



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, September 8, 2015
7:30 a.m.

MEETING LOCATION

Tempe Transportation Center
Don Cassano Room
200 E. 5th Street, 2nd floor
Tempe, Arizona

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a <i>three-minute time limit</i> per citizen.	Pam Goronkin, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the August 11, 2015 meeting.	Pam Goronkin, Commission Chair	ACTION
3. Alameda Drive Bicycle/Pedestrian Design Concepts Project Staff will provide an update on the Alameda Bicycle/Pedestrian Design Concepts Project	Eric Iwersen, Public Works	Information and Possible Action
4. Bike Boulevards Staff will provide an update on the Bike Boulevard program, specifically the Seat route.	Eric Iwersen and Julian Dresang, Public Works	Information and Possible Action
5. Department and Regional Transportation Updates Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.	Public Works Staff	Information

6. Future Agenda Items Commission may request future agenda items.	Pam Goronkin, Commission Chair	Information
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According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2775 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.



Minutes City of Tempe Transportation Commission August 11, 2015

Minutes of the Tempe Transportation Commission held on Tuesday, Aug. 11, 2015, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Pam Goronkin (Chair)

Jeremy Browning

Ryan Guzy

Bonnie Gerepka

Charles Huellmantel (via phone)

Don Cassano

Susan Conklu

Kevin Olson

Peter Schelstraete

Cyndi Streid

Jonathon Bates

Lloyd Thomas (via phone)

Charles Redman

Shereen Lerner

(MEMBERS) Absent:

Philip Luna

City Staff Present:

Shelly Seyler, Deputy Public Works Director

Mike Nevarez, Transit Manager

Eric Iwersen, Principal Planner

Sue Taaffe, Public Works Supervisor

Kristen Rodgers, Administrative Assistant

Amanda Nelson, Public Information Officer

Jason Hartong, Senior Planner

Laura Kajfez, Neighborhood Services Specialist

Joe Clements, Transportation Financial Analyst

Kayla Ruggles, Administrative Assistant

Guests Present:

Radu Nan, Kittelson and Associates

Jim Lamb, resident

Commissioner Pam Goronkin called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Chair Goronkin introduced the minutes of the June 2, 2015 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Don Cassano

Second: Commissioner Peter Schelstraete

Decision: Approved

Agenda Item 3 – Street Closure Procedures and Notification

Amanda Nelson, Public Information Officer, provided an update on Tempe's procedures for approving, posting and notifying the public about street restrictions and closures. In conjunction with the city's IT staff, a GIS based map was developed and will be launched soon; the map will identify where the street closures and restrictions are located and is mobile-friendly.

Agenda Item 4 – Orbit Saturn

Jason Hartong, Senior Planner, provided the Commission with community feedback gathered during Phases I and II of the Orbit Saturn planning and decision making process and an update on the proposed routing, hours and frequency for the proposed route. As part of Phase III, public meetings will be held in September at Marcos de Niza High School. Commission discussion included hours and frequency of the route, number of buses on the route and GPS real-time technology.

Chair Goronkin asked for a motion to support the route recommendation. A motion was made to approve the proposed Orbit Saturn route.

Motion: Commissioner Don Cassano

Second: Commissioner Cyndi Streid

Decision: Approved

Agenda Item 5 – Department and Regional Transportation Updates

Eric Iwersen, Principal Planner, informed the Commission that the "missing link" path connecting the Western and Highline multi-use paths that the Commission recommended for funding in June was awarded \$55,000 in design funds by the Maricopa Association of Governments. Most of the local projects funded were pathways and streetscapes in Phoenix, Mesa, Surprise, El Mirage and Gilbert.

Staff also provided a brief status update on the McClintock Drive bike lanes and the Tempe Streetcar project.

Agenda Item 6 – Future Agenda Items

The following future agenda items have been previously identified by the Commission or staff:

- Alameda Streetscape Project (September)
- Bike Boulevards (September)
- Highline Canal Multi-use Path (September)
- North/South Railroad Spur Multi-Use Path (September)
- Streetcar (September)
- Orbit Saturn (November)
- Highline Canal Multi-use Path (November)
- Alameda Streetscape Project (November)
- Long-Range Forecast Presentation (November)
- Introduction of CIP Requests (December)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)
- Bicycle/Pedestrian Signal Activate Operations Update (June)

Each Commissioner introduced themselves to the two new Commissioners and gave a brief overview of their professional experience.

The Commission's next meeting is scheduled for September 8, 2015.

The meeting was adjourned at 8:08 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

August 31, 2015

SUBJECT

Alameda Drive Bicycle/Pedestrian Design Concepts Project

PURPOSE

The purpose of this memo is to provide the Commission with an update on the Alameda Drive Bicycle/Pedestrian Project including reviewing the preferred design concept.

BACKGROUND

The Alameda Drive Bicycle/Pedestrian Design Concepts project is an east/west connection in Tempe between Rural Road and 48th Street at the Phoenix border and involves creating a design concept to begin re-characterizing three miles of a very wide collector street with no current bike or pedestrian amenities other than signage into an enhanced pedestrian area and bicycle boulevard, while retaining vehicular access. A design concept is the first phase in project development and is used to seek federal grants for construction.

The Alameda Drive Project is identified in the Tempe Transportation Master Plan and has some of the highest east/west bicycle ridership numbers in Tempe according to Tempe Bicycle Action Group. The project links directly to Phoenix and bike lanes on Roeser Road. Alameda would ultimately link to Mesa and the 8th Street bikeway, across the 101 freeway with a bike/pedestrian bridge that is proposed over Balboa Drive, but not yet funded. The project also links directly to the location of a bike/ped bridge over the I-10 at Alameda Drive and connecting to Tempe Diablo Stadium that is now funded as part of ADOT's near term improvements to the interstate. The project connects to 10 transit routes, including some of the busiest bus routes (72) and Tempe's Orbit system. This collector street also links directly to two schools, established neighborhoods as well as major industrial/employment areas like Fountainhead.

A public meeting was held May 6 with public comment available from May 6 to June 14, 2015. A second public meeting will be held Sept. 16 at 6 p.m. at Broadmor Elementary School, 311 E. Aepli. Public comment will be taken from Sept. 16 through Oct. 7, 2015 at www.tempe.gov/alamedadrive.

FISCAL IMPACT

This project will eventually transform the street from a wide corridor and introduce landscaping, ADA and sidewalk improvements, lighting, enhanced street crossings, traffic calming, buffered or protected

bike lanes and green bike lanes like other Tempe projects. \$75,000 has been secured for design of the project from a grant through the Maricopa Association of Governments.

RECOMMENDATION

This item is for information and input and possible recommendation.

CONTACT

Eric Iwersen

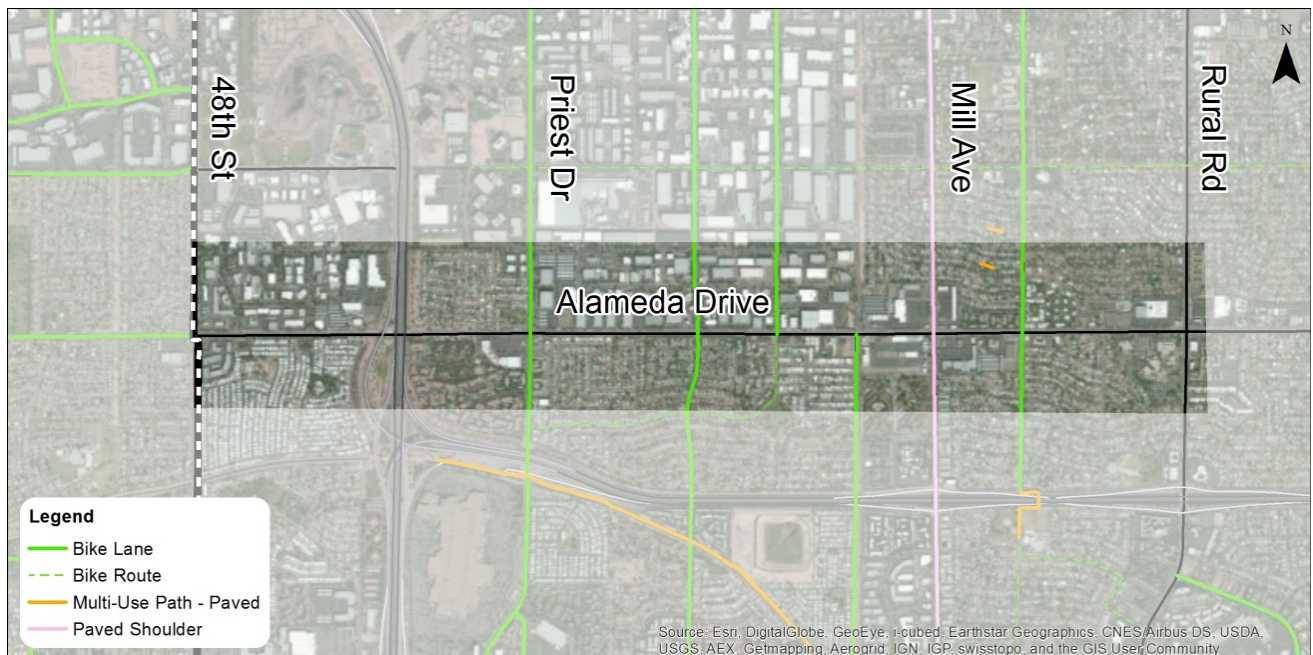
Principal Planner

480-350-8810

eric_iwersen@tempe.gov

ATTACHMENTS

1. PowerPoint Presentation



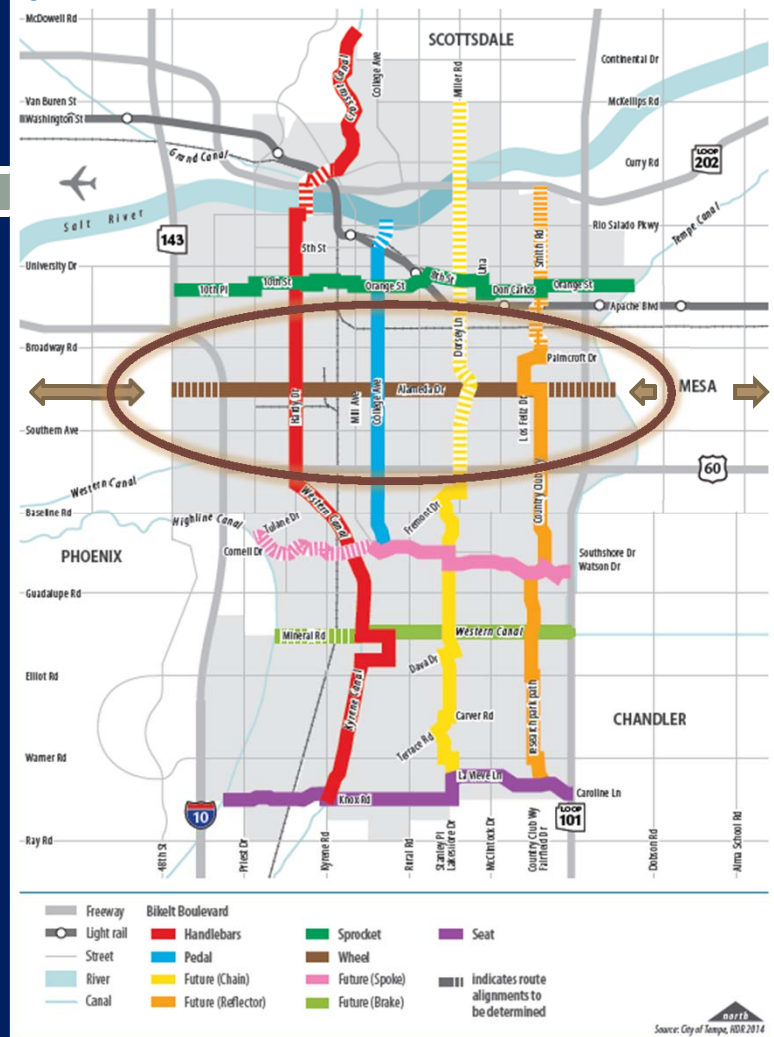
**Alameda Drive
Pedestrian and Bicycle
Design Concepts
Transportation Commission
September 8, 2015**



Background

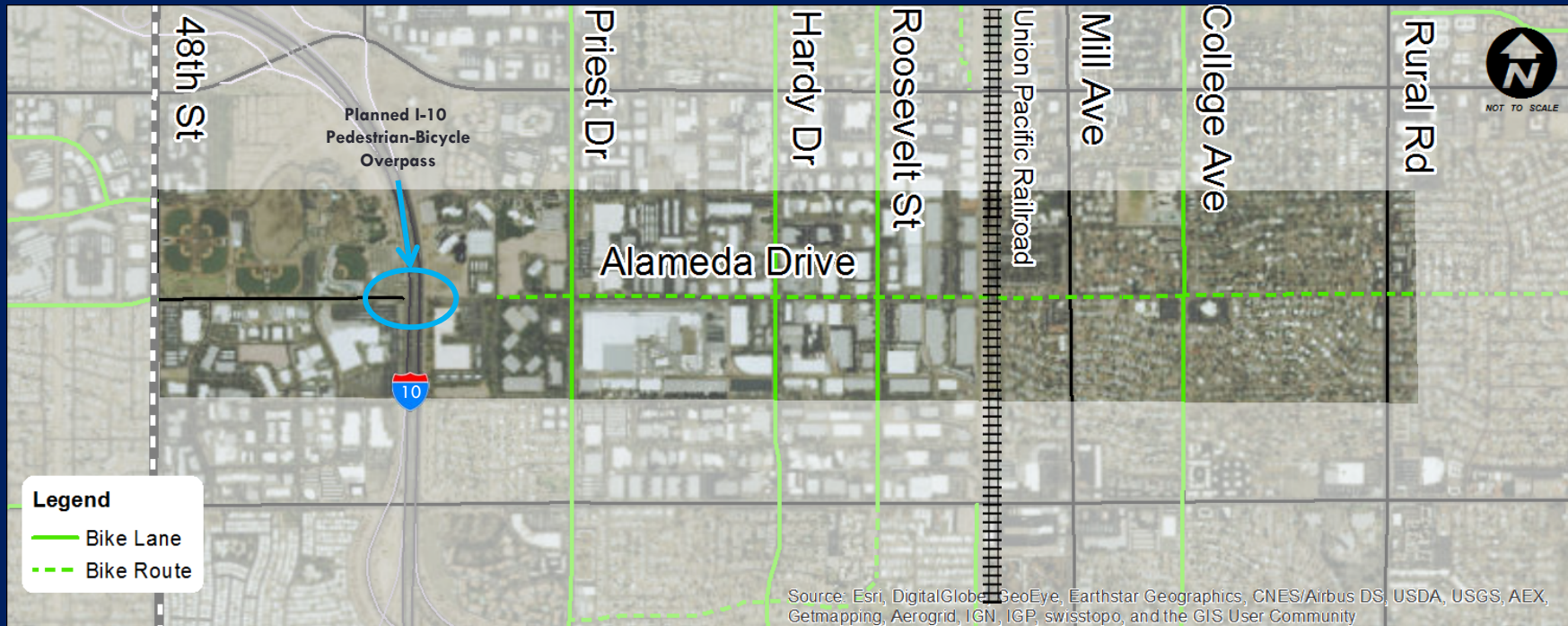
- Alameda Drive corridor is part of the bike boulevard network in the Transportation Master Plan
 - Alameda is regionally significant with connections to Phoenix & Mesa
- Funding for planning obtained from the Maricopa Association of Governments (MAG)
 - **No construction funding identified**
- **Project scope....**
 - **Collect and analyze transportation data**
 - **Solicit public input on potential improvements**
 - **Develop pedestrian/bicycle concepts**
 - **Create a 'Preferred Alternative'**
 - **Use Preferred Alternative to pursue federal construction funding**

Figure 45: BIKEIT Routes



Background: Analysis of Conditions

- Alameda Drive traffic characteristics are ideal for pedestrian/bicycle movements:
 - Low vehicle traffic volumes - Regional pedestrian/bicycle connectivity - Non-continuous vehicular route

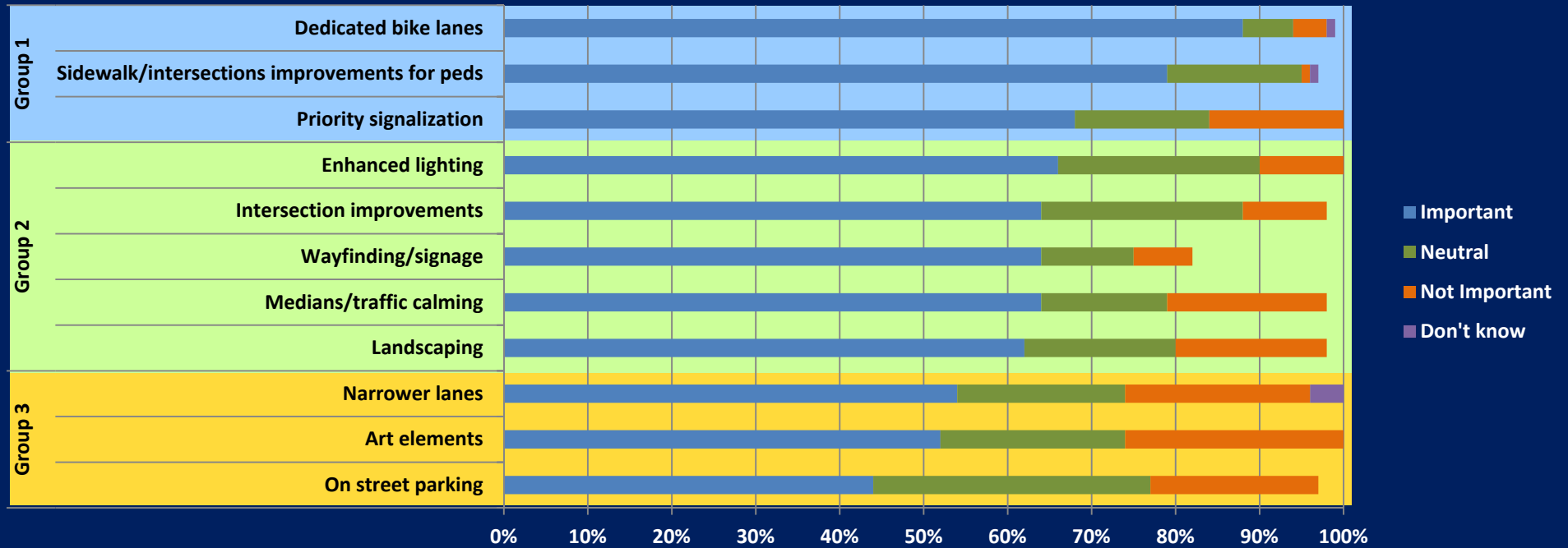


Background: Public Input

- The first project public meeting was held on May 6th.
 - 45 people attended the meeting
- An online survey was also open for comments after the public meeting
 - 56 responses were submitted by the public
 - A reminder postcard was mailed to residents in the neighborhood (Broadway Rd. to Southern Ave. Rural Rd. to 48th St.) on May 27th
 - The comment period ran from May 6th through June 14th

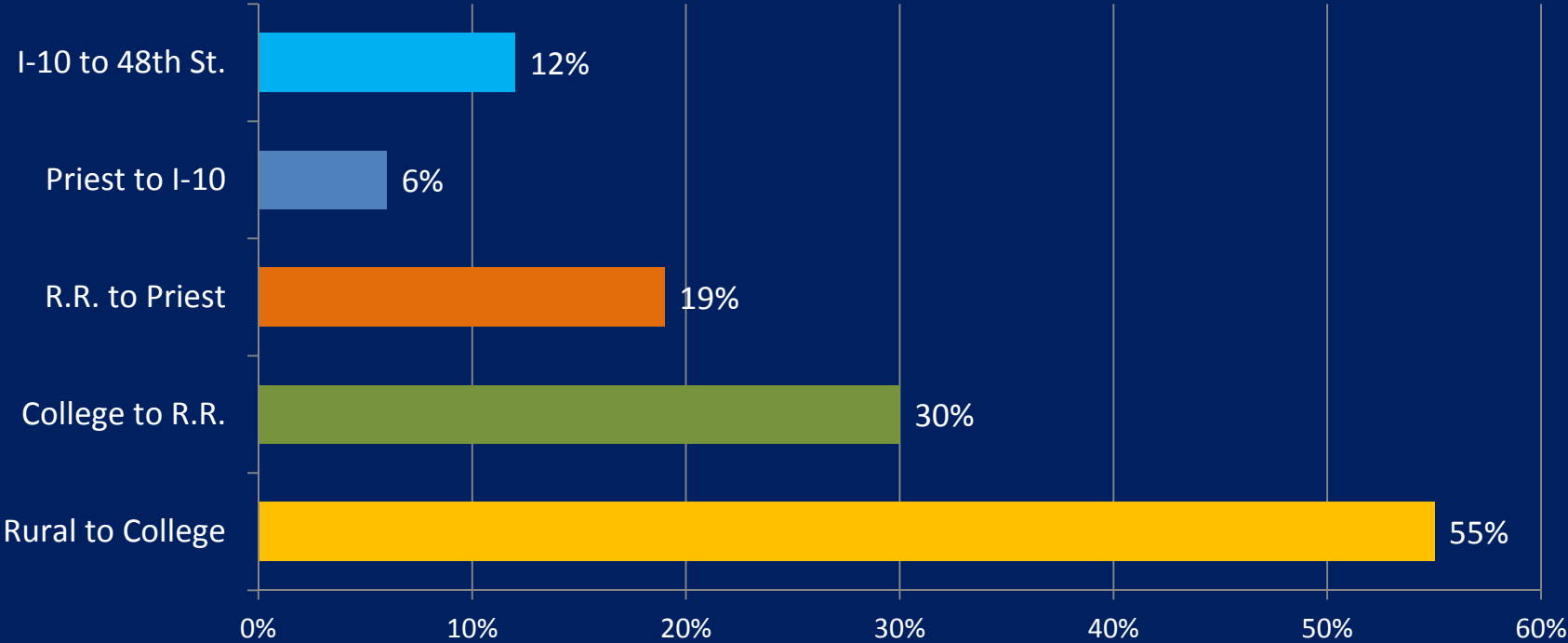
Background: Public Input, cont.

Public opinion on potential improvement elements

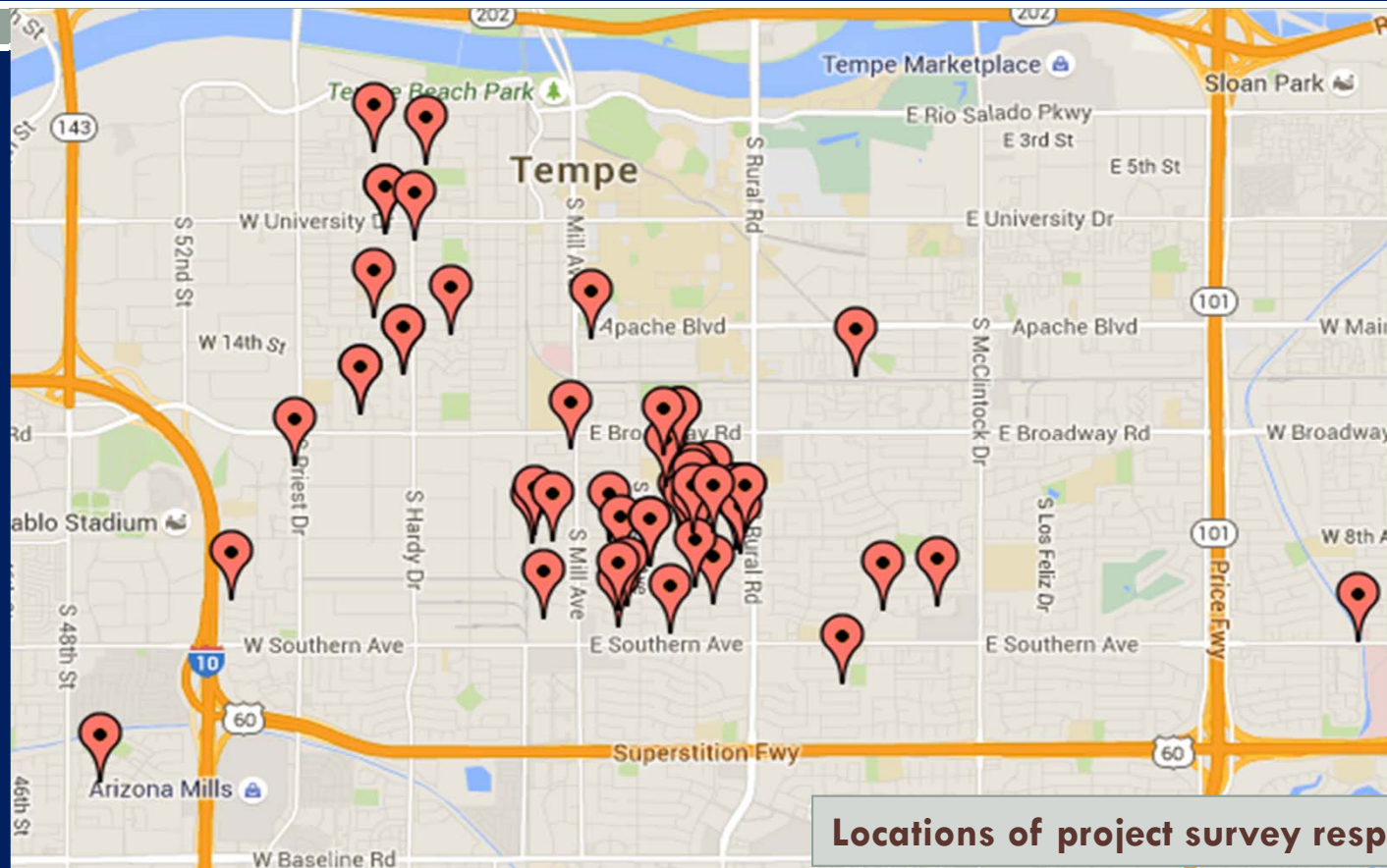


Background: Public Input, cont.

Public opinion on improvement segments priority

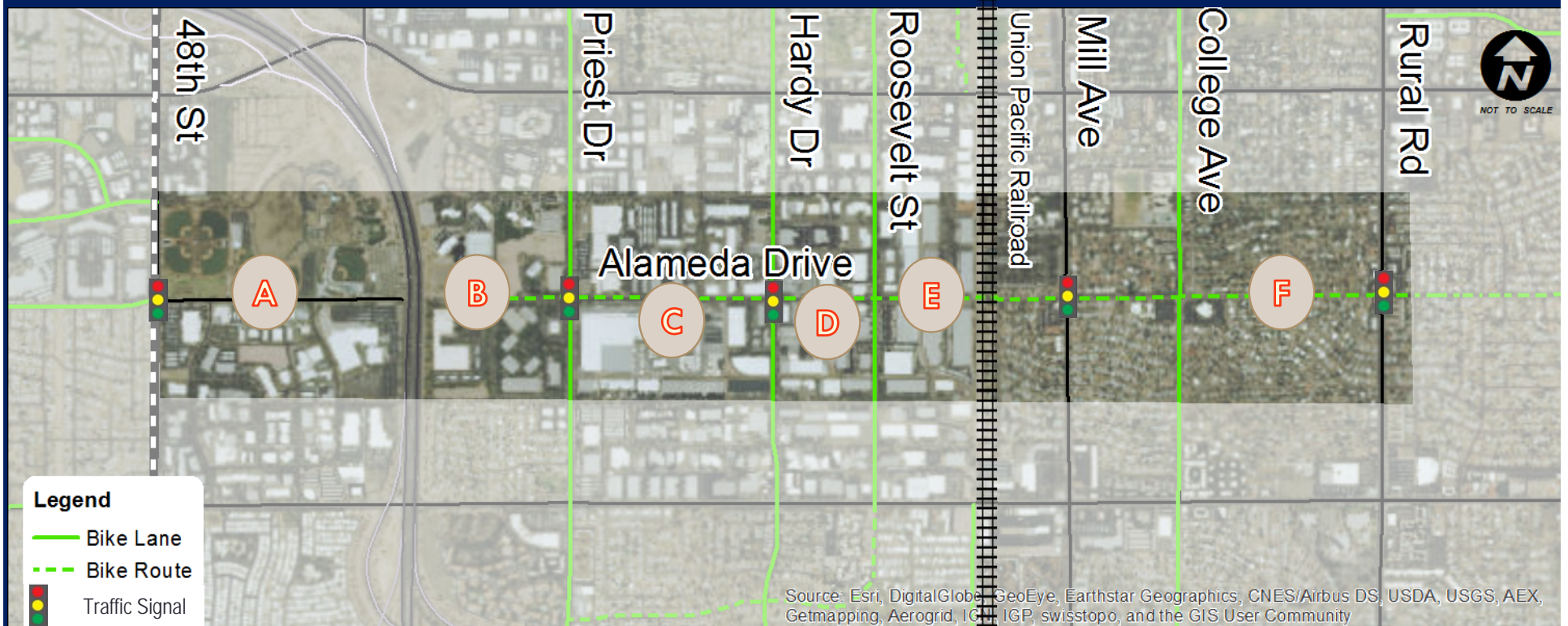


Background: Public Input by Location



Locations of project survey responders

Concept Development Process



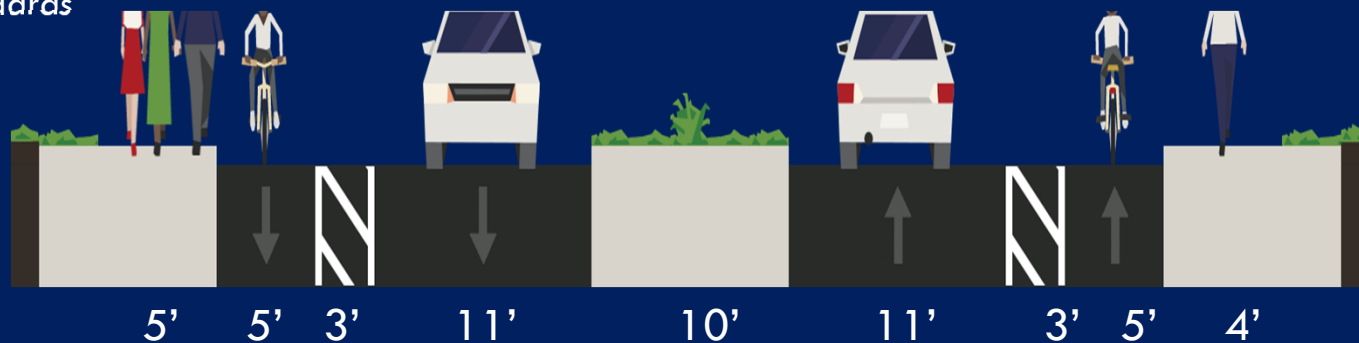
Preferred Cross Section by Tempe Diablo (A)

- 48th Street to I-10 Overpass
 - 48' – Curb to Curb Paved Width
 - 66' – Right-of-Way Width
- Concept highlights
 - Adds buffered bike lanes
 - Adds on-street parking that may be used for special events traffic management
 - Improves sidewalk ramps and driveway aprons to meet ADA standards



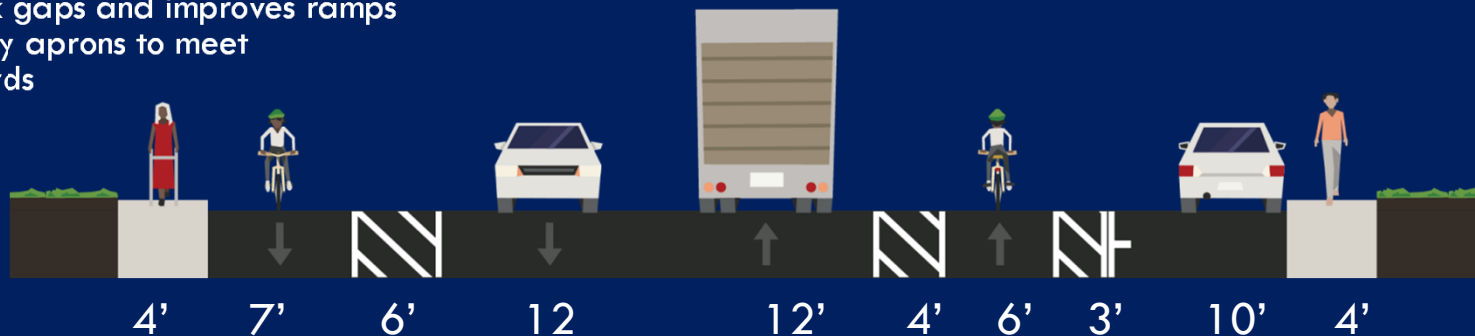
Preferred Cross Section by Fountainhead (B)

- I-10 Overpass to Priest Drive
 - 48' – Curb to Curb
 - 66' – Total Right-of-Way
- Concept highlights
 - Adds buffered bike lanes
 - Adds landscaped median islands
 - Maintains left turn movements
 - Improves sidewalk ramps and driveway aprons to meet ADA standards



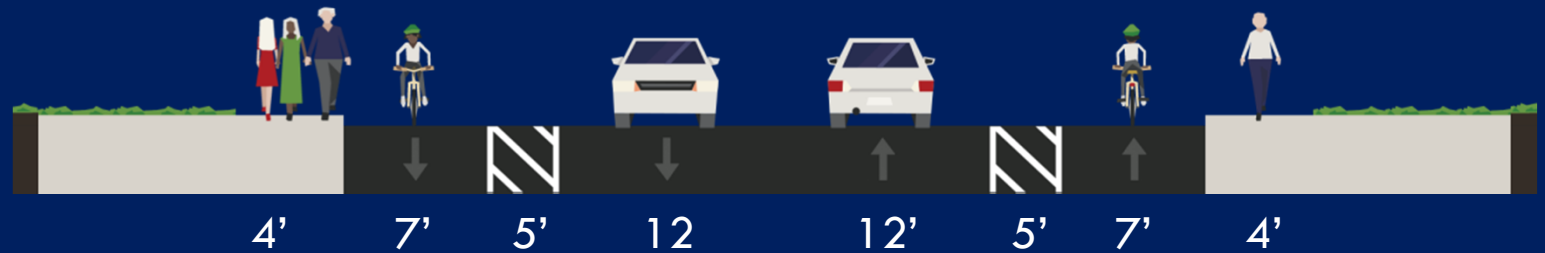
Preferred Cross Section along Industrial Dist (C)

- Priest Drive to Hardy Drive
 - 60' – Curb to Curb
 - 80' – Total Right-of-Way
- Concept highlights
 - Adds buffered bike lanes
 - Maintains truck parking and staging on the south side of the street
 - Maintains full truck access to industrial sites
 - Fills sidewalk gaps and improves ramps and driveway aprons to meet ADA standards



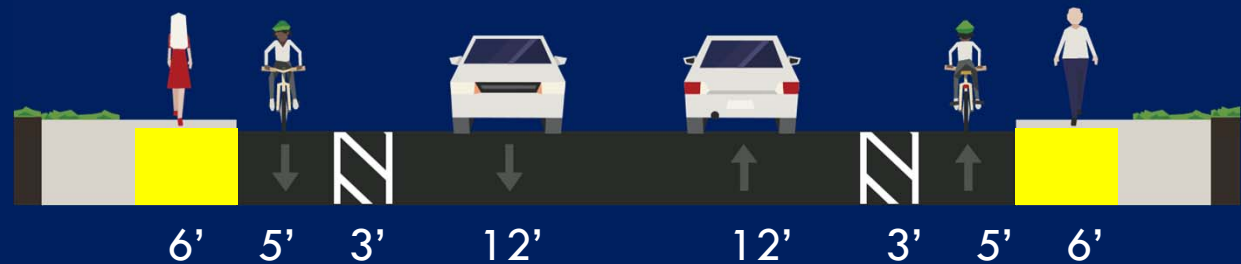
Preferred Cross Section along Industrial Dist (D)

- Hardy Drive to Roosevelt Street
 - 48' – Curb to Curb
 - 82' – Total Right-of-Way
- Concept highlights
 - Adds buffered bike lanes
 - Maintains full truck access to industrial sites
 - Improves sidewalk ramps and driveway aprons to meet ADA standards



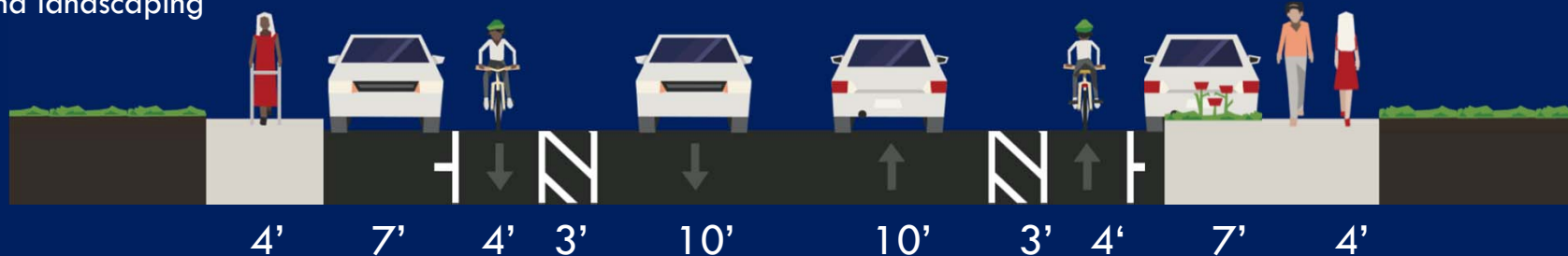
Preferred Cross Section along Industrial Dist (E)

- Roosevelt St to Wilson St
 - 40' – Curb to Curb
 - 60' – Total Right-of-Way
- Concept highlights
 - Adds buffered bike lanes
 - Adds new sidewalks
 - Improves sidewalk ramps and driveway aprons to meet ADA standards
 - Maintains full truck access to industrial sites



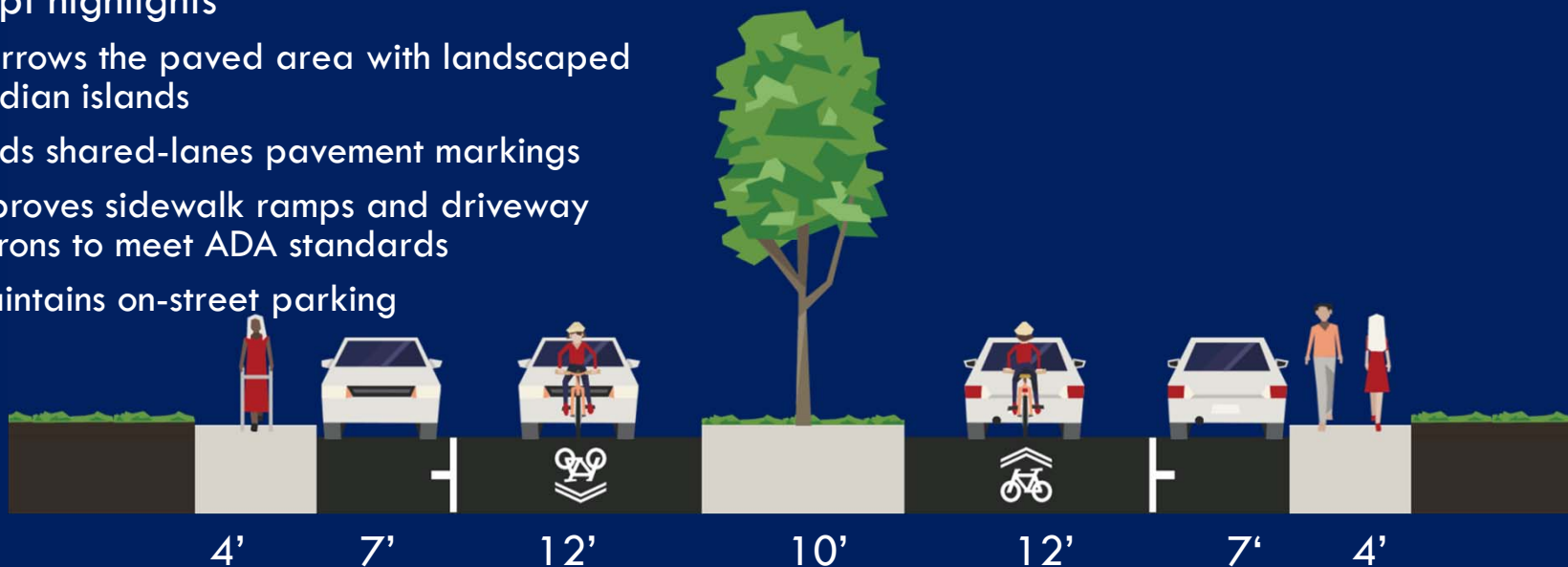
Cross Section Example E of College Ave (F)

- UPRR to Rural Road – Alternative A
 - ▣ 48' – Curb to Curb Paved Width
 - ▣ 80' –Right-of-Way Width
- Concept highlights
 - ▣ Adds buffered bike lanes
 - ▣ Improves sidewalk ramps and driveway aprons to meet ADA standards
 - ▣ Improves bike crossing at Mill Avenue
 - ▣ Maintains on-street parking
 - ▣ Adds mid-block bulb-outs for traffic calming and landscaping

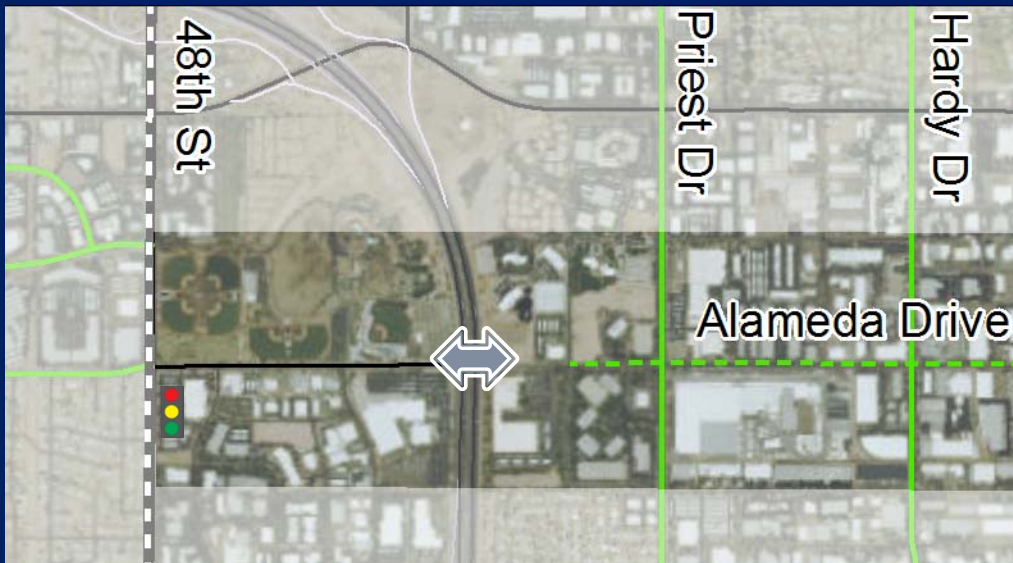


Cross Section Example E of College Ave (F)

- Mill Avenue to Rural Road – Alternative B
 - 48' – Curb to Curb Paved Width
 - 80' –Right-of-Way Width
- Concept highlights
 - Narrows the paved area with landscaped median islands
 - Adds shared-lanes pavement markings
 - Improves sidewalk ramps and driveway aprons to meet ADA standards
 - Maintains on-street parking

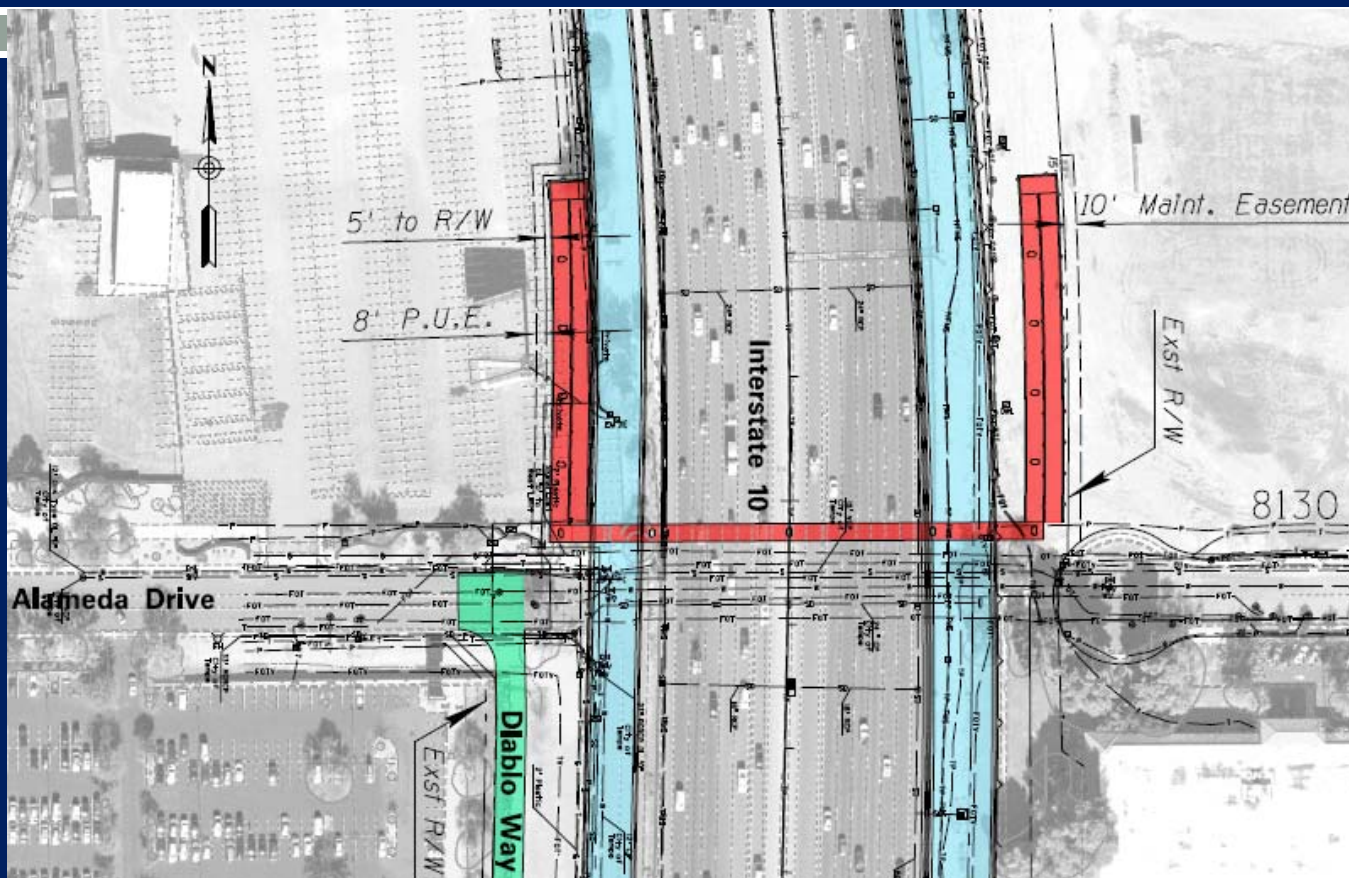


I-10 Overpass



Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting both ends of Alameda Drive on either side of I-10. The project is part of a larger improvement to the interstate and will be constructed by ADOT.

I-10 Overpass Preliminary Layout

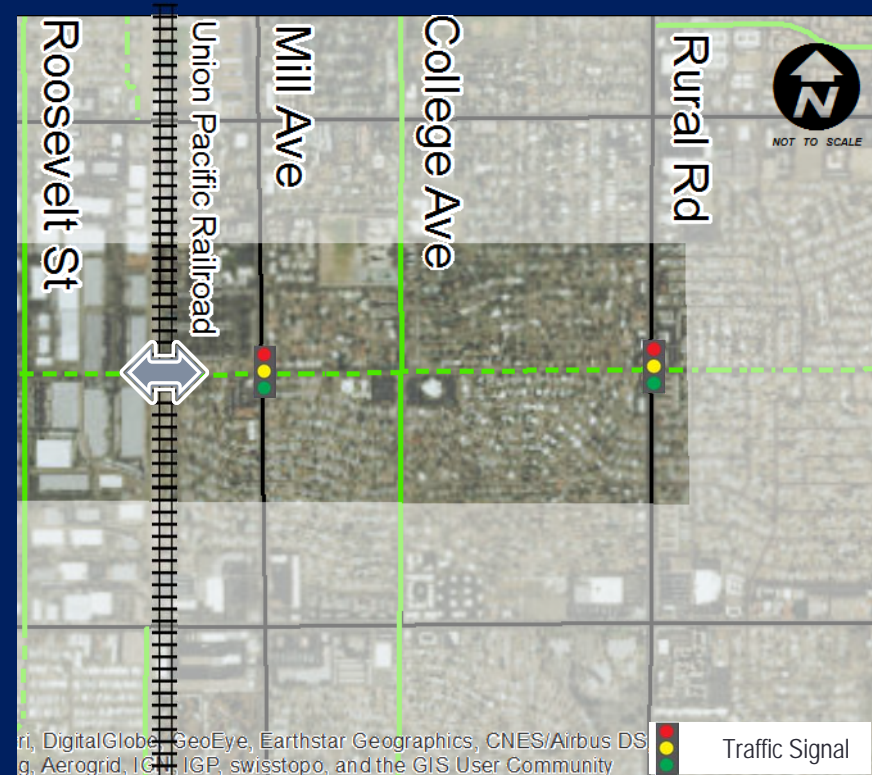


Union Pacific Railroad Crossing

Bollards were installed in the late 1980's to allow public pedestrian crossing (DOT 748300H) of the UP Tempe Branch railroad.

Maricopa Association of Governments studied this crossing and proposed the following future improvements:

- Execute a two-party agreement for a private crossing with public characteristics between UPRR, and City of Tempe
- Install flashing lights and audible device
- Install new crossing signage and advance warning signs
- Install new pavement advance warning markings
- Replace the surface with new asphalt approaches



Union Pacific Railroad Crossing



Community Improvements Input

- Please turn your attention to the paper plots on the tables.
- Which improvement concept for Alameda Drive between Mill Avenue and Rural Road best support your activities?
- Please point out additional spot improvements the project team should consider!

Thank you for your Feedback!



CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 4

DATE

August 31, 2015

SUBJECT

Bike Boulevards – BIKEiT Update

PURPOSE

The purpose of this update is to inform the Commission of activities related to the implementation and efforts regarding the bicycle boulevards network in Tempe, a component of the city-wide bicycle system brand called BIKEiT (Bike in Tempe).

BACKGROUND

In June 2014, the City Council directed staff to pursue development of a bicycle boulevard system in Tempe and placed \$100,000 in the Capital Improvements Program budget beginning July 1, 2015.

Bicycle boulevards are a new concept in progressive bicycle cities looking to enhance access and comfort for bicyclists, attract new bicycle users and increase ridership. Tempe's bike boulevards are identified along off-street pathways and streets with low-motorized traffic volumes and speeds designated and designed to give enhanced bicycle travel. Bicycle boulevards can have a range of amenities to reflect local conditions and generally use signage, pavement markings, landscape and hardscape, as well as speed and volume management measures to discourage through trips by motor vehicles and promote safe, convenient bicycle use and crossing of busy arterial & collector streets. These bike boulevards will connect Tempe neighborhoods to major destinations, employment centers and activity centers.

Implementation

Based on Council direction, staff planned to implement the first phases of the work related to the Seat (Knox Road) and Pedal (College Avenue) bike boulevard routes in FY 2015/16. These initial two routes were selected to provide broad coverage of the city (south, central and downtown Tempe) and because they follow existing popular bicycle corridors that will facilitate easier implementation. However, the public meeting for residents along the Pedal Route (College Avenue) has been postponed until after the Oct. 1 IRS presentation to the City Council.

Seat Route Bike Boulevard

In March 2015, a corridor analysis was conducted on the Seat route (Knox Road) to identify improvements based on projected costs. The low-cost improvements listed below would be

implemented during FY 15/16, while the high- and medium-cost improvements will likely require infrastructure improvements (e.g., traffic signals, traffic calming, new path, grade separated railroad crossings, etc.) that exceed the \$100,000 earmarked for FY 15/16. As such, these improvements will be submitted in the City’s Capital Improvements Program (CIP) budget for FY 16/17 or may be part of the FY 16/17 bike boulevard implementation.

Low-cost (funded) improvements include:

- Adding way finding (BIKEiT) Signage = \$1,000 for initial installation



12" x 18"

Used on neighborhood and collector streets



18" x 24"

Used at major crossroads for destinations – Phase 2

- Adding sharrow bike symbols
 - Knox Road between Rural Road and Warner Ranch = \$4,000



- Striping Modifications
 - Intersection of Knox and Rural roads = \$1,000
- Adjusting signal timing during weekday non-peak hours and weekends (including detection) = \$10,000
- Making minor concrete improvements for improved ramp access = \$20,000



Medium-cost (unfunded) improvements include:

- Adding new signals/crossing treatments at:
 - McClintock Drive and LaVieve Lane = \$200,000
 - Kyrene and Knox roads = \$200,000
 - Priest and Knox roads = \$200,000



High-cost improvements include:

- Grade separated railroad crossing east of Hardy Drive (\$3,000,000+- unfunded)
- 1/8th of a mile of new path between Priest Drive and future Highline Canal Multi-Use Path project (funded by private development project for construction in 2016)

Public Meetings

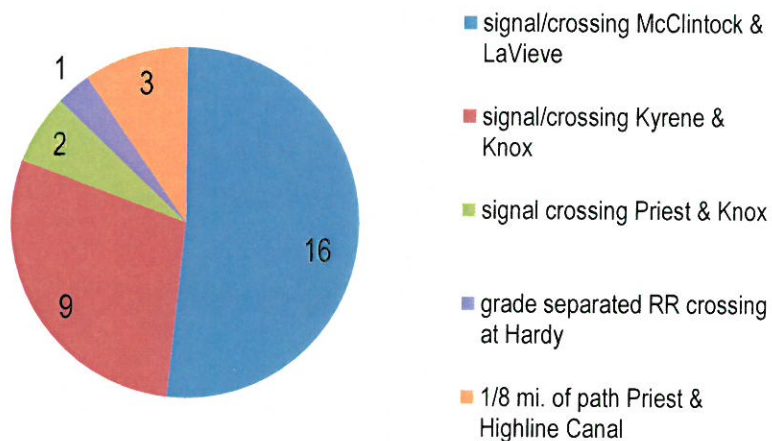
A public meeting for residents along the Seat Route occurred May 13 with online public comment available from May 13 to June 14. Staff presented the 27 residents in attendance with a range of options and scenarios that are typically incorporated into bike and pedestrian improvements. Staff emphasized that while there are a number of tools available, given the budget constraints, initial improvements would likely be limited to signage to assist with wayfinding and not include higher cost items such as protected bikes lanes or new signals.

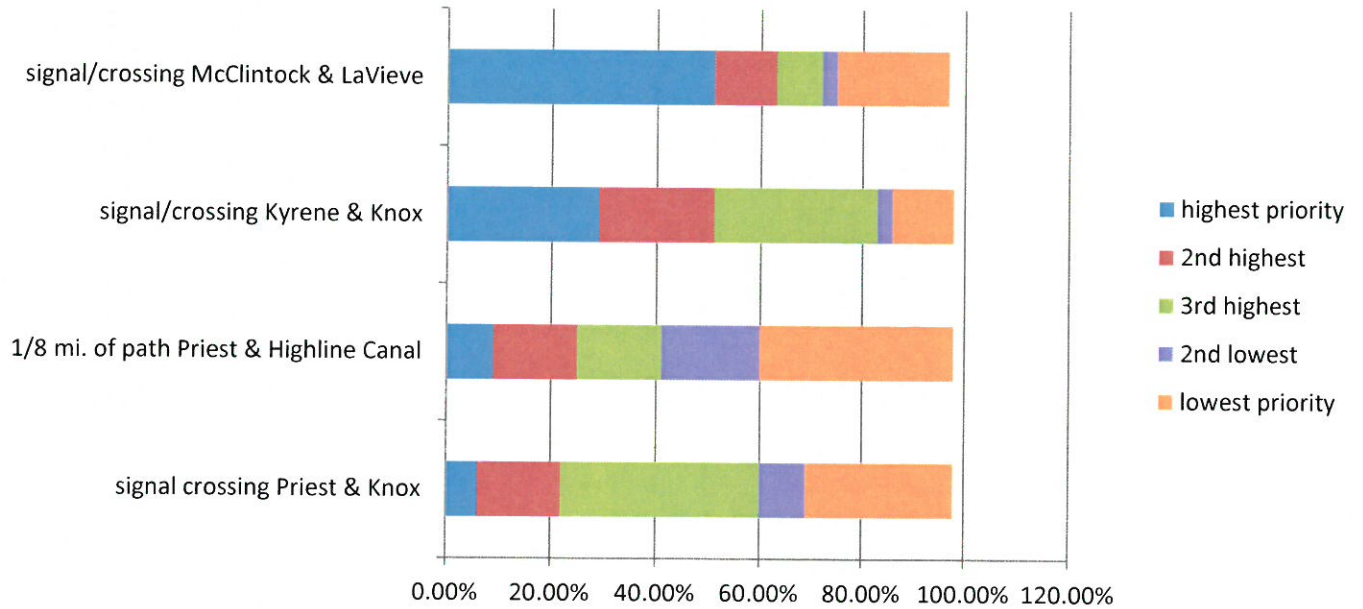
Online survey results from the first round of public comment

Thirty-five people submitted online surveys. Of those commenting on the route, 13 were generally favorable to some type of bicycle amenities, five were opposed to any improvements, and five made comments that were neutral in nature. Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity. Those opposed identified Knox/LaVie as a bike boulevard raised concerns with increased bike traffic, safety, and the expending of city funds on the project.

Respondents were also asked to rank five long range improvements for consideration in future capital improvement programs. The chart below represents the priorities of the 31 people who completed this portion of the survey.

Top priority for long range improvements





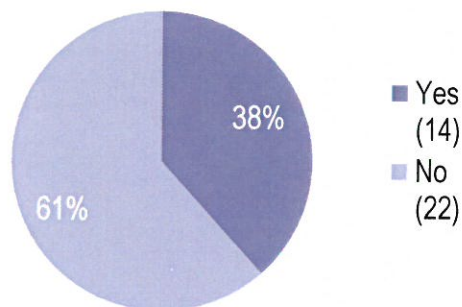
In addition to the survey, five emails were received through the website; all were opposed to the bike boulevard designation. Three phone calls were also received by staff; callers were also opposed to all improvements. See Attachment 2 for a complete list of all the comments received during Round Two of public comment.

Online survey results from the second round of public comment

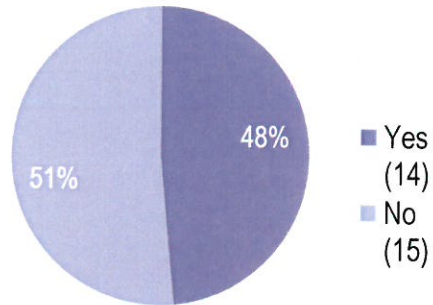
A second public meeting occurred on Aug. 12 (24 people were in attendance) with online public comment available from Aug. 12 to 26. Thirty-nine people responded to the survey online; though not all respondents answered every question. Of those commenting on the route, 14 were in favor of the signalized crossing at McClintock and LaVie while 22 were not; 14 were in favor of the signalized crossing at Kyrene and Knox while 15 were not; and 14 were in favor of the signalized crossing at Priest and Knox while 5 were not. It should be noted that the majority of those residents commenting about these signals live east of McClintock Drive. See map on page 7.

Respondents were asked whether they **support adding new signalized crossings** at each of the following intersections.

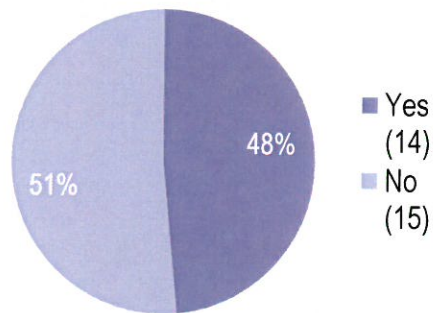
McClintock Drive and LaVie Lane:



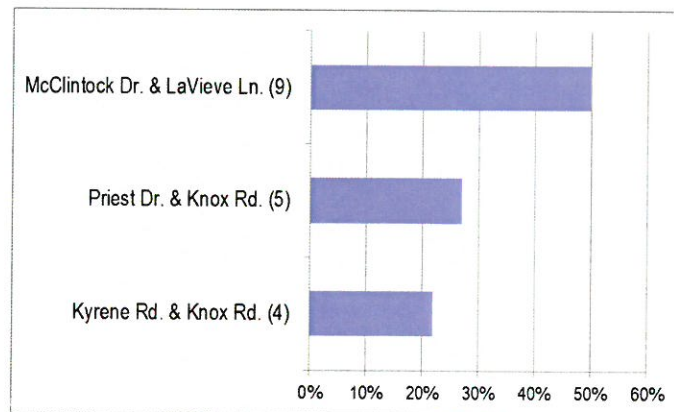
Kyrene Road and Knox Road:



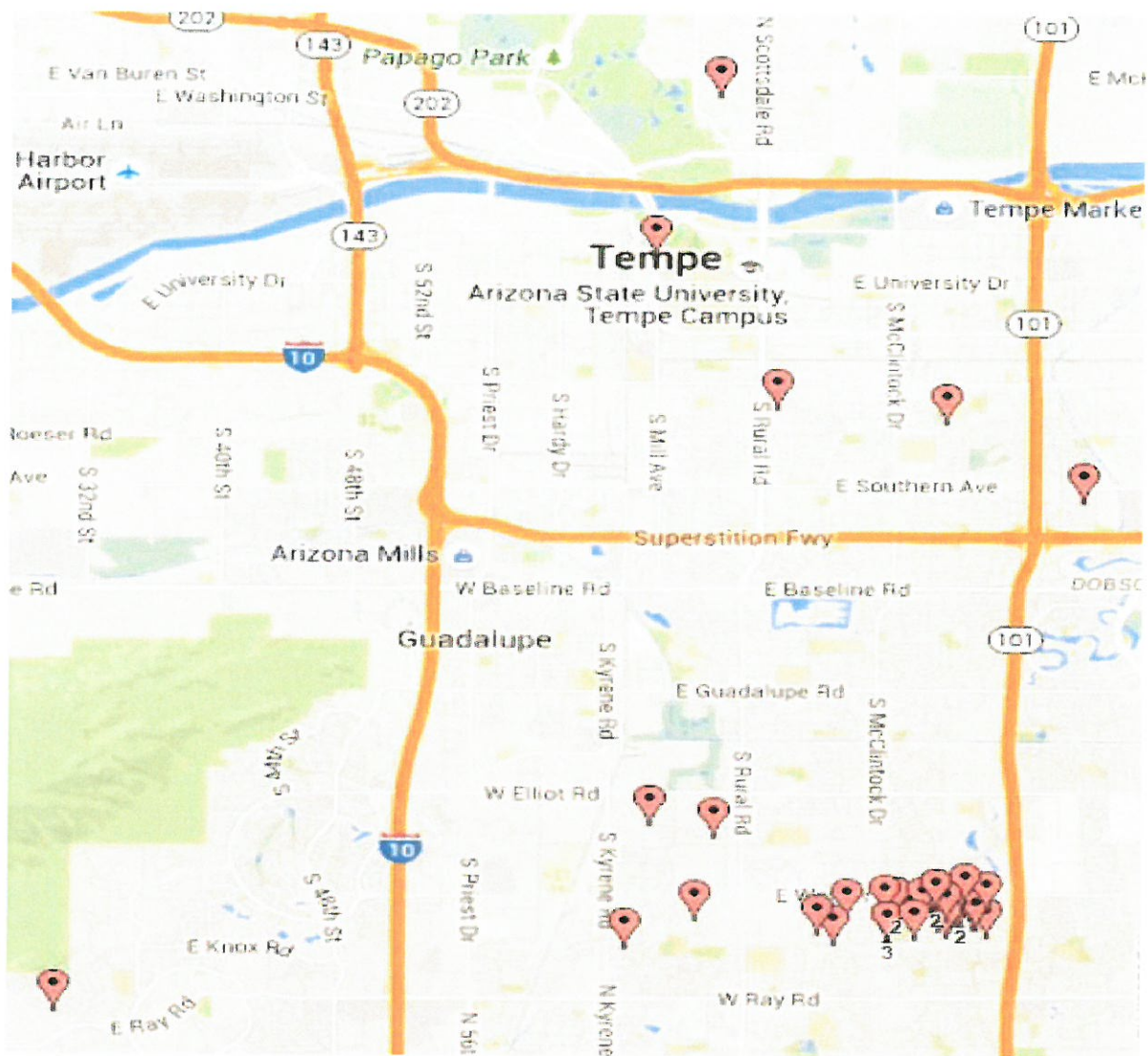
Priest Drive and Knox Road:



Respondents were also asked to select which intersection represents the **highest priority** for completion:



Below is a map indicating where the people live who filled out comment form in August.



In addition to the survey, staff received several comments, mostly via email, from residents in the Circle G and Alta Mira neighborhoods opposing the implementation of the Seat route in their neighborhood. Currently, the only changes proposed for the section between Price and McClintock is to add 13 signs (6 in Circle G and 7 in Alta Mira) and a possible traffic signal at LaVieve and McClintock. See Attachment 3 for a complete list of all the comments received during Round Two of public comment.

For both meetings, residents were notified about the meeting via door hangers (delivered from 1-10 to loop 101 from Warner Road to the border with Chandler) and through social media and neighborhood chair emails.

FISCAL IMPACT

\$100,000 is earmarked for FY 15/16 for implementation of two bike boulevard routes. However, additional improvements to the Seat and Pedal routes will be submitted in the City's Capital

Improvements Program (CIP) budget for FY 16/17 or may be part of the FY 16/17 bike boulevard implementation.

RECOMMENDATION

There are three options for consideration:

1. Implement Seat Route in entirety including six signs in Circle G, seven signs in Alta Mira and advance the traffic signal proposal at McClintock and LaVie.
2. Implement Seat Route from McClintock to Highline Canal, omitting Circle G and Alta Mira neighborhoods and the McClintock and LaVie traffic signal.
3. Postpone any implementation of Seat Route and advance staff time and funding to other bike boulevard routes (Pedal - College Avenue would be next).

CONTACTS

Eric Iwersen
Principal Planner
480-350-8810

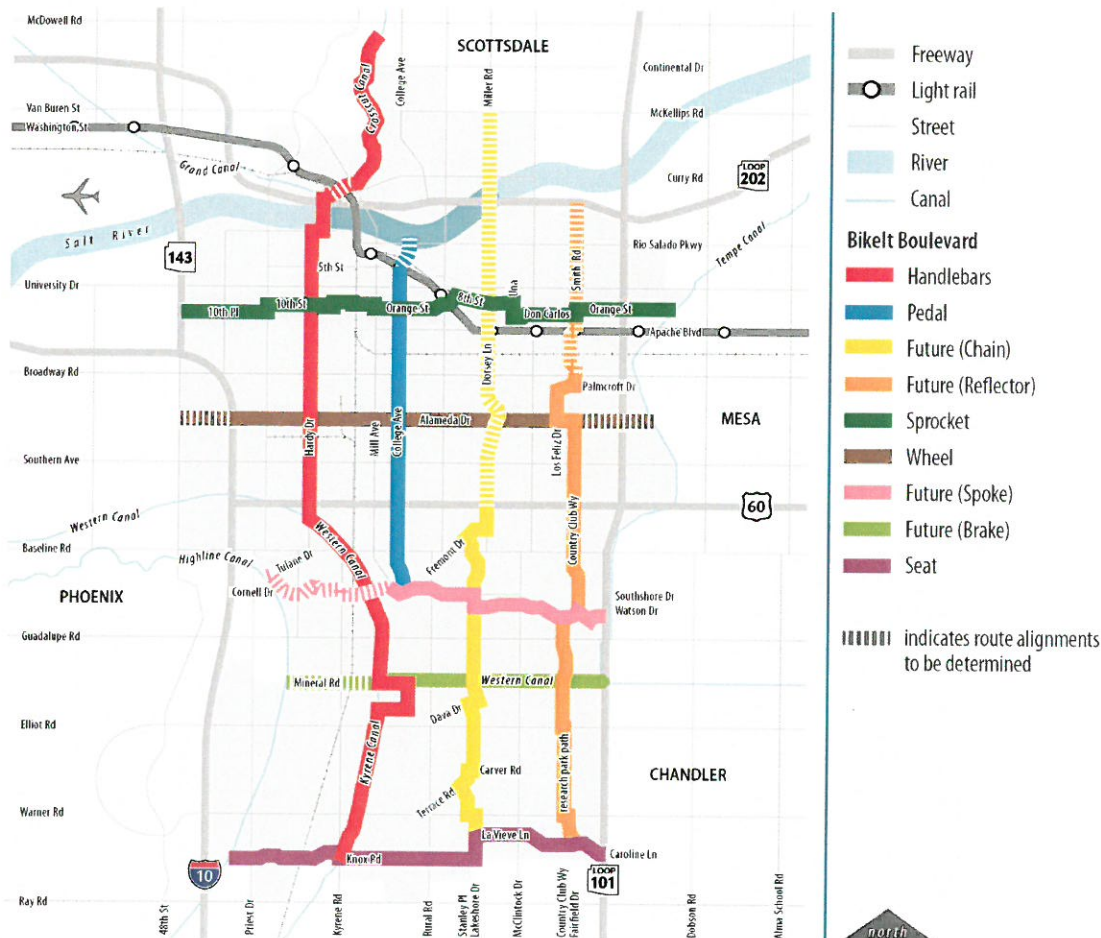
eric_iwersen@tempe.gov

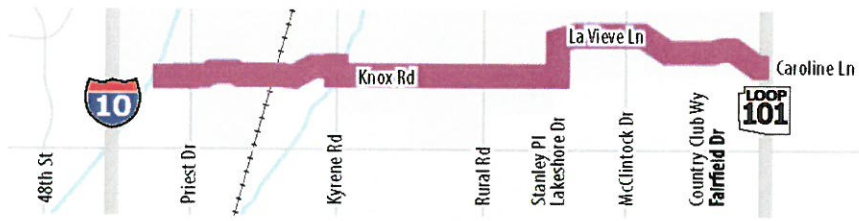
Julian Dresang
City Traffic Engineer
480-350-8025

julian_dresang@temep.gov

ATTACHMENTS

1. PowerPoint Presentation
2. Public comments from Round 1
3. Public comments from Round 2





Bike Boulevards - BIKEiT
Seat Route (Knox Road Alignment)
Transportation Commission
September 8, 2015



What is a Bike Boulevard?

- off-street pathways and streets with low-motorized traffic volumes and speeds designated and designed for enhanced bicycle travel
- have amenities to reflect local conditions and generally use signage, pavement markings, landscape and hardscape, as well as speed and volume management to discourage through trips by cars
- promote safe, convenient bicycle use and crossing of busy arterial & collector streets
- connect neighborhoods to major destinations, employment centers and activity centers

BIKEiT

- As part of the Tempe Transportation Master Plan approved by Council on Jan. 8, 2015, the overall Tempe bicycle network was branded BIKEiT (Bike in Tempe).



BIKEit Map

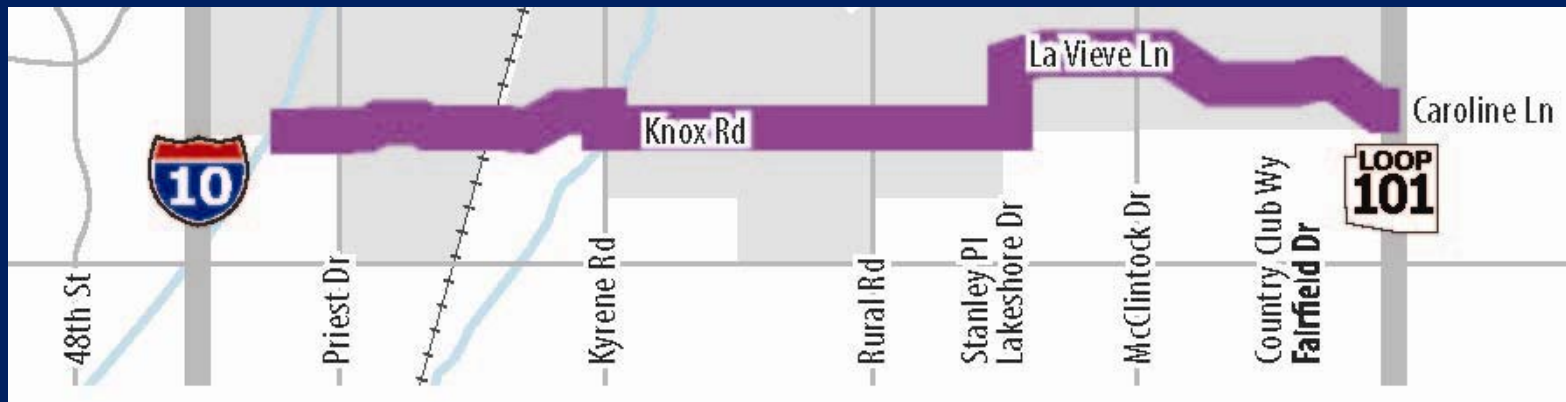
- Seat
- Pedal
- Chain
- Handlebars
- Reflector
- Spoke
- Brake
- Sprocket
- Wheel



Funding

- \$100,000 in the Capital Improvements Program (CIP) for FY 15/16
- The high and medium cost improvements will likely require infrastructure improvements (ex: traffic signals, traffic calming, new path, grade separated railroad crossings, etc.) that exceed the \$100,000 identified for FY 15/16; these improvements will be submitted in the (CIP) for FY 16/17 or may be part of the FY 16/17 bike boulevard implementation.

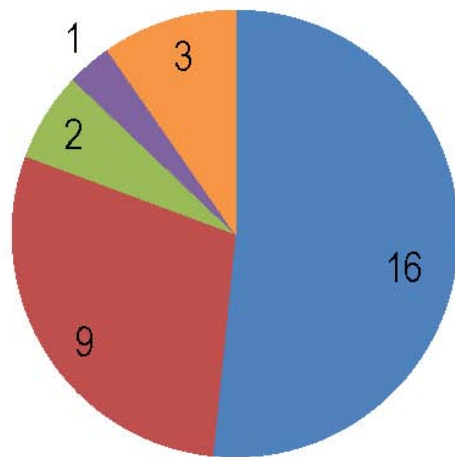
Seat Route: Project Area



Public Input Received In May & June

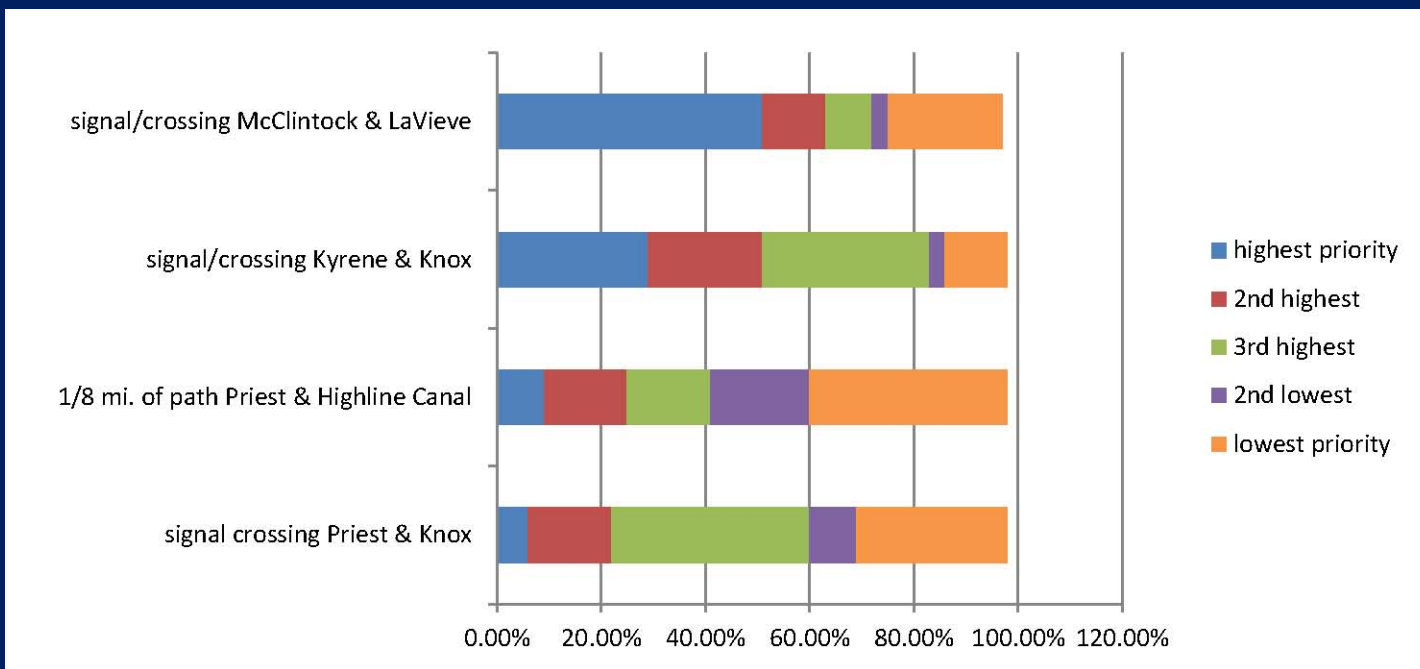
- Public meeting held May 13.
- 35 people submitted comments online. Online comment was taken May 12 - June 14.
 - 13 were favorable to some type of bicycle amenities, 5 were opposed to any improvements, and 5 made comments that were neutral.
 - Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity.
- 5 emails were received through the website; all were opposed to the bike boulevard designation.
- 3 phone calls were received by staff; callers were also opposed to all improvements.

Top priority for long range improvements (May – June)



- signal/crossing McClintock & LaVie
- signal/crossing Kyrene & Knox
- signal crossing Priest & Knox
- grade separated RR crossing at Hardy
- 1/8 mi. of path Priest & Highline Canal

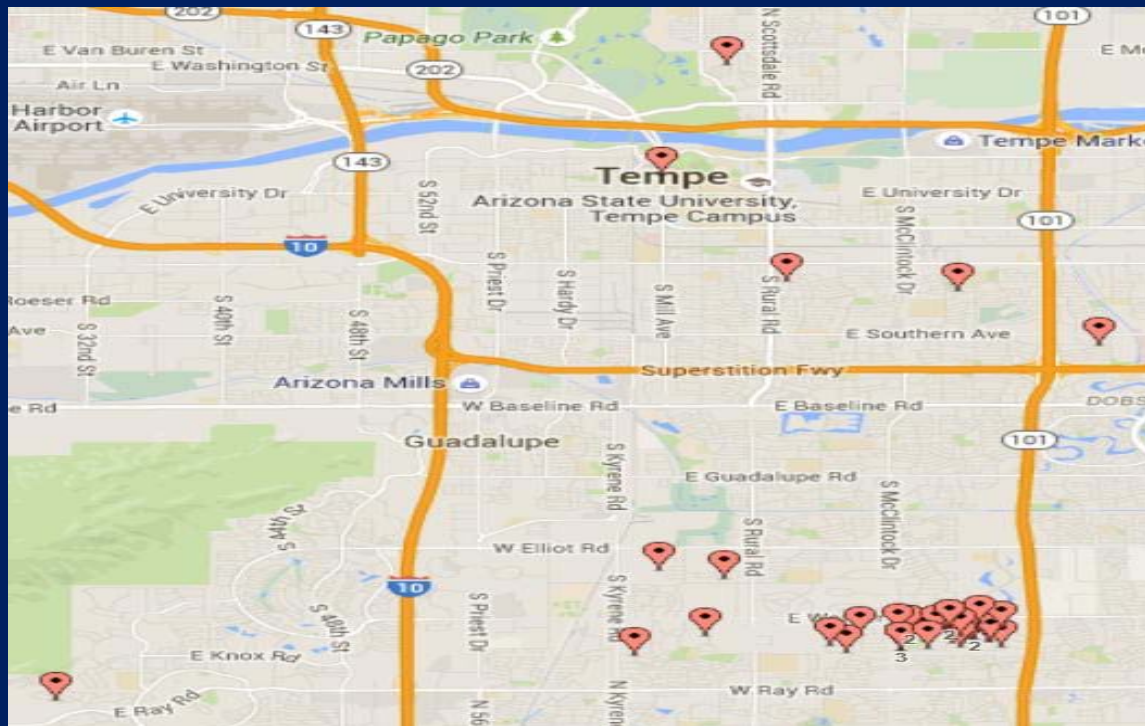
Top priority for long range improvements (May – June)



Public Input Received In August

- Public meeting held August 12.
- 39 people submitted comments online. Online comment was taken August 12 to 26.
- In addition to the survey, staff received several comments from residents in the Circle G and Alta Mira neighborhoods opposing the implementation of the Seat route in their neighborhood.

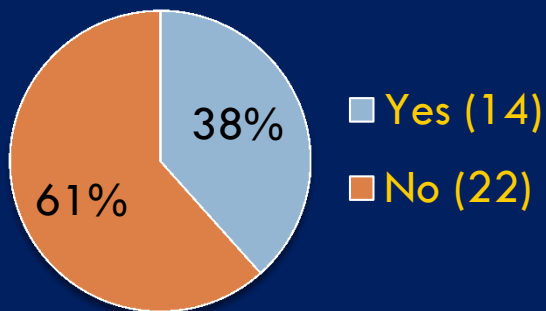
Locations as to where August comments from online were received



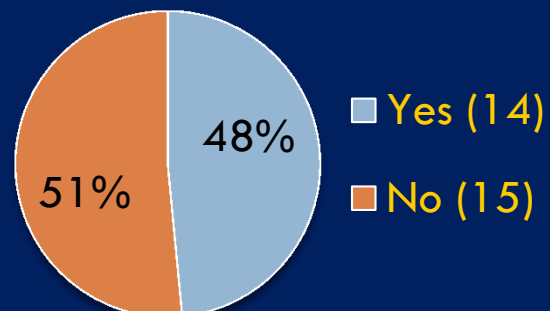
Public Input Received In August

Respondents were asked whether they **support adding new signalized crossings** at each of the following intersections:

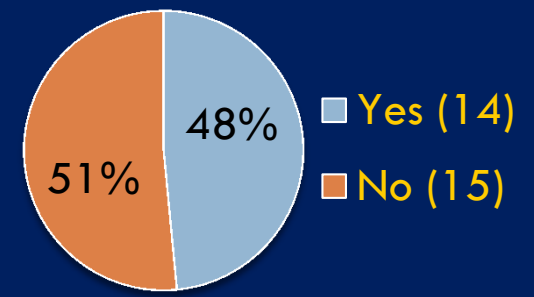
**McClintock Drive
and LaVieve Lane**



**Kyrene Road
and Knox Road**

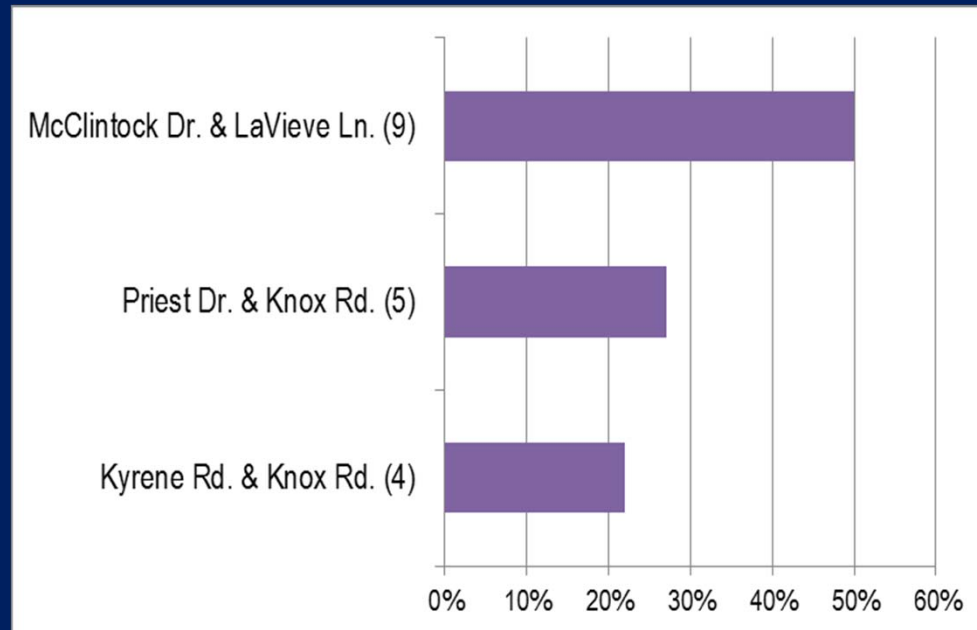


**Priest Drive
and Knox Road**



Public Input Received In August

Respondents were also asked to select which intersection represents the **highest priority** for completion:



Circle G Neighborhood Concerns

- BIKEiT will increase bike traffic in neighborhood.
- BIKEiT will increase crime in neighborhood.
- Circle G is a horse community and bikes will disrupt horses.
- Circle G has a private park not maintained by the city and bicyclists might use it.

Planned Low Cost Improvements

- Way finding (BIKEiT) signage = \$1,000 for (initial installation)
- Sharrows (Knox between Rural and Warner Ranch) = \$4,000
- Striping Modifications = \$1,000
- Adjusting signal timing during weekday non-peak hours and weekends (including detection) = \$10,000
- Minor concrete improvements = \$20,000

Low Cost: Signage



12" x 18"
Used on neighborhood
& collector streets

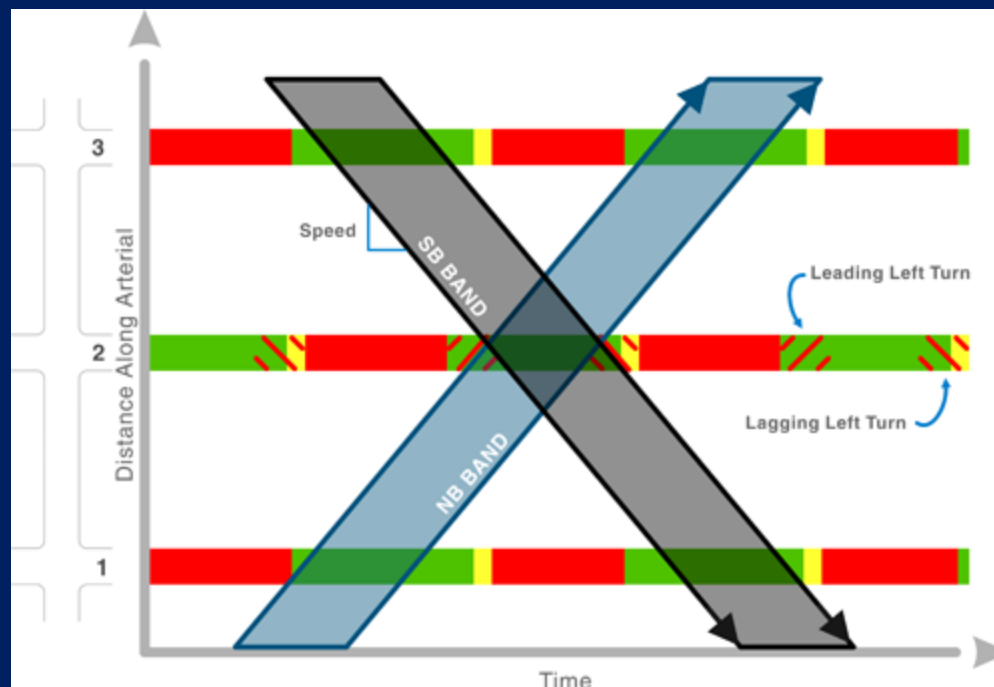


18" x 24"
Used at major crossroads for
destinations – Phase 2

Low Cost: Sharrows



Low Cost: Modified Signal Timing



Low Cost: Minor Concrete Improvements



Medium Cost Improvements

- Adding signals/crossing treatments at:
 - McClintock and LaVieve = \$200,000
 - Kyrene and Knox = \$200,000
 - Priest and Knox = \$200,000

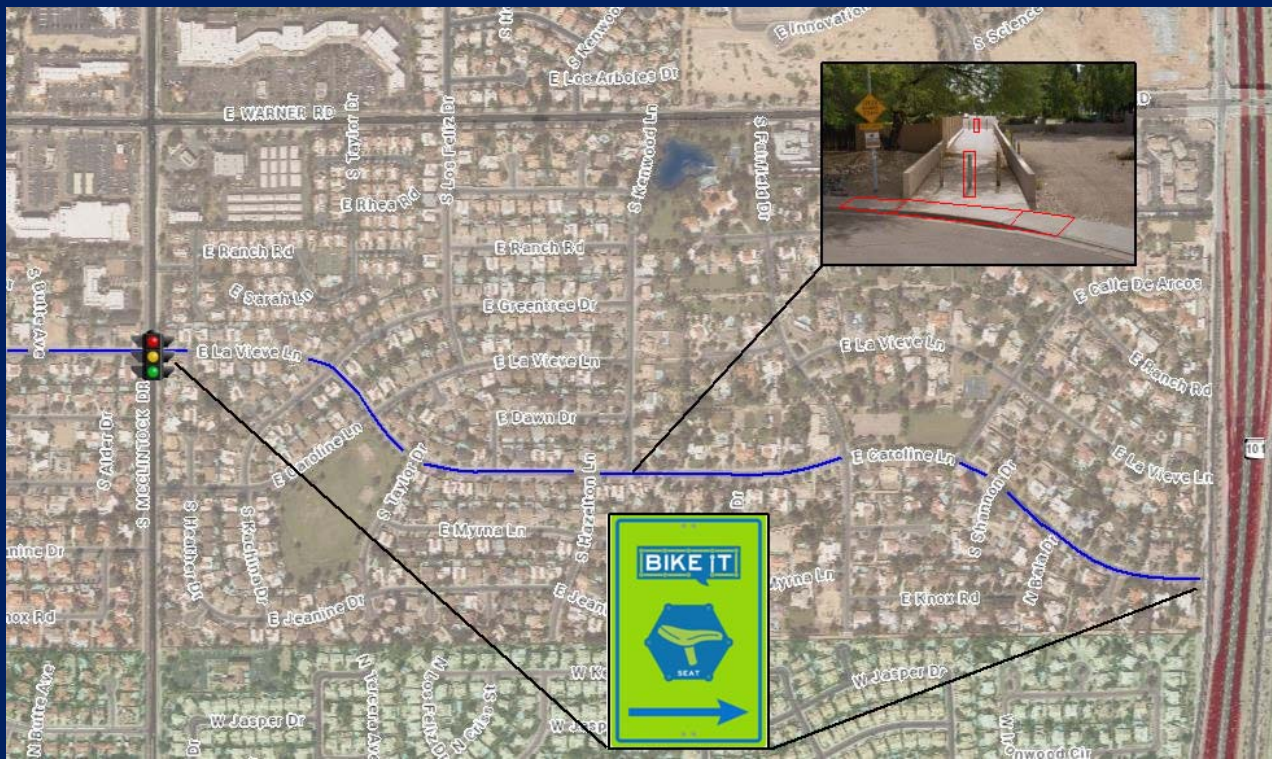
Medium Cost: New/Improved Street Crossings



High Cost Improvements

- Grade separated railroad crossing east of Hardy Drive (\$3,000,000+- unfunded)
- 1/8th of a mile of new path between Priest and future Highline Canal MUP project (funded by private development project)

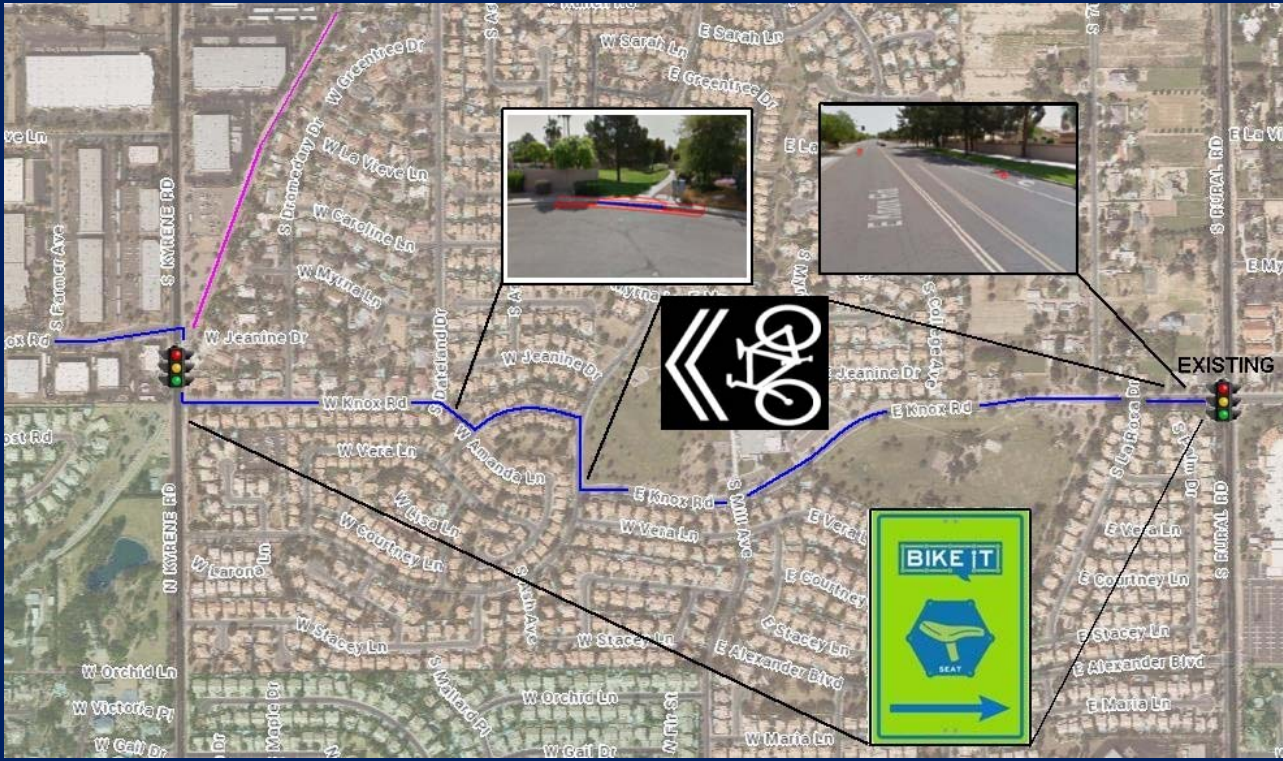
McClintock to Price



Rural to McClintock



Kyrene to Rural



Priest to Kyrene



Highline Canal to Priest



Next Steps/Recommendation

- City Council meeting on Oct. 1, 2015
- Options:
 1. Implement Seat Route in entirety including six signs in Circle G and seven signs in Alta Mira. May include future signal at LaVieve and McClintock.
 2. Implement Seat Route from McClintock to Highline Canal, omitting Circle G and Alta Mira neighborhoods and the McClintock and LaVieve traffic signal.
 3. Postpone any implementation of Seat Route and advance staff time and funding to other bike boulevard routes (Pedal - College Avenue would be next).

Summary of Public Input: “Seat” Bicycle Boulevard- FIRST MEETING

I. Background

In June 2014, the City Council directed staff to pursue development of a bicycle boulevard system in Tempe and placed \$100,000 in the Capital Improvements Program budget beginning July 1, 2015.

Bicycle boulevards are a new concept in progressive bicycle cities looking to enhance access and comfort for bicyclists, attract new bicycle users and increase ridership. Tempe’s bike boulevards are identified along off-street pathways and streets with low-motorized traffic volumes and speeds designated and designed to give bicycle travel priority. Bicycle boulevards can have a range of amenities to reflect local conditions and generally use signage, pavement markings, landscape and hardscape, as well as speed and volume management measures to discourage through trips by motor vehicles and promote safe, convenient bicycle use and crossing of busy arterial & collector streets. These bike boulevards will connect Tempe neighborhoods to major destinations, employment centers and activity centers.

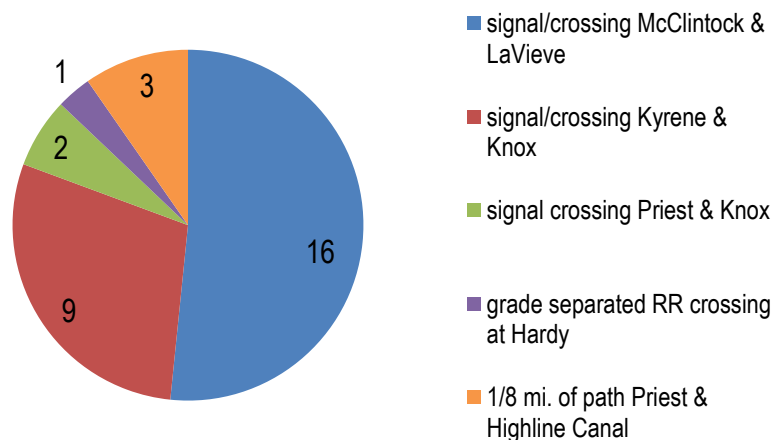
On May 13, 2015 a public meeting was held to receive public input regarding what types of improvements residents would like to see on the designated route. Twenty-seven residents signed in at the meeting and thirty-five people submitted comments online through the survey. Online comment was taken May 12 through June 14. Feedback was also received through emails and phone calls.

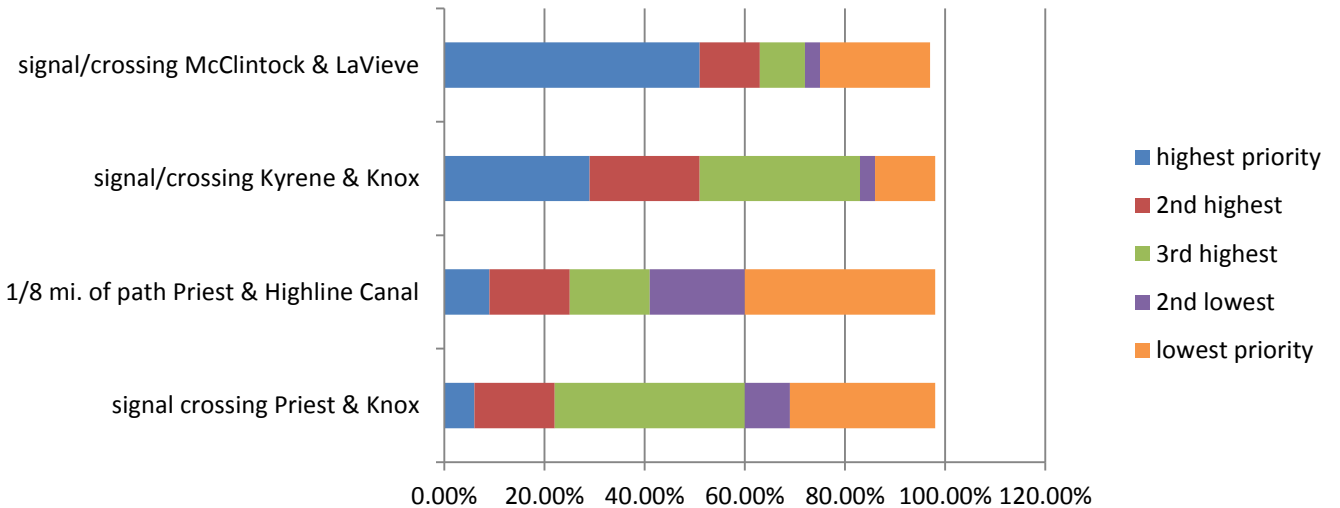
II. Online Survey results

Thirty-five people submitted online surveys. Of those commenting on the route, 13 were generally favorable to some type of bicycle amenities, five were opposed to any improvements, and five made comments that were neutral in nature. Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity. Those opposed identified Knox/LaVieve as a bike boulevard raised concerns with increased bike traffic, safety, and the expansion of city funds on the project.

Respondents were also asked to rank five long range improvements for consideration in future capital improvement programs. The chart below represents the priorities of the 31 people who completed this portion of the survey.

Top priority for long range improvements





Pro:

1. I believe that safe crossings of the major streets are a prerequisite to making any improvements on the bike paths.
2. I use the "Seat" Blvd. daily between 101 and Kyrene (except use Warner Ranch Rd to Kyrene not Knox which doesn't go through) It's a good route. I use it to loop S. Tempe via canals and ASU Research Park. Crossing Warner on canal route just east of Kyrene is dangerous. I realize this is not part of the "Seat" Route, but it is closely connected.
3. Thank you for improving connectivity with a range of costs for near and long term improvement! Can the 1/8 of new path between Priest and Highline be part of Highline project? Please consider bike counts before and after along this route. Way finding signage is necessary for visitors and people not familiar with the area. Is it possible to apply for TAP funding for the whole system and multiple signals or multiple routes so it gets some federal money and gets done sooner? Please add multiple bikeways (east/west) in this corridor. Redundancy is good for all modes. Consider getting a GOHS grant for a safety campaign to educate drivers more to pay attention & share the road. And to cyclists to remind them to follow the laws. More outreach on existing cycling skills classes for adults and kids. ASU host LCI classes; Valley Metro Bike Rodeos/partner with other cities.
4. McClintock/LaVieve crossing is very busy at rush hour times- as signal is needed. Signal at Guadalupe on the Handlebars route is also needed.
5. Island on Warner near Dateland to cross onto to canal trail. With this safer crossing it's good all the way north to Bell Rd!!
6. The proposed crossing on McClintock at LaVieve would be great for both Kyrene Del Cielo Elementary School and Corona Del Sol High School.
7. There is a growing younger family community in Alta Mira, and the proposed traffic light at La Vieve and McClintock would benefit the community, both adults and their school age children immensely.

8. Improved lighting would be important. Adding crossings or signals are a great additional and service to community, but keeping us safe is just as important.
9. I have 2 children, ages 7 and 9 who love to ride bikes. We ride down the canal and through the golf course/SRP area to Kiwanis from Warner and Rural. It is always scary trying to cross at streets where there are no signals (such as the wonderful crossing on Elliot and the canal.) Riding up to the wide, busy intersections are no better because of the increased quantity of impatient drivers.
10. Better bike routes would be wonderful and a real improvement to the quality of life in Tempe! The crossing at McClintock and LaVieve would make Alta Mira much more walkable/bikeable by giving safer access to parks and retail. It would also be a huge safety improvement for children walking or biking to Cielo and Corona. If S Fairfield and N Asper were connected, this would benefit families in the entire McClintock/Ray/Warner/101 block. After the McClintock and LaVieve, I would ask the city to consider a better crossing at Warner and the canal. This has no median or light and presents a dangerous game of Frogger during weekday commutes.
11. The residents of south Tempe, particularly families with children, would be best served by installing the crossing light at McClintock and LaVieve as soon as possible - delaying all other candidate improvements if necessary.
12. There needs to be a safe crossing at Kyrene Canal and Warner. High priority!
13. It is great Tempe is improving the bike-ability of our city. I entered 2 addresses because my son bikes daily from his home to a business, both in Tempe. The road is not safe for bicyclists. A start would be more MUPs, street bike paths w/o debris (sweep edges / lanes more often, ensure lanes drain), more clear delineation / signage. Cars don't see bikes, cross through the lane, get too close and cut bicyclists off. Looking forward to a safer ride.

How can a Bike Boulevard system in south Tempe provide the most benefit? A significant problem that exists in south Tempe is vehicle traffic shuttling kids to elementary and middle schools making it unpleasant for kids to walk or bike to school. Improving this problem should be the primary focus of the Bike Boulevard system in south Tempe. The Knox Road bike route as well as most of the other proposed bike boulevards in south Tempe are well situated to improve safe routes to school for elementary and middle school children. They run directly adjacent to all but one elementary and middle school in the southern part of the city. The bike boulevard system would be moderately successful if a 4th grader can ride a mile to school unaccompanied along a bike boulevard route. It would be a complete success if a 4th grader can accompany their 2nd grade sibling to school along a bike boulevard route. To be usable by older elementary age children, the routes need to be safe, without gaps, and have sufficient safety margin for user error.

The biggest safety gaps in this route are the major road crossings at McClintock and Kyrene. They need to have either Hybrid Beacons or traditional traffic signals. An uncontrolled marked or unmarked crosswalk is not sufficiently safe for a child to use unassisted. Research has shown that uncontrolled marked crosswalks are actually less safe than having no crosswalk at all. You can't depend on drivers yielding to walkers at marked or unmarked crosswalks. And you can depend on walkers' judgement to safely navigate a crossing when they are crossing at least 4 lanes of traffic with vehicles travelling 50mph. The areas in the route with the largest safety gaps are the road crossings. The areas in the route with the least margin for error are the road crossings. Make the road crossings as safe as the rest of the route and you will have a usable bike boulevard.

Engineer the bike boulevard route for safety. Do not put a traffic signal or hybrid beacon at the northern most intersection of Knox and Kyrene. Doing so will only encourage the interaction between bikers, walkers, and large trucks. Even having a hybrid beacon, only activated by pedestrians, will encourage large trucks to exit the industrial area on to Kyrene, due to the break in traffic that the activated hybrid beacon

would provide. Put a hybrid beacon at the southernmost intersection of Knox and Kyrene. A hybrid beacon would disrupt traffic flow on Kyrene less as compared to a traditional traffic signal. With a beacon at the southernmost intersection, the alley to the west (that is in the city of Chandler) could still be used by users to continue west along the bike boulevard. Just because the alley does not have a paved sidewalk, it doesn't mean that the efficient route that the alley provides wouldn't be used. School district open enrollment increases the number of kids being driven from outside a school's attendance boundary to a given school. With school commuters (kids and their chauffeur parents), unlike private business commuters, you know exactly where they live, where they're going, and when they're going.

The city should target improvements in the bike boulevard network to where there are the most potential student users that would use that particular link in the network. The city should work with the school district and particular schools to provide an example that private vehicle congestion at a school can be reduced. It might be worth the school district rethinking their bus pickup routes for kids living nearby particular schools, but still outside a school's attendance boundary, in order to increase bus ridership. Bike boulevards can be part of a more comprehensive solution to fixing the traffic problems at our schools each morning. Be partners with the school districts on a comprehensive solution to school traffic congestion.

Con:

14. I have a concern with regard to bike traffic proposed east from Kyrene down to Knox to cut through between Duskmire and Warner Ranch. The cut through is way too small for safe multi-use foot & bike traffic. Further bike traffic at Knox & Kyrene is dangerous. Bike go against traffic more times than not. Also a light, in my opinion at Warner Ranch Drive might be better for both vehicles and the cut through route between Duskmire and Warner Ranch Drive.
15. I live on La Vieve Lane and I absolutely do not want this bicycle route going down my residential street. This invites people into my neighborhood who do not live here. There are also safety issues with so many driveways on a bicycle route. Also the route brings people near the elementary school who normally would not know it is there. The bike route needs to go down Warner road, not La Vieve and Knox. Don't spend the money on bike paths. The city needs to be frugal with their money.
16. Not needed at this time. Money should be spent elsewhere. There is a bike path on Warner Road. There is no need to disrupt this quiet Corona del Sol neighborhood. I have lived on this street for 33 years. Please DO NOT RUIN MY STREET!! I oppose this bike boulevard.
17. There is a bike path on Warner Road. You will ruin the solitude of La Vieve Lane by routing bikes down my street. I have lived on this street for 33 years. If you do this we will not be able to park on our street! I oppose this bike path.
18. My concern pertains to the route that runs North of Corona Del Sol High School along Knox Road. East of CDS High School the route is supposed to turn north, along Lakeshore Drive, to LaVieve and then turn east to McClintock. We live on Caroline Lane, between Lakeshore & Juniper. Bike riders have similar habits as drivers and we believe there is a strong chance that they will take a short-cut (just cut through) on Caroline Lane to Juniper and then up to LaVieve. We have enough problems now with drivers who live along Lakeshore who cut through on Caroline Lane to Juniper and drive over the speed limit. Very dangerous for everyone, including children. We believe that, in part, it's due to "their" higher speed bumps along Lakeshore. My point is that we believe the bike riders will cut through also, thus creating added "traffic". Why not just go down Knox to Juniper and then North to LaVieve? Why "zip-zag" up Lakeshore and then

East to McClintock. Bottom line, as residents on this part of Caroline Lane, we are tired of all of the traffic, whether it be cars or bikes. Please reconsider. Thank you.

Neutral:

19. Please put bike curbing on Caroline between Circle G and Alta Mira. Bicyclists use our driveway to go from the path to the street. In order to do this, they must swerve from a straight to the left and then down. It would also make the walkway more handicap accessible. Thank you.
20. Please be sure to have maintenance \$ set aside for maintenance of street painting and or median additions
21. The corner of so lakeshore Dr. & Knox is very high volume due to drop off & pick up of elementary school children at Kyrene de Cielo School, (backfield gate). There are no crosswalks, Knox deadends west of Lakeshore, so cars make wide U turns in very poor visibility area. Please review this area closely for safety of school children and bikers. Many parents drop Corona del Sol High School children off at this deadend to avoid congestion at Rural and Knox. Because of the curvature of the street (Knox to the deadend just west of lakeshore) visibility is very low.
22. The light should not be at McClintock & La Vieve. It should be at the MAIN entrance on Caroline!!!!
23. I would hate to see a signal crossing treatment at McClintock & La Vieve. I think it is much too close the intersection and in addition it will make it extremely difficult for the people who live on the street to get in and out of the neighborhood with the light working against them all the time.

III. Comments emailed via website

June 4, 2015

I strongly object to this bike path on our street or in our neighborhood.

June 4, 2015

I absolutely do not want this on our street! We bought our home because it was in a nice quiet neighborhood. This will lower the value of our home besides making it difficult for our large family to park on the street in front of our home. Please do not ruin our neighborhood!

June 01, 2015

I am against this bike route on LaVieve and Knox. I am also against the city imposing traffic signals that favor bicycles over cars. I say NO to the SEAT Bicycle Blvd in our neighborhood!

May 31, 2015

We were unable to send this feedback on the city's bike website.

We live near the east corner of La Vieve and McClintock. This feedback concerns the "Seat" bike system disruption that you intend to impose on this quiet residential neighborhood. There are some factors you may have overlooked in your "plan":

1. La Vieve east of McClintock has many speed bumps, and is only about 30 feet wide excluding the storm-

drain gutters. When cars are parked on both sides of La Vieve, it is only about 18 feet wide. This is too narrow to allow moving traffic in both directions and still support your bike lanes.

2. McClintock is a busy and crowded high-speed main thoroughfare which backs up northbound during morning rush hour from Warner to well south of La Vieve. There are already three traffic lights between Ray and Warner. Now your disruptive "plan" will add a fourth light to cause even more problems.

3. La Vieve on the west side of McClintock only has one sidewalk and no gutters, and therefore is 5 feet wider than the road on the east side. In view of the huge disruption your "plan" will cause on the east side with no benefit to anyone, if your planners still intend to push this idea, perhaps the paths should end at McClintock. (Or just scrap the whole terrible idea and spend our tax money on something else like reducing water rates.)

4. We assume that this level of neighborhood destruction is easy to plan when it only affects total strangers. We can assure you that the safety issues, lack of room, and loss of neighborhood character that your "Seat" plan could cause to this neighborhood are not inconsequential.

5. We emphatically state: WE OBJECT TO THIS DESTRUCTIVE, ILL-CONCEIVED "SEAT" PLAN.

IV. Summary of phone calls received

June 4, 2014

Resident lives in Corona del Sol Estates on LaVieve and called to express that while he received notice that his neighborhood was asked to provide input regarding the design elements of the "Seat" bike boulevard he thought residents of the neighborhood should more importantly be allowed to give input as to whether the route be placed on their streets. He strongly objects to LaVieve and Knox being designated as a bike route due to concerns re nonresidents using the route and the awareness this would bring to the elementary school causing a safety issue for the children attending Kyrene del Cielo.

June 1, 2015

Resident is a new to neighborhood; recently moved onto LaVieve and she called to find out more information regarding the "Seat" route and to voice her objection to signage or painted lanes on her street.

May 31, 2015

Resident voiced his strong objections to the "Seat" route being located on his street (LaVieve) due to the increased bike traffic he believes it will cause. He also stated that he believed the closure of Knox east of Corona del Sol High School was never necessary and that all that was needed was speed bumps to slow traffic.

Summary of Public Input: “Seat” Bicycle Boulevard- SECOND MEETING

I. Background

In March 2015, a corridor analysis was conducted on the Seat route (Knox Road) to identify potential improvements based on projected costs. On May 13, 2015 a public meeting was held to receive public input regarding what types of improvements residents would like to see on the designated route. Comments were received through an online survey as well as through emails and phone calls.

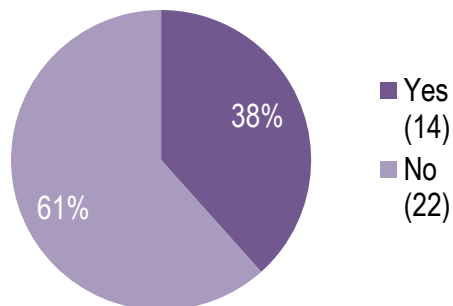
Staff reviewed the input and on August 12, 2015 a second public meeting was held to present a draft plan. Twenty-four people signed in at the public meeting and provided feedback. A second online survey was conducted from August 12 through August 26, 2015. Thirty-nine people provided their input online and eight emailed comments to the City Council and/or staff.

II. Online Survey results

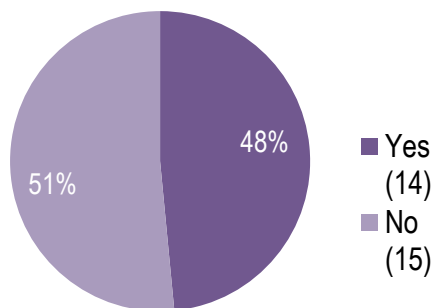
Thirty-nine people responded to the survey online, though not all respondents answered every question.

Respondents were asked whether they **support adding new signalized crossings** at each of the following intersections:

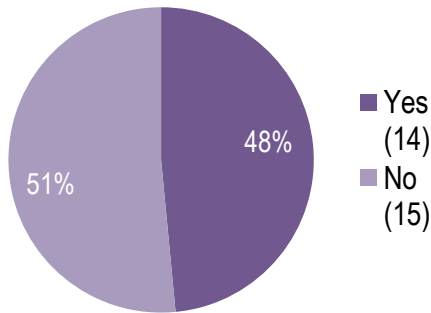
McClintock Drive and LaVie Lane



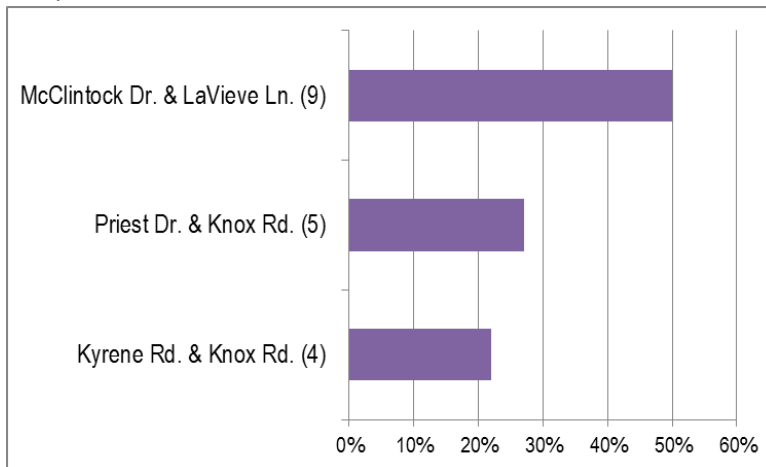
Kyrene Road and Knox Road



Priest Drive and Knox Road



Respondents were also asked to select which intersection represents the **highest priority** for completion:



Lastly, survey respondents were asked to provide any **additional thoughts** regarding the “Seat” Bicycle Boulevard. Below are the responses provided in the online survey.

1. A way to safely cross railroad tracks and major streets (Priest, Ray) would improve the lives of cyclists and pedestrians.
2. I attended the public meeting today, thanks for arranging it. I am an avid cyclist and appreciate the work Tempe is doing to encourage more bike use. However, given the small budget available (I understand its approx \$50K per route), I would use the money to contribute to signalized bike crossings across main roads where most needed. Adding signs and pavement markings to a few roads would be nice but is not a major benefit. I find my way easily enough using Google maps in highlighted bike route mode. I would like to recommend traffic signals at W.Carver and Kyrene. Between Elliot and Warner, a 1 mile stretch on Kyrene there are no lights or other means to safely cross Kyrene Road.
3. BikeIT begins much needed improvements that will enhance quality of life in neighborhoods and the city.

4. I am opposed to the addition of any traffic signals to Tempe's major streets. Specifically, I am opposed to the proposed signal at McClintock and LaVieve Lane.
5. Please no new traffic lights on McClintock. It makes no sense to have stop lights at every corner. My kids rode bikes to school and never had a problem crossing at existing lights. A new one is just not needed.
6. We do NOT want it passing through our neighborhood! PERIOD! We have nice wide streets to ride bikes, we do NOT need a public thoroughfare
7. I oppose any plan to put a stoplight at McClintock and Lavieve. It would cause more inconveniences than solutions for the Alta Mira neighborhood.
8. If "Seat" is so obnoxious to Circle G residents, just delete that part of the route east of the research park path. Biggest issue is crossings over major arteries like Warner or McClintock.
9. Part of the route will go down Lakeshore where we have ridiculously high speed bumps. I do not want to see cyclists using the sidewalk to avoid the speed bumps. The sidewalk would be dangerous. Additionally, esthetically, to only cut into part of the speed bumps and not all of them down Lakeshore will be a negative. And we can expect problems with people speeding up around the speed bumps that have shorter sides...please look at this issue and help our neighborhood.
10. If you are going to use any sharrows; make sure they are applied CENTERED IN THE EFFECTIVE LANE and don't merely meet the MUTCD's minimum placement standards. It is a shame there are so many 1 mile blocks in S Tempe with NO MARKED XWALKs for an entire mile
11. School (Kyrene del Cielo Elementary and Corona High) drop-off traffic in the a.m. is a safety risk for bikers. If the intent is to increase usage by children, the Elementary, at a minimum, should support a crossing guard in addition to the light at LaVieve and McClintock. Cars trying to beat a light are a hazard.
12. I am not in favor of the proposed bike route passing through Circle G Ranches 4. This is a quiet neighborhood community. There is NO destination here to bike to, no schools, no commercial properties, no businesses-only private residences which are accessible by bicycle from Warner. The path from Alta Mira which would provide access to Circle G was designed and designated as walking path for children to access school buses. The parents in the neighborhood do NOT under any circumstance want strangers from outside the neighborhood to be using the same narrow sidewalk. When the path was planned it was understood to be for the use of neighborhood children walking. The path was approved by the City of Tempe for that reason only. There was no mention of bicycle use from the outside. This is a betrayal of trust as far as the neighbors are concerned. Our children's safety is the number one priority. Our neighborhood facilities are private and are paid for by the homeowners, not the City of Tempe. This includes our large park, picnic and meeting space, basketball, racquetball and tennis courts, baseball diamond and playground equipment. Discussions with my neighbors finds no support for this proposal.
13. THIS IS TOTALLY UN ACCEPTABLE I HAVE NEVER BEEN NOTIFIED ABOUT THIS PROPOSAL THERE IS NO PURPOSE TO CUT THRU ARE NEIGHBORHOOD IT TAKES YOU NO WERE OF INTEREST.

14. The neighborhood does not need or want this. Definitely do not want the leg through Circle G. There is no public destination here, our parks are privately owned and it does not make sense to run bike traffic along the main horse road to the arena. The two paths intersect at our privately owned park and horse arena, where there are often trailers and horses parked and which has only one exit to and from the arena, which is onto Caroline LN. Future reflector leg running down Fairfield is also not wanted. This is our main entrance and it will encourage cut through vehicle traffic to put signage that makes it appear that this is a thoroughfare. It is consensus in our neighborhood that we do not want this, especially any signage leading additional traffic into our quiet neighborhood. It is our belief that these signs will not just direct bikes but will also direct cut through vehicle traffic, as your increased plans for higher density jams up our major streets like Warner Rd. As a concerned citizen and also the President of Circle G Ranches IV, I ask that you not continue this underfunded, unwanted waste of tax payer dollars. The three traffic lights, you stated would cost \$175,000 as of today, so that is over half million, yet there is only a budget for \$100,000. We are not in support of increased bonding for this project and the related taxes that would come with this, and we do not believe that the city council should vote to continue a project for which they have no designated source of funding. This project is not needed, nor does the leg into Circle G fit with the purpose of the project. The path through which you intend to put bikes into Circle G is merely a walking path in an easement. It was never intended to be used for vehicular traffic. It is an ADA compliant sidewalk, not designed for heavy bike usage. When it was put in, we were told it would be so kids could walk to the bus stop which would be just west of Circle G. It is my understanding from the comments I have heard, that neither our Alta Mira neighbors, nor us want to teach strangers how to get quickly in and out of a school bus area. Those living here know how to find our way through our neighborhood. We know our community, as do our neighbors in Alta Mira, Alta Mirada and Corona Del Sol. Additionally, as block watch Captain, we have been successful in alleviating crime, because we know who belongs in the area, but if there is a steady stream of increased bike traffic, it will be come much harder to meet the goals of an effective block watch program. Lastly, there has been no impact study relative to the use of this as a pathway, and its impact on our private park. How will you let people know that this is not intended to be a destination as they would be trespassing should they use our facilities? How will you compensate for increased trash, potential graffiti, wear and tear on our private property, etc.? Just say "no"...
15. I strongly oppose the "Seat" Route to go through my neighborhood; this will invite people to cut through our neighborhood. BIKE ROUTES through neighborhoods are generally not a good idea.
16. The home owners in Alta Mira and Circle G, that I've been in contact with are not in favor of these bike routes coming through our neighborhood streets. Inviting strangers to freely come and go in our neighborhoods only adds to the congestion on our streets as we back out onto our streets and drive down our streets. Also, there is concern with young children playing outside, with their safety and our privacy in general. Most residents prefer less traffic, of course. It seems bike riders (of which I and my husband are bike riders) are given priority over our motorists (who are the large percentage on our roadways and neighborhoods) The flow of traffic, especially when adding extra traffic lights can be hindered. My husband and I have found our way through neighborhoods on our own without signage and sharrows. Tempe already has great paths, especially on the western canal. We don't need to spend our tax dollars in this unwanted and unnecessary way. Mostly to sum up my comments; this infringes on the homeowners rights. Will our comments really make a difference if there are enough people opposed to this and when it personally could affect our daily lives. We should get to decide what happens in front of our homes. I've lived in my home happily for 31 years.

17. Unfortunately I was unaware of the changes being considered until recently. I was wondering if a study was done on what this bike boulevard will do to the property value of the homes along these routes especially those closest to the intersections where a traffic signal is being installed. Has the city informed the homeowners that the value of their homes is likely to go down and is the city prepared to reimburse them for the lost value? If a signal is necessary it must be done in a manner that minimizes the impact to the homes nearest the intersection, therefore, it cannot be a signal that is used to control the flow of traffic similar to the signals at major intersections not can it be similar to the signal at the Western Canal and McClintock. A signal similar to the pedestrian crossing in Chandler on Arizona Ave about 1/2 mile south of Chandler Blvd. should be considered. Also, traffic calming measures along the bike route should be added to discourage an increase in vehicular traffic and speed. Traffic calming measures should also be added on the main thoroughfares like McClintock, Kyrene and Priest as the traffic approaches the bike route crossings. Safety and property value need be the main concerns. Thank-you for your consideration and time.
18. All of the cities in the SE Valley say they want to be bike friendly. Until now this has been lip service only as this area is one of the most dangerous places I have ever ridden a bike. Many of the issues could be made better easily if the cities truly wanted to be bike friendly. I hope Tempe's plan is executed and provides an example to Chandler, Gilbert and Mesa
19. I am not in favor of having a seat route for La Vieve Lane. This would bring people into the neighbor who don't belong in it as well as the path would take them next to an elementary school which they would not normally go next to if this was not the designated bike path. Also it will increase bike traffic on a residential street which could cause potential accidents with people backing out of their drive way.
20. I work at the District offices at MCCCDC. Have biked from home in Peoria. Would be great if I could ride along university to the east parking structure of sky harbor, catch a people mover to the transit light rail which could safely take me to downtown phoenix where I could ride central north to the bike path heading west. would not have to ride into mill ave area to catch light rail
21. "The BIKEiT bike system is not just a bike boulevard. It's about so much more than that. It's about being able to go from one neighborhood to another in some way other than by car. I love the idea of a multimodal pathway network around Tempe, more than what BIKEiT implies. The Kyrene Canal Handlebar Route could be the Kyrene Canal JOGiT Multi-use Path. The Country Club Way Reflector Route could be the Country Club Way WALKiT Parkway. The Western Canal Brake Route could be the Western Canal RUNiT Multi-use Path. The Knox Seat Route could be the "Cielo Mariposa SAFEROUTETOSCHOOLiT" Route. While it is true that people using more than 3 miles of these routes at one time will most likely be using a bike. However people using less than 2 miles of these routes at a time will more likely be running or walking their dog than riding a bike. These pathways are more than about creating low stress bike routes. They're about taking a pleasant stroll to a restaurant for dinner. They're about jogging a few neighborhoods down the road and maybe running into friends that you know that direction. They're about having your kids scooter to the city park across the road. They're about having a safe route that your kids can bike to school. The real benefit of the multi-use pathway system is connecting neighborhoods and strengthening community. It's not about bikes. I look forward to the SAFEROUTETOSCHOOLJOGWALKRUNBIKEiT system being implemented.

22. I am in favor of anything that will improve the ability to bike in Tempe. I do not have a priority for the particular routes listed. However, I would very much like to see the Reflector Route increase in priority. The overpass on Country Club and US-60 is highly used and there is already the start of infrastructure to support a bike route along Country Club Way. I definitely would use that route to get to Tempe Marketplace and to work in South Scottsdale. I would have participated earlier but am just becoming aware of the BIKEiT program.
23. I live in a nice residential area. Please do make it a public thoroughfare and encourage strangers to travel through it. Those of us that chose to live in South Tempe neighborhoods did so for a reason and you are about to take that from us. The peace, tranquility and ambiance of our neighborhood will be shattered as improvements are made to facilitate the bike path and the general public is paraded through our once quiet, private streets. Do not ruin our neighborhood by making it a city ordained transportation route.
24. Do not want it to go on Caroline Lane in the Circle G Ranches.
25. I am strongly opposed to the Bicycle Boulevards being developed to run throughout neighborhoods in the city. Although this idea was developed with some community input, I wonder how many Tempe community members would choose for one of these bike paths to be right in front of their own house, or in front of their own child's school as these routes create numerous safety issues for residents, schools, and bikers. The proposed bike paths funnel and enlarge bike traffic in neighborhoods, instead of keeping it evenly distributed as it is now. This plan would disrupt many residents as they back out of driveways facing increased bike traffic. Not only would it disrupt residents' peace, but it would put bikers at an increased risk for injury as people driving cars currently in low traffic areas may suddenly be inundated with bike traffic. Additionally, increased bike traffic in select neighborhood areas would interfere with the safety of children at play in parks/residences adjacent to these routes, along with the people, pets, and strollers walking/jogging on these routes/sidewalks. Putting a designated bike path along streets with an elementary school also presents additional safety concerns for the school faculty and the children who attend those schools. As our elected officials, please respect the desires of those you represent. Do not create additional safety issues in our neighborhoods and schools. Say "No" to bike boulevards through Tempe neighborhoods.
26. I find it disturbing that our city government is trying to bring strangers into our peaceful neighborhood. The route would go past our park where children are playing and cause great concern for the families backing their cars out of their driveways. There is no purpose in bringing bikers to our neighborhood which leads to nowhere. The people of our community do not want people gawking at our homes or families. Please vote no on this matter.
27. I do not support the "seat route" through the Alta Mira neighborhood. A path already exists along McClintock Road and connects to the intersection at McClintock and Warner Road. An additional light at LaVieve and McClintock will restrict traffic unnecessarily.
28. So the bike lanes along all of our major streets, PLUS now the canals and the signals installed there, just aren't enough? Teacher pay 50th in America. ASU has the highest tuition increase of ANY major University. And some "feel good" legislator(s), with nothing better to do, want to put in more traffic lights for bikers. Put me down for: no.

29. I do not want a lot of unnecessary traffic through our neighborhood. We have had bicycles and other items stolen out of our garage. We have a bike path just north of us at the canal that goes west to East between Elliot and Guadalupe. This is not a wise expense of our tax paying dollars.
30. I am 100% against this bike path going through LaVieve Lane. This bike path could be redirected to Warner road and therefore avoid added traffic to an otherwise quiet neighborhood. I understand that Tempe wants to add certain features to become more desirable but I refuse to have it be at the cost of my children's safety and the safety of my neighbors children. With the widened sidewalk on Warner or the better distanced option through Caroline from the light on Warner, there are better and far more efficient ways to get a path. Thank you.
31. To whom this may concern, my family and I purchased our first home three and a half years ago on La Vieve Lane. We loved it for its location, its proximity to great schools and the fact it had a park down the street for when we start our family. I am a cyclist and coming from Tucson, I can appreciate a more bicycle-friendly Tempe. However, bike paths through residential neighborhoods add no value for bicyclists. It adds unnecessary distance and with residential traffic it will add by people skirting the traffic light. It will also increase the likelihood of accidents including residents backing out of their driveways. Where we lived in Tucson, a bicycle path was added on our street so we can speak from experience. It took all that was great about our neighborhood away from it. Putting out our trash cans became a tenet of debate with cyclists. We could no longer park in front of our residence or have friends do so. Trash from random food wrappers, cigarette butts and whatever else can fall off a rider/bike was found. There are other ways to sell Tempe as a great place to live. I ask you on behalf of my child, my neighbors and their children. Let us keep La Vieve safe without a bike path and keep Alta Mira one of the best places to live in Tempe.
32. As mentioned in a previous comment, Caroline Lane east of McClintock is too narrow to accommodate both bike lanes and residential traffic. Also, the street seems to be able to handle the existing bicycle traffic, which is normal for this neighborhood, without adding any additional improvements. Bike paths would also necessitate curbside parking restrictions, thereby creating unnecessary burdens for residents. A light at McClintock and LaVieve is not only unnecessary due to the light at Warner, but would only serve to disrupt the traffic flow along McClintock. The expense ~ unfunded, at that ~ would be a complete waste of money. It seems that this plan would completely disrupt the character of what is supposed to be a quiet residential neighborhood, inconveniencing many for the benefit of a few. We strongly urge you to scrap this project, which would appear to be the shortsighted plan of those with no regard to either fiscal responsibility or the maintenance of a quality of life we now enjoy and expect in our neighborhood.
33. I live on Caroline Lane and do not want this bicycle route going down my residential street. While I support biking, I feel the biker concentration on this proposed path will harm the residential feel of our neighborhood. This invites people into our neighborhood who do not live here, including our private horse arena and park. There are also safety issues with so many driveways on a bicycle route. The bike route needs to go down Warner road, not La Vieve and Caroline. There is a well-designed bike lane on Warner already. Weekend bike clubs travel in large numbers at speeds of 30 mph, making walking and driveway backing dangerous for everyone. The city needs to be frugal with their money. This is not needed at this time. There is no need to disrupt this quiet Circle G neighborhood I have lived in for ten years. I oppose this bike boulevard.
34. It has just come to my attention that the City of Tempe is developing a ""bicycle boulevard"" which will run through our neighborhood. Your proposal online indicates routing people directly through Circle G Ranches and in front of my home. We have made a significant investment in our home

and chose to live in Circle G because we wanted privacy, hence the large lot we live on. However, you are planning to route bikers directly in front of our front yard. As it is, we have non-neighborhood people who bike and walk in our neighborhood, this makes backing out of our driveway a concern as these bikers do not stay on the appropriate side of the street and some ride at very fast speeds. I do not want to encourage more bikers to ride in front of my home. This is a private community with a private and often used horse arena (the Circle G residents twice yearly allow the Tempe Mounted officers a several day use of our arena for training purposes with their horses) on Caroline (your propped route). Our horse owners walk their horses to the arena and do not need more people riding by, especially in groups and riding fast, spooking their horses as they try to safely lead them to the arena. A spooked horse will run and several years ago one was fatally injured when it ran. We have an HOA which collects substantial fees from the homeowners to maintain our sidewalks, the horse arena, the park and children's play area and the tennis courts. Even without the proposed bike path we already have people who come to the neighborhood and who use our facilities and leave trash behind, etc. This bike path will encourage more of this type of activity. This Tempe Circle G Community has several times voted on gating our community. We have chosen instead to keep our front entrance open. Now you are considering funneling people through our neighborhood which opens us to privacy intrusions and crime opportunities. As a resident of Tempe, I am opposed to spending our money for this frivolous and intrusive seat route. Surely, this money could be better spent on things the City really needs such as investing in programs to help Tempe students who don't have breakfast before they leave for school. I believe the City should focus the "extra" money (possibly \$100,000) you want to spend on this bike route on Tempe children who do not have meals or even bikes instead of wasting money and resources on this endeavor which lowers our rights as homeowners to enjoy our homes and creates additional traffic in the street in front of my home. I do not want the City to encourage more riders in our neighborhood.

III. Email Feedback

Date: August 13, 2015 at 11:28:39 AM MST

Subject: Tempe Bike Boulevards

Last night was the second public meeting that the Transportation Department has held on this subject and specifically regarding the South Tempe, Corona area. This area voiced overall a need for more bike paths, bike lanes and bike signage for our area during the extended process of Character Areas. Now the transportation folks have come up with a great plan to meet these needs. Our specific route would be the Seat Boulevard. In keeping with the plan they have developed new very attractive signage to give some direction along the Boulevard. These signs would be mounted on existing sign post and would be used mainly to direct a rider through a directional change in the Boulevard.

At the meeting last night we had to listen to a very negative diatribe from a person who wants our area to have nothing to do with this project. This persons fear is that we will be attracting too many bike riders, create danger for our kids near the street, increase our taxes, etc.

Kudos to Eric and Julian that they could calmly listen, answer the complaints and assure that these concerns were being considered. I expect that this person who is on the Board of one of our HOA,s will try to mount a negative campaign to present to Mayor and Council. Let's hope that more rational thinking outweighs this effort. Tempe is a nationally recognized bicycling community that needs to continue that model with the very program now being developed. I support the Seat Boulevard Route and ask Mayor and Council to do the same. Regardless of a few negative concerns expressed, this is a

great plan which is supported by the majority of folks in South Tempe.
Regards,

Sent: Thursday, August 13, 2015 1:40 PM

Subject: Public transportation meeting 8/12/15

subject: TEMPE BIKE BOULEVARDS

I was truly appalled to hear the many negatives coming from people who live in my zip code 85284 regarding the subject of adding signage and support to bicyclists in our city. The complaints seemed to be about "not wanting their community to change the culture of their neighborhood". These few complainers are unwelcome to and against people on bikes riding through their neighborhoods, and they most certainly do not want any signage on "their" streets that would encourage it. Surely these complainers should consider a gated community with streets locked and barred from the folks who enjoy biking on our public city streets.

I, for one, am proud to live in a bike friendly city as well as the bike friendly community of Warner Ranch. My husband and friends also enjoy riding our bicycles through surrounding neighborhoods and along the excellent bike paths in Tempe and Chandler. The tasteful directional signage displayed at the meeting last night and would make biking safer and more enjoyable for all bicyclists.

Bravo to the transportation committee members at the meeting for keeping their cool during the delivery of these negative comments, which are not shared by the majority of neighborhoods in South Tempe. We need to maintain our city's nationally recognized status and promote bicycling with the Seat Boulevard Route.

Thank you for the email. Below are responses to your concerns.

The bike boulevard concept emerged from community input as part of our ongoing transportation improvements, and as bicycling and walking has become more popular in Tempe. The City Council dedicated funds to support the program and the system of planned bicycle boulevards went through a public review as part of the Tempe Transportation Master Plan (www.tempe.gov/transportationplan). The intention with this bicycle boulevard system is to enhance walking and biking opportunities in the neighborhoods, and to integrate in with the space available, not disrupt the area. All of the proposed bike boulevard improvements are in concert with the Corona/South Tempe Character Area Plan, which was designed in conjunction with your neighborhood.

1.) The neighbors were not aware of the May 13 meeting and only a few are aware of the meeting tonight. The neighbors I have spoken with are opposed to the plan for the following reasons: Door hangers were sent to all homes a quarter mile north and south of the proposed bike boulevard (from Warner Road south to the Chandler border between Loop 101 and I-10) prior to the May 13 and Aug. 12 meetings. In addition, social media posts, a press release and information in the Parks and Rec./Connecting Tempe newsletter were included to promote the Aug. 12 public meeting. All neighborhood chairpersons will receive follow up emails and links to the project website to encourage further comment. An online comment form is available until Aug. 26 at www.tempe.gov/bikeit.

2.) This is a quiet neighborhood community. There is NO destination here to bike to, no schools, no commercial properties, no businesses-only private residences which are accessible by bicycle from Warner. Along the entire proposed Seat bike boulevard route there are several neighborhood parks and schools including Goodwin Park, Hanger Park, Harelson Park, Corona Del Sol High School and Kyrene de la Mariposa Elementary School. With these other destinations along the proposed route, the bike boulevard would allow people

the opportunity to get to Price Road and possibly continue their trip south to Chandler and other destinations. Additionally, there are linkages to other bikeways along canal paths like the Kyrene Canal (already built) and the Highline Canal (construction to start in 2016).

3.) The path from Alta Mira which would provide access to Circle G was designed and designated as walking path for children to access school buses. The parents in the neighborhood **do NOT under any circumstance want strangers from outside he neighborhood to be using the same narrow sidewalk.** When the path was planned it was understood to be for the use was for neighborhood children walking. The path was approved by the City of Tempe for that reason only. There was no mention of bicycle use from the outside. This is a betrayal of trust as far as the neighbors are concerned. Our children's safety is the number one priority. The purpose of the Seat bike boulevard is to connect people (mostly area residents) who commute (along with recreational riders) within and from the neighborhood to other bike boulevards. These bike boulevards are intended to make riding a bike to a neighborhood school or park easier for those people living in the neighborhoods near the route. Bicycles are currently also permitted to ride on sidewalks with the exception of Mill Avenue in downtown Tempe. We do not anticipate a dramatic increase in ridership from outside your neighborhood to use these bike boulevards, which are already signed as bike routes in many places along the proposed route and have been for the past 20 years. These bike routes are also identified in the Tempe bike map. We would simply be switching out the signage in your area to brand the bike route as the Seat route.

3.) This is a horse neighborhood property. The City of Tempe Mounted Division uses our arena for a practice facility. We are pleased to have them use our PRIVATE PARK. Both riders from the Tempe Police Dept. and neighbors use the adjacent streets to park their trailers and equipment to load and unload their horses. The trailers from the horses, landscaper, and other commercial uses create enough of a hazard to our neighborhood. The neighbors use the streets to exercise and walk their horses. While neighbor bicyclists are welcome to use our streets, bicycle traffic from the outside changes the uses of our streets and creates a host of problems. The neighbors object to additional traffic from outside bicyclists. Again, we do not anticipate an increase in people entering your neighborhood to use these bike boulevards, which are already signed as bike routes in many places along the proposed. We would simply be switching out the signage in your area to brand the bike route as the Seat route. The integration of the signage into the existing streets system is intended to be an additional amenity, not to displace horses, cars or pedestrians.

4.) Our neighborhood facilities are private and are paid for by the homeowners, not the City of Tempe. This includes our large park, picnic and meeting space, basketball, racquetball and tennis courts, baseball diamond and playground equipment. We do not want to have outsiders use these and do we want to play police to supervise it. Outsiders bring in traffic, trash and use of the area by non neighbors. It is inevitable. We do not want bikes creating paths on the grass either. our common space is closed at night. Who will tell that to the bikers? Staff understands your concerns regarding the private (non-public) areas within your neighborhood. While there is no guarantee that there will not be new bicyclists on the route, as mentioned before, there is no indication that the new signage would result in non-neighborhood users.

5.) The main concern is traffic and a flow of non neighbors through the streets at all times of the day and the problems it brings. The neighbors here pay very high property tax to ensure the property values of their homes. Many pay more than \$1000- per month to ensure the character and dignity of this neighborhood. We all work diligently to maintain the entire neighborhood to be a shining star of the City. The bike boulevard is not a good fit for us and we will fit it mightily. There is a current bicycle path down Warner which provides access to metro buses, ASU Research Park, schools and commercial buildings. The intention with this bicycle boulevard system is to enhance walking and biking opportunities in the

neighborhoods, and to integrate in with the space available, not disrupt the area. The goal of adding the signage along the streets is to guide your neighbors along the Seat route to connect them to other parts of south Tempe.

I was able to copy Mayor Mitchell, Vice Mayor Woods and CM Schapira on this email, but the addresses for L Spears and A Thornton are not Tempe email addresses. You may want to forward this response to them separately. Please feel free to contact me should you have any other concerns or questions.

Sincerely,

Sue Taaffe

8/15/15:

Dear Laura,

Thank you for the info. you sent me on the proposed South Tempe Bike program. The presentations and discussions put forth by your team were done very professionally.

I live in a neighborhood btw. Knox and Warner and approximately 300 yards north of the proposed Knox Bike route. I believe this program is unnecessary even in view of its modest cost (w/o new traffic signals) because it doesn't significantly increase bike ridership while lowering car traffic in South Tempe. While it may only affect me marginally because of where my home is situated I believe it is an impingement on the homeowners who are located directly or close by the proposed route. If this will alleviate bike safety concerns I understand but no one put forth any facts or figures to show that this program will help bike safety in South Tempe.

Some argued that opposition to this rule is elitist and implied they are forward thinking, one attendee even said the program was "progressive". I reject this thought process and point that the public has free and ready access to all of our neighborhood streets and I am not for restrictions on bikers on my street. As a matter of fact my cul-de-sac street is a major connector street for bikers, joggers, walkers, families with children, etc. In my opinion I encourage it and find it charming from a community point of view but encouraging heavier passing bicycle traffic doesn't seem to be helpful, especially for those that live on the proposed route.

If you think about the existing traffic signal at Knox and Rural connects 2 square miles of residential neighborhoods to a number of superb City and school parks. For some it is never enough. . .they insist on more at the expense of their neighbors.

When it comes to spending half a million on traffic signals I just flat out think it's a waste of money. If you're out for exercise isn't the additional footsteps to cross at intersections adequate. In state where red light violations is a serious problem why encourage more just for the minor inconvenience of a few bikers. I don't have any empirical evidence but with the concerns of sustainability locally and nationally doesn't more cars sitting around at lights create more wasted energy? There will always be people crossing major roads such as Kyrene and McClintock. . .I see people do it all the time just 50 yards from an intersection. . . you can't fix stupid as much as government tries. Can't traffic signal \$ be put to better use such as constructing right turn lanes and bus stop turn-ins? I have a larger objection to the traffic signals than I do to designated bike paths.

I know I sound negative but this South Tempe bike route just seems like a solution searching for a problem.

Sincerely,

A South Tempe Resident

Sent: Sunday, August 16, 2015 3:09 PM

Subject: Tempe Bike Questions: Seat route; Road signage related to lane changes on McClintock

Hello,

I was unable to attend the 12Aug mtg regarding the Seat Route improvements. I reviewed the previous comments (online) and submitted a few new ones. It wasn't clear if questions in the survey would be responded to. Could you clarify, is Tempe planning to remove the closure on Knox west of Cielo Elementary and east of Corona High? We live on Knox, east of the closure, and would be very concerned if Knox was opened to more automobile through-traffic.

FYI - we are not unopposed to a bike lane on Knox, east of the closure. (We do not know our neighbor's stance).

A separate bike lane question: why doesn't the new bike lane on north-bound McClintock, just south of Belle de Mar, have a 'lane reduction' sign? It goes from 3 lanes to 2, w/ little visibility since there is the incline after the pedestrian crossing light. Although I applaud the city's effort to increase our bike-friendliness, this change w/o signage is a safety hazard.

Thank you,

Thanks for writing the City about the Seat Route Bicycle Boulevard and McClintock Drive bike lanes. I wanted to provide you with some responses below, and please let me know if there are further questions.

1. The road closure, and sidewalk/path access, that is just west of Cielo Elementary will not change, other than some wayfinding signage. That road closure will remain as is; there will not be vehicular traffic allowed to pass through.
2. There is no plan to install bike lanes on Knox, between the road closure and Rural Road. That roadway will also remain as it is today.
3. We are still finalizing the street configurations and new bike lanes for McClintock Drive; thanks for your suggestion about some informational signage in the area. Traffic Engineering will look at the area, and review your idea, to see how it correlates with what is required in our national design standards for bike and roadway projects.
4. Your comments about the Seat Route will go into our public record and be provided to the City Council, along with the rest of the public feedback on this project.

Again, thanks for taking the time to contact the City and let me know if you have further questions.

Eric

8/21/15:

Thank you for the email. Below are responses to your comments, which will be include in the public record for the City Council to review. Please feel free to email me if you have any other questions.

1. Circle G has only two entry/exit roads, Caroline and Fairfield. Both can be quite busy at times especially on weekends. The Seat Route will place bike traffic on Caroline adding further congestion to this exit point. Plans are to build a second bike route using Fairfield Rd, the only other exit from Circle G; again creating increased traffic on a road that enters Warner Rd and can already be congested. I believe the planners have completely missed these points. This congestion will not be welcomed by either bikers or residents. The purpose of the Seat bike boulevard is to connect people (mostly neighborhood residents) who commute (along with recreational riders) within and from the neighborhood to other bike boulevards. These bike boulevards are intended to make riding a bike to a neighborhood school or park easier for those people living in the neighborhoods near the route. We do not anticipate a dramatic increase in ridership from outside your neighborhood to use these bike boulevards, which are already signed as bike routes in many places along the proposed route and have been for the past 20 years. These bike routes are also identified in the Tempe bike map. We would simply be switching out the signage in your area to brand the bike route as the Seat route. In addition, Circle G is near Cielo Elementary School and Corona Del Sol High School, which are near the Seat Route. This provides an opportunity for students in the Circle G neighborhood to ride their bicycles to school.
2. Sue Taaffe, in a communication to one of our board members, has pointed out that the bike path will avail a number of parks to the bikers along the route. Circle G has a large park that is privately owned and maintained by the residents at no small expense. One can project that bikers will want to use this park and its playground facilities. The cost of maintenance and liability will make this prospect unacceptable creating friction within the community. We understand your concerns regarding the private (non-public) areas within your neighborhood. While there is no guarantee that there will not be new bicyclists on the route, there is no indication that the new signage would result in non-neighborhood users. The intention with this bicycle boulevard system is to enhance walking and biking opportunities in the neighborhoods, and to integrate in with the space available, not disrupt the area. The goal of adding the signage along the streets is to guide your neighbors along the Seat route to connect them to other parts of south Tempe.
3. I asked at the August 12th meeting what provision have been made to monitor the effect of the bike route on the Circle G community with respect to traffic and possible crime. There is apparently none planned. I believe there should be plans. If this bike boulevard is approved by Council for implementation, we can certainly go out and do pre and post bicycle counts. We can also ask Tempe Bicycle Action Group (TBAG) to include the Seat route in their annual bicycle counts.

Sincerely,

Sue Taaffe

8/25/15:

Subject: BIKEIT

Dear Ms.Taaffe:

I am writing to you with a concern that was brought to my attention today from other members of the City of Tempe Community. As I understand the City of Tempe is putting in Bicycle Boulevards throughout the city. One of those boulevards - Seat Route- runs through the "Circle G" neighborhood, which is horse property. I do not agree that this is a good place to put a bike route. By putting this boulevard through the neighborhood puts the neighborhood at risk for higher crime as it has in my neighborhood. It is also inappropriate since horses and bicycle do not go hand in hand. Horses are easily spooked and one wrong turn of a bicyclist could cause harm to the horse back rider as well as the

bicyclist. The plan states that it is connecting parks and recreation areas together throughout the city, well in that neighborhood there isn't a "public" park maintained by the City of Tempe with City funds, it is privately owned and should stay that way. As a citizen of Tempe, I don't see the reason to spend money frivolously on signage, etc. in a neighborhood that wasn't designed for the purposes of bicycle traffic. That community never had bicycle signage or bicycle routes for at least 30 years why should we start now when there are more dangers and cons than pros. If bicycles are invited into that neighborhood where are the people to ride their horses safely and without disrupting traffic, on the major streets? Please do not disturb the Circle G neighborhood that was strictly designed for horses. The bicycle routes through the neighborhoods are disruptive and do invite unwelcomed guests.

Sincerely,

Thank you for the email. Your comments will be included in the public record regarding this project.

The bike boulevard concept emerged from community input as part of our ongoing transportation improvements, and as bicycling and walking has become more popular in Tempe. The City Council dedicated funds to support the program and the system of planned bicycle boulevards went through a public review as part of the Tempe Transportation Master Plan (www.tempe.gov/transportationplan). The intention with this bicycle boulevard system is to enhance walking and biking opportunities in the neighborhoods, and to integrate in with the space available, not disrupt the area. All of the proposed bike boulevard improvements are in concert with the Corona/South Tempe Character Area Plan, which was designed in conjunction with your neighborhood.

Staff understands your concerns regarding the private (non-public) areas within your neighborhood. While there is no guarantee that there will not be new bicyclists on the route, there is no indication that the signage would result in a dramatic increase in non-neighborhood users. The Seat route is already signed as a bike route in many places along the proposed Seat route and has been for the past 20 years, including being published in the Tempe bike map.

Please feel free to email me if you have any other questions or comments.

Sincerely,

Sue Taaffe

8/25/15:

I live in a nice residential area. Please do make it a public thoroughfare and encourage strangers to travel through it. Those of us that chose to live in South Tempe neighborhoods did so for a reason and you are about to take that from us. The peace, tranquility and ambiance of our neighborhood will be shattered as improvements are made to facilitate the bike path and the general public is paraded through our once quiet, private streets. Do not ruin our neighborhood by making it a city ordained transportation route.

Thank you for the comment. Your comment will be included in the official public record.

The bike boulevard concept emerged from community input as part of our ongoing transportation improvements, and as bicycling and walking has become more popular in Tempe. The City Council dedicated funds to support the program and the system of planned bicycle boulevards went through a public review as part of the Tempe Transportation Master Plan (www.tempe.gov/transportationplan). The intention with this bicycle boulevard system is to enhance walking and biking opportunities in the neighborhoods, and to integrate in with the space available, not

disrupt the area. All of the proposed bike boulevard improvements are in concert with the Corona/South Tempe Character Area Plan, which was designed in conjunction with your neighborhood.

Currently, bicyclists are permitted to ride their bicycles on the public streets in south Tempe. Please let me know if you have another questions.

Sue Taaffe

Yes, they are permitted, but they are not encouraged and directed through the neighborhood as they would be with your plan. This will increase traffic and create safety issues.

I would also like to note that I did not receive any of the public notices that were supposed to be distributed to homes in the vicinity of the bike path. These notices had information about the plan and dates/times of public meetings. I am directly on the bike path and had to hear from a neighbor about this plan after the meeting on August 12th. I find this unacceptable.

Door hangers were sent (delivered by Freedom Marketing) to all homes a quarter mile north and south of the proposed bike boulevard (from Warner Road south to the Chandler border between Loop 101 and I-10) prior to the May 13 and Aug. 12 meetings. In addition, social media posts, a press release and information in the Parks and Rec./Connecting Tempe newsletter were included to promote the Aug. 12 public meeting. All neighborhood chairpersons along the proposed route also received follow up emails and links to the project website to encourage further comment. An online comment form is available until tomorrow at www.tempe.gov/bikeit. I apologize if for some reason you did not receive or see the door hanger.

Thanks.

Sue

Hi -

Since we heard from a number of residents that there were homes that did not receive door hanger notification of the "Seat" meeting, our office requested that Freedom Marketing, (the company the city of Tempe uses to print and deliver door hangers for public meetings) provide us with a GPS clicker report. The company uses a GPS tracking system to verify the addresses that they deliver door hangers to. Today we received their report which the attached image. The report states that Freedom Marketing was unable to deliver to two areas: the 44 homes in the Las Estadas gated community and the gated community just south of Warner Rd. and east of Priest Dr. Our contact stated that the crews were unable to access these areas. The order we placed with the company requested that door hangers be delivered to all businesses, apartment complexes, condos and single family homes from I-10 to Loop 101 between Warner Rd. and the border with city of Chandler.

Unfortunately, we were not advised of their inability to access these areas during the delivery period. We regret that these areas were missed and will be asking for verification reports to be prepared as part of the routine procedure in the future. In addition, we will continue to use all outreach tools (social media, emails to neighborhood chairs and HOA presidents, previous meeting attendees, press releases and listserv notifications) in an attempt to get the word out.

The City Council will be reviewing all the public input received when making their final decision regarding the "Seat" Route. All the input submitted will likely be posted to the City's website at www.tempe.gov/BikeIt by Sept. 4. The Council will discuss this item at the Oct. 1 City Council Work Study Session.

Thank you for your interest and please feel free to call or email me with any questions.

Sincerely,

Laura Kajfez

STAFF REPORT

AGENDA ITEM 6

DATE

September 8, 2015

SUBJECT

Future Agenda Items

PURPOSE

The Chair will request future agenda items from the commission members.

BACKGROUND

The following future agenda items have been previously identified by the Commission or staff:

- Bike Share (October)
- Streetcar (October)
- 5th Street Streetscape Project (October)
- Highline Canal Multi-use Path (November)
- Orbit Saturn (November)
- Alameda Streetscape Project (November)
- Long-Range Forecast Presentation (November)
- McClintock @ Rio Salado MUP underpass (December)
- North/South Railroad Spur Multi-Use Path (December)
- Introduction of CIP Requests (December)
- Bike Hero (January)
- FY 2016/17 Media Plan (February)
- Western Canal Multi-use Path Extension (February)
- Long-Range Forecast Update (Operating) & CIP follow-up (March)
- 8th Street Streetscape (March)
- Bus Unification Update (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)

RECOMMENDATION

This item is for information only.

CONTACT

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