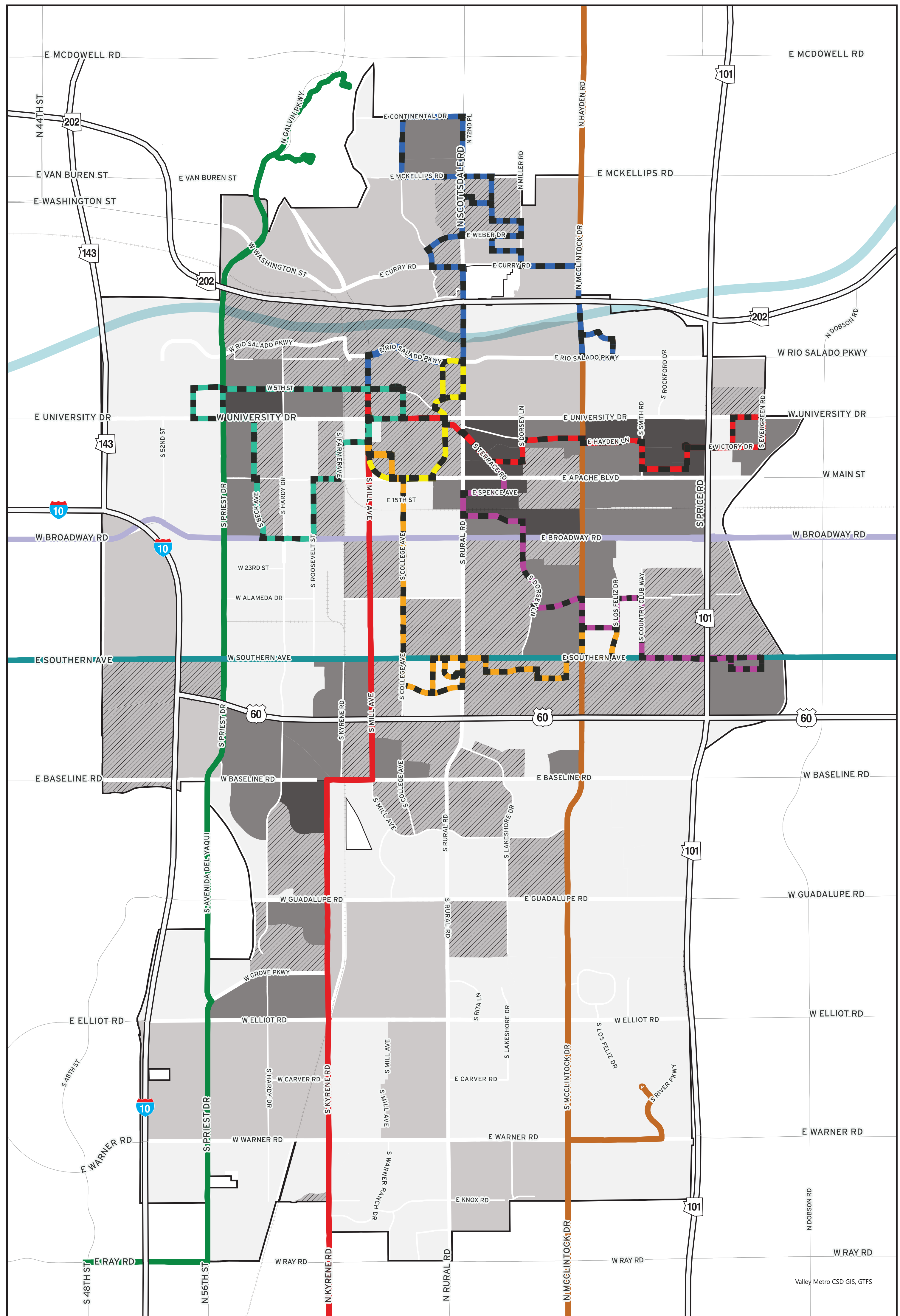
LEGEND

Transit Propensity

- Very High
- High
- Moderate (~National Average)
- Low
- Very Low

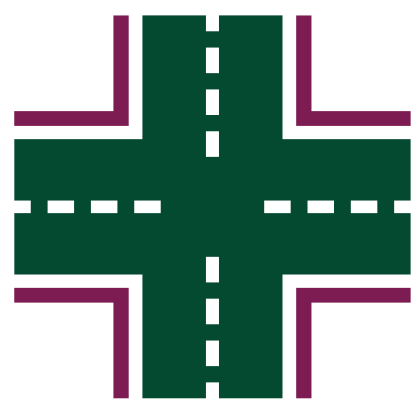
Frequent Transit Routes

- Mercury 61
- Venus 56
- Mars 45
- Jupiter
- 81
- 66





Where Walking is Difficult



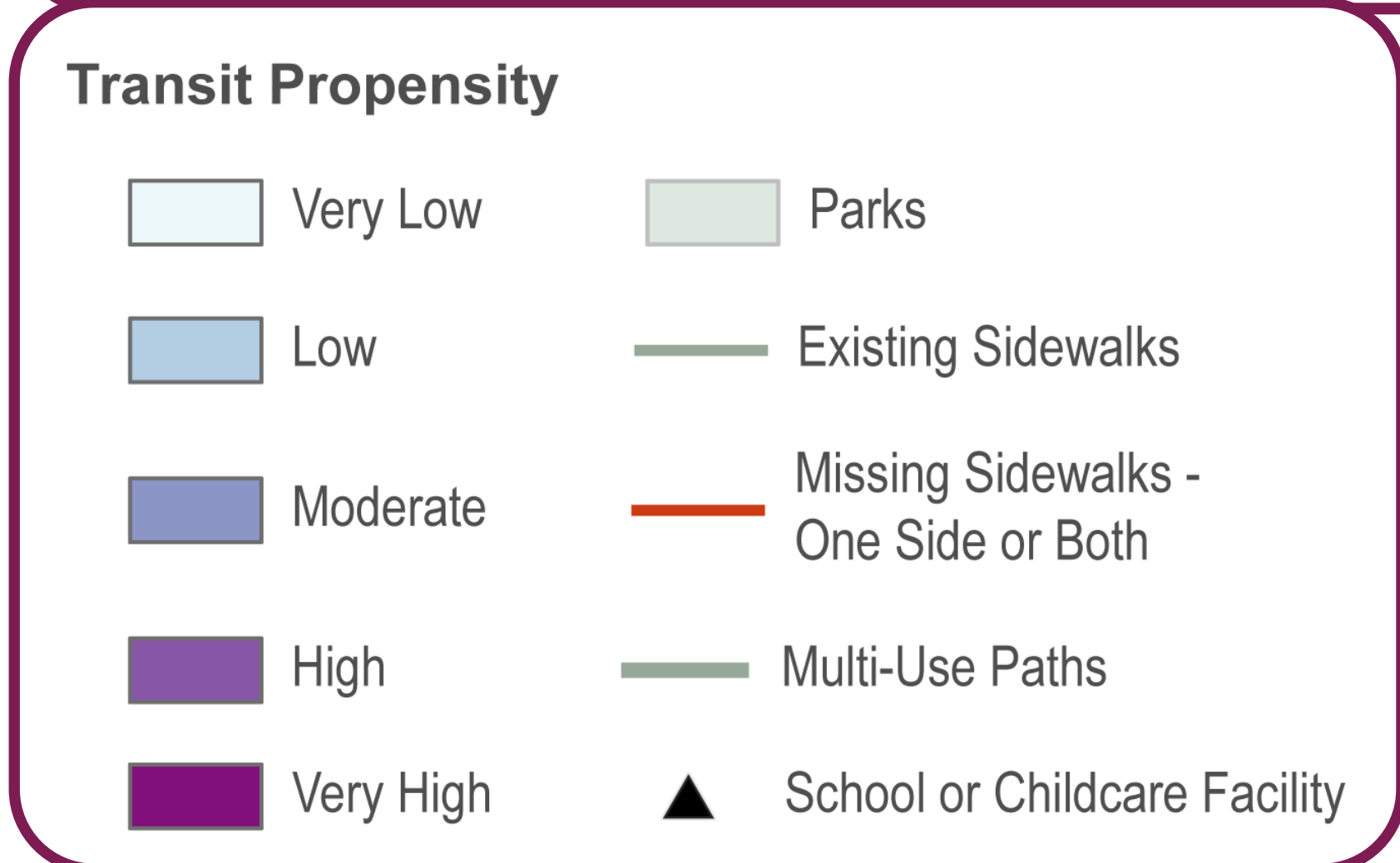
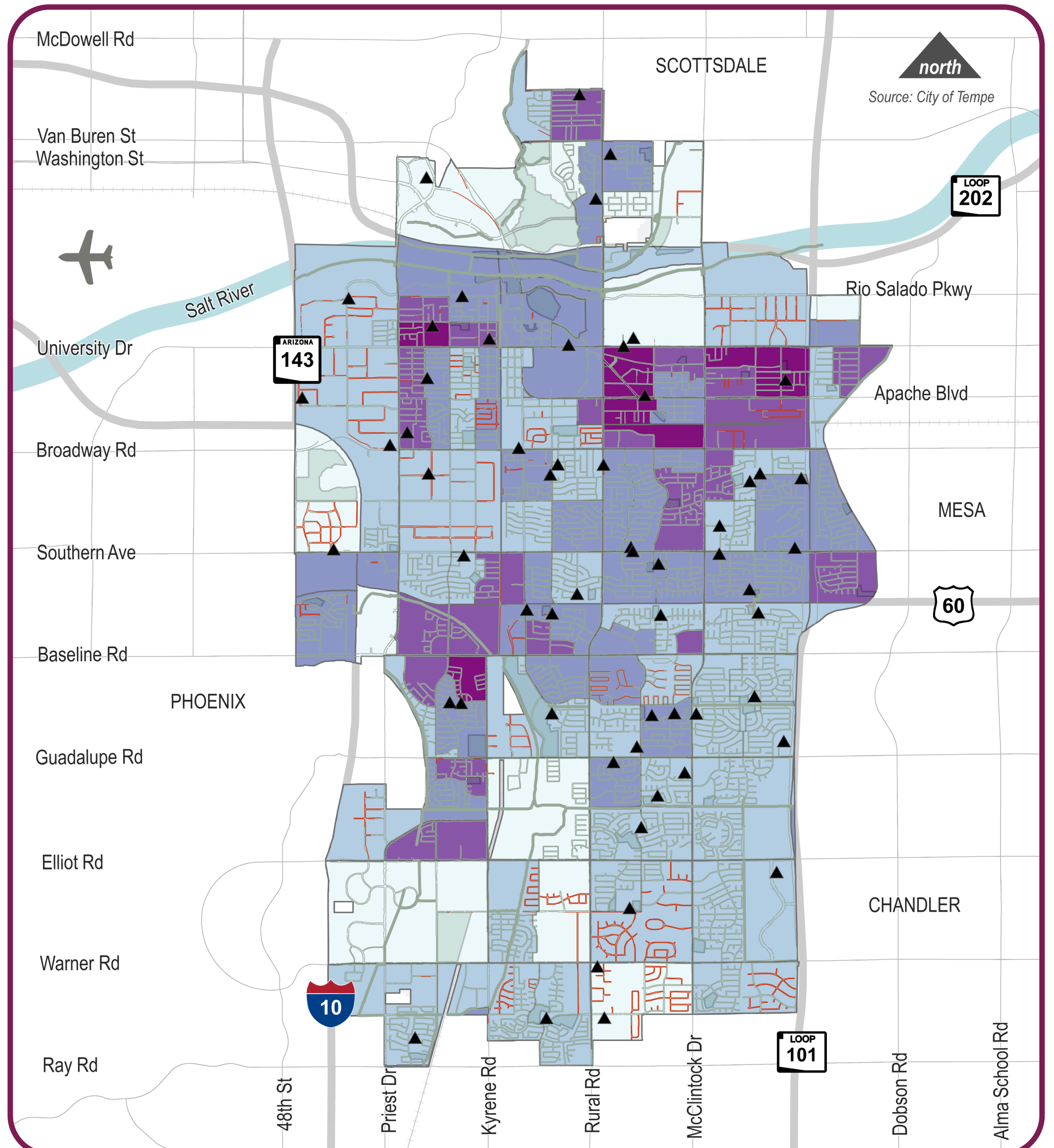
- Many mid-block HIN corridors are wide, busy streets with very few safe places to cross (e.g., signalized intersection or crossing)



- These corridors often have transit service, but the long gaps between crossings can make it hard for people to reach nearby stops

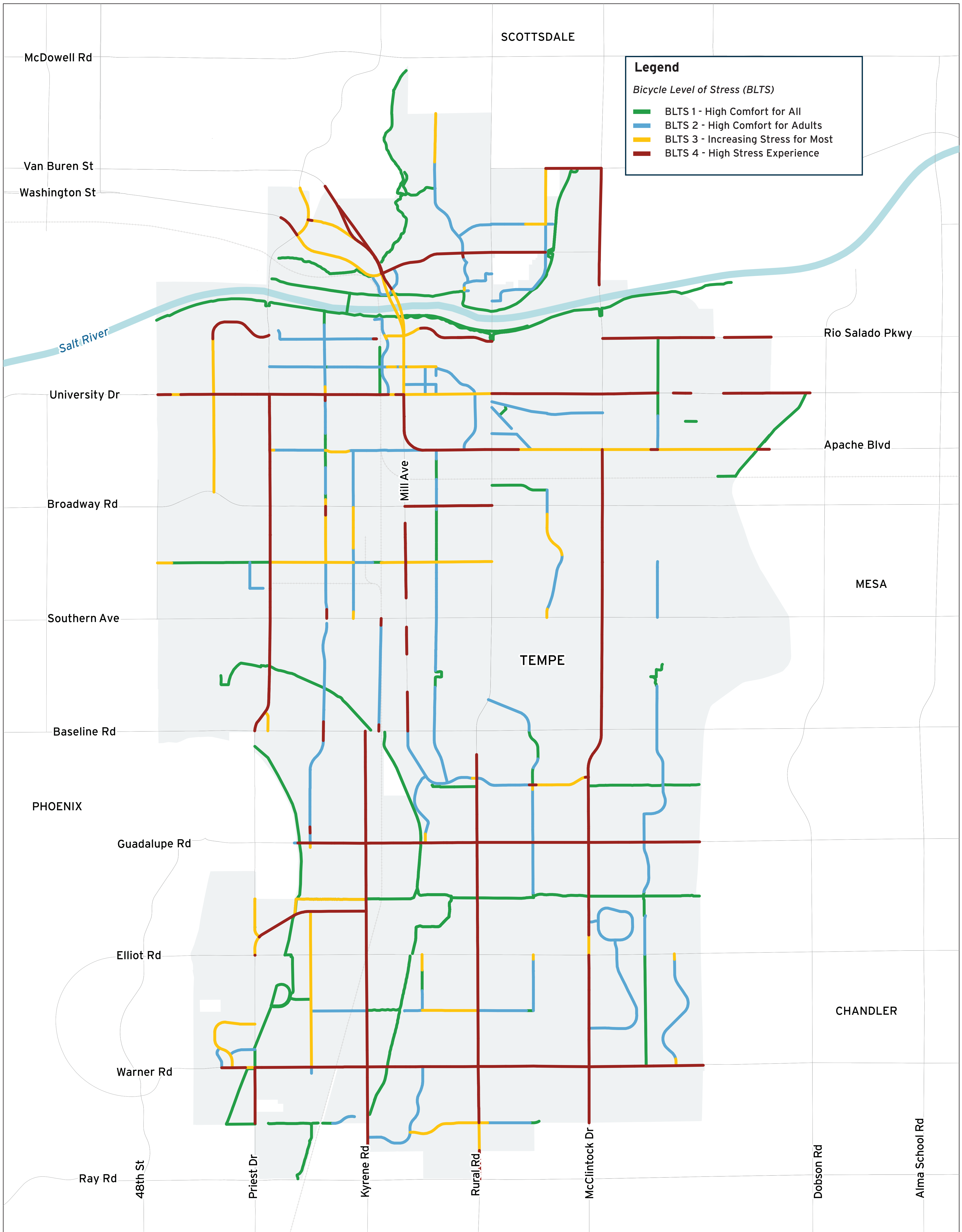


- When safe crossings are too far apart, people may cross in unsafe places





Where Biking is Difficult





Level of of Traffic Stress on the Bicycle Network

Bicycle Level of Traffic Stress (BLTS):

Is a method that assigns a score for roadway segments on our bicycle network. The scores show how stressful or accomodating a roadway's traffic conditions are on cyclists. Scores range from 1-4; 1 being the most accomodating to cyclist, 4 the most stressful. A BLTS score can be based on the some of the following criteria:

- Traffic Speed - Posted Speed (mph)
- Presence of bike lanes and parking lanes - width of parking lane
- The number of travel lanes for vehicular traffic - Center Turn Lanes

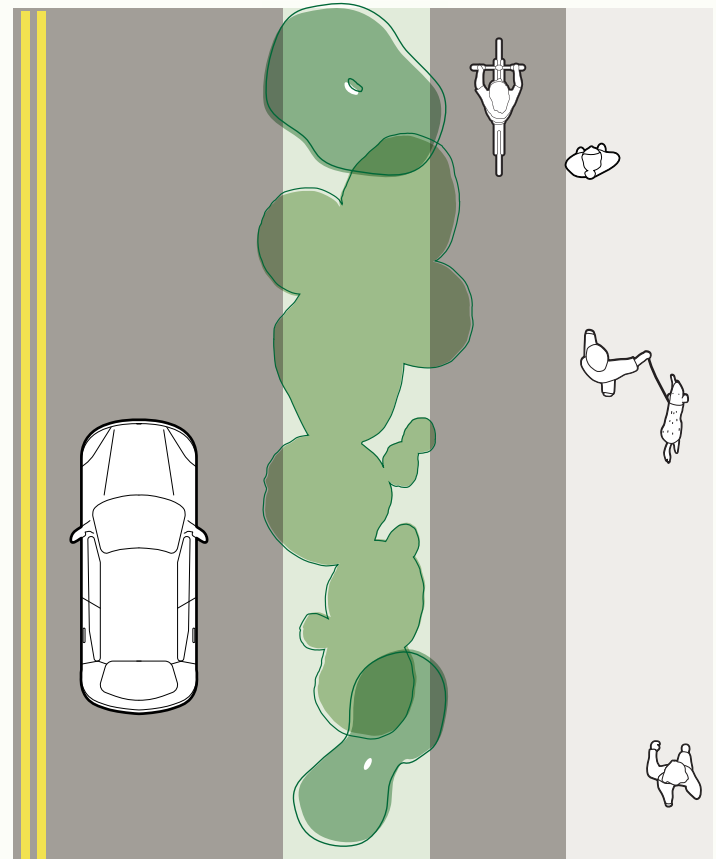
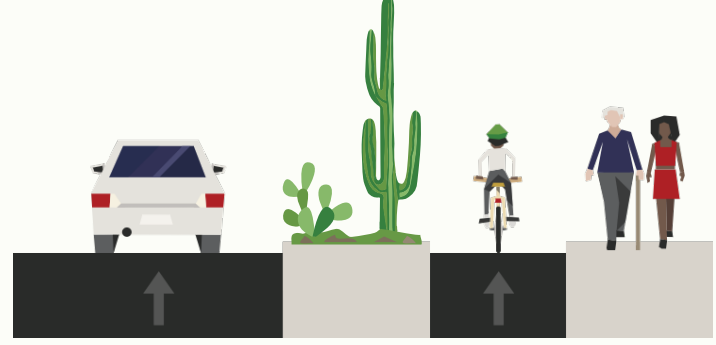
Your feedback today and in the survey will influence and support our development of a Low Stress Bicycle Network.

BLTS 1



- Little to no traffic stress
- Separated adjacent to roads with low speeds and low volumes

Local Example:
S Smith Rd



Potential Criteria

≤ 25 mph Speed

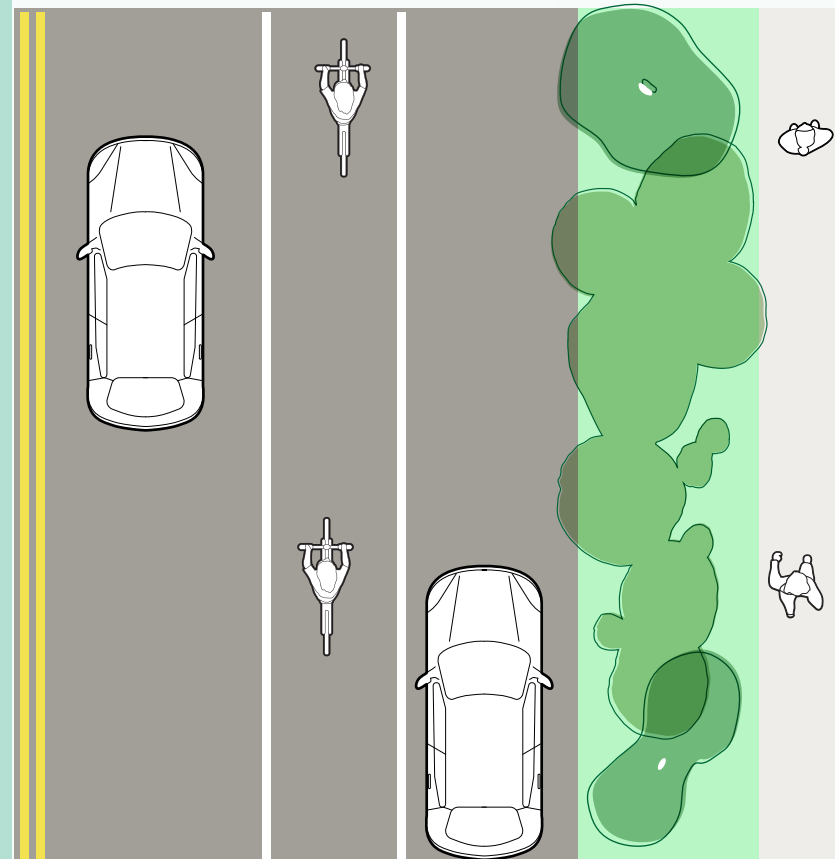
2 Travel Lanes of Lanes

BLTS 2



- Small level of traffic stress
- Suitable for most ages and abilities

Local Example:
E Alameda Rd



Potential Criteria

25 mph Speed

2 Travel Lanes of Lanes

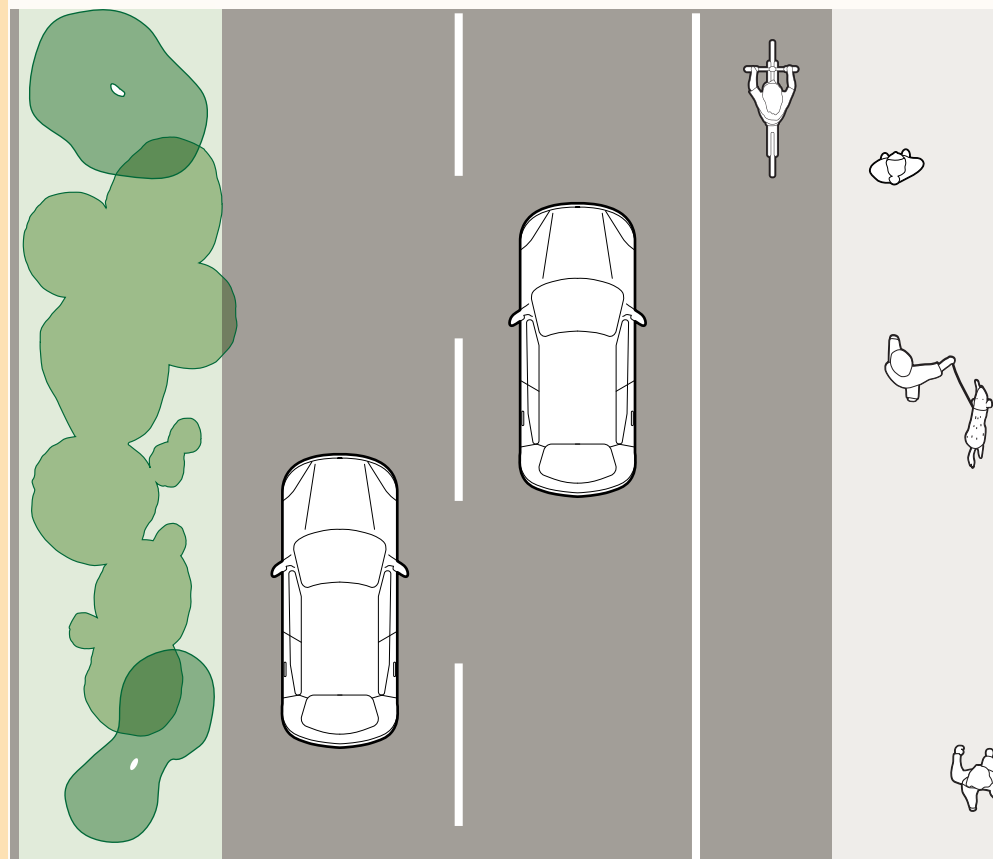
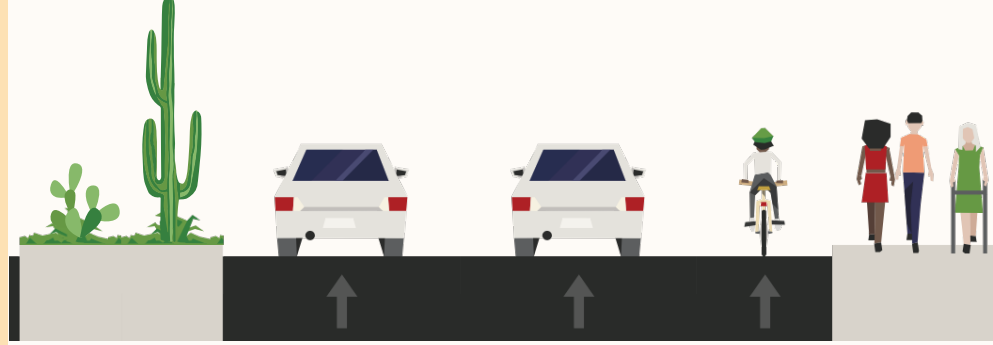
≤ 14' On-Street Parking Width

BLTS 3



- Considerable Traffic Stress
- Vehicle speeds and volumes are higher

Local Example:
W University Dr



Potential Criteria

≤ 35 mph Speed

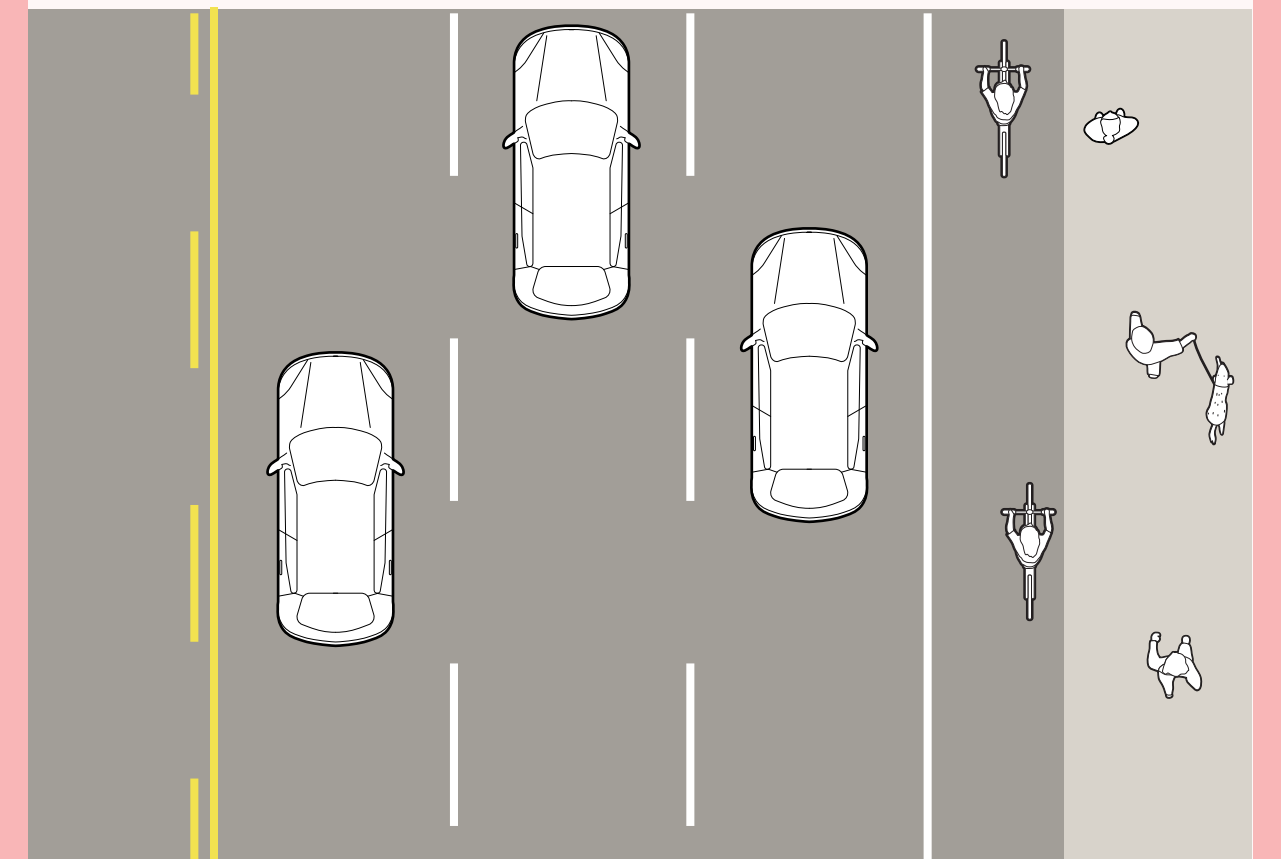
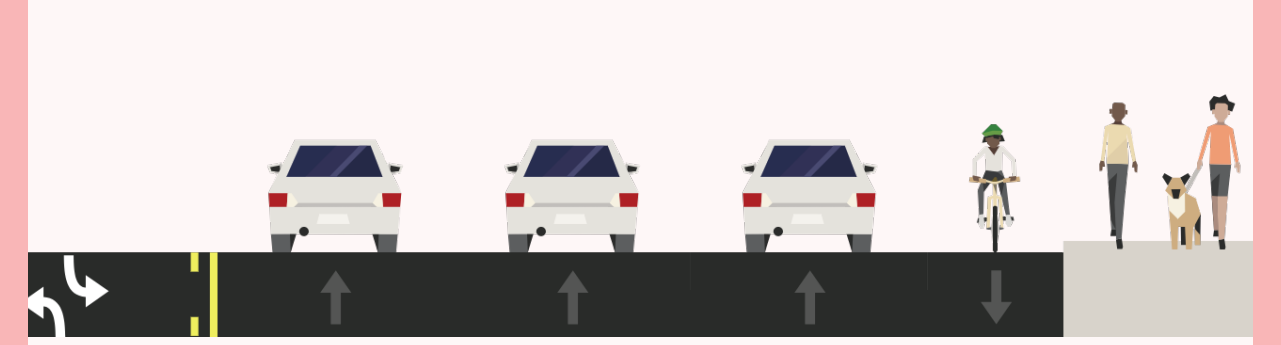
4 Travel Lanes of Lanes

BLTS 4



- Highest Levels of Traffic Stress
- Suitable for highly confident adults

Local Example:
Priest Dr

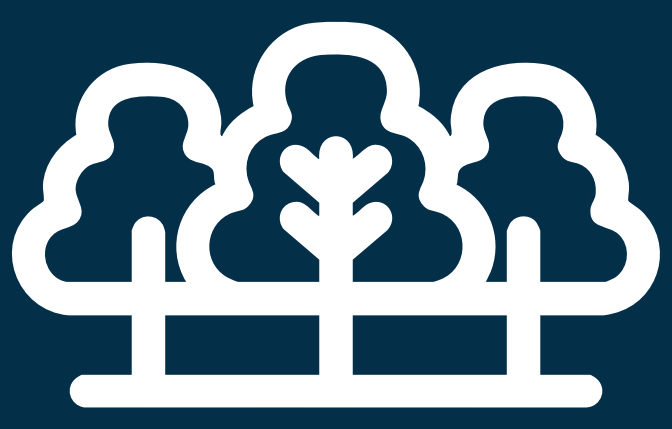


Potential Criteria

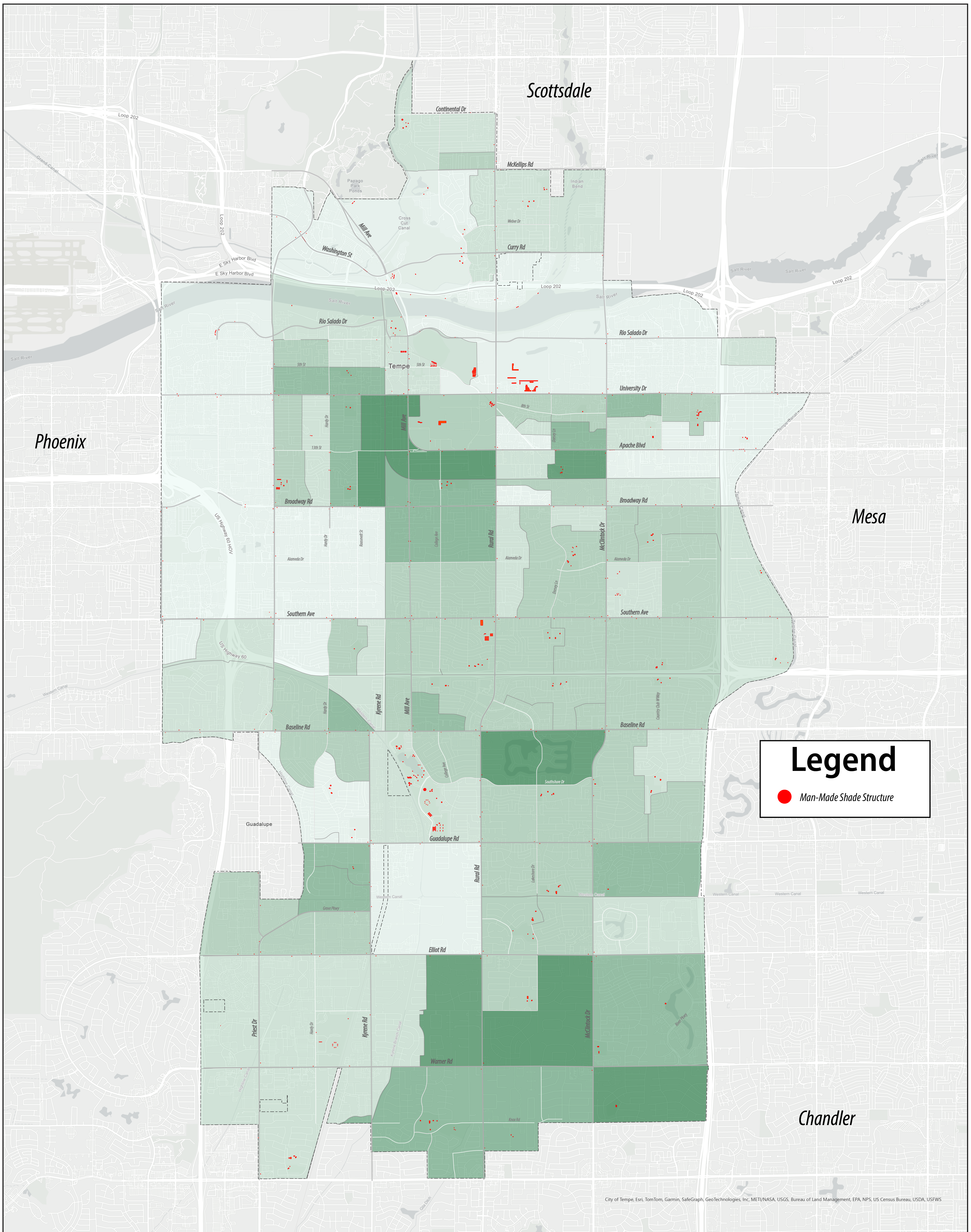
≥ 40 mph Speed

6 Travel Lanes of Lanes





Tempe Shade and Canopy Cover by Census Block





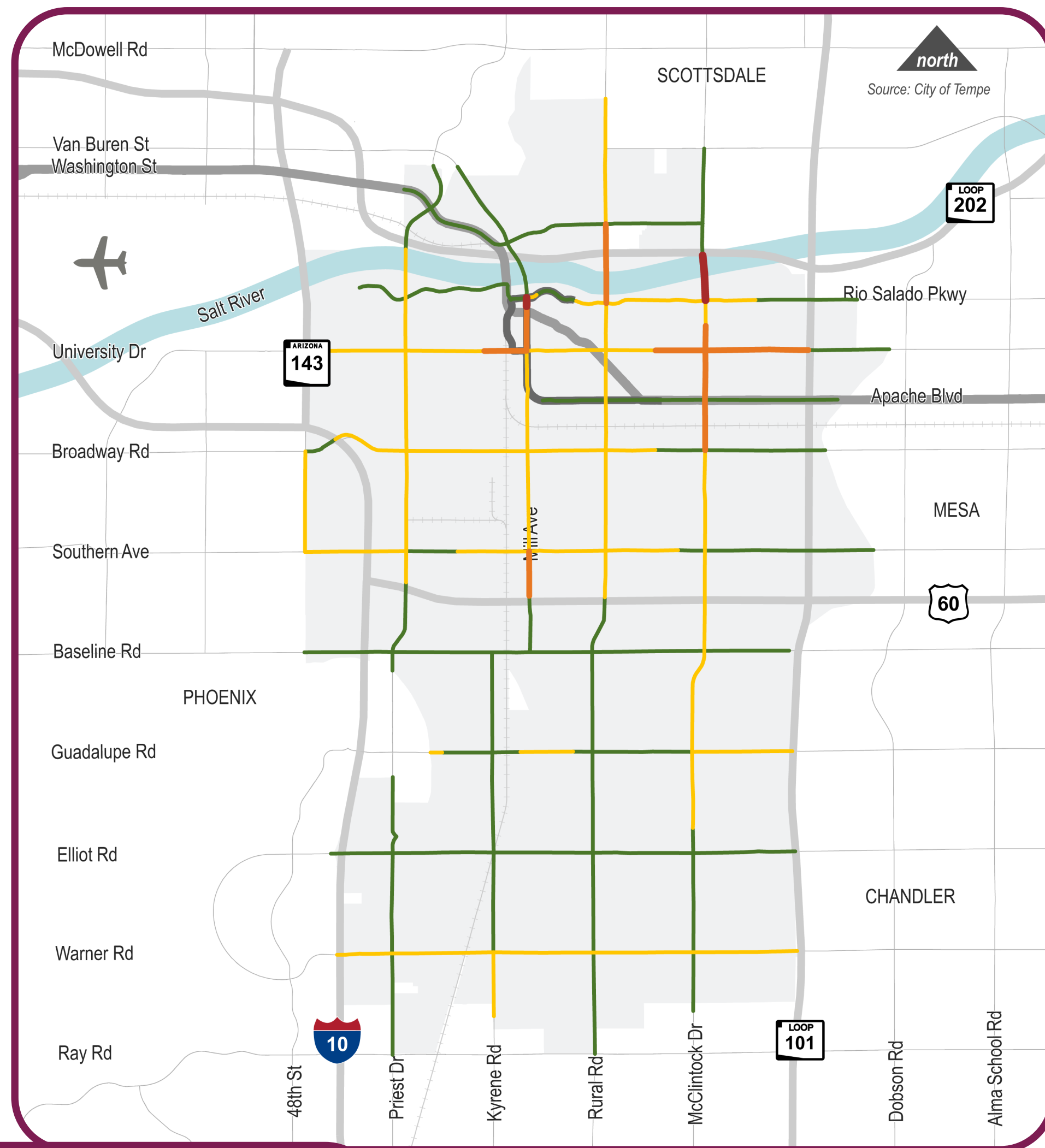
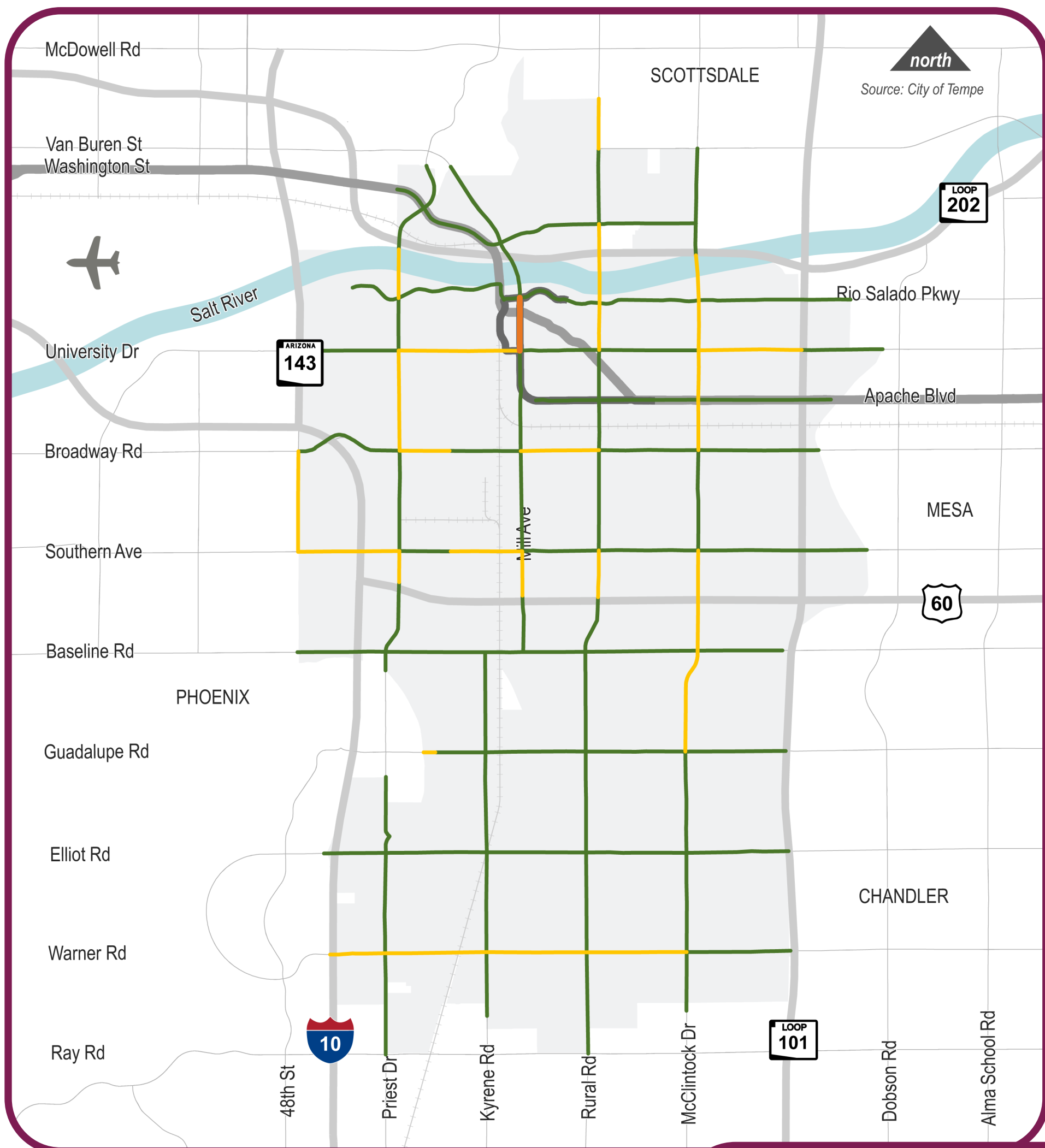
System Condition in the Future

Level of Service (LOS)

How well does a roadway operate from a driver's perspective?

LOS 2024

LOS 2050*



*Projected level of service if conditions remain the same

Arterial Roadways (2024 Adjusted Volumes)

Level of Service (LOS)—Contexts C4–C5



A

Free-flow conditions with minimal delay

B

Stable flow with slight delays; still comfortable for drivers

C

Stable flow but noticeable congestion; speeds are somewhat restricted

D

High-density flow; delays are significant, and maneuverability is limited

E

Operating near capacity; very slow speeds and long delays

F

Breakdown conditions; severe congestion, stop-and-go traffic and excessive delays





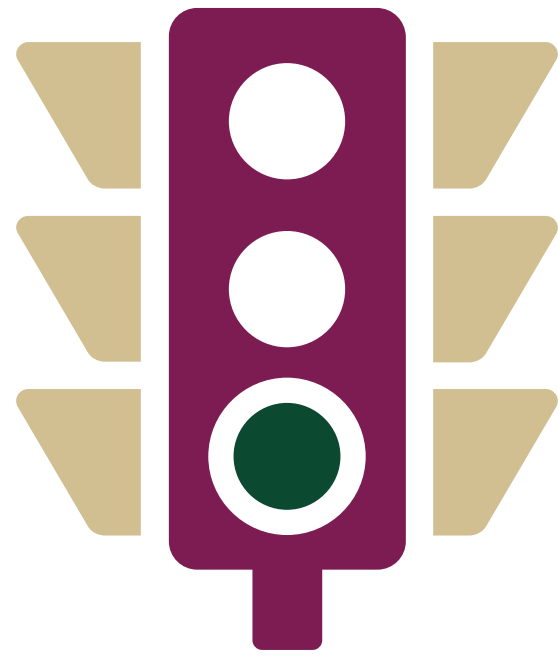
How Potential Projects will be Evaluated

Evaluation Criteria*



Active Transportation Connectivity

Address Gaps in the System



Traffic Safety

High Injury Network



Community Support

Survey



Traffic Congestion

Level of Service



Costs

Planning Estimates



City Goals

General Plan and City Council Strategic Priorities



Mode Split

Project Improves Non-auto Travel



Equity

Propensity, Equity Priority Zones



Right-of-way

Property and access impacts

**Evaluated using a qualitative and quantitative approach*



What Matters Most?

What are your priorities?

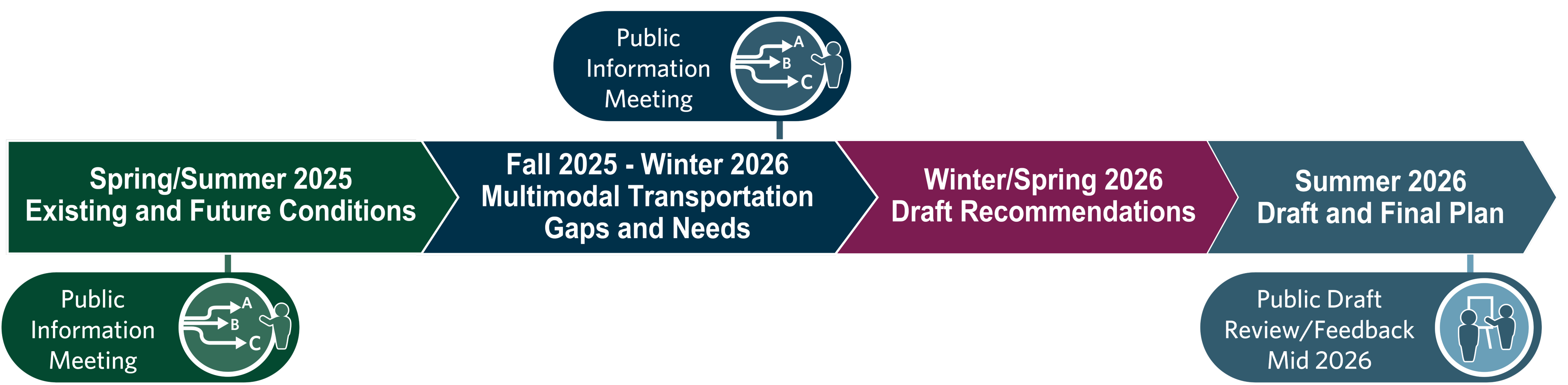
Place your (3) dots to show which areas are the most important to you

 <p>Active Transportation Connectivity</p>	
 <p>Traffic Safety</p>	
 <p>Community Support</p>	
 <p>Traffic Congestion</p>	
 <p>Costs</p>	
 <p>City Goals</p>	
 <p>Mode Split</p>	
 <p>Equity</p>	
 <p>Right-of-way</p>	





Next Steps & How to Stay Involved



Share your thoughts anytime through
March 18, 2026.

Visit transportationplan2050.tempe.gov
to take our survey or leave a comment on our interactive map.



➤ **Email:**

transportationplan@tempe.gov

🌐 **Website:**

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City of Tempe (North of US60)





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