

Tempe Transportation Plan 2050

Virtual Public Meeting #3

8/12/26



Where We Are Now

PHASE 1

Existing Conditions Analysis

March 2025 -
September 2025

Public Meeting #1
August 13, 2025
Public Survey

PHASE 2

Needs and Gaps

September 2025 -
March 2026

Public Meeting #2
February 25, 2026
Public Survey

PHASE 3

Project Recommendations and Prioritization

Spring & Summer 2026

Draft and Final Plan
Late 2026

How We Got Here



Collected Data

Assessed existing transportation system



Listened

Incorporated stakeholder and public input



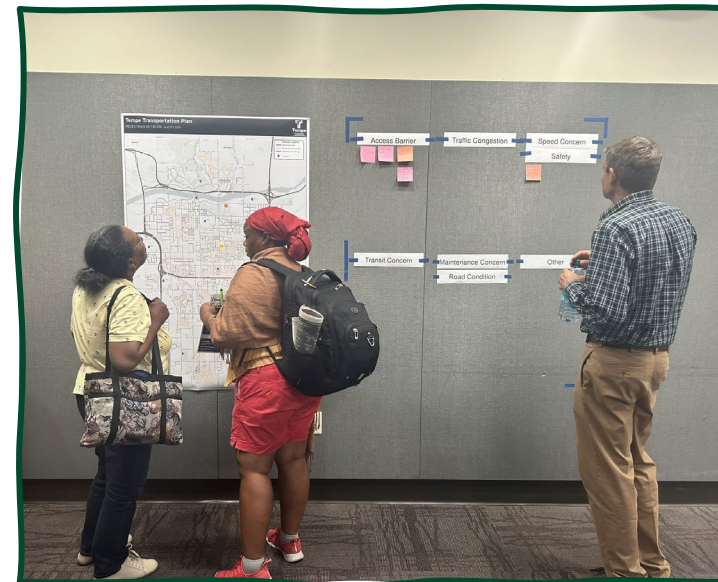
Identified Gaps

Confirmed needs and deficiencies



Developed Recommendations

Projects, programs, policies, and tools



What We've Heard

708

Survey responses to date

148

Online map comments

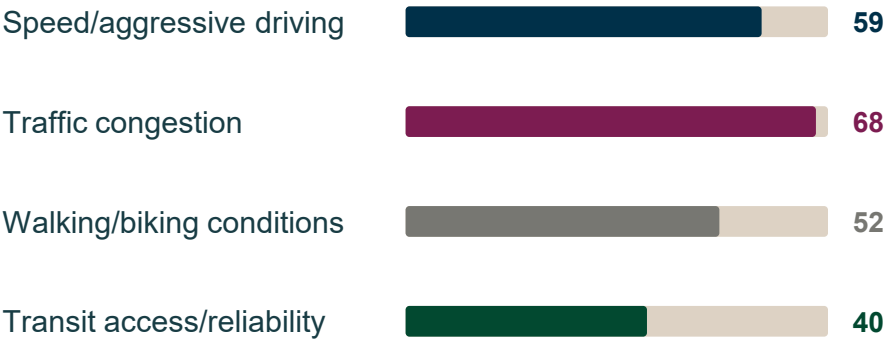
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Meeting Participants

35

Pop-up events

Top themes from earlier surveys



What this tells us

- Safety, comfort, and reliability are recurring priorities.
- Shade and protected separation matter for walking and biking.

High Injury Network (HIN)

A small share of the street network accounts for a large share of severe crashes.

4%

of road miles are
HIN segments

50%

of Fatal + Serious Injury (FSI)
crashes occurred there

44

HIN intersections
identified

57%

of intersection FSI
crashes at those intersections

Why this matters

The High Injury Network helps Tempe target enforcement, prioritize infrastructure improvements, and track progress over time.



Traffic and Safety Project Recommendations

- 12 intersection Improvements not on High Injury Network (HIN)
- 3 Interchange Improvements not on HIN
- 5 Road Safety Audits
- 1 Grade Separation Project
- 1 Segment Improvement not on HIN
- 44 HIN Intersection Improvements
- 19 HIN Segment Improvements

Focused evaluations

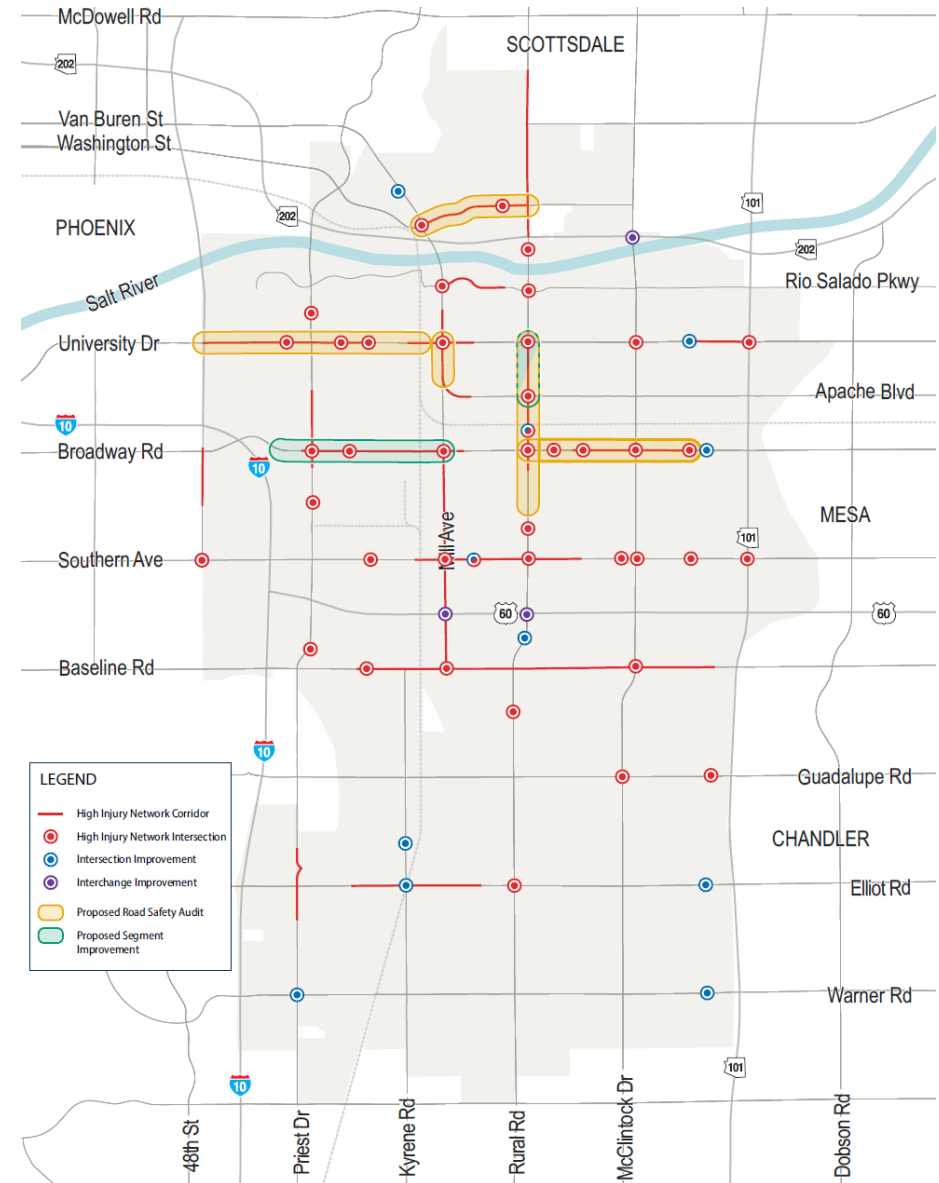
Evaluate intersection/interchange locations and roadway segment safety audits.

Access + safety tools

Use medians, driveway spacing, visibility, detection, and emergency pre-emption where appropriate.

Operational improvements

Improve signal timing, coordination, and technology to make existing streets work better.



Project Toolkits

23 Strategies

Infrastructure for Alternative Modes

Creating safe places for people to walk, bike, and roll

10 Strategies

Intersections and Crossings

Reducing crash risk and potential severity where conflicts are inevitable

10 Strategies

Roadway Reconfiguration

Changing lane configurations and street design elements

9 Strategies

Operations Strategies

Adjusting signals and traffic flow

4 Strategies

Access Management

Managing driveways and turning movements



Safety Toolkit Example

- 10 Strategies Identified for Safety Projects at Intersections and Crossings
 - Example Strategy: Median Refuge Islands
 - Pop-up window provides details on each strategy, including Crash Reduction Factor (CRF) and Feasibility

Median Refuge Islands



Description:

A horizontally and/or vertically separated area in the center of the roadway that provides a space for pedestrians to pause and safely cross the road in two stages.



Considerations and Applicability:

- Evaluate opportunities near schools, hospitals, senior living centers, and downtown areas.
- Align the island with intersections, driveways, and turning lanes.
- Coordinate with the Fire Department and School Districts to maintain access for emergency vehicles, school buses, and public transit.
- Design islands according to ADA/PROWAG guidance.

Safety Benefits:

Reduces pedestrian exposure and crossing complexity by allowing users

Feasibility:

Medium

Requires the presence of TWLTLs, raised medians, or a reconfiguration of roadway space.

Location Type:

Intersection/Mid-Block

Multimodal Impacts and Benefits:

High

Creates safer crossings on wide roadways.

CRF:

46%

CMF ID:

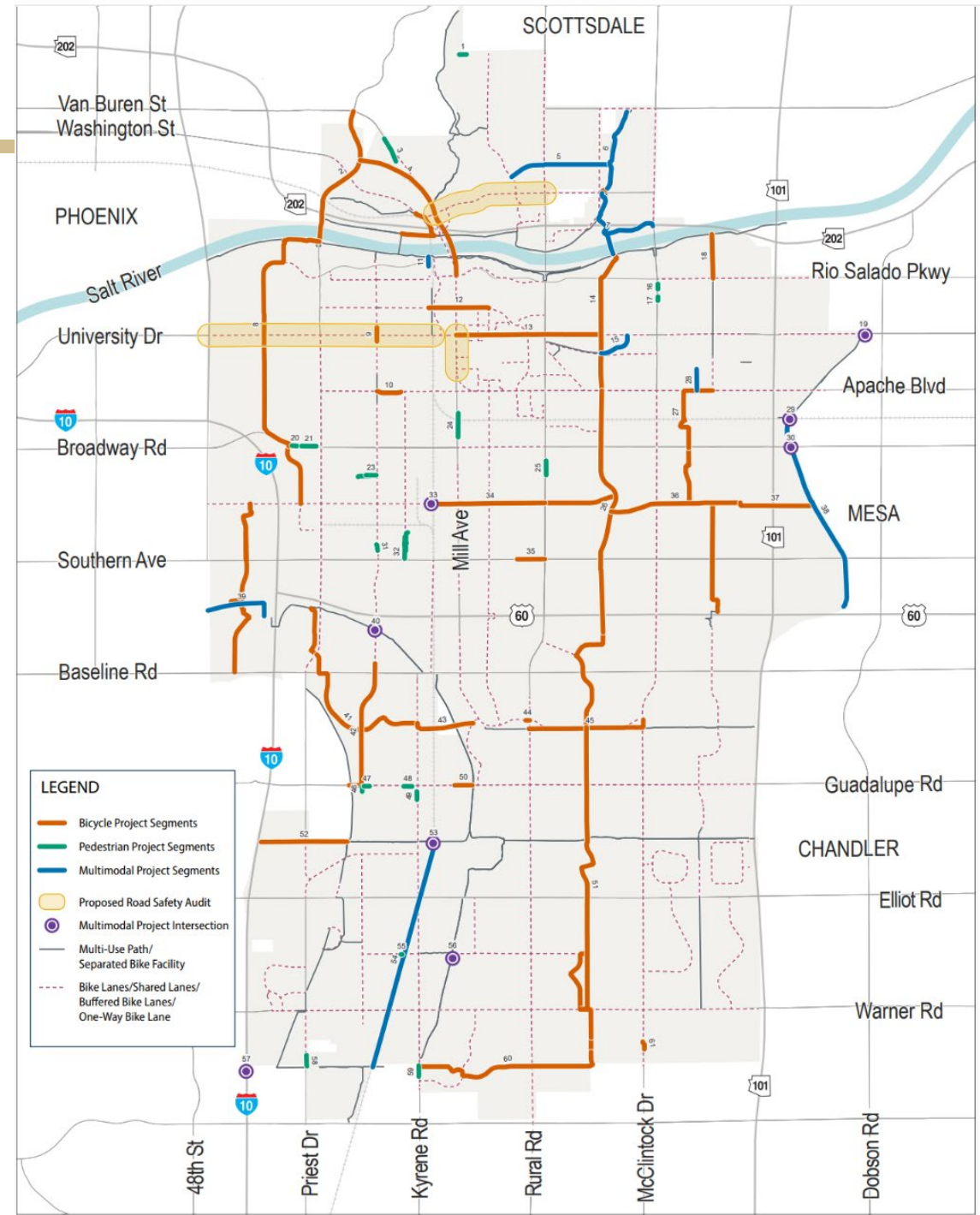
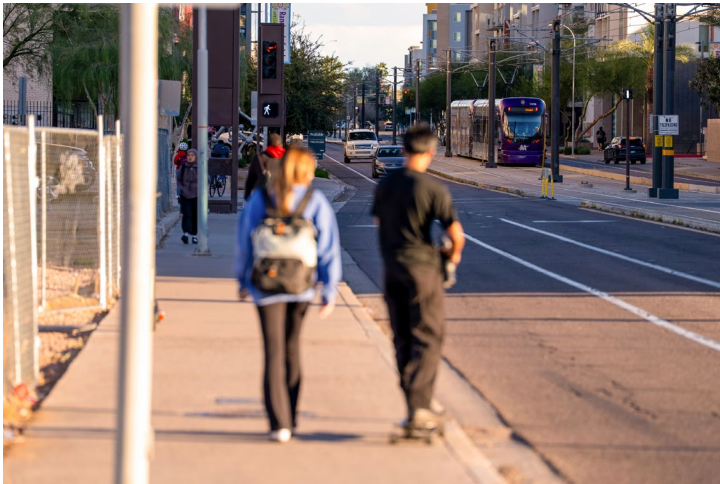
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Safe Systems Goals

- Safer Vehicle
- Safer Speeds

Active Transportation Project Recommendations

- 23 Bike Corridor Projects
- 19 Sidewalk Connectivity Projects*
- 8 Crossing Improvements
- 7 off-street path Improvements
- 2 Enhanced Bike Facilities



Active Transportation

Project Recommendations

BIKEiT Network

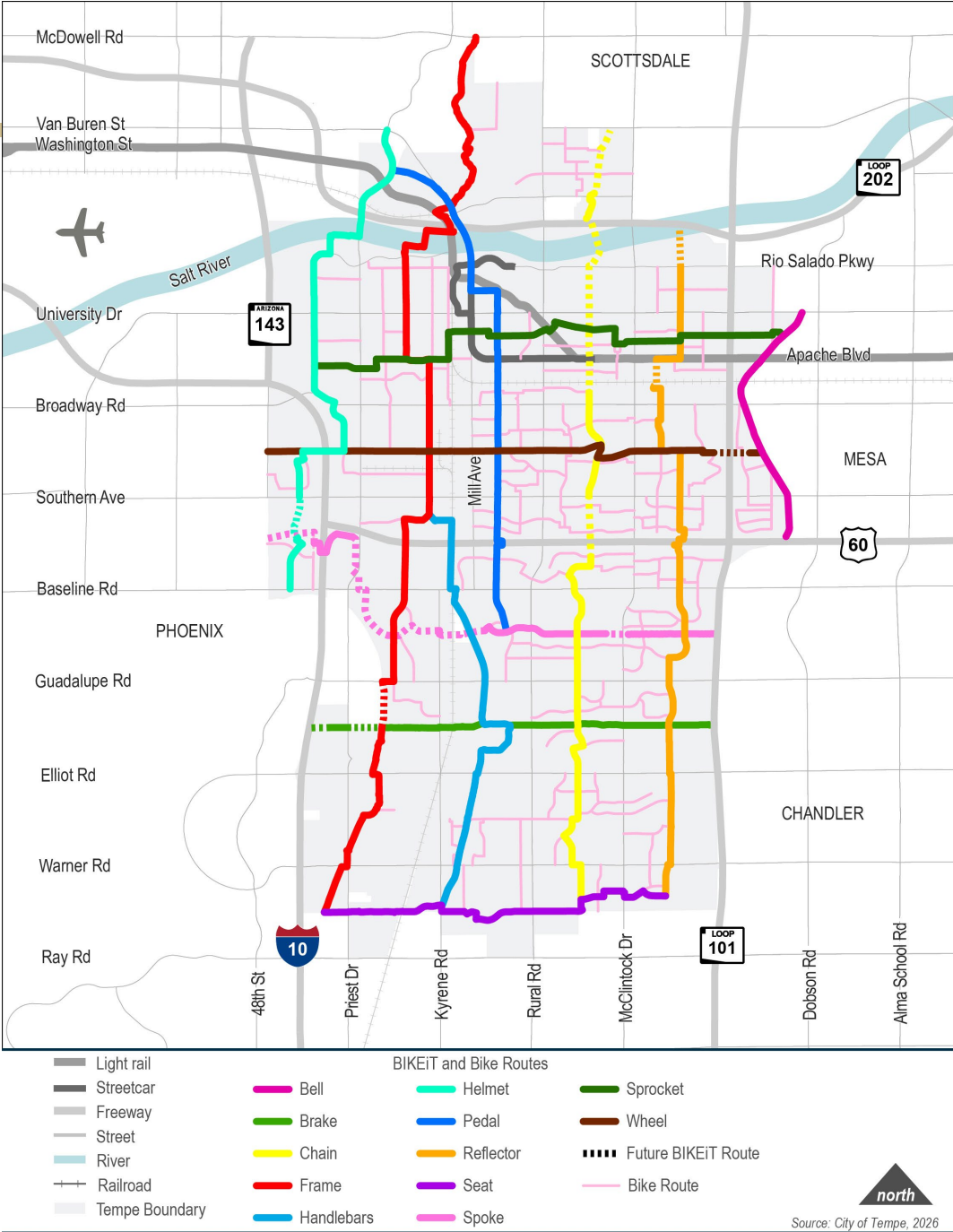
Tempe's branded network of bikeways designed to help people safely, comfortably, and conveniently reach key destinations by bicycle, e-bike, scooter, or other micromobility options using streets with lower traffic volumes and featuring streetscape improvements.

Primary Routes (Component / Key)

'Component' Routes are corridors that **directly** connect users to key destinations and regional trails, accompanied by a comprehensive wayfinding signage program, and may feature streetscape improvements, such as protected bike lanes, landscaping, and signal priority to create a safer and more enjoyable riding experience.

Secondary Routes

Ancillary network of neighborhood streets and multi-use paths guiding users to Primary / Component Routes, accompanied by wayfinding signage and sharrows, serving as first and last mile connectors.



Active Transportation Toolkit Example

- 23 strategies identified for 'Infrastructure for Alternative Modes' toolkit
 - Example Strategy: Separated Bicycle Lanes and Shared Use Paths
 - Includes details on safety benefits, the goals the strategy helps meet, and more

Separated Bicycle Lanes and Shared Use Paths



Description:

Dedicated space for bicyclists, physically separated from motor vehicle traffic.



Considerations and Applicability:

- Evaluate opportunities along multilane urban corridors.
- Consider right-of-way width, driveway density, transit operations, and intersection spacing.
- Mark conflict areas through intersections and driveways.
- Coordinate with the Fire Department and School Districts to maintain access for emergency vehicles, school buses, and public transit.

Safety Benefits:

Minimizes interaction between modes, reducing conflict frequency and severity.

Targets:

Feasibility:

Medium

Dependent on available right-of-way; requires low driveway density.

Location Type:

Mid-Block

Multimodal Impacts and Benefits:

High

Separates drivers and people biking, reducing exposure.

CRF:

Bicycle-involved, sideswipe, and angle crashes

CMF ID:

11552

Safe Systems Goals

- Safer Vehicle
- Safer Speeds

Active Transportation Recommendations

Improve safety

Safer crossings, lower-stress bikeways, sidewalks, lighting, and visibility.

Make streets comfortable

Shade, seating, landscaping, pedestrian-scale lighting, and public art.

Close gaps

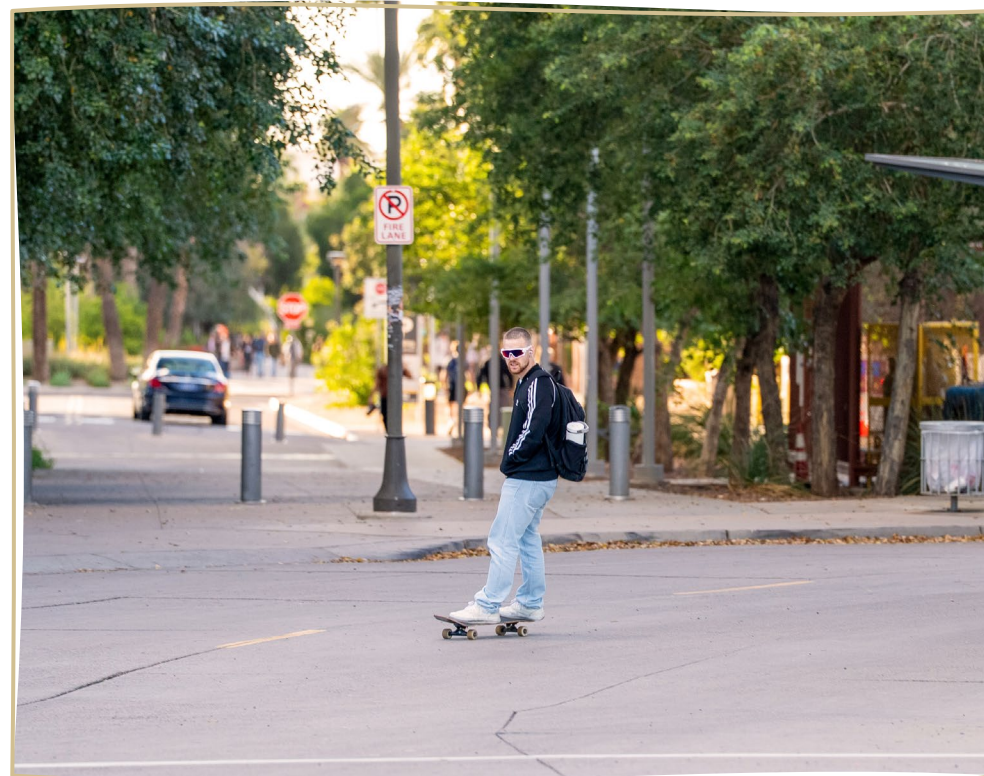
Better connections to schools, parks, transit, activity centers, and regional routes.

Support mode shift

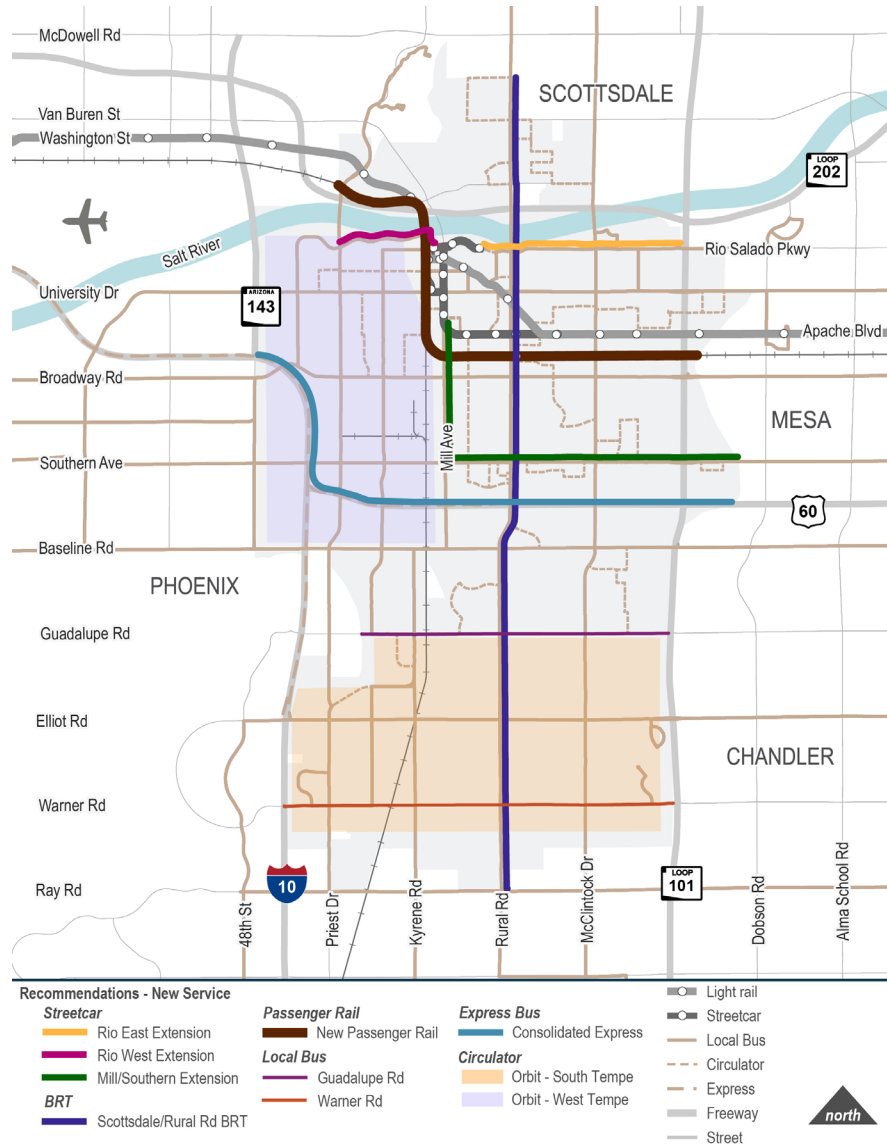
Give people practical choices that reduce reliance on single-occupancy vehicles.

Improve accessibility

Support people of all ages and abilities, including wheelchair and mobility device users.



Transit Project Recommendations



- **Streetcar Infrastructure.** Supports operations during special events
- **LRT Grade Separation (University Drive and Rural Road).** Eliminates transit delay and general-purpose vehicular delay associated with existing at-grade crossings
- **US 60 Express Connection (in vicinity of Mill Avenue or Rural Road).** Creates new inline transfer for US 60 express bus service
- **Transit Spot Improvements (e.g. Transit Signal Priority, Queue Jumps).** Improves transit speed and reliability at highest boarding locations or areas of substandard on-time performance
- **Dedicated Lanes (bus/streetcar).** Improves transit speed and reliability by providing dedicated right-of-way for transit and can be leveraged by multiple routes where possible (e.g. streetcar and local/express bus on Rio Salado Pkwy)
- **Expanded Orbit Routes.** Creates two new Orbit Routes in West and South Tempe

Transit Recommendations - Frequency

Service Period	Route	Location	Recommended Frequency	Current Frequency
Weekday Peak	Valley Metro Rail - A Line	Light Rail	10 minutes	15 minutes
Weekday Peak	72	Rural Road/Scottsdale Road	10 minutes	20 minutes
Weekday Peak	30	University Drive	15 minutes	30 minutes
Weekday Peak	48	48th Street	15 minutes	30 minutes
Weekday Peak	62	Hardy Drive	15 minutes	30 minutes
Weekday Peak	77	Baseline Road	15 minutes	30 minutes
Weekday Off-Peak	Valley Metro Rail - A Line	Light Rail	10 minutes	20 minutes
Weekday Off-Peak	72	Rural Road/Scottsdale Road	10 minutes	30 minutes
Weekday Off-Peak	30	University Drive	15 minutes	30 minutes
Weekday Off-Peak	45	Broadway Road	15 minutes	30 minutes
Weekday Off-Peak	61	Southern Ave	15 minutes	30 minutes
Weekday Off-Peak	66	Mill Ave/Kyrene	15 minutes	30 minutes
Weekday Off-Peak	81	McClintock Drive	15 minutes	30 minutes
Weekday Off-Peak	56	Priest Drive	15 minutes	30 minutes
Saturday	Valley Metro Rail - A Line	Light Rail	15 minutes	15 minutes
Saturday	30	University Drive	15 minutes	30 minutes
Saturday	45	Broadway Road	15 minutes	30 minutes
Saturday	61	Southern Ave	15 minutes	30 minutes
Saturday	66	Mill Ave/Kyrene	15 minutes	30 minutes
Saturday	72	Rural Road/Scottsdale Road	15 minutes	30 minutes
Saturday	81	McClintock Drive	15 minutes	30 minutes
Saturday	108	Elliot Road/48th Street	30 minutes	1 hour
Sunday	Valley Metro Rail - A Line	Light Rail	15 minutes	20 minutes
Sunday	72	Rural Road/Scottsdale Road	15 minutes	30 minutes
Sunday	108	Elliot Road/48th Street	30 minutes	1 hour
Sunday	140	Ray Road	30 minutes	N/A
Sunday	30	University Drive	30 minutes	1 hour

This information is shown on our website as route maps.

Recommendations Include Projects, Tools, and Policy Actions

Some needs are addressed through capital projects; others through standards, programs, or recurring coordination.

Street design tools

Crossings, medians, signal timing, traffic calming, and access management.

Development standards

Pathway connections, multiuse path access, driveway spacing, bike/ped easements.

Mobility hubs

Safe, shaded, accessible connections between transit, micromobility, and shared mobility.

Data + monitoring

HIN updates, bike/ped volume counts, safety performance tracking.

Programs + partnerships

School safety coordination, TBAG counts, micromobility access, regional coordination.

Policy recommendations help make future projects more consistent, easier to implement, and aligned with the plan's goals.

Goals and Objectives

- Our plan includes 5 principles that guide planning, design, and implementation
- Goals and Objectives are tied to each of the 5 principles shown here
- Examples:
 - Ensure accessibility and connectivity to schools, parks, human services, and other destinations
 - Promote sustainable design concepts
 - Facilitate convenient first and last mile connections across modes

 Community and Equity

 Accessibility and Mobility

 Infrastructure and Stewardship

 Safety

 Sustainability and Resilience

How Projects Will Be Evaluated



Transit-specific measure

Transit recommendations will also be evaluated for how they improve transit operations.

Qualitative + quantitative

The evaluation blends measurable criteria with planning judgment and community feedback.

Public Survey

1. Are we on the right track?

Do the recommendations reflect Tempe's goals and community input?

2. What should come first?

When funding is limited, which investment areas should be prioritized?

3. What did we miss?

Are there locations, concerns, or needs that should be added before the Draft Plan?

This is different from the first two surveys:

Then: What are the problems? What criteria matter most?

Now: Did we solve the right problems? What should be implemented first?



Next Steps



- Public Open House August 12 @6pm – Tempe Public Library
- Public Survey
 - August 12-30



- Project Website – transportationplan2050.tempe.gov
 - Meeting recording and all materials will be uploaded
- Phase III – Draft Plan
 - August-October
 - Council work study update and plan adoption at formal council anticipated later 2026



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