



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, March 8, 2016
7:30 a.m.

MEETING LOCATION

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

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<p>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.</p>	Don Cassano, Commission Chair	Information
<p>2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the February 9, 2016 meeting.</p>	Don Cassano, Commission Chair	ACTION
<p>3. City Budget Long-Range Financial Forecast and CIP Update Staff will provide an update on the city’s long-range financial forecast along with an update on the CIP.</p>	Ken Jones, City Manager’s Office	Information and Possible Action
<p>4. McClintock Drive Bike Lanes Staff will provide a project update, including data on use of the bike lanes, vehicle traffic volumes and signal timing, as well as public feedback.</p>	Shelly Seyler, Public Works	Information and Possible Action
<p>5. Bike Share Staff will provide an update on the status of Tempe’s Bike Share program.</p>	Eric Iwersen, Public Works	Information and Possible Action
<p>6. Department and Regional Transportation Updates Staff will provide updates and current issues being discussed at the Maricopa Association of Governments and regional transit agencies.</p>	Public Works Staff	Information
<p>7. Future Agenda Items Commission may request future agenda items.</p>	Don Cassano, Commission Chair	Information

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 350-4311 (voice) or 350-8400 (TDD) to request an accommodation to participate in a public meeting.

Minutes City of Tempe Transportation Commission February 9, 2016

Minutes of the Tempe Transportation Commission held on Tuesday, Feb. 9, 2016, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Pam Goronkin
Ryan Guzy
Bonnie Gerepka
Don Cassano (Chair)
Philip Luna
Jeremy Browning
Brian Fellows
Peter Schelstraete

Kevin Olson
Cyndi Streid
Lloyd Thomas
Susan Conklu – via phone
Charles Huellmantel
Shereen Lerner
Charles Redman

(MEMBERS) Absent:

None

City Staff Present:

Shelly Seyler, Deputy Public Works Director
Eric Iwersen, Principal Planner
Sue Taaffe, Public Works Supervisor
Laura Kajfez, Neighborhoods Services Specialist

Mike Nevarez, Transit Manager
Amanda Nelson, Public Information Officer
Joe Clements, Transportation Financial Analyst

Guests Present:

Alec More, Valley Metro
Betsey Griffin, Lavidge

Commission Chair Don Cassano called the meeting to order at 7:30 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

Chair Cassano introduced the minutes of the Jan. 12, 2016 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Pam Goronkin

Second: Commissioner Charles Huellmantel
Peter Schelstraete abstained.

Decision: Approved

Agenda Item 3 – FY 2016/17 Media Plan

Betsey Griffin with Lavidge presented the FY 2016/17 paid media plan. Key messages, as outlined in the marketing plan, include promoting:

- walking, biking, riding the bus (Orbit, Express and fixed route) and taking light rail
- bike events, bike registration, promotions and public meetings
- youth transit pass and ASU U-Pass programs
- Adopt-A-Path, Alley and Street programs
- bike safety education
- street restrictions and bus detours
- biking, walking and taking transit as part of Tempe's upbeat, forward-thinking culture

Key audiences include:

- ASU & high school students
- Tempe residents and professionals

Proposed paid mediums include:

- Light pole and Mill Avenue banners
- AzCentral.com
- statepress.com
- azfamily.com
- brandexchange.net
- High school online ads
- State Press Off Campus Housing Guide
- Tempe Opportunities
- Facebook ads
- Pandora
- Mall kiosks at Tempe Marketplace
- East Valley Cox Cable TV
- ASU newsrack ads
- Theater ads
- BikeLife East Valley Magazine

The paid media budget for FY 16/17 is \$150,000 and the media vehicles would create over 21.3 million impressions.

Media vehicles proposed include:

- 11% Print \$ 16,600
- 19% Digital \$ 28,476
- 5% Outdoor \$ 6,750
- 6% Cinema \$ 8,938
- 31% Steaming Radio \$ 47,036
- 28% TV/Video \$ 43,200

The Commission discussed the percentages of media vehicles as compared to FY 15/16 and if there is quantifying data to support the plan. Betsey Griffin and Amanda Nelson responded that digital click throughs are used to determine effectiveness of the digital media and that Tempe conducts a biennial telephone survey which includes questions about the effectiveness of the advertising.

Chair Cassano asked for a motion to approve the FY 2016/17 media plan. A motion was made to approve the media plan.

Motion: Commissioner Shereen Lerner

Second: Commissioner Lloyd Thomas

Charles Huellmantel abstained.

Decision: Approved.

Agenda Item 4 - Streetcar

Eric Iwersen presented an update on the streetcar project. In October 2015, the Federal Transit Administration (FTA) issued a Finding of No Significant Impact for the project, approving and completing the environmental review phase of the project. Following the FONSI, a Letter of No Prejudice request was approved by FTA. Approval of the LONP allows Valley Metro and Tempe to advance the vehicle procurement efforts without the full funding grant agreement in place. Valley Metro, working with Tempe staff, released a Request for Expression of Interest to generate an understanding of rail vehicle manufacturers tracking the project.

In December 2015, Valley Metro and Tempe Staff met with Louis Berger International, the Project Management Oversight Consultant for the Tempe Streetcar project. FTA hires PMOC's to provide project oversight and facilitate direct contact between Tempe, Valley Metro and the FTA. The PMOC will visit regularly as the project moves forward. On Jan. 6 and 7, the PMOC returned and was joined by the FTA's Region 9 representatives to formally kick-off the Streetcar project. This important step for the project included a route tour and a meeting to discuss the project elements.

Center for Transportation and the Environment (CTE) was hired to conduct an independent audit of global rail vehicle energy systems in order to have the most current understanding of the industry and possibilities for off-wire, on-wire and as close to zero-emission power systems for the streetcar. The findings of this effort were presented to the City Council by CTE on Jan. 21. The direction from Council was to advance traditional wire technologies and battery options to enable a portion of the streetcar route to be wireless. Valley Metro and staff will ensure that manufacturers interested in off-wire solutions are invited to respond to the RFP. CTE will also be involved in the RFP process.

The Commission asked when the system will open, when the vehicles will be ordered, how much money is being requested of the federal government, what happens if the federal money is not in the budget, are there opportunities to change the route, will environmental impact work be conducted, will staff continue to explore wireless options and what is the fare for streetcar.

Staff responded that the system is scheduled to open in mid-2019. If the RFP is written in February, Valley Metro anticipates having a signed vehicle contract by October 2016, and vehicles take about 26 to 30 months to build. As far as the \$75 million in federal funding, if that is not included in the budget, staff would have to explore other funding options. The current route was approved by the City Council and Valley Metro Board in 2014, and the Council also expressed a desire for future extensions along Rio Salado Parkway and south on Mille Avenue to Southern and Rural. The Environmental Impact Study has been completed and during construction, an archeologist would be on site. Staff will continue to follow the advancement of all off wire technologies. Currently, a \$1 all-day fare is being considered for the streetcar with platform fare vending machines. A platinum pass for bus and rail would work on streetcar, but not vice versa.

Agenda Item 5 – Bike Share

Eric Iwersen presented information regarding the implementation and efforts of the regional bike share program operated by CycleHop called GR:D. Tempe staff conducted a process to identify station locations, provide bike rack and site specifications and complete the required clearances for the federal funding. The 300 bicycles and 26

stations proposed for Tempe extend from Baseline to Washington from McClintock to Priest. An open house will be held on March 21 to get feedback on the station locations. Staff anticipates having an operational Bike Share program in fall 2016. At the Jan. 21 Issue Review Session, Council directed staff to gather information on the changes needed to the City Code in order to permit advertising on the Tempe Bike Share Program. Staff is to also provide revenue generating figures for advertising on the bicycles in Tempe and also on the bicycles, kiosks and racks in Tempe, and how much the advertising in Phoenix is generating.

The Commission asked if Tempe will own the bikes and racks, if there will be a way for low income people to use the system since many not have smart phones or credit cards, if an outreach campaign on how to use the system would be included in the launch, if there is any time "free" time for users and if staff is considering adding bike share locations at Arizona Mills Mall or high schools.

Staff responded that Tempe will own the bicycles and racks. The city of Mesa is exploring a way for low income people to use the system and this would likely impact all participating cities. Staff anticipates that CycleHop would conduct public outreach about the system in Tempe. Currently there are incentives for members and for those who get a bicycle from a no traditional rack location and return it to a rack. Staff plans to hold an open house to see if there is interest from the public to add more stations south of the US 60. In addition, the system is modular meaning that racks and kiosks can easily be moved.

Agenda Item 6 – Department and Regional Transportation Updates

Sue Taaffe mentioned that she would continue to send monthly emails to the Commission notifying them of upcoming public meetings.

Agenda Item 7 – Future Agenda Items

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

- McClintock Drive bike lanes (March)
- Seat Bikelt Route (March)
- Bike Share (March)
- Long-Range Forecast Update (Operating) & CIP follow-up (April)
- Urban Forest (April)
- Fifth Street Streetscape Project (April)
- McClintock @ Rio Salado Underpass (May)
- Bus Unification Update (May)
- Highline Canal Multi-use Path (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)
- MAG Congestion and Mitigation and Air Quality Program (CMAQ, ITS) and Pedestrian Design Assistance Grants (June)
- Western Canal Multi-use Path Extension (August)
- North/South Railroad Spur Multi-Use Path (August)

The Commission's next meeting is scheduled for March 8, 2016.

The meeting was adjourned at 8:12 a.m.

Prepared by: Sue Taaffe
Reviewed by: Eric Iwersen

CITY OF TEMPE TRANSPORTATION COMMISSION



STAFF REPORT

AGENDA ITEM 3

DATE

March 8, 2016

SUBJECT

City Budget Long-Range Financial Forecast and CIP Update

PURPOSE

Staff with the City Manager's Office will discuss the City Long-Range Financial Forecast and CIP Update.

BACKGROUND

The Municipal Budget Office prepares two comprehensive annual Long-Range Financial Forecasts. The first forecast sets the tone for the development of the budget process in October. The second forecast provides a long-term view of how current-year budget decisions will impact the City's future finances. This is consistent with the City Council's stated priority of long-term financial sustainability. Historically, the first forecast update was developed as a result of economic challenges and the need to elicit City Council direction very early in the budget cycle to prioritize and implement significant changes. This second update was presented at the February 18 Work Study Session, and is intended to provide the City Council with the most recent economic information and indicate whether financial strategies need to be adjusted based on updated projections.

The attached document contains all transportation related project requests submitted by Public Works for the 5-year CIP from FY 2016-17 through FY 2020-21 and long range forecast information. The total cost of the projects submitted for consideration during the 5-year program is \$472,756,402 compared to total requested funding of \$430,878,869 last year. The CIP budget includes a requested re-appropriation of previously-budgeted amounts that have not been spent and are anticipated to be spent in FY 2016-17, along with the requests for new appropriations.

FISCAL IMPACT

None

CONTACT

Ken Jones, Deputy City Manager - CFO
480-350-8504
ken_jones@tempe.gov

ATTACHMENTS

1. PowerPoint
2. Feb. 18, 2016 IRS

- Transit Fund Long-Range Financial Forecast Update
- Transportation Special Revenue Funds (HURF) Long-Range Financial Forecast Update
- Transit CIP projects
- Transportation and ROW CIP projects
- Traffic Signals and Street Lighting CIP projects

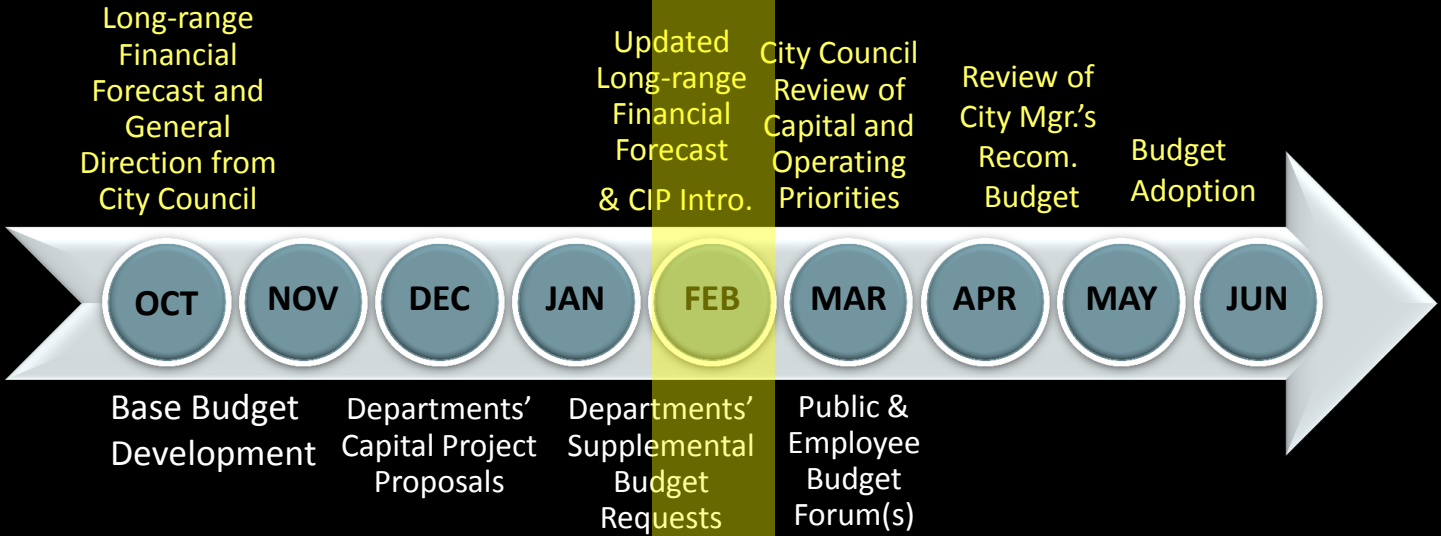


City of Tempe

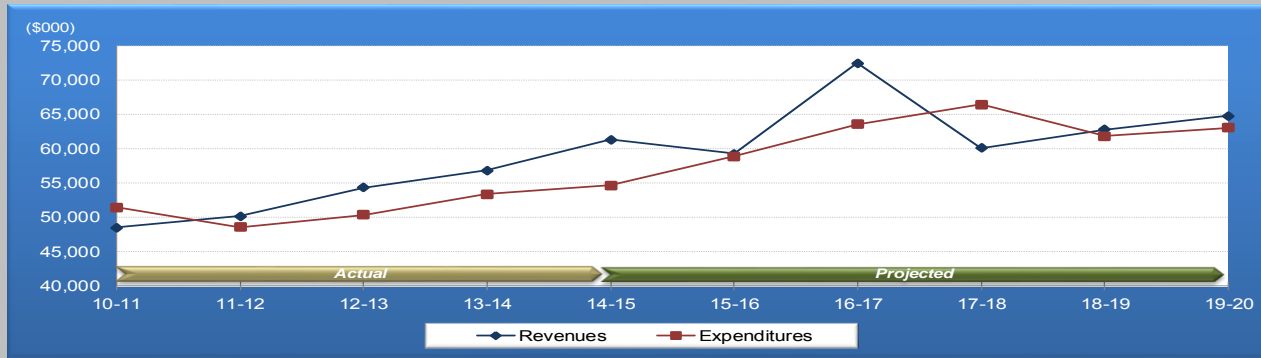
LONG-RANGE FINANCIAL FORECAST

CITY COUNCIL WORK STUDY SESSION FEBRUARY 18, 2016

BUDGET CALENDAR

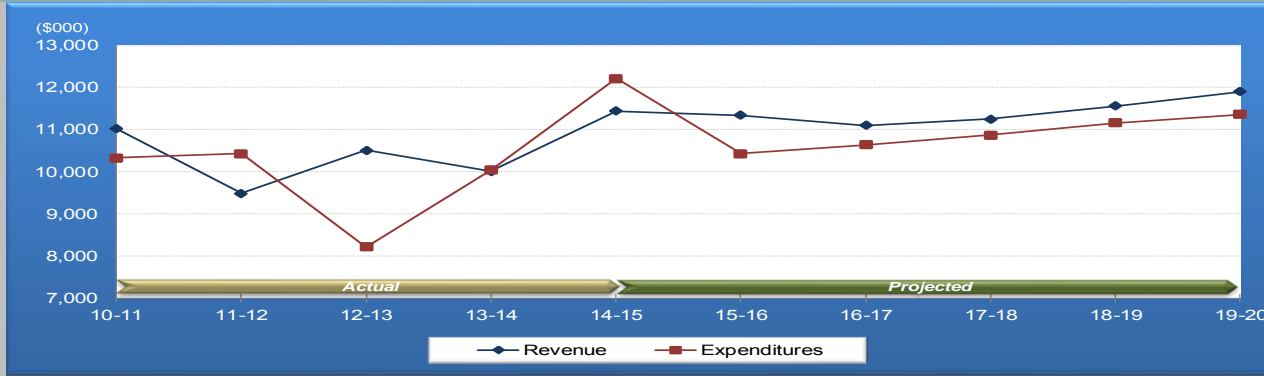


TRANSIT FUND OUTLOOK



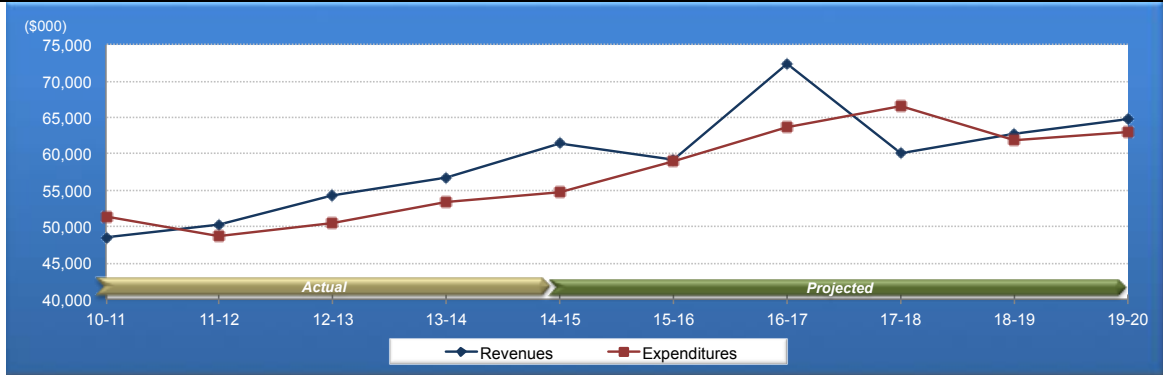
	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
	Actual	Actual	Actual	Actual	Actual	Projected	Projected	Projected	Projected	Projected
Total Revenues	48,533	50,180	54,375	56,831	61,344	59,309	72,460	60,095	62,812	64,790
Total Operating Expenditures	51,469	48,615	50,389	53,379	54,668	58,916	63,616	66,472	61,834	63,101
Net Operating Surplus/(Deficit)	(2,936)	1,565	3,986	3,451	6,676	392	8,843	(6,377)	978	1,689
Transfer from Transit Capital Fund					-	-	4,000	-	-	-
Unassigned Fund Balance	86,341	72,956	27,571	31,070	37,770	42,162	51,006	44,629	45,607	47,295
Unassigned Fund Balance as a % of Revenue			51%	55%	62%	71%	70%	74%	73%	73%
Fund Balance Assigned for Debt Retirement				8,500	8,500	8,500	8,500	8,500	-	-

TRANSPORTATION (HURF) FUND OUTLOOK



	10/11 Actual	11/12 Actual	12/13 Actual	13/14 Actual	14/15 Actual	15/16 Projected	16/17 Projected	17/18 Projected	18/19 Projected	19/20 Projected
Total Revenues	11,020	9,481	10,512	10,009	11,446	11,343	11,105	11,252	11,566	11,900
Total Expenditures	10,329	10,433	8,210	10,041	12,216	10,431	10,643	10,866	11,157	11,366
Net Operating Surplus/(Deficit)	690	(952)	2,302	(32)	(771)	911	462	386	410	534
Accrual Basis Adjustments				-	(1)					
Ending Fund Balance	4,521	6,747	8,120	8,088	7,317	8,229	8,690	9,076	9,486	10,020
Fund Balance as a % of Revenue			77%	81%	64%	73%	78%	81%	82%	84%

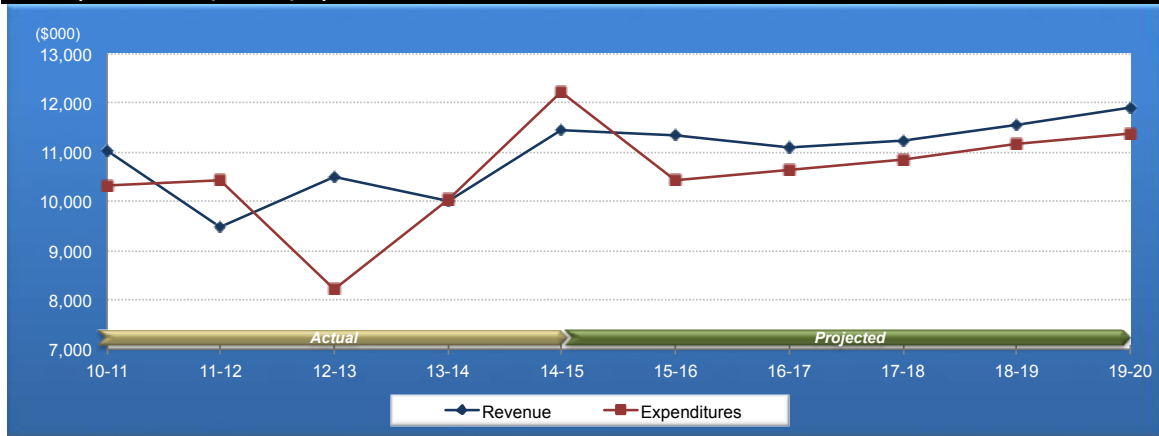
Transit Special Revenue Fund



	10/11 Actual	11/12 Actual	12/13 Actual	13/14 Actual	14/15 Actual	15/16 Projected	16/17 Projected	17/18 Projected	18/19 Projected	19/20 Projected
Revenues (\$000)										
Transit Tax	29,012	30,172	30,087	33,539	36,148	37,534	37,257	38,337	39,405	40,555
EVBOM Maint & Fuel (RPTA)	-	-	182	6,312	5,853	5,498	5,018	5,131	5,371	5,500
PTF Funding	2,003	2,270	2,166	2,145	2,233	2,578	4,071	3,310	3,462	3,424
Federal Grants - Bus and Light Rail	852	3,198	7,147	3,887	3,298	2,800	2,789	1,862	1,877	1,893
Out of Jurisdiction Service Revenue	8,923	7,960	7,357	(76)	630	-	-	-	-	-
Bus Fares	█	-	-	4,992	4,519	4,950	4,049	5,032	5,171	5,310
Light-Rail Fares	2,972	3,521	3,814	3,603	3,696	3,451	3,751	3,719	4,206	4,500
Street Car Fares	█	-	-	-	-	-	-	-	398	410
Alt Fuel Credit	2,893	626	1,585	86	913	-	-	-	-	-
Bond Proceeds - Streetcar	-	-	-	-	-	-	13,000	-	-	-
Miscellaneous Revenue	█	1,878	2,433	2,038	2,342	4,054	2,498	2,525	2,705	3,198
Total Revenues	█	48,533	50,180	54,375	56,831	61,344	59,309	72,460	60,095	62,812
Expenditures (\$000)										
Personnel Costs	2,869	2,681	2,911	3,032	2,248	2,555	2,649	2,679	2,794	2,829
Transportation Center O&M	278	267	231	362	330	470	486	496	508	521
Bus Operations	26,067	23,255	23,941	23,312	23,139	25,901	25,598	26,110	26,632	27,165
Bus Operations-EVBOM - Fuel & Maint	4,615	5,745	4,786	5,619	5,130	3,163	3,409	3,596	3,803	3,933
Light Rail Operations	9,575	8,228	9,993	9,262	9,368	9,900	9,633	9,999	9,999	10,299
Security - Transit Operations	364	362	397	401	460	454	462	471	479	488
Transit Store - Bus Media	847	733	771	618	573	1,014	1,029	1,044	1,060	1,076
Admin / Marketing / Planning / Signal Systems	414	364	418	521	595	843	859	875	890	906
Bus Stop & Bike Path Maintenance	171	384	680	738	766	1,091	1,134	1,155	1,223	1,245
Operating Capital Outlay	17	49	214	168	138	285	254	260	266	273
Street Car O&M	█	█	█	█	█	█	█	-	3,981	4,100
ORBIT South of US 60	█	█	█	█	█	█	-	1,200	1,230	1,261
New Transit Tax CIP Funding	-	367	959	3,760	5,390	6,452	4,721	5,078	2,566	2,541
Capital Funding Transfer - Streetcar	-	-	-	-	-	-	6,500	6,500	-	-
Debt Service	5,275	5,313	4,247	4,668	4,658	4,668	4,659	4,658	3,987	3,988
Internal Service Charges/Adjustments	977	868	841	920	1,873	2,009	2,111	2,175	2,229	2,286
Contingency	-	-	-	-	-	110	112	178	188	191
Total Operating Expenditures	51,469	48,615	50,389	53,379	54,668	58,916	63,616	66,472	61,834	63,101
Net Operating Surplus/(Deficit)	(2,936)	1,565	3,986	3,451	6,676	392	8,843	(6,377)	978	1,689
Transfer from Transit Capital Fund						4,000	-	-	-	-
Unassigned Fund Balance	86,341	72,956	27,571	31,070	37,770	42,162	51,006	44,629	45,607	47,295
Unassigned Fund Balance as a % of Revenue			51%	55%	62%	71%	70%	74%	73%	73%
Fund Balance Assigned for Debt Retirement				8,500	8,500	8,500	8,500	8,500	-	-

The Transit Fund is relatively stable with a healthy fund balance. The model includes estimated operating costs for the proposed streetcar project and the expansion of Orbit bus services farther south in the City. The model also includes a \$13 million commitment to fund a portion of the construction of the streetcar project, as well as the offsetting \$13 million revenue anticipated from the formation of a special assessment district.

Transportation (HURF) Special Revenue Fund



	10/11 Actual	11/12 Actual	12/13 Actual	13/14 Actual	14/15 Actual	15/16 Projected	16/17 Projected	17/18 Projected	18/19 Projected	19/20 Projected
Revenues (\$000)										
Highway User Revenue Tax	9,503	8,098	8,856	9,125	10,014	10,091	9,839	9,991	10,296	10,627
Maintenance of Effort Transfer	1,096	701	1,177	626	1,150	1,150	1,150	1,150	1,150	1,150
Miscellaneous	420	682	479	257	282	101	116	111	120	123
Total Revenues	11,020	9,481	10,512	10,009	11,446	11,343	11,105	11,252	11,566	11,900
Expenditures (\$000)										
Personnel Costs	2,706	3,048	3,587	3,917	4,058	4,296	4,490	4,535	4,664	4,714
Materials and Supplies	367	424	457	580	609	764	777	794	814	836
Fees and Services	2,105	1,892	1,936	2,058	2,059	2,359	2,426	2,499	2,577	2,658
Travel and Training	7	10	12	8	8	18	18	19	19	20
Capital Outlay	236	107	77	227	663	665	502	525	533	533
Debt Service	2,770	1,550	500	-	-	-	-	-	-	-
CIP Pay as you go	-	-	-	1,427	3,277	300	300	300	300	300
Loan Repayment	310	3	3	3	5	5	5	5	5	5
Internal Service Charges	974	2,758	983	1,062	678	1,153	1,228	1,265	1,297	1,330
Indirect Cost Allocations	854	641	654	758	861	870	897	924	947	971
Total Expenditures	10,329	10,433	8,210	10,041	12,216	10,431	10,643	10,866	11,157	11,366
Net Operating Surplus/(Deficit)	690	(952)	2,302	(32)	(771)	911	462	386	410	534
Accrual Basis Adjustments					(1)					
Ending Fund Balance	4,521	6,747	8,120	8,088	7,317	8,229	8,690	9,076	9,486	10,020
Fund Balance as a % of Revenue			77%	81%	64%	73%	78%	81%	82%	84%

The Transportation Fund receives the large majority of its funding from State-shared Highway User Revenue Funds (HURF). The City uses the money to fund street improvements. After sweeping over \$6.8 million from the City's distribution from 2004 through 2014, the Legislature partially restored the annual appropriations. For FY 2015-16 and forward, HURF tax collections are expected to improve slightly, providing additional cash-funding for street projects. The "CIP Pay as You Go" line item will be increased during the City's CIP process this year.



Transit Program 2016-17 CIP Project Requests and Descriptions


Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2016-17 Appropriation Request	2016-17 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2017-18	2018-19	2019-20	2020-21	
25	Alameda Drive & I-10 Bicycle / Pedestrian Bridge	Transit Tax	103,000	-	103,000	400,000	-	-	-	503,000
26	<u>Alameda Drive Bicycle/Pedestrian/Streetscape</u>	Transit Tax	-	-	-	412,000	89,760	-	-	501,760
		Federal Grant - CMAQ	-	-	-	-	1,542,240	-	-	1,542,240
		Project Total	-	-	-	412,000	1,632,000	-	-	2,044,000
27	Bicycle Boulevard	Transit Tax	100,000	100,000	200,000	200,000	100,000	200,000	100,000	800,000
28	Broadway Road Streetscape Project	Transit Tax	193,885	-	193,885	-	-	-	-	193,885
		Federal Grant - CMAQ	547,935	-	547,935	-	-	-	-	547,935
		MAG Safety Funds	101,157	-	101,157	-	-	-	-	101,157
		Project Total	842,977	-	842,977	-	-	-	-	842,977
29	Bus Purchases - Circulator	Transit Tax	125,000	-	125,000	-	-	-	-	125,000
30	Bus Stop Capital Maintenance/Improvements	Transit Tax	2,008,906	220,000	2,228,906	220,000	220,000	220,000	220,000	3,108,906
31	City of Tempe Bus Pullout Project	Transit Tax	1,109,097	502,000	1,611,097	502,000	502,000	502,000	502,000	3,619,097
		Development Impact Fees	-	TBD	TBD	TBD	TBD	TBD	TBD	TBD
		Project Total	1,109,097	502,000	1,611,097	502,000	502,000	502,000	502,000	3,619,097
32	8th Street Multi-Use Path (Creamery Branch Rail Path)	Transit Tax	276,769	-	276,769	-	-	-	-	276,769
		Federal Grant - CMAQ	1,379,021	-	1,379,021	-	-	-	-	1,379,021
		Capital Projects Fund Balance - General Purpose	-	101,000	101,000	-	-	-	-	101,000
		Project Total	1,655,790	101,000	1,756,790	-	-	-	-	1,756,790
33	EVBOM - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)	Transit Tax	810,932	1,485,000	2,295,932	600,000	900,000	1,500,000	300,000	5,595,932
		Federal Grant - 5307	250,000	-	250,000	-	-	-	-	250,000
		Project Total	1,060,932	1,485,000	2,545,932	600,000	900,000	1,500,000	300,000	5,845,932
34	1st/Rio Salado Pkwy & Ash Ave Intersection Realignment	Transit Tax	-	206,000	206,000	1,255,000	-	-	-	1,461,000
35	Highline Canal Path (Baseline - Knox Road)	Transit Tax	1,411,328	644,044	2,055,372	-	-	-	-	2,055,372
		Federal Grant - CMAQ	1,366,661	1,866,956	3,233,617	-	-	-	-	3,233,617
		Development Impact Fees	-	TBD	TBD	-	-	-	-	TBD
		Project Total	2,777,989	2,511,000	5,288,989	-	-	-	-	5,288,989



Transit Program 2016-17 CIP Project Requests and Descriptions (continued)

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2016-17 Appropriation Request	2016-17 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2017-18	2018-19	2019-20	2020-21	
36	North South Rail Spur Path	Transit Tax	347,000	160,000	507,000	-	142,842	-	-	649,842
		Federal Grant - CMAQ	-	-	-	-	2,363,158	-	-	2,363,158
		Development Impact Fees	-	TBD	TBD	-	TBD	-	-	TBD
		Project Total	347,000	160,000	507,000	-	2,506,000	-	-	3,013,000
37	Pathway Capital Maintenance	Transit Tax	1,716,247	810,000	2,526,247	1,270,000	545,000	1,020,000	2,020,000	7,381,247
38	Rio Salado S. Bank Path Underpass @ McClintock Dr.	Transit Tax	309,000	-	309,000	595,122	-	-	-	904,122
		Federal Grant - CMAQ	-	158,896	158,896	1,457,878	-	-	-	1,616,774
		Project Total	309,000	158,896	467,896	2,053,000	-	-	-	2,520,896
38	Rio Salado Southbank Path Underpass @ Priest Drive	Transit Tax	555,129	13,250	568,379	-	-	-	-	568,379
		Federal Grant - CMAQ	1,165,396	236,750	1,402,146	-	-	-	-	1,402,146
		Project Total	1,720,525	250,000	1,970,525	-	-	-	-	1,970,525
39	Tempe/Phoenix Bike Share Program	Transit Tax	373,283	-	373,283	-	-	-	-	373,283
		Federal Grant - CMAQ	1,118,893	-	1,118,893	-	-	-	-	1,118,893
		Project Total	1,492,176	-	1,492,176	-	-	-	-	1,492,176
40	<u>Tempe Streetcar</u>	Assessment District	-	6,500,000	6,500,000	6,500,000	-	-	-	13,000,000
40	TTC - Facility Asset Maintenance (Transportation Center)	Transit Tax	365,139	462,500	827,639	407,000	251,000	1,255,000	377,000	3,117,639
41	Unaccounted Federal Grants Contingency	Transit Tax	-	500,000	500,000	-	-	-	-	500,000
		Federal Grant - CMAQ	-	2,500,000	2,500,000	-	-	-	-	2,500,000
		Project Total	-	3,000,000	3,000,000	-	-	-	-	3,000,000
41	<u>Western Canal-Highline Multi-Use Path - Path Link</u>	Transit Tax	-	210,000	210,000	-	51,920	-	-	261,920
		Federal Grant - CMAQ	-	153,709	153,709	-	892,080	-	-	1,045,789
		Development Impact Fees	-	TBD	TBD	-	TBD	-	-	TBD
		Project Total	-	363,709	363,709	-	944,000	-	-	1,307,709
Transit Program Total			15,733,778	16,830,105	32,563,883	13,819,000	7,600,000	4,697,000	3,519,000	62,198,883

The table above lists the individual projects that comprise the Transit Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.

Project No. 6007759 Name: Alameda Drive & I-10 Bicycle / Pedestrian Bridge						
Department: Public Works		Project Location: Alameda Drive & I-10				
Est. Start Date: 07/01/13		Est. Completion Date: 06/30/20				
Project Description:						
<p>This project is a bicycle and pedestrian bridge along the Alameda Drive alignment at the I-10 freeway. The project includes lighting, safety features and public art. The project would be an elevated crossing of the I-10 connection to a Tempe's Fountainhead Business Park (east side) to Tempe Diablo Stadium (west side). The project would link several Tempe neighborhoods and bikeways, particularly the bike route along Alameda Drive to major employment centers, the stadium and a city of Phoenix bike route on Roeser Road. The project is identified in MAG, ADOT, and local transportation plans. The project would be constructed with the I-10 Improvements Project. ADOT to design and construct project @ estimated cost of \$9.1m in FY18-19. Cost of project is budgeted in ADOT's five year Transportation Facilities Construction Program. Tempe's costs will provide for art elements & aesthetic treatments.</p>						
Project Purpose and Need:						
<p>The project would remove a gap in the Tempe and Phoenix bikeway system. Currently Alameda Drive (Roeser St. in Phoenix) is a more than 20 mile bike route that has linkages to downtown Phoenix and Tempe, but is cut in half at the I-10 crossing. This project would facilitate a freeway crossing like the College Avenue and Country Club Way bike/ped bridges over the US60. The project is supported by MAG, Phoenix and Tempe and is identified in several plans. The project would further demonstrate Tempe's commitment to multi-modal travel, decrease traffic congestion and help improve air quality. ADOT completed a design concept and feasibility study of the project in 2005.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$103,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	103,000					
New Appropriation Request	-					
Total Estimated Project Costs	103,000	400,000	-	-	-	503,000
Project Funding Sources						
Transit Tax	103,000	400,000	-	-	-	503,000
New Operating Budget Impacts						
Supplies and Services	-	-	6,500	6,695	6,896	

Project No.		TBD		Name: Alameda Drive Bicycle/Pedestrian/Streetscape			
Department:		Public Works		Project Location:		Alameda Drive (48th St - Rural Road)	
Est. Start Date:		07/01/17		Est. Completion Date:		06/30/19	
<p>Project Description: Design bicycle and pedestrian facility improvements on three miles of a collector street that will include improved street crossings, road diets, medians, buffered or protected bike lanes, landscaping, lighting, enhanced sidewalks and pedestrian amenities and upgrades to meet all Americans with Disabilities Act design requirements. The project links to the Phoenix border on a street with bike lanes and to older Tempe neighborhoods, employment centers, redeveloping and higher density residential areas, Tempe Diablo stadium, other major regional bikeways and connects across the Union Pacific Railroad and to a 2017 funded bicycle/pedestrian bridge over Interstate 10. The project will transform an automobile oriented corridor into a premier walking and bicycling facility in accordance with the Maricopa Association of Governments Pedestrian Design Guidelines and Tempe's Transportation Master Plan and Bicycle Boulevard Plan. The project received regional design funding in 2014 and has had two large public meetings to establish a preferred concept plan. \$1.54 million in CMAQ federal funds are anticipated.</p>							
<p>Project Purpose and Need: The project is a critical bicycle and pedestrian linkage for major residential and employment areas. The project will refresh an aging corridor and create a more multi-modal street for all users.</p>							
<p>Prior Fiscal Year Funding: This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.</p>							
		2016-17 Request		Estimated Future Costs			
				2017-18	2018-19	2019-20	2020-21
				Total			
Prior Funding to Re-appropriate		-					
New Appropriation Request		-					
Total Estimated Project Costs		-		412,000	1,632,000	-	-
Total							2,044,000
Project Funding Sources							
Transit Tax		-		412,000	89,760	-	-
Federal Grant - CMAQ		-		-	1,542,240	-	-
Total Sources		-		412,000	1,632,000	-	-
Total							2,044,000
New Operating Budget Impacts							
Supplies and Services		-		-	15,000	15,450	15,914

Project No. 6007779	Name: Bicycle Boulevard	
Department: Public Works	Project Location: Citywide	
Est. Start Date: 07/01/15	Est. Completion Date: Ongoing	

Project Description:
 This project involves a variety of city-wide bicycle related improvements on nine designated bicycle corridors along paths and local and collector streets in Tempe. The specific improvements include bike lanes, protected and buffered bike lanes, signal enhancements and upgrades, bicycle parking, signage, intersection improvements and more. Materials that would be funded through this item include paint, bollards, bicycle parking devices, landscaping, concrete/asphalt and other depending on the specific improvement. Designated bike boulevards and specific improvements are included in the Transportation Master Plan and as a part of the plans public outreach process. the first phase of bicycle boulevard implementation is proposed to be the "seat" and "pedal" routes that follow the Knox/LaVieve (South Tempe) and College Ave (central Tempe) alignments/bike routes.

Project Purpose and Need:
 This project is part of the City Council and Transportation Commission strategies to provide mobility options for residents and visitors. The bicycle boulevard system was adopted in the Transportation Plan in early 2015 and will contribute to achieving the goal of a higher bicycle friendly community rating for Tempe.

Prior Fiscal Year Funding:
 This project received FY 2015-16 appropriations in the amount of \$100,000.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	100,000					
New Appropriation Request	100,000					
Total Estimated Project Costs	200,000	200,000	100,000	200,000	100,000	800,000
Project Funding Sources						
Transit Tax	200,000	200,000	100,000	200,000	100,000	800,000
New Operating Budget Impacts	None					


Project No. 6003059	Name: Broadway Road Streetscape Project	
Department: Public Works	Project Location: Broadway Road - Mill Avenue and Rural Road	
Est. Start Date: 10/01/08	Est. Completion Date: 03/31/17	


Project Description:
 The Broadway Road Pedestrian and Bicycle Improvement Project is approximately 1 mile between Mill Ave and Rural Road. The project consists of pedestrian and bicycle facility improvements along an arterial street fronted by single family residential units. Work to be performed include striping for bike lanes, the widening of sidewalks, construction of planted medians, construction of a wall, pedestrian safety, street tree plantings, provisions for a mid-block crossing between Sierra Vista and Venture and providing transit and pedestrian amenities.


Project Purpose and Need:
 The proposed project area has a high volume of pedestrian and bicycle travel due to its proximity to ASU and downtown Tempe. Area residents are advocating to change the character of the street to reflect the residential uses on this stretch of Broadway Road, which differs significantly with the rest of corridor. The design of the Broadway Road project was a product of extensive community dialogues. The proposed project is identified in the Tempe Comprehensive Transportation Plan as one of the proposed corridors for improvement.


Prior Fiscal Year Funding:
 This project received FY 2015-16 appropriations in the amount of \$5,857,861.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	842,977					
New Appropriation Request	-					
Total Estimated Project Costs	842,977	-	-	-	-	842,977
Project Funding Sources						
Transit Tax	193,885	-	-	-	-	193,885
Federal Grant - CMAQ	547,935	-	-	-	-	547,935
MAG - Safety Funds	101,157	-	-	-	-	101,157
Total Sources	842,977	-	-	-	-	842,977
New Operating Budget Impacts						
Supplies and Services	26,500	26,500	27,295	28,114	28,957	

Project No. 60006752 Name: Bus Purchases - Circulator						
Department: Public Works		Project Location: Circulator Route				
Est. Start Date: 07/01/14		Est. Completion Date: 06/30/17				
Project Description:						
<p>This project provides federal funding for a prototype hybrid bus to determine appropriate specifications and feasibility of a long-term replacement vehicle to the Orbit fleet of 24 foot cutaway buses. The project also programs 5 Orbit replacement buses to support the existing neighborhood circulator routes. The project will purchase three (3) 30-foot buses at \$495,000 each and five (5) 24-foot cutaway buses at \$100,000 each. Procurement and funding for the 3 - 30' buses and 5 Orbit buses will be administered through the RPTA with (PTF) - Public Transportation Funds allocated to Tempe in addition to grant funding (total cost \$1,360,000) - Grant Funding (\$500,000) to be transferred to Valley Metro-RPTA. Budget carry forward to fund Tempe Local Match.</p>						
Project Purpose and Need:						
<p>The purpose is to identify a more cost efficient vehicle that also provides greater passenger capacity, extended useful life, low or zero emissions, and which is suitable for operation in neighborhoods. There are also 5 Orbit buses that exceeded useful life and requires immediate replacement.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$625,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	125,000					
New Appropriation Request	-					
Total Estimated Project Costs	125,000	-	-	-	-	125,000
Project Funding Sources						
Transit Tax	125,000	-	-	-	-	125,000
New Operating Budget Impacts	None					

Project No. 6005239 & 6003579		Name: Bus Stop Capital Maintenance/Improvements				
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
						
Project Description:						
<p>This project will repair, rehabilitate and or replace bus stop infrastructure that has or will surpass its useful life during the project year or due to excessive or adverse environmental exposures (e.g., sun, irrigation, high use). City-wide bus stops number 814 with sizes and amenities varying widely based on transit system demand. The bus stop infrastructure consists of bus shelters (297), benches (648), bike racks (969), trash receptacles (775), lighting (173), concrete pads (tbd), schedule holders (1,100), and bus stop signs (817). In general, these assets were purchased and installed between 1994 and 2008. This project will provide approx. \$220,000 annually from FY16-21 to fund repairs and upgrades required to meet ADA for all Tempe bus stops. This project will also fund the reconstruction of failing curb and gutters at Tempe bus stops.</p> <p>The project will install passenger shelters and related amenities (seating, bike racks, trash cans, transit schedule information) at 10 bus stops across the city in FY 2016-17 with 5 installations in each of the subsequent 5 fiscal years. Locations identified as suitable for installation of a bus stop shelter and associated amenities include stops that meet the following criteria: location is served by at least one bus route with productivity at or above 2.0 boardings per mile; and immediate physical environment offers no weather/sun protection or seating.</p>						
Project Purpose and Need:						
<p>The purpose of the project is to maintain the city's bus stop infrastructure in a state of good repair, safe for use, and instrumental in promoting transit use. The bus stop represents the "lobby" to the transit system and must provide a safe, secure, and comfortable waiting area with adequate sun and weather protection for transit passengers. All Tempe bus stops must meet or exceed federal ADA requirements. FY15-16 CIP Bus Stop Capital "Improvement" has been deleted for FY16-17 and appropriations transferred to FY16-17 CIP Bus Stop Capital "Maintenance". The bus stop represents the "lobby" to the transit system and must provide a safe, secure, and comfortable waiting area with adequate sun and weather protection for transit passengers. Adding additional bus shelters remains a top priority for Tempe and valley transit passengers as reported in public opinion research as the valley's high sun and heat are significant barriers to more Tempe residents choosing transit as a viable alternative to auto use.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$2,584,769.						
	2016-17	Estimated Future Costs				
	Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	2,008,906					
New Appropriation Request	220,000					
Total Estimated Project Costs	2,228,906	220,000	220,000	220,000	220,000	3,108,906
Project Funding Sources						
Transit Tax	2,228,906	220,000	220,000	220,000	220,000	3,108,906
New Operating Budget Impacts	None					

Project No. 6006764 Name: City of Tempe Bus Pullout Project						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description:						
Staff has identified 35 bus pullout priority locations in the city. The project will install 3 to 5 new bus pullouts during FY 2016-17 with passenger amenities at various bus stops in the city. The project will also replace deteriorated existing bus pullouts. The locations for the next series of pull-outs will be based on industry standards which include sufficient right of way, changes in bus service levels, ridership, traffic volumes, and intersection safety considerations across the city. The project will install 5 bus pullouts (approx \$100k per pull-out) per year in subsequent years based on location priority established by the ongoing Bus Pullout Study. From 2016 to 2021, staff is estimating that 15 pullouts of the 35 identified locations will be completed. The remaining 20 will be completed between the years 2022-2026.						
Project Purpose and Need:						
Bus pull-outs provide safer layover areas, improve passenger safety and comfort by increasing distance from traffic flow, improve traffic flow along major streets, and improve intersection safety by reducing traffic back-ups behind buses.						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$1,130,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	1,109,097					
New Appropriation Request	502,000					
Total Estimated Project Costs	1,611,097	502,000	502,000	502,000	502,000	3,619,097
Project Funding Sources						
Transit Tax	1,611,097	502,000	502,000	502,000	502,000	3,619,097
Development Impact Fees	TBD	TBD	TBD	TBD	TBD	TBD
Total Sources	1,611,097	502,000	502,000	502,000	502,000	3,619,097
New Operating Budget Impacts	None					

Project No. 6007139	Name: 8th Street MUP (Creamery Branch Rail Path)	
Department: Public Works	Project Location: 8th Street (Rural - McClintock) - rail line	
Est. Start Date: 07/01/14	Est. Completion Date: 06/30/17	


Project Description:
 This project is the construction of a pathway along the Creamery Branch Rail Spur and streetscape improvements along 8th Street. The project path would include landscaping and lighting along the non-operational rail track next to 8th Street (between Rural and McClintock) adjacent to ASU and near downtown Tempe. The streetscape improvements are adjacent to and integrated in with the rail path and would include street trees, enhanced sidewalks and improved bicycle lanes. The project area includes two historic Tempe neighborhoods (Borden Homes & University Heights), a connection to a light rail station, and a strong neighborhood commercial center that includes the 4 Peaks Brewing Company. A public process and stakeholder committee was established in 2010 and completed an approved concept plan in September 2010. Old 8th Street Interpretive Elements- (\$100k requested for FY16-17 General Gov fund Balance) Design, fabrication, and installation of interpretive elements identifying the prehistory and history of 8th Street between Rural and McClintock.


Project Purpose and Need:
 This project would enhance a well traveled collector street and place a pathway along a rail spur to accommodate a stronger bicycle and pedestrian environment that will promote the city's mission of increasing transit, bike and pedestrian travel. The project will add landscaping and better integration with historic structures while encouraging appropriate redevelopment on vacant lots or deteriorating structures. The project will better connect the adjacent neighborhoods, but limit cut-through traffic. The project concept has been supported by the neighbors, property owners and stakeholders in the area and would be a revitalization to an important part of Tempe.


Old 8th Street spans a significant prehistoric archaeological site and was the location of the Bankhead Highway. In addition, the Borden Creamery Complex (Four Peaks), the Elias-Rodriguez House, Marlatt's Garage, and the Kirkland-McKinney Ditch are all located along 8th Street. While 8th Street is slated for a beautification project and may be the location of significant private investment over the coming year, branding / placemaking opportunities involving the identification and dissemination of the street's rich prehistory and history remain unaddressed. Interpretive signage and historically-appropriate vegetation will help to complete the revitalization of 8th Street, thereby firming its authenticity and sense of place. Both authenticity and sense of place are identified as being desirable cultural heritage tourism and economic development draws.

Prior Fiscal Year Funding:
 This project received FY 2015-16 appropriations in the amount of \$1,814,617.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	1,655,790					
New Appropriation Request	101,000					
Total Estimated Project Costs	1,756,790	-	-	-	-	1,756,790
Project Funding Sources						
Transit Tax	276,769	-	-	-	-	276,769
Federal Grant - CMAQ	1,379,021	-	-	-	-	1,379,021
Capital Project Fund Balance - General Purpose	101,000	-	-	-	-	101,000
Total Sources	1,756,790	-	-	-	-	1,756,790
New Operating Budget Impacts						
Supplies and Services	23,000	23,690	24,401	25,133	25,887	

Project No.	6006089		Name: EVBOM - Facility Asset Maintenance (East Valley Bus Ops/Maint Facility)			
Department:	Public Works		Project Location: 2050 Rio Salado - EVBOM			
Est. Start Date:	07/01/13		Est. Completion Date: Ongoing			
Project Description:						
<p>This project conducts repairs and replacement of major systems, sub-systems and equipment at the East Valley Bus Operations and Maintenance (EVBOM) facility as well as completes construction and expansion of the original facility design. The asset management plan for the facility and the specific projects stemming from it for FY 2016 thru FY 2020 is fluid, and is continuously updated as needed. The asset management plan for the facility also addresses the repair and replacement of building systems and equipment that are vital to the operation of the facility and ensure the safety and wellbeing of personnel and visitors to the facility. To date the design for the rehabilitation of the HVAC and Air Monitoring Systems is complete and low bid for construction cost is \$1,530,500.</p> <p>An additional \$350,000 is being requested for the HVAC contract in FY16-17 for the following costs: construction contingency \$150k, permits \$15k, construction mgmt. \$92k and post design contract \$50k. HVAC contract completion is scheduled to occur in FY2017. Previous projects included the completion of facility elements not included in the original construction including construction of a bus detail wash facility, natural gas fuel plant expansion of CNG the installation of a diesel storage tank and dispensers and the construction of bus shade canopies. HVAC repairs to the Administrative Building to correct heating and cooling deficiencies; and a complete and operational Energy Management System including all necessary hardware and computer interfacing for these improvements. Design Study is complete construction is to begin in latter FY15-16. Future projects also include: Rehabilitation - Strip, Clean, Re-Paint Markings, and Reseal Maintenance Building Floors and Bus Fuel Canopy Concrete, Replacement - Exterior Joint Sealant, Rehabilitation - Repaint Facility Exterior, Purchase - Articulated Boom Lift, Upgrading Fluid Distribution Center FY16-17; Resealing Fuel area and Maintenance Facility -in FY16-17; Pave additional bus and employee parking area in FY 17-18; Repaint and start LED lighting upgrade at the facility in FY18-19; and complete EVBOM LED lighting upgrade in FY19-20.</p>						
Project Purpose and Need:						
<p>EVBOM is a 250 bus facility from which the all of Tempe's transit service is provided. It also serves as a regional operations base manage by the Regional Public Transportation Authority (RPTA). Maintaining the facility in state of good repair facilitates the provision of local and regional bus service on a daily basis by allowing for the timely and effective fleet repairs; efficient fueling, fare collection, and cleaning; efficient operations; and safe working conditions for the roughly 600 Tempe, RPTA and contractor staff based there.</p> <p>The major deliverables for the EVBOM Maintenance Building include: code compliant air monitoring system throughout the maintenance building; code compliant HVAC system for rooms M139 and M143 and rehabilitation of the HVAC and Air Monitoring systems to correct heating and cooling deficiencies and to safely monitor for natural gas in the maintenance buildings as required by code. The unanticipated ineffectiveness and failure of the HVAC and air monitoring system is a significant project that needs to be completed for the safety and well-being of facility personnel and visitors. Failure to complete repairs could create an unsafe environment and expose maintenance personnel to harmful natural gas and vehicle emission fumes. Electronic building access and security monitoring systems are consistently failing due to constant use and obsolescence of repair and replacement parts. It is critical to replace failing systems to ensure facility and personnel safety and security. Failure to replace security systems would result in the addition of contracted security personnel to control access during non-business hours. Additional FY 2016-17 projects also include: Upgrade of security camera monitoring and electronic access systems - \$450,000, Administration building carpet replacement - \$250,000, Small and large vehicle parts washers and maintenance systems - \$180,000, Floor scrubbers (3) - \$75,000, and parking improvements - \$30,000.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$1,706,474.						
	2016-17 Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	1,060,932					
New Appropriation Request	1,485,000					
Total Estimated Project Costs	2,545,932	600,000	900,000	1,500,000	300,000	5,845,932
Project Funding Sources						
Transit Tax	2,295,932	600,000	900,000	1,500,000	300,000	5,595,932
Federal Grant - 5307	250,000	-	-	-	-	250,000
Total Sources	2,545,932	600,000	900,000	1,500,000	300,000	5,845,932
New Operating Budget Impacts	None					

Project No. TBD Name: 1st/Rio Salado Pkwy & Ash Ave Intersection Realignment						
Department: Public Works		Project Location: 1st Street/Rio Salado Pkwy & Ash Avenue				
Est. Start Date: 07/01/16		Est. Completion Date: 06/30/18				
Project Description:						
<p>This project involves the reconstruction and realignment of the 1st Street/Rio Salado Parkway and Ash Avenue intersection to re-open the intersection for through traffic continuing westbound. The scope of work includes traffic signal relocations, sidewalk, bike lane, driveway and street reconstruction to align the roadway for travel in all directions, much like a traditional intersection. The work may involve some right of way purchase and would be coordinated with the Tempe Streetcar project construction. The project concept designs were completed with a study conducted in 2009. The project has been identified as a need for new development that is occurring west of the intersection, west of downtown Tempe. More detailed cost estimates are not available at this time.</p>						
Project Purpose and Need:						
<p>The purpose and need of for this project is to provide access for all directions where it is currently not provided today. With recent development of the area west of downtown Tempe there is increased pressure to provide full access through this intersection, which would alleviate some of the traffic pressure on the limited streets that do connect downtown with areas to the west. This project would provide more travel options and routes for the adjacent neighborhoods, businesses and other users.</p>						
Prior Fiscal Year Funding:						
<p>This project did not receive FY 2015-16 appropriations; however, it was included in the adopted FY 2015-16 five year CIP in FYs 2016-17 through 17-18.</p>						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	206,000					
Total Estimated Project Costs	206,000	1,255,000	-	-	-	1,461,000
Project Funding Sources						
Transit Tax	206,000	1,255,000	-	-	-	1,461,000
New Operating Budget Impacts	None					

Project No. 6006079	Name: Highline Canal Path (Baseline-Knox Rd)	
Department: Public Works	Project Location: Highline Canal Path (Baseline - Knox Road)	
Est. Start Date: 07/01/13	Est. Completion Date: 06/30/17	

Project Description:

This project is the design and construction of a 3.5 mile pathway along the Highline Canal in west central Tempe. The Salt River Project canal runs north and south from Baseline Road on the north to Knox Road on the south and is one of the last remaining canal banks in Tempe without a dedicated path for public use. This path has been awarded federal funding in the fall of 2013. This project would integrate with and connect to planned and funded portions of pathway along the Highline Canal in the Town of Guadalupe. The path would include street crossing treatments, fencing (where needed), landscaping, lighting and a paved path that meets all ADA and national transportation design standards. The project will have a public outreach component.


Project Purpose and Need:

This project is part of the City's Transportation Master Plan and is in concert with the Tempe General Plan. It continues Tempe's commitment to building facilities that support increasing the numbers of people utilizing non-motorized forms of transportation and assist in reducing regional air pollution as well as local and regional traffic congestion. The project will serve many Tempe neighborhoods and will provide another link between the Town of Guadalupe, Tempe, and Phoenix. The project will include public art and landscaping that will improve aesthetics along the Highline canal.

Prior Fiscal Year Funding:

This project received FY 2015-16 appropriations in the amount of \$2,511,000.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	2,777,989					
New Appropriation Request	2,511,000					
Total Estimated Project Costs	5,288,989	-	-	-	-	5,288,989
Project Funding Sources						
Transit Tax	2,055,372	-	-	-	-	2,055,372
Federal Grant - CMAQ	3,233,617	-	-	-	-	3,233,617
Development Impact Fees	TBD	-	-	-	-	TBD
Total Sources	5,288,989	-	-	-	-	5,288,989
New Operating Budget Impacts						
Supplies and Services	-	-	40,000	41,200	42,436	

Project No. 6007089 Name: North South Rail Spur Path						
Department: Public Works		Project Location: Road				Union Pacific Rail Line from University Drive to Baseline
Est. Start Date: 07/01/14		Est. Completion Date: 06/30/20				
Project Description:						
This project involves the design and construction of 3 miles of a shared-use path adjacent to the existing freight rail line travelling north and south in Tempe, from University Drive to Baseline Road. The project involves constructing a 10-foot minimum path with lighting and landscaping, street crossing treatments and other amenities. The project was started with a \$65,000 MAG grant for 8-mile concept design from Tempe Beach Park to Knox Road along the UPRR spur line. This proposed shared-use path project is the first phase implementation of the design concept developed with the MAG Design grant. The project will include a public outreach component.						
Project Purpose and Need:						
This project is identified in the Tempe General Plan 2040 and Transportation Master Plan. It is part of the expansion of transportation alternatives to decrease dependency on the private automobile. The project has been requested by several businesses and neighborhoods and has already had some portions built through agreements with private business. The project would complement existing transportation systems.						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$412,000.						
		2016-17 Request		Estimated Future Costs		
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	347,000					
New Appropriation Request	160,000					
Total Estimated Project Costs	507,000	-	2,506,000	-	-	3,013,000
Project Funding Sources						
Transit Tax	507,000	-	142,842	-	-	649,842
Federal Grant - CMAQ	-	-	2,363,158	-	-	2,363,158
Development Impact Fees	TBD	-	TBD	-	-	TBD
Total Sources	507,000	-	2,506,000	-	-	3,013,000
New Operating Budget Impacts						
Supplies and Services	-	-	-	7,000	7,000	
Capital Outlay	-	-	-	2,000	2,000	
Total Fiscal Impact	-	-	-	9,000	9,000	

Project No. 6005249	Name: Pathway Capital Maintenance
Department: Public Works	Project Location: Citywide
Est. Start Date: Ongoing	Est. Completion Date: Ongoing



Project Description:

This project will repair, rehabilitate or replace multi-use pathway (MUP) infrastructure that will surpass its useful life during the project period or due to excessive or adverse environmental exposures (e.g., sun, irrigation, high use, damage, theft). There are currently 23 miles of MUPs in Tempe. This project has multiple elements such as: 1) Replacement of pathway lighting systems including poles and associated infrastructure (wiring, bulbs, fixtures, concrete, shields) 2) Replacement of fencing along Kyrene Pathway near Ken McDonald golf course that is structurally damaged due to irrigation \$500,000 FY 16-17; 3) Repair/replacement of segments of concrete pathways that pose hazards to users (approx \$50,000 annually) FY 2017-21; 4) Mitigate Erosion and Standing Water at Curry Road Pedestrian Tunnel \$750,000 FY 16-17; 5) MUP ingress/egress modifications to for sweeper access \$350,000 FY16-17; 6) Replace El Paso Gas Line Bollard Lights \$350,000 FY 16-17; 7) Repaint College Avenue Pedestrian Bridge \$250,000 FY 16-17; 8) Repaint Country Club Way Pedestrian Bridge \$250,000 FY 17-18; 9) Replace Kyrene Canal MUP Irrigation System/El Paso Gas Line MUP Irrigation System/Grove Parkway MUP Irrigation System \$350,000 FY 17-18; 10) Initiate Replacement of MUP Lighting Fixtures - Cross Cut Canal, Indian Bend Wash, Sierra Tempe, Highline Canal, Grove Parkway, Alisanos, Kyrene Canal, and 8th Street MUP's; 11) Complete Replacement of MUP Lighting Fixtures - Cross Cut Canal, Indian Bend Wash, Sierra Tempe, Highline Canal, Grove Parkway, Alisanos, Kyrene Canal, and 8th Street MUP's.


Project Purpose and Need:


The purpose of these projects is to maintain the city's bike and pedestrian pathway system in a state of good repair, safe for use, instrumental in promoting citywide bike-pedestrian use, and leading to increases in the bike-pedestrian mode share of all trips. Replacement and maintenance campaigns will be established for each pathway segment based on the transit program's asset management program for pathway infrastructure and phased over the five (5) year CIP period.

Prior Fiscal Year Funding:

This project received FY 2015-16 appropriations in the amount of \$1,844,947.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	1,716,247					
New Appropriation Request	810,000					
Total Estimated Project Costs	2,526,247	1,270,000	545,000	1,020,000	2,020,000	7,381,247
Project Funding Sources						
Transit Tax	2,526,247	1,270,000	545,000	1,020,000	2,020,000	7,381,247
New Operating Budget Impacts	None					

Project No. 6007789 Name: Rio Salado S. Bank Path Underpass @ McClintock Dr.						
Department: Public Works		Project Location: Rio Salado S. Bank - McClintock				
Est. Start Date: 07/01/14		Est. Completion Date: 06/30/19				
Project Description: This project is the construction of a bicycle/pedestrian path underpass at McClintock Drive along the south bank of the Rio Salado. The project will connect to an existing path on the west side of McClintock and to another path on the east side that is currently under construction managed by ADOT (101/202 underpass). The project will be concrete and lit and meet all ADA requirements and will provide emergency vehicle access. Design Team preliminary budget estimate for design and construction cost was reduced from \$3,703,000 to \$2,362,000. Estimated Transit Tax share was reduced from \$2,203,000 to \$904,122.						
Project Purpose and Need: This project provides an accessible and safe crossing under McClintock Drive for the Rio Salado Path users, where today none exists. The project will link a more than 5 mile system of paths along the Rio Salado and Town Lake area.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$309,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	309,000					
New Appropriation Request	158,896					
Total Estimated Project Costs	467,896	2,053,000	-	-	-	2,520,896
Project Funding Sources						
Transit Tax	309,000	595,122	-	-	-	904,122
Federal Grant - CMAQ	158,896	1,457,878	-	-	-	1,616,774
Total Sources	467,896	2,053,000	-	-	-	2,520,896
New Operating Budget Impacts						
Supplies and Services	-	-	750	773	796	

Project No. 6007189 Name: Rio Salado Southbank Path Underpass @ Priest Drive						
Department: Public Works		Project Location: Rio Salado S. Bank - Priest				
Est. Start Date: 07/01/14		Est. Completion Date: 06/30/17				
Project Description: This project is the construction of a bicycle/pedestrian path underpass at Priest Drive along the south bank of the Rio Salado. The project will connect the shared use paths on the east and west side of Priest Drive. The proposed project will construct a lighted 10-foot concrete path that will meet all ADA requirements and also accommodate access by emergency and service vehicles.						
Project Purpose and Need: This project provides an accessible and safe crossing under Priest Drive for the Rio Salado Path users, where today none exists. The project will link a more than 5 miles system of paths along the Rio Salado and Town Lake area.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$1,700,707.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	1,720,525					
New Appropriation Request	250,000					
Total Estimated Project Costs	1,970,525	-	-	-	-	1,970,525
Project Funding Sources						
Transit Tax	568,379	-	-	-	-	568,379
Federal Grant - CMAQ	1,402,146	-	-	-	-	1,402,146
Total Sources	1,970,525	-	-	-	-	1,970,525
New Operating Budget Impacts None						




FY 2016-17 CIP Project Descriptions


Transit Program

Project No. 6007199 Name: Tempe/Phoenix - Bike Share Program							
Department: Public Works		Project Location: Citywide					
Est. Start Date: 07/01/14		Est. Completion Date: 12/01/17					
Project Description:							
The Regional Bike Share program will include multiple cities and Valley Metro and will provide 20 or more locations in Tempe for rental of bicycles at automated bicycle rack kiosks. The kiosks will be in City right-of-way and in high activity areas like downtown Tempe, Tempe Town Lake, the Tempe Public Library, and the Tempe Center for the Arts. The capital funds for the project are through a federal grant and the annual operations are estimated to be \$100k. The project is modelled after other cities and is similar to the nationwide Zipcar program, which also operates in Tempe, where the public has ease of access to renting a car. The project will include a public process to identify best locations for racks and bikes and will be a partnership with Valley Metro and other cities.							
Project Purpose and Need:							
The bike share project is intended to provide additional sustainable transportation opportunities in Tempe and the region. It will provide enhanced bicycle service access that will link directly to transit options. Bike share is a successful program in other cities nationwide and is a logical extension of the Tempe system. It will enable visitors, students, residents and others to obtain a bike easily in most activity areas around Tempe and further improve Tempe's menu of alternative mode options.							
Prior Fiscal Year Funding:							
This project received FY 2015-16 appropriations in the amount of \$1,521,480.							
		2016-17	Estimated Future Costs				
		Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate		1,492,176					
New Appropriation Request		-					
Total Estimated Project Costs		1,492,176	-	-	-	-	1,492,176
Project Funding Sources							
Transit Tax		373,283	-	-	-	-	373,283
Federal Grant - CMAQ		1,118,893	-	-	-	-	1,118,893
Total Sources		1,492,176	-	-	-	-	1,492,176
New Operating Budget Impacts							
Supplies and Services		100,000	100,000	100,000	100,000	100,000	
New Revenue Offsets		(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	
Total Fiscal Impact		50,000	50,000	50,000	50,000	50,000	

Project No.		Name: Tempe Streetcar				
Department:	Public Works	Project Location:	Downtown Tempe			
Est. Start Date:	07/01/16	Est. Completion Date:	06/30/18			
Project Description:						
<p>Tempe Streetcar project is a 3 mile fixed guideway - located on Rio Salado Pkwy at Marina Heights going west to Mill, south to Apache Blvd and East to Dorsey Lane. The segment will also include the downtown one-way loop running North on Mill and South on Ash Ave. The total capital cost of the project is an estimated \$176.6m, excluding finance costs. Funding Sources for the project are estimated as follows: FTA 5309 federal funds \$75.0m, CMAQ Federal funds \$32.1m, PTF revenue funds \$46.5m and Tempe Local Funds \$23.0m</p>						
Project Purpose and Need:						
<p>A new special revenue assessment district will be established to issue \$13m in revenue bonds to partially fund the City's \$23m local contribution to Streetcar capital costs. Bond proceeds will be transferred to Tempe Transit for disbursement to Valley Metro Rail during construction of project in FY16-17 and FY17-18 at \$6.5m per year or as requested. Debt service of the \$13m bond issue will be administered by the special revenue assessment district, i.e. collect assessments and retire the debt.</p>						
Prior Fiscal Year Funding:						
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	6,500,000					
Total Estimated Project Costs	6,500,000	6,500,000	-	-	-	13,000,000
Project Funding Sources						
Assessment District	6,500,000	6,500,000	-	-	-	13,000,000
New Operating Budget Impacts None						

Project No.		Name: TTC - Facility Asset Maintenance (Transportation Center)				
Department:	Public Works	Project Location:	200 E 5th Street			
Est. Start Date:	Ongoing	Est. Completion Date:	Ongoing			
Project Description:						
<p>This project conducts major repair, refurbishment, or replacement of major equipment, infrastructure, and sub-systems at the Tempe Transportation Center. The facility was completed in 2008 and acts as a major multi-modal transit center served by 12 bus routes which include Orbit circulators, Fixed Route Service and METRO light rail. The transit center and plaza area includes passenger amenities such as benches, shelters, landscape, a transit store and public restrooms. Due to its proximity to downtown Tempe and ASU activity centers, the center experiences heavy use during City or University related special events and during moderate climate seasons.</p>						
Project Purpose and Need:						
<p>The Tempe Transportation Center was designed as LEED Platinum mixed-use inter-modal transit center, office and retail building. The building is occupied by city staff, retail and office tenants. It also includes meeting space that is open for use by members of the community. The transit center includes a 13 bay bus plaza that is also adjacent to a major light rail station. Maintaining the building and transit plaza in a state of good repair, provides good working conditions for staff and tenants while ensuring the site is safe and functional for transit operations and public use.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$746,200.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	365,139					
New Appropriation Request	462,500					
Total Estimated Project Costs	827,639	407,000	251,000	1,255,000	377,000	3,117,639
Project Funding Sources						
Transit Tax	827,639	407,000	251,000	1,255,000	377,000	3,117,639
New Operating Budget Impacts None						

Project No. 6005259 Name: Unaccounted Federal Grants & Project Contingency						
Department: Public Works		Project Location: Undetermined				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description: This Project will create additional spending authority for federal grants that may be available during FY2016-17. The City must account for potential federal grants that could be secured and that need to be spent within 2016-2017. Potential grant funded projects include: a) Transit Facility additions or improvements; b) Multi-Use Paths & Pedestrian Street Improvements; c) Passenger Facility Rehabilitation; and d) Bus Stop Improvements.						
Project Purpose and Need: Provide contingent budget appropriation for mid-year grant awards and project increases.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$2,652,142.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	3,000,000					
Total Estimated Project Costs	3,000,000	-	-	-	-	3,000,000
Project Funding Sources						
Transit Tax	500,000	-	-	-	-	500,000
Federal Grants - CMAQ	2,500,000	-	-	-	-	2,500,000
Total Sources	3,000,000	-	-	-	-	3,000,000
New Operating Budget Impacts	None					

Project No. TBD Name: Western Canal-Highline MUP - Path Link						
Department: Public Works		Project Location: Western Canal & Mineral Drive				
Est. Start Date: 07/01/16		Est. Completion Date: 01/01/19				
Project Description: The Western Canal / Missing Link project is proposed to be a 10' wide concrete shared-use path and on-street facility running .5 miles connecting the Highline and Western Canal pathways. The project will link local and regional facilities, other canal paths, a bicycle boulevard (the "Brake" route in Tempe's BIKEiT system), the Tempe North South Rail Spur Path and run through a public golf course, a Salt River Project facility and across a major arterial. The newly formed connection is currently used illegally by travelers and this new facility will reduce vehicle-ped-bike conflicts, introduce lighting, landscaping, and art features; while remaining ADA/MUTCD/AASHTO compliant. The project is in the Transportation Plan and has been awarded regional design funding. \$900,000 in federal funds are anticipated.						
Project Purpose and Need: The project will connect two Tempe and regional canal pathways across a golf course, canal bridge and major arterial street (Kyrene Road). Currently users illegally traverse the area, climbing fences and trespassing in order to make this important bicycle and pedestrian link in the city.						
Prior Fiscal Year Funding: This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	363,709					
Total Estimated Project Costs	363,709	-	944,000	-	-	1,307,709
Project Funding Sources						
Transit Tax	210,000	-	51,920	-	-	261,920
Federal Grant - CMAQ	153,709	-	892,080	-	-	1,045,789
Development Impact Fees	TBD	-	TBD	-	-	TBD
Total Sources	363,709	-	944,000	-	-	1,307,709
New Operating Budget Impacts						
Supplies and Services	-	-	2,500	2,575	2,652	
Total Fiscal Impact	-	-	2,500	2,575	2,652	



Transportation and R.O.W. Program 2016-17 CIP Project Requests and Descriptions

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2016-17 Appropriation Request	2016-17 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2017-18	2018-19	2019-20	2020-21	
138	ADA Improvements - Concrete	General Obligation Bonds	-	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
139	Arterial, Collector, and Residential Street Asset Preservation	General Obligation Bonds	853,662	5,066,465	5,920,127	5,573,100	6,130,425	6,743,465	7,417,800	31,784,917
140	Bridge Maintenance	General Obligation Bonds	428,821	300,000	728,821	300,000	292,000	300,000	300,000	1,920,821
141	City Facility Parking Lots	General Obligation Bonds	100,000	50,000	150,000	51,500	53,045	54,636	56,275	365,456
142	Contractual Project Participation	Developer Contribution	-	115,000	115,000	-	-	-	-	115,000
143	Elliot & Kyrene Railroad Crossing Intersection Safety Improvement	General Obligation Bonds	-	50,000	50,000	250,000	120,000	-	-	420,000
		Federal Safety Grant	-	1,000	1,000	1,777,000	418,000	-	-	2,196,000
		Project Total	-	51,000	51,000	2,027,000	538,000	-	-	2,616,000
144	Minor Concrete Improvements	General Obligation Bonds	-	215,579	215,579	222,046	228,708	235,569	242,636	1,144,538
144	Neighborhood Traffic Calming	General Obligation Bonds	-	100,000	100,000	-	-	-	-	100,000
145	Potential Federal Grants Contingency	Federal Grants	-	1,000,000	1,000,000	-	-	-	-	1,000,000
145	ROW Landscape Replacement and Revitalization	Capital Projects Fund Balance	300,000	-	300,000	-	-	-	-	300,000
		Highway User Revenue Fund	-	400,000	400,000	400,000	500,000	500,000	600,000	2,400,000
		Project Total	300,000	400,000	700,000	400,000	500,000	500,000	600,000	2,700,000
146	Rural Rd & Southern Ave Intersection Improvements	General Obligation Bonds	268,000	-	268,000	2,000,000	-	-	-	2,268,000
		Federal Safety Grant	-	30,000	30,000	615,324	-	-	-	645,324
		Transit Tax	-	-	-	134,676	-	-	-	134,676
		Development Impact Fees	-	-	-	TBD	-	-	-	TBD
		Project Total	268,000	30,000	298,000	2,750,000	-	-	-	3,048,000
147	Rural Rd & University Dr Intersection Improvements	General Obligation Bonds	-	-	-	610,000	-	-	-	610,000
		Federal Safety Grant	-	-	-	-	5,000,000	-	-	5,000,000
		Development Impact Fees	-	-	-	TBD	-	-	-	TBD
		Project Total	-	-	-	610,000	5,000,000	-	-	5,610,000
Transportation and R.O.W. Program Total			1,950,483	7,828,044	9,778,527	12,433,646	13,242,178	8,333,670	9,116,711	52,904,732

The table above lists the individual projects that comprise the Transportation and R.O.W. Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.

Project No.	TBD	Name:	ADA Improvements - Concrete
Department:	Public Works	Project Location:	Citywide
Est. Start Date:	07/01/16	Est. Completion Date:	Ongoing



Project Description:
 Updating infrastructure not constructed to current ADA specifications and improving accessibility to everyone overall. A right of way accessibility survey will begin in early 2016 and will create a baseline for needed improvements. Staff will use this information to establish a long term plan for making the city more accessible. It is anticipated that the need to address the ADA survey results will far exceed \$2,500,000. As the survey is completed and additional information is received, future CIP's will be adjusted to strategically implement a formal plan for addressing the deficiencies identified.

This work is being done in three phases, the first phase of which is in progress. This phase covers the downtown area and includes: 36 miles of sidewalk, 56 traffic signals, 700 curb ramps, and 137 bus stops. It includes a review of street furniture. Subsequent phases will address the remainder of the city in future fiscal years.

Parks and Facilities that are included in this first phase include:
 Corbell Park
 Ehrhardt Park
 Dwight Park
 Selleh Park
 Svob Park
 Scudder
 Benedict Field
 Tempe Sports Complex
 Papago NWC and SWC of Curry and College
 North Side only, Tempe Town Lake Park


The scope also includes parking City Hall Parking Garage, City Hall West Lot, Tempe Beach Park surface lot, North side only, Tempe Town Lake park parking and on-street accessible parking within the map boundary.


Tempe's public pedestrian facilities includes: access routes, and rights-of-ways include, but is not limited to: sidewalks, path of travel, street crossings, crosswalks, curb ramps, blended transitions, detectable warning surfaces, lifts and ramps, bus boarding alighting areas, on-street parking an passenger loading zones, signs, pedestrian signals, push-button signals, roundabouts, traffic stop bars, street furniture, flange way gaps at rail crossings, speedbumps and signalized intersections, physical conditions, slopes, cross-slopes, level changes other related elements.


Project Purpose and Need:
 City of Tempe is required to identify and remove barriers to programs, services, activities, events, communications in public facilities, parks and rights-of-ways per ADA Title II, 28 CFR Part 35, State and Local Government Services. The assessment is called an ADA Self Evaluation and Transition Plan and will, when completed through three phases, cover the entire city which is approximately 40 square miles.


Prior Fiscal Year Funding:
 This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.


	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	-					
New Appropriation Request	500,000					
Total Estimated Project Costs	500,000	500,000	500,000	500,000	500,000	2,500,000
Project Funding Sources						
General Obligation Bonds	500,000	500,000	500,000	500,000	500,000	2,500,000
New Operating Budget Impacts	None					


Project No. 5499741 Name: Arterial, Collector, and Residential Street Asset Preservation						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description:						
<p>This project provides for the reconstruction, resurfacing, and rehabilitation of arterial, collector and residential streets that have exceeded their design life or are in need of maintenance as part of the pavement asset management program. Improvements are necessary to ensure accessibility and safety for residents and businesses on Tempe's streets and to accommodate all modes of traffic including pedestrians, bicyclists, and vehicular traffic. Depending on the condition of the pavement structure, different maintenance treatments are available which can be used to extend the life of the system. These include (in order of cost): crack seal, seal coat, slurry seal, chip seal, Mill and Overlay and the most expensive is a reconstruction. The dollar amounts requested are based on the current financial status of the city and would not reach the city's overall goal of an average PQI of 70 citywide in the next 15 years. In order to reach an average PQI of 70 in the next 15 years, the city would need to invest an average of \$12M annually.</p>						
Project Purpose and Need:						
<p>Reconstructing, resurfacing and rehabilitating arterial/collector/residential streets increases the strength and the durability of the roadway, while decreasing maintenance costs. This project is an important component of our strategic plan to maintain/preserve the 1241 lanes miles of asphalt roadways (447 Arterial Lane Miles, 107 Collector Lane Miles, 72 Industrial Lane Miles, and 615 Local Lane Miles) in good condition. To account for the unpredictable nature of oil prices an additional 10% was added to the outlying fiscal years. If funded, the street segments selected by staff with the help of Roadmatrix will be maintained according to their PQI.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$5,121,690.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	853,662					
New Appropriation Request	5,066,465					
Total Estimated Project Costs	5,920,127	5,573,100	6,130,425	6,743,465	7,417,800	31,784,917
Project Funding Sources						
Capital Projects Fund Balance	438,844	-	-	-	-	438,844
General Obligation Bonds	5,481,243	5,573,100	6,130,425	6,743,465	7,417,800	31,346,034
Total Sources	5,920,087	5,573,100	6,130,425	6,743,465	7,417,800	31,784,878
New Operating Budget Impacts	None					


Project No. 5499899 Name: Bridge Maintenance						
Department: Public Works	Project Location: Various					
Est. Start Date: Ongoing	Est. Completion Date: Ongoing					
Project Description:						
<p>In the report described below, ADOT identifies specific repairs and maintenance required and quantifies the estimated cost to make the repairs. The City updates these costs for construction inflation and determines current costs. The scope of work includes replacement of damaged joints, joint seals and diaphragms, cleaning debris out of the joints to allow them to function properly, posting of vertical clearance signs, repair of damaged structural members and guardrail, replacement of missing bolts and nuts from railings, correction of settlement at abutments, rehabilitation of bridge decks, and miscellaneous other items. This is done to assure that the bridges are safe and in good repair. The current ADOT study is nearing completion and design on the designated repairs should begin immediately. In addition to ADOT report designated repairs, and with the impending draining of the Tempe Town Lake, repairs may be required on the bridge structures that are normally underwater. All current funding amounts are asked to be rolled over to next year due to this special contingency.</p>						
Project Purpose and Need:						
<p>Federal law mandates the inspection of all bridges in the country every two (2) years. ADOT has been inspecting Tempe's bridges for many years and submitting a report to the City for required repairs and maintenance. Currently, ADOT inspects 32 bridges for the City in which all are at least twenty years old or older. Repairs are prioritized based upon the sufficiency rating produced by ADOT which varies from each inspection year. The City of Tempe has completed the repairs required from the last report. The next scheduled inspection is currently underway.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$764,978.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	428,821					
New Appropriation Request	300,000					
Total Estimated Project Costs	728,821	300,000	292,000	300,000	300,000	1,920,821
Project Funding Sources						
General Obligation Bonds	728,821	300,000	292,000	300,000	300,000	1,920,821
New Operating Budget Impacts	None					


Project No. 5407791 Name: City Facility Parking Lots						
Department: Public Works	Project Location: Citywide					
Est. Start Date: Ongoing	Est. Completion Date: Ongoing					
Project Description:						
<p>Over time, the condition of the city's parking lots has continued to deteriorate. As with the street system, the deferred maintenance of this asset will continue to increase costs necessary to maintain the lots at a safe and acceptable level. Staff will work with a consultant to identify costs by analyzing the condition of the assets. Similar to the PQI levels identified for the streets, the information on the condition of the parking lots will then be used to prioritize the maintenance over a period of time. Appropriate levels of maintenance will also be identified including sealing, resurfacing and reconstruction. With these funds approximately 7,500 square yards per year of the City parking lots will be treated. Once the parking lot assessment is complete, we will be in a position to outline the required funding level to bring the parking lots up to a PQI of 70 or better.</p>						
Project Purpose and Need:						
<p>Maintain city facility parking lots to prevent costly reconstruction and repairs. This project is a component of our overall strategic plan to preserve and maintain city pavements in good condition. This years CIP will address parking lots at the following locations: Tempe Sports Complex. Although this funding level is enough to complete the parking lots identified above.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$380,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	100,000					
New Appropriation Request	50,000					
Total Estimated Project Costs	150,000	51,500	53,045	54,636	56,275	365,456
Project Funding Sources						
General Obligation Bonds	150,000	51,500	53,045	54,636	56,275	365,456
New Operating Budget Impacts	None					


Project No. TBD Name: Contractual Project Participation						
Department: Public Works		Project Location: Various				
Est. Start Date: 07/01/16		Est. Completion Date: 06/30/17				
Project Description:						
This Project will provide a project and funding source to allow the City to carry out contractual requirements identified and agreed upon in the development process or through other contractual means. Projects may include, but are not limited to, ADA improvements, pedestrian traffic signals, streetscapes, landscaping, and multiuse paths.						
Project Purpose and Need:						
As part of the development of Lake Country Village, the city was provided with \$125,000 to offset the cost of landscape and maintenance of the four corners of the intersection of Lakeshore Drive and Baseline Road and/or the roadway medians on Lakeshore Dr near or adjacent to the property. A portion of that has been set aside for reinvestment while the remaining will be used for ongoing maintenance. In addition, the city received \$25,000 from CBSO to contribute to the aesthetics on the billboard property located and Kyrene Rd and Elliot Rd. This CIP will provide appropriations to pay for those improvements.						
Prior Fiscal Year Funding:						
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.						
	2016-17	Estimated Future Costs				
	Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	115,000					
Total Estimated Project Costs	115,000	-	-	-	-	115,000
Project Funding Sources						
Developer Contribution (LCV)	90,000					90,000
Developer Contribution (CBSO)	25,000	-	-	-	-	25,000
Total Sources	115,000	-	-	-	-	115,000
New Operating Budget Impacts None						
Supplies and Services	2,000	2,000	2,000	2,000	2,000	
New Revenue Offsets	(35,000)	-	-	-	-	
Total Fiscal Impact	(33,000)	2,000	2,000	2,000	2,000	


Project No.	TBD	Name: Elliot and Kyrene Railroad Crossing Intersection Safety Improvement Project				
Department:	Public Works	Project Location: Kyrene Road and Elliot Road				
Est. Start Date:	11/01/16	Est. Completion Date: 12/01/20				
Project Description:						
<p>This project will construct safety improvements to upgrade the railroad crossing at the intersection of Elliot and Kyrene roads. As part of the investigation for continuing the Quiet Zone from Broadway Road to Warner Road, the Diagnostic review team identified the safety deficiencies of the Elliot and Kyrene railroad crossing. The Diagnostic Team is composed of designated staff from Federal Railroad Administration, Union Pacific Railroad, Arizona Department of Transportation, and the Arizona Corporation Commission. The team identified major safety deficiencies of the railroad crossing that included crossing gates and railroad signal equipment. Improvements will include construction of new railroad crossing signal equipment, crossing gates, extended and widened raised medians, relocation of sidewalks, lane reconfiguration, new striping and improved transit stops. The project will be funded significantly with Section 130 grant from the federal government.</p>						
Project Purpose and Need:						
<p>This capital project would upgrade the railroad crossing to meet safety standards as required by the Arizona Corporation Commission and the Federal Railroad Administration. The project would also eliminate the most costly improvement for extending the quiet zone along the six mile Union Pacific Railroad industrial spur line which begins at the 13th Street railroad crossing immediately east of Farmer Avenue, traveling south to the Warner Road crossing approximately one quarter mile west of Kyrene Road. Like the existing quiet zone, if the city pursues this quiet zone extension, it would require approvals by the Arizona Corporation Commission, Union Pacific Railroad and Federal Railroad Administration.</p>						
Prior Fiscal Year Funding:						
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	51,000					
Total Estimated Project Costs	51,000	2,027,000	538,000	-	-	2,616,000
Project Funding Sources						
General Obligation Bonds	50,000	250,000	120,000	-	-	420,000
Federal Safety Grant	1,000	1,777,000	418,000	-	-	2,196,000
Total Sources	51,000	2,027,000	538,000	-	-	2,616,000
New Operating Budget Impacts	None					


Project No. 5401417 Name: Minor Concrete Improvements								
Department: Public Works		Project Location: Citywide						
Est. Start Date: Ongoing		Est. Completion Date: Ongoing						
Project Description:								
This project supplements the City's concrete program and the strategy of utilizing city forces (two employees) to handle smaller less complex jobs. This project will provide for peak demands and emergency replacement of broken curbs, gutters, and sidewalks throughout the city. Other uses of the project include the construction of curbs, gutters, sidewalks and ADA accessible ramps to improve the continuity of the infrastructure and to improve accessibility and mobility for pedestrians in various areas. This project is also used in emergency call out situations as needed. Funds for the project will allow for approximately 18,000 square feet of minor concrete repair per year and to date have completed 7900 square feet and are on track for completing the 18,000 square feet.								
Project Purpose and Need:								
A cost effective way of quickly repairing concrete damages of the estimated 5.0 million lineal feet of curb, gutter and sidewalk. Funding this project is crucial to the citizens by providing safe and easily traversable pedestrian access throughout the city.								
Prior Fiscal Year Funding:								
This project received FY 2015-16 appropriations in the amount of \$209,300.								
		2016-17 Request		Estimated Future Costs				
				2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate		-						
New Appropriation Request		215,579						
Total Estimated Project Costs		215,579		222,046	228,708	235,569	242,636	1,144,538
Project Funding Sources								
General Obligation Bonds		215,579		222,046	228,708	235,569	242,636	1,144,538
New Operating Budget Impacts		None						

Project No. TBD Name: Neighborhood Traffic Calming								
Department: Public Works		Project Location: Various						
Est. Start Date: 07/01/16		Est. Completion Date: Ongoing						
Project Description:								
This project will provide the Transportation Division with resources to strengthen its ability to address neighborhood traffic concerns, such as the installation of traffic calming devices, including speed humps. Staff continue to receive requests from residents to install devices to help in addressing neighborhood quality of life issues related to speeding and cut-through. The average cost of a speed hump is \$3,000. The number of speed humps varies by the length of the street, with most projects including three or four speed humps. A funding level of \$100,000 per year would allow transportation do address neighborhood traffic concerns on approximately 10 streets per year.								
Project Purpose and Need:								
The neighborhood traffic management program has now been on-hold for over eight years. While on-hold, Transportation staff has maintained a waiting list of residents interested in participating in the program. The waiting list now contains 51 requests to participate in the process. Approval of funding for this project would allow staff to once again work with residents to address their safety concerns.								
Prior Fiscal Year Funding:								
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.								
		2016-17 Request		Estimated Future Costs				
				2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate		-						
New Appropriation Request		100,000						
Total Estimated Project Costs		100,000		-	-	-	-	100,000
Project Funding Sources								
General Obligation Bonds		100,000		-	-	-	-	100,000
New Operating Budget Impacts		None						

Project No. 5406139 Name: Potential Federal Grant Contingency						
Department: Public Works		Project Location: Undetermined				
Est. Start Date: 07/01/16		Est. Completion Date: 06/30/17				
Project Description: This Project will create additional spending authority for federal grants that may be available during FY2016-17. The City must account for potential federal grants that could be secured and that need to be spent within 2016-2017.						
Project Purpose and Need: Provide contingency budget appropriation for mid-year grant awards.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$990,220.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	1,000,000					
Total Estimated Project Costs	1,000,000	-	-	-	-	1,000,000
Project Funding Sources						
Federal Grants	1,000,000	-	-	-	-	1,000,000
New Operating Budget Impacts	None					

Project No. 5406149 Name: ROW Landscape Replacement and Revitalization						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description: For 2016/17, the following areas will undergo improvements; Rio Salado from Mill to Rural (\$100,000), Elliot from McClintock to Price (\$130,000), Rural from Rio Salado to University (\$40,000). As part of this effort, recognition towards maintaining the new plants including trimming within the first 3-5 years needs to be considered. Additional funding was included in 2015/16 to begin implementation of the Urban Forest Master Plan and will continue to be used for this effort once the master plan is completed in the spring of 2016. In order to re-vegetate and recondition significant landscape segments of arterial ROW, it was anticipated that \$9,700,000 would need to be reinvested and it would take over 32 years to accomplish this at the proposed funding level. Recognizing this significant timeframe, an increase has been shown over the next 5 years and going forward in order to address a greater percentage of the city's landscape assets.						
Project Purpose and Need: The City of Tempe's right of way and median landscape consists of an eclectic mix of trees and shrubs covering over 6.5 million square feet of landscape maintained. There is an inventory of over 7,000 City street trees valued at over \$16 million which also serves to support clean air and clean water goals. There is a mixture of public, home-owner association, and commercial development properties that blend together along with City arterials. In many areas the ROW landscaping is showing incredible signs of decline, including plant stress and decimation. Recent construction and revitalization projects for both buildings and streets have also taken their toll on the landscaping. This request would support the replacement and regeneration of the ROW landscape areas.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$631,577.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	300,000					
New Appropriation Request	400,000					
Total Estimated Project Costs	700,000	400,000	500,000	500,000	600,000	2,700,000
Project Funding Sources						
Capital Projects Fund Balance	300,000	-	-	-	-	300,000
Highway User Revenue Fund	400,000	400,000	500,000	500,000	600,000	2,400,000
Total Sources	700,000	400,000	500,000	500,000	600,000	2,700,000
New Operating Budget Impacts	None					

Project No. 5407821 Name: Rural Rd & Southern Ave Intersection Improvements						
Department: Public Works	Project Location: Rural Rd & Southern Ave Intersection Improvements					
Est. Start Date: 07/01/15	Est. Completion Date: 06/30/17					
Project Description:						
<p>The City of Tempe's Transportation Division is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. In addition, through review of traffic counts, staff monitors traffic volumes on arterial roadways. This project will construct safety and capacity improvements at the intersection of Rural Road and Southern Avenue. Improvements will include construction of additional turn lanes (left-turn and right-turn) and improvements to the traffic signal, sidewalks (including ADA), lighting, striping, and transit stops. Staff is currently working through the design and environmental review process.</p>						
Project Purpose and Need:						
<p>The intersection of Rural Rd and Southern Avenue continues to show up in our safety program as a potential location for safety improvements. Most recently it ranked #2 in the City of Tempe's "Top 100 High Crash Intersections" and ranked #1 in the Maricopa Association of Governments' (MAG) "Top 100 Intersection Crashes" in the MAG Region. Additionally, in 2011 this intersection was identified by the Arizona Department of Transportation (ADOT) in the statewide "Top 5% Intersection Safety Transparency Report." Based on the findings of a Road Safety Assessment in 2013 and a recently completed Project Assessment, staff has identified intersection improvements that will help to mitigate safety issues and improve capacity at this intersection.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$268,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	268,000					
New Appropriation Request	30,000					
Total Estimated Project Costs	298,000	2,750,000	-	-	-	3,048,000
Project Funding Sources						
General Obligation Bonds	268,000	2,000,000	-	-	-	2,268,000
Federal Safety Grant	30,000	615,324	-	-	-	645,324
Transit Tax	-	134,676	-	-	-	134,676
Development Impact Fees	-	TBD	-	-	-	-
Total Sources	298,000	2,750,000	-	-	-	3,048,000
New Operating Budget Impacts	None					

Project No. N/A Name: Rural Rd & University Dr Intersection Improvements						
Department: Public Works		Project Location: Rural Rd & University Dr				
Est. Start Date: 07/01/17		Est. Completion Date: 06/30/19				
Project Description:						
<p>The City of Tempe's Transportation Department is tasked with providing residents and visitors with a safe and efficient transportation system. As part of a continuing transportation safety program, Traffic Engineering staff proactively identifies potential locations within the City that could benefit from the implementation of traffic safety measures. This project will construct safety and capacity improvements at the intersection of Rural Road and University Drive. Improvements will include construction of additional turn lanes (left-turn and right-turn) and improvements to the traffic signal, sidewalks (including ADA), lighting, striping, and transit stops. Staff is currently working through the design and environmental review process.</p>						
Project Purpose and Need:						
<p>The intersection of Rural Rd and University Dr continues to show up in our safety program as a potential location for improvements. Most recently it ranked #1 in the City of Tempe's "Top 100 High Crash Intersections" and ranked #70 in the Maricopa Association of Governments' (MAG) "Top 100 Intersection Crashes" in the MAG Region. This intersection processes the highest volume of traffic in the City, with volumes continuing to increase with expansion of Arizona State University's campus and increased development in the downtown.</p>						
Prior Fiscal Year Funding:						
This project did not receive FY 2015-16 appropriations; however, it was included in the adopted FY 2015-16 five year CIP in FYs 2016-17 through 17-18.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	-					
Total Estimated Project Costs	-	610,000	5,000,000	-	-	5,610,000
Project Funding Sources						
General Obligation Bonds	-	610,000		-	-	610,000
Federal Safety Grant	-	-	5,000,000	-	-	5,000,000
Development Impact Fees	-	TBD	-	-	-	-
Total Sources	-	610,000	5,000,000	-	-	5,610,000
New Operating Budget Impacts	None					



Traffic Signals and Street Lighting Program 2016-17 CIP Project Requests and Descriptions

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2016-17 Appropriation Request	2016-17 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program
						2017-18	2018-19	2019-20	2020-21	
150	Fiber Optic Installation & ITS Improv: Elliot, Guadalupe and Warner	General Obligation Bonds	133,336	-	133,336	-	-	-	-	133,336
		Federal Grant - CMAQ	383,333	-	383,333	-	-	-	-	383,333
		Development Impact Fees	TBD	-	TBD	-	-	-	-	TBD
		Project Total	516,669	-	516,669	-	-	-	-	516,669
151	Fiber Optic Installation and ITS Improv: Broadway/I-10 and Rio Salado/L101	General Obligation Bonds	10,092	-	10,092	-	-	-	-	10,092
		Federal Grant - CMAQ	316,251	-	316,251	-	-	-	-	316,251
		Development Impact Fees	TBD	-	TBD	-	-	-	-	TBD
		Project Total	326,343	-	326,343	-	-	-	-	326,343
152	Fiber Optic Installation: Rural Road	Capital Project Fund Balance	163,553	-	163,553	-	-	-	-	163,553
		General Obligation Bonds	-	9,000	9,000	997,094	-	-	-	1,006,094
		Federal Grant - CMAQ	-	-	-	1,871,015	-	-	-	1,871,015
		Development Impact Fees	-	-	-	TBD	-	-	-	TBD
		Project Total	163,553	9,000	172,553	2,868,109	-	-	-	3,040,662
153	<u>ITS Safety and Performance Upgrades - Phase 1</u>	General Obligation Bonds	-	50,000	50,000	23,695	-	-	-	73,695
		Federal Grant - CMAQ	-	-	-	392,010	-	-	-	392,010
		Project Total	-	50,000	50,000	415,705	-	-	-	465,705
154	<u>ITS Safety and Performance Upgrades - Phase 2</u>	General Obligation Bonds	-	50,000	50,000	-	23,695	-	-	73,695
		Federal Grant - CMAQ	-	-	-	-	392,010	-	-	392,010
		Project Total	-	50,000	50,000	-	415,705	-	-	465,705
155	Light Rail Efficiency Improvement at University Dr	General Obligation Bonds	75,000	500,000	575,000	-	-	-	-	575,000
		Development Impact Fees	-	TBD	TBD	-	-	-	-	TBD
		Project Total	75,000	500,000	575,000	-	-	-	-	575,000
156	New Signals/Safety Upgrades	Capital Projects Fund Balance	-	180,000	180,000	-	-	-	-	180,000
		Developer Assistance	157,531	180,000	337,531	-	-	-	-	337,531
		Project Total	157,531	360,000	517,531	-	-	-	-	517,531
156	Rural Rd Light Rail Intersection Improvement	General Obligation Bonds	125,000	-	125,000	-	-	-	-	125,000
157	<u>Streetlight LED Replacement Program</u>	General Obligation Bonds	-	301,840	301,840	301,840	301,840	301,840	-	1,207,360
157	Streetlight Pole Structural Replacement	General Obligation Bonds	-	314,736	314,736	314,736	314,736	314,736	314,736	1,573,680



Traffic Signals and Street Lighting Program 2016-17 CIP Project Requests and Descriptions (continued)

Page #	Project Name	Proposed Funding Source(s)	Capital Budget Re-appropriations	New 2016-17 Appropriation Request	2016-17 Total Requested Appropriation	Additional Projected Needs				Total 5-Year Program	
						2017-18	2018-19	2019-20	2020-21		
158	Streetlight Upgrade/New Installation	General Obligation Bonds	-	167,215	167,215	167,215	167,215	167,215	167,215	836,075	
158	Traffic Signal Green Sign Face Replacement	General Obligation Bonds	-	99,522	99,522	99,522	99,522	99,522	99,522	497,610	
159	Traffic Signal Infrastructure <i>(formerly Traffic Signal Foundation)</i>	General Obligation Bonds	-	275,000	275,000	275,000	275,000	275,000	275,000	1,375,000	
Traffic Signals and Street Lighting				1,364,096	2,127,313	3,491,409	4,442,127	1,574,018	1,158,313	856,473	11,522,340

The table above lists the individual projects that comprise the Traffic Signals and Street Lights Program and the associated five-year funding requests. The detailed project descriptions and justifications are provided on the pages that follow.

Project No. 6906179 Name: Fiber Optic Installation & ITS Improv: Elliot, Guadalupe and Warner						
Department: Public Works		Project Location: Elliot Road				
Est. Start Date: 07/01/13		Est. Completion Date: 06/30/17				
Project Description: Tempe currently uses leases phone lines to facilitate traffic signal operations. This project will use an existing conduit along Elliot for fiber optic communication to the signals. In addition, wireless radios will be used to provide communication to signals along Guadalupe and Warner to the fiber optic line on Elliot. CCTVs will be placed at the major intersections for traffic monitoring. Seventy percent of this project will be funded through a CMAQ grant as part of the MAG TIP.						
Project Purpose and Need: The project will be used to monitor and adjust signal timing through centralized command and control strategies to improve traffic flow and minimize congestion along the corridors of Elliot Rd, Guadalupe Rd, and Warner Rd. This project promotes multi-jurisdictional congestion relief by providing a platform to better coordinate traffic signals as well as responding to accidents/incidents in a more cooperative and efficient process.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$565,798.						
	2016-17 Request	2017-18	Estimated Future Costs			Total
			2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	516,669					
New Appropriation Request	-					
Total Estimated Project Costs	516,669	-	-	-	-	516,669
Project Funding Sources						
General Obligation Bonds	133,336	-	-	-	-	133,336
Federal Grant - CMAQ	383,333	-	-	-	-	383,333
Development Impact Fees	TBD	-	-	-	-	TBD
Total Sources	516,669	-	-	-	-	516,669
New Operating Budget Impacts	None					

Project No.	6906169	Name:	Fiber Optic Installation and ITS Improv: Broadway/I-10 and Rio Salado/L101
Department:	Public Works	Project Location:	Various
Est. Start Date:	07/01/13	Est. Completion Date:	06/30/17

Project Description:
 To provide the City with a reliable communications network to be able to view, monitor, and actively manage traffic conditions both on the arterial streets and at the freeway ramp intersections to reduce delay and improve traffic flow. The project will install new conduit and make use of existing conduit to provide fiber connection from ADOT's node 12 building to the signals at Broadway and Ramp K, Broadway and 48th St, and 48th St and Ramp C. Wireless radios will be installed at Broadway and Ramp L, 48th and Cotton Center, 48th and Alameda, and 48th and Southern. High speed DSL copper communications will be installed along Rio Salado and McClintock. Communications devices to be installed include fiber optic cable, pull boxes, splice closure, patch panels, fiber optic jumper cables, VDSL switches, and Ethernet switches. The project also includes purchasing and installing 22 CCTV cameras for each interchange intersection in Tempe.

Project Purpose and Need:
 1) To provide communication link to the ramp intersections (3) at the Broadway and I-10 interchange and at Rio Salado/ Loop 101 ramp intersections with fiber and wireless connections. This will complete the City's fiber backbone rings provided through ADOT's freeway system fiber. 2) To install wireless communication along 48th St on the City's western boundary. 48th St provides access to Diablo Stadium and communications and cameras will allow remote signal control during special events. 3) To install DSL copper communications along Rio Salado Pkwy and McClintock Dr in an area adjacent to a major freeway interchange and Tempe Marketplace 4) To provide CCTV cameras at McClintock and Rio Salado and all 22 interchanges within Tempe to provide "eyes on the road" to actively manage signal timing and traffic flows. The cameras will support Integrated Corridor Management (ICM) efforts to manage arterial signals during freeway incidents.

Prior Fiscal Year Funding:
 This project received FY 2015-16 appropriations in the amount of \$333,645.

	2016-17	Estimated Future Costs				Total
	Request	2017-18	2018-19	2019-20	2020-21	
Prior Funding to Re-appropriate	326,343					
New Appropriation Request	-					
Total Estimated Project Costs	326,343	-	-	-	-	326,343
Project Funding Sources						
General Obligation Bonds	10,092	-	-	-	-	10,092
Federal Grant - CMAQ	316,251	-	-	-	-	316,251
Development Impact Fees	TBD	-	-	-	-	TBD
Total Sources	326,343	-	-	-	-	326,343
New Operating Budget Impacts	None					

Project No. 6907269		Name: Fiber Optic Installation: Rural Road				
Department: Public Works		Project Location: Rural Road				
Est. Start Date: 07/01/14		Est. Completion Date: 06/30/18				
Project Description:						
<p>The project will install conduit and fiber in the Rural Rd corridor from the north city border (Scottsdale) to the south city border (Chandler). In the previous budget, this project was separated into phases, north of the US-60 and south of the US-60. Staff determined that there were benefits to combining the two phases into a single design and construction project. Conduit location will vary along the route and could include installation under the roadway, under LRT, and on a bridge. Devices to be installed to complete the system include pull boxes, splice closures, patch panels, fiber optic jumper cables, and Ethernet switches. The installation will be based on the overall design of the Rural Rd fiber corridor which is currently being designed.</p>						
Project Purpose and Need:						
<p>To provide the City with a reliable communications network to be able to view, monitor, and actively manage traffic conditions. The ultimate goal is to have a hybrid fiber/wireless network that will increase communications bandwidth, eliminate the need for telephone lease lines, and improve system performance. This project provides a fiber backbone through the middle of the City on Rural Rd, one of Tempe's major north-south arterial routes. The installation of fiber will provide a reliable and efficient communication corridor that will improve real time traffic signal operations, improve traffic flow, and decrease delay. A fiber backbone through the middle of the City will provide redundancies in the communications system and will allow additional wireless communications to be installed in the future. In addition, this project will provide the infrastructure that can be used for future transit operations, for traveler information, and for special event traffic management. This project has also been updated to include additional design (\$9,000) and estimated installation (\$684,000) costs associated with the placement of three additional empty conduits to be used to accommodate future fiber installations by the City or by other entities by agreement.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$219,000.						
	2016-17	Estimated Future Costs				
	Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	163,553					
New Appropriation Request	9,000					
Total Estimated Project Costs	172,553	2,868,109	-	-	-	3,040,662
Project Funding Sources						
Capital Project Fund Balance	163,553	-	-	-	-	163,553
General Obligation Bonds	9,000	997,094	-	-	-	1,006,094
Federal Grant - CMAQ	-	1,871,015	-	-	-	1,871,015
Development Impact Fees	-	TBD	-	-	-	TBD
Total Sources	172,553	2,868,109	-	-	-	3,040,662
New Operating Budget Impacts	None					

Project No.		TBD		Name: ITS Safety and Performance Upgrades - Phase 1			
Department:		Public Works		Project Location:		Various	
Est. Start Date:		07/01/16		Est. Completion Date:		06/30/19	
Project Description:							
<p>The project will install Intelligent Transportation System (ITS) devices at various locations within the City. These devices include a bi-directional Dynamic Message Sign (DMS), ten CCTV cameras, a redundant high-speed connection for the ITS backbone network, 50 wireless radios, 50 Emergency Vehicle Preemption (EVP) media converters and 3 shared-lane bicycle detection systems. This project is Phase 1 of a larger project that was divided into two phases in order to comply with Maricopa Association of Government (MAG) project funding limits for ITS grants.</p> <p>The DMS, EVP media converters, CCTVs, bicycle detection systems and wireless radios will be installed at various locations including Rural between Southern and Broadway; Price Road Intersections from University to Broadway; corridors of Curry, Rio Salado, Broadway, Southern and Baseline; and various intersections including US 60/Mill, US 60/Rural, Scottsdale/McKellips, Mill/6th, Rural/6th, Priest/13th, Priest/Alameda, Mill/Alameda, Rural/Alameda, McClintock/Alameda, Broadway/Hardy and Broadway/College.</p>							
Project Purpose and Need:							
<p>To provide the City with safety and performance upgrades of its ITS network to improve communications reliability and expand its capabilities to view, monitor and actively manage traffic conditions. As detailed in the City's 2012 ITS Strategic Plan, the ultimate goal is to have a hybrid fiber/wireless network that will increase communications bandwidth, eliminate the need for telephone leased lines and improve system performance. Per that plan, this project will install wireless radios, CCTVs and EVP devices to improve real-time traffic signal operations, improve traffic flow and decrease delay. In addition, this project will install a DMS and shared-lane bicycle detection that will be used for multi-modal and transit operations, for traveler information and for special event traffic management.</p>							
Prior Fiscal Year Funding:							
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.							
		2016-17 Request		Estimated Future Costs			
			2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate		-					
New Appropriation Request		50,000					
Total Estimated Project Costs		50,000	415,705	-	-	-	465,705
Project Funding Sources							
General Obligation Bonds		50,000	23,695	-	-	-	73,695
Federal Grant - CMAQ		-	392,010	-	-	-	392,010
Total Sources		50,000	415,705	-	-	-	465,705
New Operating Budget Impacts		None					

Project No.		TBD		Name: ITS Safety and Performance Upgrades - Phase 2			
Department:		Public Works		Project Location:		Various	
Est. Start Date:		07/01/16		Est. Completion Date:		06/30/20	
Project Description:							
<p>The project will install Intelligent Transportation System (ITS) devices at various locations within the City. These devices include a bi-directional Dynamic Message Sign (DMS), ten CCTV cameras, a redundant high-speed connection for the ITS backbone network, 50 wireless radios, 50 Emergency Vehicle Preemption (EVP) media converters and 3 shared-lane bicycle detection systems. This project is Phase 2 of a larger project that was divided into two phases in order to comply with Maricopa Association of Government (MAG) project funding limits for ITS grants.</p> <p>The DMS, EVP media converters, CCTVs, bicycle detection systems and wireless radios will be installed at various locations including McClintock between Southern and Broadway; Price Road Intersections from Southern to Guadalupe; corridors of University, McClintock, Mill, Priest, Hardy, College and 52nd Street; and various intersections including Priest/202, Broadway/Ramp K, University/Hardy, University/Doresy, Southern/Hardy, Southern/Dorsey, Southern/Country Club Way, Baseline/Hardy, Baseline/Lakeside, Baseline/Country Club Way, Elliot/Hardy and Warner/Hardy.</p>							
Project Purpose and Need:							
<p>To provide the City with safety and performance upgrades of its ITS network to improve communications reliability and expand its capabilities to view, monitor and actively manage traffic conditions. As detailed in the City's 2012 ITS Strategic Plan, the ultimate goal is to have a hybrid fiber/wireless network that will increase communications bandwidth, eliminate the need for telephone leased lines and improve system performance. Per that plan, this project will install wireless radios, CCTVs and EVP devices to improve real-time traffic signal operations, improve traffic flow and decrease delay. In addition, this project will install a DMS and shared-lane bicycle detection that will be used for multi-modal and transit operations, for traveler information and for special event traffic management.</p>							
Prior Fiscal Year Funding:							
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.							
		2016-17 Request		Estimated Future Costs			
			2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate		-					
New Appropriation Request		50,000					
Total Estimated Project Costs		50,000	-	415,705	-	-	465,705
Project Funding Sources							
General Obligation Bonds		50,000	-	23,695	-	-	73,695
Federal Grant - CMAQ		-	-	392,010	-	-	392,010
Total Sources		50,000	-	415,705	-	-	465,705
New Operating Budget Impacts		None					

Project No. 6907739 Name: Light Rail Efficiency Improvement at University Dr						
Department: Public Works		Project Location: Rural Rd at Tyler/Terrace Rd (Light Rail Crossing)				
Est. Start Date: 07/01/15		Est. Completion Date: 06/30/17				
Project Description:						
<p>The City of Tempe's Transportation Department is tasked with providing residents and visitors with a safe and efficient transportation system. Traffic Engineering staff spends a significant amount of time monitoring traffic and identifying potential solutions for improving capacity and reducing congestion on Tempe's transportation network. This project will increase capacity on Rural Rd and improve the efficiency of light rail vehicles at University Dr. Improvements will include new sensors and improved equipment that will minimize the amount of time that gate arms are activated on University Dr, causing congestion and delay to all users.</p>						
Project Purpose and Need:						
<p>The intersection of Rural Rd and University Dr is the busiest intersection in the City of Tempe. The light rail crossing of University Dr is only 600 feet west of this intersection. Based on the current train schedule, and the fact that there are both eastbound and westbound trains, it is not uncommon for the gates at University Dr to be activated every 5 minutes. The current train sensors and equipment result in premature activation of the gates which results in delay to users along University Dr as well as Rural Rd. This operation can function much more efficiently with the installation of new sensors and improved equipment.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$75,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	75,000					
New Appropriation Request	500,000					
Total Estimated Project Costs	575,000	-	-	-	-	575,000
Project Funding Sources						
General Obligation Bonds	575,000	-	-	-	-	575,000
Development Impact Fees	TBD	-	-	-	-	TBD
Total Sources	575,000	-	-	-	-	575,000
New Operating Budget Impacts	None					

Project No. 6906209		Name: New Signals/Safety Upgrades				
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description:						
This project provides for the installation of new traffic signals and associated equipment based on traffic engineering studies and warrants. It will also allow for replacement of existing outdated signals and address all safety updates to meet state and federal regulations. A modular intersection costs an average of \$180,000 depending on the size of intersection, which takes into account two modular poles at each corner. This will allow the city to upgrade approximately one of the city's 226 signalized intersections every other year and/or add one new traffic signal based on traffic engineering warrants.						
Project Purpose and Need:						
To manage traffic safely and efficiently by installing new signals and/or modifying existing signal indications based on traffic engineering studies. Note: 2016-17 Re-appropriation is in place strictly to cover any outstanding Developer Assistance expenditures. If no expenditures are pending roll forward will revert to zero.						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$360,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	157,531					
New Appropriation Request	360,000					
Total Estimated Project Costs	517,531	-	-	-	-	517,531
Project Funding Sources						
Capital Projects Fund Balance	180,000	-	-	-	-	180,000
Developer Assistance	337,531	-	-	-	-	337,531
Total Sources	517,531	-	-	-	-	517,531
New Operating Budget Impacts None						

Project No. 6907749		Name: Rural Rd Light Rail Intersection Improvement				
Department: Public Works		Project Location: Rural Rd at Tyler/Terrace Rd (Light Rail Crossing)				
Est. Start Date: 07/01/15		Est. Completion Date: 06/30/17				
Project Description:						
The City of Tempe's Transportation Department is tasked with providing residents and visitors with a safe and efficient transportation system. Traffic Engineering staff spends a significant amount of time monitoring traffic and identifying potential solutions for improving capacity and reducing congestion on Tempe's transportation network. This project will construct bicycle and pedestrian improvements at the intersection.						
Project Purpose and Need:						
The intersection of Rural Rd and Tyler/Terrace Rd is very congested. There is a significant amount of vehicular traffic as well as pedestrian and bicycle traffic. This intersection also serves a transit platform on the west side of Rural Rd that accommodates Light Rail and buses. The geometry of the intersection is skewed which has presented some unforeseen operational and safety concerns, primarily with bicyclists and pedestrians.						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$125,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	125,000					
New Appropriation Request	-					
Total Estimated Project Costs	125,000	-	-	-	-	125,000
Project Funding Sources						
General Obligation Bonds	125,000	-	-	-	-	125,000
New Operating Budget Impacts None						

Project No.	TBD	Name: Streetlight LED Replacement Program				
Department:	Public Works	Project Location: Citywide				
Est. Start Date:	Ongoing	Est. Completion Date: Ongoing				
Project Description:						
Replace all 4,000 residential streetlight luminaires out of the 11,080 luminaires in the system with energy efficient LED type luminaires. 1,000 streetlight luminaires will be changed out per fiscal year.						
Project Purpose and Need:						
The purpose and need of this project is to replace aging 100 Watt High Pressure Sodium (HPS) street light luminaires with energy efficient LED type luminaires. LED luminaires produce clean white light with improved color rendition that the human eye is used to seeing. LED luminaires also consume fifty percent (50%) less energy and have a reduced maintenance cost. However, the energy savings realized will be contingent upon continued negotiations with both APS and SRP.						
Prior Fiscal Year Funding:						
This project did not receive FY 2015-16 appropriations, and was not included in the adopted FY 2015-16 five year CIP.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	301,840					
Total Estimated Project Costs	301,840	301,840	301,840	301,840	-	1,207,360
Project Funding Sources						
General Obligation Bonds	301,840	301,840	301,840	301,840	-	1,207,360
New Operating Budget Impacts	None					

Project No.	6999849	Name: Streetlight Pole Structural Replacement				
Department:	Public Works	Project Location: Citywide				
Est. Start Date:	ongoing	Est. Completion Date: ongoing				
Project Description:						
The project will fund the replacement of existing rusted streetlight poles and provide funding to replace all direct buried street light poles to meet our current streetlight pole foundation standards. Of the 11,080 streetlight poles there are approximately 3,600 direct buried streetlight poles left in our inventory that need to be replaced at a rate of 100-150 per year, based on their corrosion factor as provided by the study completed October 2011. The study indicates corrosion factors on a 1-100% scale (100% meaning structural integrity has been compromised). The poles from 26% to 100% have been replaced and this project would allow us to continue to address the remaining direct buried poles that fall under the 26% corrosion factor rating and that currently do not pose an immediate health and safety concern.						
Project Purpose and Need:						
To be proactive by providing structurally sound streetlight poles that conform to our engineering standards and that will also enhance our long term goal of ensuring landscape irrigation does not impact the structural integrity of our infrastructure and will help manage our potential risk for existing rusted street light poles.						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$250,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	314,736					
Total Estimated Project Costs	314,736	314,736	314,736	314,736	314,736	1,573,680
Project Funding Sources						
General Obligation Bonds	314,736	314,736	314,736	314,736	314,736	1,573,680
New Operating Budget Impacts	None					

Project No. 6999869 Name: Streetlight Upgrade/New Installation						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description: This project allows staff to strategically prioritize improvements to the street light system including the installation of arterial dual-side street lights and residential street lights per citizen requests, as well as upgrading High Pressure Sodium (HPS) to environmentally friendly and energy efficient luminaires throughout the city. Salt River Project charges Tempe a flat rate energy fee based on type of fixture and will realize some energy savings as well as see significant savings in our maintenance costs.						
Project Purpose and Need: To provide minimum lighting levels of one-foot candles on all arterial roadways. Tempe currently has some arterial roadways that lack dual-side lighting and this project would continue to add lighting in order to meet the minimum lighting standard. Currently Identified locations for upgrades include the following: South side of Warner between Terrace and Lakeshore South side of Southern Avenue between Mill to College						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$250,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	167,215					
Total Estimated Project Costs	167,215	167,215	167,215	167,215	167,215	836,075
Project Funding Sources						
General Obligation Bonds	167,215	167,215	167,215	167,215	167,215	836,075
New Operating Budget Impacts	None					

Project No. 6906229 Name: Traffic Signal Green Sign Face Replacement						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description: Current traffic signal internally illuminated green signs have been in place for at least 15+ years and have exceeded their product life cycle. As part of a continuing transportation asset management program, this project will begin the process of replacing sign faces (8 per intersection) at a rate of 6 intersections per year with a total of 75 modular signalized intersections to complete. This project will allow Tempe to replace its aging green sign faces, which will increase visibility and improve safety for the motoring public. Currently 36 intersections out of the 75 total modular signalized intersections have been replaced.						
Project Purpose and Need: To continue replacing aged green sign faces at all 75 signalized intersections.						
Prior Fiscal Year Funding: This project received FY 2015-16 appropriations in the amount of \$50,000.						
	2016-17 Request	Estimated Future Costs				
		2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	99,522					
Total Estimated Project Costs	99,522	99,522	99,522	99,522	99,522	497,610
Project Funding Sources						
General Obligation Bonds	99,522	99,522	99,522	99,522	99,522	497,610
New Operating Budget Impacts	None					

Project No. 6903385 Name: Traffic Signal Infrastructure						
Department: Public Works		Project Location: Citywide				
Est. Start Date: Ongoing		Est. Completion Date: Ongoing				
Project Description:						
<p>The City's transportation system includes 226 signalized intersections and associated infrastructure to support the safe movement of all modes of travel in Tempe. This project provides for the installation and repair of existing equipment related to the traffic signal system and as warranted by traffic engineering studies. In addition, this project provides for the management and replacement of underground signal system assets which have been identified for repair and replacement. The program includes a proactive asset management element where components are replaced to ensure the signal system is operating safely and efficiently. Next fiscal year, the following items are planned for replacement: Complete the last Arterial/Arterial signalized intersection replacement from Tapered poles to Modular type signal poles; Replace and rewire underground infrastructure at three signalized intersections. Re-configure signal poles and heads at Elliot and Harl Ave. In addition, the CIP provides for unexpected emergency repairs that occur throughout the year and are needed to ensure the system remains functional.</p>						
Project Purpose and Need:						
<p>This project is necessary in order to keep the signal system functioning properly by supplementing our existing traffic signal construction program (2 full time employees) with installing infrastructure which may include underground items such as conduit repair and replacements, new traffic signal underground j-boxes and new signal foundations. The following traffic signal assets have been identified for replacement: four traffic signal poles are structurally deficient due to corrosion factors at the base. Six traffic signal intersections are programmed to have the underground signal conductors replaced because they have reached their end of life cycle. One of the six intersections, which is located at us60 and Rural Rd will need conduit replacement/addition in order to replace signal conductors. Additionally, three intersections will have conduit upgraded to current industry standards as part of a new safety management program. As the city continues to improve operations through use of technology, the infrastructure needs to be upgrade to accommodate these needs.</p>						
Prior Fiscal Year Funding:						
This project received FY 2015-16 appropriations in the amount of \$129,534.						
	2016-17	Estimated Future Costs				
	Request	2017-18	2018-19	2019-20	2020-21	Total
Prior Funding to Re-appropriate	-					
New Appropriation Request	275,000					
Total Estimated Project Costs	275,000	275,000	275,000	275,000	275,000	1,375,000
Project Funding Sources						
General Obligation Bonds	275,000	275,000	275,000	275,000	275,000	1,375,000
New Operating Budget Impacts	None					

STAFF REPORT

AGENDA ITEM 4

DATE

March 8, 2016

PURPOSE

The purpose of this memo is to provide the City Council pre and post traffic condition data along McClintock Drive between Broadway and Guadalupe roads as it relates to the paving project and installation of bicycle lanes that occurred in summer 2015.

BACKGROUND

In 2015, McClintock Drive, between Broadway and Guadalupe roads, was repaved as part of Tempe's ongoing Asset Management Capital Maintenance Program. As part of this repaving project, McClintock Drive was reconfigured to include bike lanes on each side of the street, which required the removal of **at least** one vehicle lane on McClintock Drive. A minimum of two vehicular lanes, northbound and southbound, and a middle turn lane, was maintained, as well as medians/center turn lanes and formal turn lanes at the arterial intersections.

McClintock Drive between Broadway and Guadalupe roads has seen traffic volumes, on average, decrease by a total of 22 percent since 2004. This decrease is largely attributed to the completion of the urban freeway network and an increase in the number of commuters choosing alternative modes of travel.

The addition of bicycle lanes continues Tempe's longstanding commitment to sustainable transportation and providing streets with accommodations for all modes of travel. The removal of vehicular traffic lane(s) in order to accommodate bicycle lanes is consistent with the Transportation Master Plan, which was approved by the City Council in January 2015 after a year-long public involvement process that identified McClintock Drive as a candidate for bike lanes.

Sections of arterials streets that accommodate similar volumes of traffic (25,000-35,000 vehicles/day) with two travel lanes in each direction include:

- Warner Road from I-10 to Priest: 31,754 vehicles/day
- Warner Road from Priest to Kyrene: 31,703 vehicles/day
- University Drive from McClintock to Loop 101: 30,115 vehicles/day
- Rural Road from Baseline to Guadalupe: 29,395 vehicles/day
- Guadalupe Road from Kyrene to Rural: 28,960 vehicles/day
- University Drive from SR143 to Priest: 28,048 vehicles/day

- University Drive from Rural to McClintock: 27,360 vehicles/day
- Warner Road from McClintock to Loop 101: 25,930 vehicles/day
- Guadalupe Road from McClintock to Loop 101: 25,027 vehicles/day

In December 2015, Tempe added “candlesticks” to McClintock Drive as a buffer between bikes and vehicles. The candlesticks (vertical barriers) were installed along McClintock Drive between Southern Avenue and Baseline Road to create more of a separation between bikes and vehicles. The candlesticks were added as a pilot program to address concerns that drivers were using the new bicycle lanes for vehicle travel.



Public Outreach

A public meeting was held May 4, 2015 to inform the public of the repaving project and inclusion of bicycle lanes. Residents were notified of the meeting through door hangers. During the construction of the project, staff worked closely with businesses and neighborhoods adjacent to McClintock Drive by using a number of techniques to ensure timely communication, including door hangers, social media, the street closures web page and press releases.

Bicycle Counts on McClintock Drive

Between March 25 and March 27, 2014, Tempe Bicycle Action Group and volunteers counted bicycles along McClintock Drive on both the street and sidewalk. The average number of bikes over the 2 AM peak hours and 2 PM Peak hours is shown in Table 1 below.

Table 1: 2014 McClintock Drive Bicycle Volumes

	Average # of bikes during peak per hour	Dates Data Collected
McClintock at Broadway	17	3/25, 3/26,& 3/27/14
McClintock at Alameda	10	3/25, 3/26,& 3/27/14
McClintock at Southern	16	3/25, 3/26,& 3/27/14
McClintock at Western Canal	11	3/25, 3/26,& 3/27/14

Source: Tempe Bicycle Action Group

Between February 9 and 11, 2016 and again on February 24 and 25, 2016, automated counters were placed at mid-block locations on McClintock Drive across the sidewalks and bike lanes. The average 24 hour volume over the days collected is shown in Table 2 below. Note the below data reflects a 24 hour average whereas the bike counts conducted visually by TBAG are a one-hour peak average.

Table 2: 2016 McClintock Drive Bicycle Volumes

	Average 24 Hour Volumes	Dates Data Collected
Apache to Broadway	59	2/9 to 2/11/16
Broadway to Southern	Awaiting data	2/24 to 2/25/16
Southern to US 60	66	2/9 to 2/11/16
US 60 to Baseline	77	2/9 to 2/11/16
Baseline to Guadalupe	Awaiting data	2/24 to 2/25/16

Traffic Signal Timing

An analysis of the traffic signal timing was conducted to determine how much green time could be added along the McClintock study corridor to reduce the impact of a lane of traffic being converted to a bicycle lane. The amount of north and south green time that was added during the AM and PM peaks by intersection cross-street is shown below in Table 3.

Table 3: Traffic Signal Timing

Cross-Street	Increase North/South Green Time					
	AM Peak			PM Peak		
	NB sec/cycle	% increase	approx. vehicles/hour	SB sec/cycle	% increase	approx. vehicles/hour
Apache	+4	8%	265	No change	No change	0
Broadway	+7	16%	460	+4	10%	265
Southern	No change	No change	0	+2	5%	130
US 60	No change	No change	0	+3	9%	200
Baseline	+3	7%	200	No change	No change	0
Guadalupe	+8	11%	530	No change	No change	0

Additionally, an analysis was conducted in January 2016 to compare travel times between University Drive to Guadalupe Road along both Rural and McClintock. Table 4 illustrates that on average it takes between 10 and almost 13 minutes to travel northbound during the morning peak and between almost 13 and almost 14 minutes to travel southbound during the afternoon peak on these arterials.

Table 4: Rural Road & McClintock Drive After Travel Time Data – University to Guadalupe (Data Collected January 2016)

AM Peak	Minimum	Average	Maximum
Rural NB	530 (8:50)	751 (12:31)	1332 (22:12)
Rural SB	433 (7:13)	462 (7:42)	550 (9:10)
McClintock NB	408 (6:48)	616 (10:16)	873 (14:33)
McClintock SB	432 (7:12)	460 (7:40)	517 (8:37)
Mid-Day	Minimum	Average	Maximum
Rural NB	472 (7:52)	560 (9:20)	671 (11:11)
Rural SB	376 (6:16)	512 (8:32)	735 (12:15)
McClintock NB	366 (6:06)	460 (7:40)	591 (9:51)
McClintock SB	365 (6:05)	480 (8:00)	555 (9:15)
PM Peak	Minimum	Average	Maximum
Rural NB	549 (9:09)	636 (10:36)	821 (13:41)
Rural SB	525 (8:45)	815 (13:25)	1233 (20:33)
McClintock NB	465 (7:45)	563 (9:23)	657 (10:57)
McClintock SB	461 (7:41)	777 (12:57)	1340 (22:20)

Table 5: McClintock Drive Before/After Travel Time Comparison – University to Baseline
(Data Collected February 2014 & January 2016)

AM Peak	Minimum	Average	Maximum
NB – Before	244 (4:04)	413 (6:53)	567 (9:27)
NB – After	313 (5:13)	587 (9:47)	763 (12:43)
NB – Change	+69 (1:09) [+28.3%]	+174 (2:54) [+42.1%]	+196 (3:16) [+34.6%]
SB – Before	209 (3:29)	336 (5:36)	449 (7:29)
SB – After	334 (5:34)	350 (5:50)	374 (6:14)
SB – Change	+125 (2:05) [+59.8%]	+14 (0:14) [+4.2%]	-75 (1:15) [-16.7%]
Mid-Day	Minimum	Average	Maximum
NB – Before	282 (4:42)	344 (5:44)	468 (7:48)
NB – After	288 (4:48)	351 (5:51)	478 (7:58)
NB – Change	6 (0:06) [+2.1%]	+7 (0:07) [+2.0%]	+10 (0:10) [+2.1%]
SB – Before	263 (4:23)	345 (5:45)	460 (7:40)
SB – After	287 (4:47)	382 (6:22)	506 (8:26)
SB – Change	+24 (0:24) [+9.1%]	+37 (0:37) [+10.7%]	46 (0:46) [+10.0%]
PM Peak	Minimum	Average	Maximum
NB – Before	336 (5:36)	399 (6:39)	454 (7:34)
NB – After	345 (5:45)	434 (7:14)	535 (8:55)
NB – Change	+9 (0:09) [+2.7%]	+35 (0:35) [+8.8%]	+81 (1:21) [+17.8%]
SB – Before	319 (5:19)	446 (7:26)	540 (9:00)
SB – After	357 (5:57)	647 (10:47)	1184 (19:44)
SB – Change	+38 (0:38) [+11.9%]	+201 (3:21) [+45.1%]	+644 (10:44) [+119.3%]

Table 6: Rural Road Before/After Travel Time Comparison – University to Baseline
(Data Collected September 2012 & January 2016)

AM Peak	Minimum	Average	Maximum
NB – Before	294 (4:54)	499 (8:19)	699 (11:39)
NB – After	414 (6:54)	606 (10:06)	1185 (19:45)
NB – Change	+120 (2:00) [+40.8%]	+107 (1:47) [+21.4%]	+486 (8:06) [+69.5%]
SB – Before	324 (5:24)	362 (6:02)	470 (7:50)
SB – After	334 (5:34)	355 (5:55)	439 (7:19)
SB – Change	+10 (0:10) [+3.1%]	-7 (0:07) [-1.9%]	-31 (0:31) [-6.6%]
Mid-Day	Minimum	Average	Maximum
NB – Before	350 (5:50)	398 (6:38)	450 (7:30)
NB – After	369 (6:09)	452 (7:32)	567 (9:27)
NB – Change	+19 (0:19) [+5.4%]	+54 (0:54) [+13.6%]	+117 (1:57) [+26.0%]
SB – Before	352 (5:52)	403 (6:43)	469 (7:49)
SB – After	290 (4:50)	409 (6:49)	556 (9:16)
SB – Change	-62 (1:02) [-17.6%]	+6 (0:06) [+1.5%]	+87 (1:27) [+18.6%]
PM Peak	Minimum	Average	Maximum
NB – Before	379 (6:19)	454 (7:34)	535 (8:55)

NB – After	440 (7:20)	512 (8:32)	666 (11:06)
NB – Change	+61 (1:01) [+16.1%]	+58 (0:58) [+12.8%]	+131 (2:11) [+24.5%]
SB – Before	404 (6:44)	536 (8:56)	625 (10:25)
SB – After	406 (6:46)	657 (10:57)	1040 (17:20)
SB – Change	+2 (0:02) [+0.5%]	+121 (2:01) [+22.3%]	+415 (6:55) [+66.4%]

Traffic Volumes on Rural Road and McClintock Drive

From January 26 to 28, 2016, traffic volumes for Rural and McClintock were collected using automated counters. These charts demonstrate that traffic volumes have increased on both Rural and McClintock. However, prior to the lane reconfiguration of McClintock Drive and the addition of the bicycle lanes, gasoline fluctuated between \$3.76 and \$2.66 for the seven month period from July 2014 to Jan. 2015. After the lane reconfiguration of McClintock Drive and the addition of the bicycle lanes, gasoline fluctuated between \$3.06 and \$2.17 for the seven month period from July 2015 to Jan. 2016. It can be assumed that more people are now driving their cars more frequently given the low price of gasoline. In addition, bus ridership has also seen a decrease during this same period.

Table 7: Gas Price Averages

AVERAGE GAS PRICES BEFORE LANE RECONFIGURATION		AVERAGE GAS PRICES AFTER LANE RECONFIGURATION	
July 2014	\$3.76	July 2015	\$3.06
Aug. 2014	\$3.62	Aug. 2015	\$2.88
Sept. 2014	\$3.52	Sept. 2015	\$2.56
Oct. 2014	\$3.28	Oct. 2015	\$2.41
Nov. 2014	\$2.99	Nov. 2015	\$2.30
Dec. 2014	\$2.66	Dec. 2015	\$2.23
Jan. 2015	\$2.26	Jan. 2016	\$2.17

Source: U.S. Energy Information Administration; Index: U.S. Regular Reformulated Retail Gasoline Prices

Table 8: Rural Road Vehicle Volumes

	Average 24 hour traffic volume (Thurs., 10/4/12)	Average 24 hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Apache to Broadway	36,969	45,442	23%
Broadway to Southern	37,470	40,703	9%
Southern to US 60	40,300	45,241	12%
US 60 to Baseline	37,293	41,816	12%
Baseline to Guadalupe	29,395	37,093	26%

Table 9: McClintock Drive Vehicle Volumes

	Average 24 hour traffic volume (Wed., 3/12/14)	Average 24 hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Apache to Broadway	32,863	34,913	6%
Broadway to Southern	31,722	30,782	-3%
Southern to US 60	35,167	37,670	7%
US 60 to Baseline	32,755	37,470	14%
*Baseline to Guadalupe	25,208	28,945	15%

*SB 1/26 to 1/28/16 & NB 2/9 to 2/11/16

Table 10: Alameda Drive Vehicle Volumes

	Average 24 hour traffic volume (Tues., 1/21/14)	Average 24 hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Mill to Rural	1,981	2,174	10%

Impacts to US 60

The Arizona Department of Transportation was contacted and confirmed that they have not received any traffic complaints regarding the operations of the traffic interchange at McClintock and US 60 after the bicycle lanes were installed.

Crash Data

Crash data is only available through September 30, 2015, given that, tables below only compare August – September 2014 to August – September 2015. As shown in the tables, crashes have decreased during this time period. It should be noted, that the restriped lanes had only been in place for two months during this period. It should be noted that industry standards typically review 3 years of crash data prior to making any conclusions about the benefits or drawbacks of changes. Staff will continue to monitor the crash data reviewing trends over time.

Table 11: Intersection Crashes at McClintock

	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache	5	1
Broadway	2	0
Concorda	1	0
Loma Vista	0	1
Alameda	2	0
Del Rio	0	2
Southern	0	2
Hermosa	1	0
US 60	3	3
Carson	1	0
Ellis	1	0
Baseline	0	3
Oxford	0	1
Libra	1	1
Guadalupe	3	2
TOTAL	20	16

Table 12: Intersection Mid Block Crashes at McClintock

	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache to Broadway	3	1
Broadway to Alameda	5	3
Alameda to Southern	4	1
Southern to US 60	0	1
US 60 to Baseline	1	3
Baseline to Southshore	0	0
Southshore to Guadalupe	0	0
TOTAL	13	9

Emissions Impact for Maricopa County

Maricopa Association of Governments (MAG) was asked to determine the emissions impact of the lane conversion at McClintock Drive between Western Canal and Apache Boulevard. The process involved calculating the changes in extra miles traveled and converting the miles into emissions as tracked by Maricopa County. Below are the results of the modeling analysis for the lane conversion at McClintock. There are 90,967,588 Vehicle Miles Traveled (VMT) per day in Maricopa County. Based on the emissions analysis performed by MAG, the total VMT increased by 1,544 per day or 0.002%. Below are the calculated additional pollutant increases as estimated by MAG.

Table 13: Emissions Impact for McClintock Drive

Pollutant	Emissions in Maricopa County (kg/day)			% Change
	MAG Base 2015 Air Quality Emissions	MAG 2015 McClintock Bicycle Lane Conversion Emissions	Impact	
Carbon Monoxide (CO)	483,338	483,375	37	0.008%
Nitrous Dioxide (NOx)	78,995	78,998	3	0.004%
Volatile Organic Compounds (VOC)	44,575	44,576	1	0.003%
Particulate Matter-10 micrometers (PM-10)	6,010	6,011	1	0.016%
Vehicle Miles Travelled	90,965,988	90,967,532	1,544	0.002%

Source:

Maricopa Association of Governments Environmental Programs - January 2016

Increased Pedestrian Comfort

One positive aspect of having buffered bicycle lanes is the increased comfort pedestrians experience while walking on sidewalks. The greater the distance between pedestrians and vehicles, the greater sense of security and comfort they experience. The bike lanes on McClintock provide an additional six to 10 feet of a buffer between vehicle traffic and pedestrians.

One Bike Lane on McClintock Drive and One Bike Lane on Rural Road

One option staff considered was to add one directional lane to Rural Road and one to McClintock Drive. In order to add one bike lane on Rural Road and one on McClintock Drive, the following would occur.

- One traffic lane would need to be removed from Rural to add one bike lane. There is not enough extra lane width or gutter space to add a bicycle lane without taking out one vehicle lane.
- On McClintock, there are sections of the roadway in which the original configuration was a two and three. In order to maintain even one bicycle lane, the buffer would need to be removed, and in this case where it was a two and three lane configuration, the third lane would still be removed to have one bike lane.

Government/Municipality Feedback

The City of Tempe has received the following feedback from FHWA, ADOT, and the City of Chandler:

- FHWA staff is well aware of these bicycle projects being constructed in Tempe and asked city of Tempe staff to provide a presentation on “Separated Bike Lanes” at the 2016 ITE/IMSA Spring Conference.
- ADOT was contacted to determine if they had received any feedback at the interchange of US-60 and McClintock Drive following the striping changes. They have not received any feedback to date, positive or negative.
- The city of Chandler informed Tempe staff that in response to numerous complaints about bike lanes in Tempe terminating at the Chandler border, the city of Chandler will be narrowing medians on McClintock Drive and on Kyrene Road in order to accommodate bike lanes from the Tempe border south to the Loop 202.

Public Comments

Staff began receiving unsolicited public comments about the McClintock Drive project in April 2015. As of March 1, 2016, the city has received 250 comments of which 221 are unduplicated. Of the unduplicated comments, 157 people are against the lane removal for the addition of the bicycle lane and 62 are in favor. Two people also commented, but did not have an opinion either way. Comments were received via email to either staff, Council or through the web site and phone calls to either 311, Council or staff.

Cost to Restripe McClintock Drive

The cost to restripe McClintock Drive to its original configuration without bike lanes between Apache and Guadalupe would cost \$130,000 and take seven to 10 business days.

NEXT STEPS

- Present data to City Council on March 17
 1. Continue to collect data, monitor congestion and report findings back to Council in Spring 2017.
 2. Remove bike lanes and stripe McClintock Dr. back to pre-bike lane configuration.
 - a. Cost: \$130,000 and requires 7 to 10 business days.

CONTACTS

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ATTACHMENTS

1. PowerPoint
2. Public Comments
3. Public Comment Analysis

McClintock Drive Street Configuration Transportation Commission

March 8, 2016



Background

- January 2015: Council Adopted Transportation Master Plan
- May 4, 2015: Public meeting held
- May 7, 2015: Council approved contract for repaving McClintock
- Summer 2015: McClintock repaved from Broadway to Guadalupe including reconfiguration with bike lanes. A minimum of 2 vehicular lanes (N/B and S/B) were maintained
- December 2015: “Candlesticks” added
- January 2016: Council requested staff report data findings

McClintock Bike Lanes



Vehicle Counts on McClintock (2004-14)

Segment of McClintock	Lane Configuration	2004 Volumes			2014 Volumes			Change (%)			Average Segment (%)
		NB	SB	T	NB	SB	T	NB	SB	T	
Rio Salado to University	2 NB, 3 SB	No Data			16087	18531	34618	N/A			-9.71%
University to Apache	2 NB, 3 SB	16264	21159	37423	16451	17340	33791	1.15%	-18.05%	-9.71%	
Apache to Broadway	2 NB, 3 SB	No Data			15375	17488	32863	N/A			
Broadway to Southern	2 NB, 3 SB	17207	19280	36487	15208	16514	31722	-11.62%	-14.35%	-13.06%	-22.19%
Southern to US60	3 NB, 3 SB	22293	22658	44951	17938	17229	35167	-19.54%	-23.96%	-21.77%	
US60 to Baseline	3 NB, 3 SB	20697	23145	43842	16074	16681	32755	-22.34%	-27.93%	-25.29%	
Baseline to Guadalupe	2 NB, 3 SB	17841	17485	35326	12718	12490	25208	-28.71%	-28.57%	-28.64%	
Guadalupe to Elliot	3 NB, 2 SB	18106	16083	34189	12233	12277	24510	-32.44%	-23.66%	-28.31%	-33.53%
Elliot To Warner	2 NB, 2 SB (Bike Lanes)	12466	17252	29718	9211	9366	18577	-26.11%	-45.71%	-37.49%	
Warner to Ray	2 NB, 2 SB (Bike Lanes)	16482	11366	27848	9202	8961	18163	-44.17%	-21.16%	-34.78%	

Comparable Arterial Streets

- Warner from I-10 to Priest: 31,754 vehicles/day
- Warner from Priest to Kyrene: 31,703 vehicles/day
- University from McClintock to Loop 101: 30,115 vehicles/day
- Rural from Baseline to Guadalupe: 29,395 vehicles/day
- Guadalupe from Kyrene to Rural: 28,960 vehicles/day
- University from SR143 to Priest: 28,048 vehicles/day
- University from Rural to McClintock: 27,360 vehicles/day
- Warner from McClintock to Loop 101: 25,930 vehicles/day
- Guadalupe from McClintock to Loop 101: 25,027 vehicles/day

Vehicle Counts on Rural & McClintock Before/After

	RURAL	RURAL	RURAL	MCCLINTOCK	MCCLINTOCK	MCCLINTOCK
	Avg 24 hour volume	Avg 24 hour volume	% change	Avg 24 hour volume	Avg 24 hour volume	% change
	October, 2012	January, 2016		March, 2014	January, 2016	
Apache to Broadway	36,969	45,442	23%	32,863	34,913	6%
Broadway to Southern	37,470	40,703	9%	31,722	30,782	-3%
Southern to US 60	40,300	45,241	12%	35,167	37,670	7%
US 60 to Baseline	37,293	41,816	12%	32,755	37,470	14%
Baseline to Guadalupe	29,395	37,093	26%	25,208	28,945	15%

Industry standards recognize that a 10% daily fluctuation in traffic volumes is normal

Bike Counts – 2014 vs. 2016

Collected March 2014	Average # of bikes during peak per hour
McClintock at Broadway	17
McClintock at Alameda	10
McClintock at Southern	16
McClintock at Western Canal	11

Source: Tempe Bicycle Action Group

Collected February 2016	Average 24 Hour Volumes
Apache to Broadway	59
Broadway to Southern	Awaiting data
Southern to US 60	66
US 60 to Baseline	77
Baseline to Guadalupe	Awaiting data

Source: Automated Counters

Traffic Signal Timing Adjustments

Cross-Street	Increase North/South Green Time					
	AM Peak			PM Peak		
	NB sec/cycle	% increase	approx. vehicles/hour	SB sec/cycle	% increase	approx. vehicles/hour
Apache	+4	8%	265	No change	No change	0
Broadway	+7	16%	460	+4	10%	265
Southern	No change	No change	0	+2	5%	130
US 60	No change	No change	0	+3	9%	200
Baseline	+3	7%	200	No change	No change	0
Guadalupe	+8	11%	530	No change	No change	0

McClintock Dr and Rural Rd Peak Travel Times

University Dr to Guadalupe Rd

AM Peak	Minimum	Average	Maximum
Rural Rd – N/bnd	8:50	12:31	22:12
Rural Rd – S/Bnd	7:13	7:42	9:10
McClintock Dr – N/bnd	6:48	10:16	14:33
McClintock Dr – S/bnd	7:12	7:40	8:37

PM Peak	Minimum	Average	Maximum
Rural Rd – N/bnd	9:09	10:36	13:41
Rural Rd – S/bnd	8:45	13:25	20:33
McClintock Dr – N/bnd	7:45	9:23	10:57
McClintock Dr – S/bnd	7:41	12:57	22:20

Travel times shown in: minutes: seconds
Data collected January, 2016

McClintock Dr Before/After Travel Time Comparisons

University Dr to Baseline Rd

AM Peak	Minimum	Average	Maximum
NB – Before	4:04	6:53	9:27
NB – After	5:13	9:47	12:43
NB – Change	+1:09	+2:54	+3:16
SB – Before	3:29	5:36	7:29
SB – After	5:34	5:50	6:14
SB – Change	+2:05	+0:14	-1:15

PM Peak	Minimum	Average	Maximum
NB – Before	5:36	6:39	7:34
NB – After	5:45	7:14	8:55
NB – Change	+0:09	+0:35	+1:21
SB – Before	5:19	7:26	9:00
SB – After	5:57	10:47	19:44
SB – Change	+0:38	+3:21	+10:44

Before Data collected – February, 2014

After Data collected – January, 2016

Rural Rd Before/After Travel Time Comparisons

University Dr to Baseline Rd

AM Peak	Minimum	Average	Maximum
NB – Before	4:54	8:19	11:39
NB – After	6:54	10:06	19:45
NB – Change	+2:00	+1:47	+8:06
SB – Before	5:24	6:02	7:50
SB – After	5:34	5:55	7:19
SB – Change	+0:10	-0:07	-0:31

PM Peak	Minimum	Average	Maximum
NB – Before	6:19	7:34	8:55
NB – After	7:20	8:32	11:06
NB – Change	+1:01	+0:58	+2:11
SB – Before	6:44	8:56	10:25
SB – After	6:46	10:57	17:20
SB – Change	+0:02	+2:01	+6:55

Before Data collected – September, 2012

After Data collected – January, 2016

Crash Data

McClintock Dr @ Arterials	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache	5	1
Broadway	2	0
Southern	0	2
US 60	3	3
Baseline	0	3
Guadalupe	3	2

McClintock Dr @ Mid-Block	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache to Broadway	3	1
Broadway to Alameda	5	3
Alameda to Southern	4	1
Southern to US 60	0	1
US 60 to Baseline	1	3
Baseline to Southshore	0	0
Southshore to Guadalupe	0	0

Emissions Impact

Pollutant	Emissions in Maricopa County (kg/day)			% Change
	MAG Base 2015 Air Quality Emissions	*MAG 2015 McClintock Bicycle Lane Conversion Emissions	Impact	
Carbon Monoxide (CO)	483,338	483,375	37	0.008%
Nitrous Dioxide (NOx)	78,995	78,998	3	0.004%
Volatile Organic Compounds (VOC)	44,575	44,576	1	0.003%
Particulate Matter-10 micrometers (PM-10)	6,010	6,011	1	0.016%
Vehicle Miles Travelled	90,965,988	90,967,532	1,544	0.002%

- Lane conversion on McClintock between Apache & Western Canal

Analysis of single bike lane on McClintock Dr. & single bike lane on Rural Rd.

- Rural Rd.:
 - 1 travel lane would need to be removed to add 1 directional bike lane due to existing lane widths/configuration.
- McClintock Dr.:
 - Broadway to Southern/Baseline to Guadalupe: A directional bike lane could be installed if the buffer and one bike lane were removed.
 - Southern to Baseline: One lane of traffic would still need to be removed because of medians at US60, unless the bike lane was dropped.

Government Feedback

- FHWA requested City staff to present on “Separated Bike Lanes” at 2016 ITE/IMSA Spring Conference on March 2.
- ADOT was contacted and has not received any traffic complaints regarding the operations of the traffic interchange at McClintock and US 60 after bike lanes installed.
- The City of Chandler has received so many complaints about bicycle lanes terminating at the Tempe/Chandler border that they will be narrowing medians on McClintock Drive and Kyrene Road to accommodate bicycle lanes south to Loop 202.

Public Comment

- As of March 1, 2016, the city has received 250 comments of which 221 are unduplicated.
- Of the unduplicated comments, 157 people are against the lane removal for the addition of the bicycle lane and 62 are in favor. 2 people commented, but did not express an opinion.
- Comments were received via email, Council Communicators, through the web site, & phone calls to 311, Council or staff.

Next Steps & Options

- Present data to City Council on March 17
 1. Continue to collect data, monitor congestion and report findings back to Council in Spring 2017.
 2. Remove bike lanes and stripe McClintock Dr. back to pre-bike lane configuration.
 - Cost: \$130,000 and requires 7 to 10 business days.

McClintock Drive Resident Feedback

POSITIVE

1. **4/24/2015** Dear Tempe City Council Members, Please install bike lanes on McClintock between Broadway and Guadalupe. This will make crossing the US-60 between my apartment in Tempe and my parents' house in Chandler much safer. Thanks for considering this proposition and for making our city safe and beautiful! Sincerely, Julie Cameron
2. **4/24/2015** Members of the Council, I am writing you to express my strong support for the City's recently announced project to remove excess, no longer needed, vehicle lanes on McClintock from Broadway to Guadalupe, which will reduce speeding and crashes on the corridor while creating space to add bike lanes and improve transportation options. As someone who has lived here for about 8 years (2005-2015, with a 2 year exodus to Chicago from 2009-2011), I can testify to the fact that this improvement is sorely needed, and that traffic levels have dropped in the last decade to the point that this is a feasible opportunity that won't have negative impacts on traffic. When I first moved here in 2005, I remember both driving and riding a bike from ASU to the Target store on Baseline and McClintock fairly often, before Tempe Marketplace opened. When driving, I would often get stuck in a lot of traffic on McClintock, and when riding my bike, I would often feel very unsafe. The road had too much traffic for me to feel comfortable or safe riding on the street, while the sidewalk felt unsafe because it is narrow, with many driveways interrupting it. Today, I still feel unsafe riding a bike on McClintock, for nearly the same reasons. The difference now is that there are noticeably fewer cars on the road, but people all drive faster because there's less traffic. I notice this too while driving on McClintock now. When on our weekly errands, we will often take McClintock from Curry to Guadalupe (stopping at Tempe Marketplace, Sprouts, and Trader Joe's, among other places). What was once long lines of congested traffic in 2005 is now lighter, less congested (and more speeding) traffic in 2015. While driving on McClintock, I am routinely passed by other drivers going 10+ miles faster than me. This drop in traffic, as noted in the City of Tempe news post, is not just in my head; the traffic volume numbers show it too. And when you have 20% fewer cars using the same amount of road space, it will result in a lot of unsafe speeding and crashes, which is the last thing we should want, especially right next to a high school. Removing the extra lane (or two) will not only "right-size" the number of vehicle lanes, reducing speeding and crashes, it will also provide bike riders with a new space they can feel comfortable using, which will likely increase the number of people riding bikes overall AND reduce the number of people riding bikes on the sidewalk (a MAG study in 2013 found that, on 6 lane roads with no bike lane, between 90% and 94% of bike riders used the sidewalks, while on 4 lane roads with bike lanes, the numbers dropped to between 56%-71%), making the narrow sidewalks more comfortable for people walking and those who are waiting for a bus. The bike lanes will also offer people who are walking a physical layer of separation from traffic, which will make walking a more comfortable experience for students, neighbors, and shoppers alike. This all seems like a slam-dunk win for everybody. I'm sure that some people will come out to say that this project will cause gridlock, that traffic will back up and that people will speed through their neighborhood to avoid McClintock if this is built. But around the country, road diets have been proven to reduce speeding (particularly dangerous speeding, those driving 15+ MPH above the limit) and reduce crashes, without causing excessive traffic backups. And when Tempe was studying a similar project on Broadway, a temporary closure to simulate the new roadway conditions found minimal neighborhood cut-through traffic. Most drivers who had been just passing through

shifted to the freeway network, which is a more appropriate place for that sort of traffic. I would see something similar happening on McClintock. Those drivers who imagine the traffic to be worse (and those who want to continue to drive at unsafe speeds) will shift over to SR-101 or Price Road, particularly since Dorsey is littered with speed humps (and doesn't cross the freeway), and Los Feliz, Hazelton, Oak, Lakeshore, and Country Club Way are discontinuous and/or circuitous (and don't cross the freeway). Those local streets just will not be viable alternatives for most drivers passing through, so the cut-through traffic will not materialize. At the end of the day, this project is an important continuation in Tempe's commitment to making sure that everyone who uses our roads has safe, comfortable opportunities to get where they are going, no matter what way they choose to travel. It will also serve as a key connector from neighborhood bike routes like Alameda and Southshore/El Paso Gasline to businesses along McClintock. Ideally, this project will also lead to future connections north and south, connecting these businesses to strong bike/light rail ridership and high levels of bike use on the Western Canal. I urge you to continue supporting this project, and others like it, that help to make Tempe a safer, more comfortable, more pleasant place to live and shop. Thank you for taking the time to read this, and for your continued, strong commitment to making Tempe a great place to live with many options for getting around in whichever way we residents want to. Regards, Alex Oreschak

3. **4/24/2015** I support all future bike lane projects. Thanks, Vanessa Cianci

4. **4/25/2015** Tempe City Council, I often bike around the McClintock area. I would strongly support the addition of bike lanes on McClintock. Thank you, Haley Honeman

5. **4/25/2015** Hello Tempe City Council Members: I just wanted to let you know I strongly support adding bike lanes on McClintock from Broadway to Guadalupe! For the last two years, I was a bike commuter in Tempe (at time without a secondary means of transportation). During that time, I biked down that particular stretch of road many times on my way to the bike path. The sidewalks are quite narrow, and a bike is a vehicle anyway and shouldn't be riding on the sidewalk (a pedestrian once shoved me off my bike on the sidewalk, as well). At times when I had to ride in the road, I was honked at, sworn at and had lights flashed at me because drivers do not understand the laws concerning cyclists, nor do they look out for cyclists. Because drivers will drive into bike lanes if they are not separated from the roadway, I certainly hope that the planned bike lanes are separated from the roadway by something more than just painted lines - such as a curb. Many thanks! Lauren E. Hill

6. **7/23/2015** On a recent night I was cycling southbound on McClintock Drive, dreading the railroad underpass south of Apache. After crossing the light rail line, I looked back to judge how much traffic was approaching in the darkness. As usual, I accelerated to minimize potential time in the underpass. But what's this? A buffered bicycle lane that took me all the way home! Thank you for continued improvements to Tempe's multi-modal transportation infrastructure. Sincerely, Steve Bass

7. **7/24/2015** Dear Tempe City Council Members, Thank you for the buffered bike lane on McClintock Drive. Though I am seldom over on the east side of Tempe I appreciate and

recognize the importance of the multi-modal aspect of Tempe's transportation master plan. I'm sorry for the negative feedback you've received but as a driver I've have not noticed any downside to these improvements. Thanks again, -Jeff Caslake

8. **7/24/2015** Thank you very much for creating the new bike lanes on McClintock. We frequently cycle with a bike trailer to shop at Trader Joe's and then ride up to Sprouts. Unless we rode back (west) to College and then up to Alameda and east again to Sprouts, it was a pretty hairy experience to ride north on McClintock and so we often rode on the sidewalk. This is great. Thanks! Sincerely, Kip Goldman
9. **7/24/2015** On behalf the bicycling public, thanks for the bicycle lanes on McClintock. Tom – Bicycle Cellar
10. **7/24/2015** Hello My wife and I want to thank everyone involved for making the mcclintock bike lane happen. We use it every single day from to and from work to meeting friends. WE LOVE IT! Thank you so much! Keep up the good work! Much love From bike lovers Taylor and Annie Neal
11. **7/25/2015** Gentle men and women,I am a local small business owner and bike commuter. I was pleasantly surprised last week when proceeding South on Mclintock to encounter the new bike lane. I usually have to ride on the sidewalk for safety purposes, though the practice of doing so, is illegal in Tempe. I just wanted to express my thanks and the thanks expressed by many of my customers for your foresight in this installation. This and similar pedestrian / bike friendly infrastructure will go a long way in making Tempe an attractive, vibrant, and sustainable community. Don't listen to the naysayers and keep up the enlightened work! Al Cappello
12. **7/25/2015** Dear City Council, Mayor Mitchell, Tempe Planning Staff et al.,I finally got a chance to encounter tyre new bike lanes on McClintock today ave am very impressed! The turn lanes go all the way to the cross street, the lanes are wide, and (once the work is done) well delineated. Thank you so much for caring about public safety. We were driving on McClintock and, until I pointed out the lost travel lane, my wife didn't even know the difference! Excellent! Bill Terrance
13. **7/26/2015** I wanted to send you a quick note to send you all a quick note to mention how much I appreciate the addition of bike lanes on McClintock. I frequently commute by bike to South Scottsdale, and using the bike lanes is so much safer than taking sidewalks or occupying a lane. Thanks again. Kevin Jacobsen
14. **7/26/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical

need for north/south travel by bicycle. Also, I appreciate being able to see the traffic volume data comparison that helped justify this change. As a contributor to the Tempe Bike Count each year since 2011, I am happy to see city leaders engage with the community to improve quality of life. Keep up the good work. Sincerely, Clifford Anderson

15. **7/26/2015** I am a Tempe resident and a firm believer in bike lanes that are physically separated like the new McClintock lane. My bicycle is my choice of transportation. I could have a car but I choose not to because I believe bicycles are better for me, for the community, and for my fellow citizens. Michael Cordova
16. **7/26/2015** I love the new bike lanes on McClintock. I keep driving by them (I've been meaning to bike down them) and thinking about how great they are. I especially like that the lane goes under the bridge on McClintock. Are there plans to add signage to the Apache/McClintock intersection? Keep up the great work!! Kim Gresham
17. **7/26/2015** Good Evening, I just wanted to take a minute to thank the council for the new bike lanes on McClintock. I am so excited to feel safe in my own lane as I travel north and south. Thank You, Samantha Hagness
18. **7/27/2015** Hello Tempe City Mayor and Tempe City Council Members, I just wanted to take the time to thank you for the installation of the new bike lanes on McClintock! Thank you! I live off of Warner and Rural and love to bike up to Trader Joes off of Guadalupe. These new bike lanes will make that ride considerably better! These are seriously some of the nicest bike lanes I have seen in Arizona! The better our cycling infrastructure gets, the more people who will feel confident and comfortable cycling in our community. Keep up the great work! Thanks again and all the best, Steven May
19. **7/27/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical need for north/south travel by bicycle. I am happy to see city leaders engage with the community to improve quality of life. I'm also looking forward to the completion of Broadway Road. I'm an ASU employee of 30 years and moved to Tempe two years ago, I have been able to ride my bike to and from work with no issue but all of these changes will be a vast improvement to life in Tempe. Thank you so much! Keep up the good work. Teresa Robinette
20. **7/27/2015** I wanted to take a moment to thank the city council members for their work at creating marked bike lanes along McClintock. Although a controversial subject to many, alternate ways of commuting are a valuable assets to cities hoping to attract more progressive, forward thinking, & younger population. This in turn creates new businesses, new jobs, new ideas & most importantly an option, perhaps, for finding a better way to bring communities together. Please continue to work for alternate means of safe(as it can be) ways of traveling throughout the city of Tempe. If there is anything I can do to help the cause, feel free to contact me via this email address. DiAnn Bottomley
21. **7/27/2015** I SUPPORT BIKE LANES IN TEMPE! Emily Zastrow

22. **7/27/2015** Thank you for your support of the new bike lanes on McClintock Drive. There is a lack of good North/South bike routes in Tempe and this a great step toward linking the city together for all of its residents, not just drivers. I rode on McClintock over the weekend and it was fantastic. This is exactly the type of lane that makes riders feel comfortable on high speed, high traffic roads. I hope we continue to see similar improvements on bike lanes throughout the city. Thank you again for pursuing a more complete approach to street design. Patrick Gilbery
23. **7/27/2015** Tempe City Council, I am absolutely ecstatic about the new bike lanes that have been installed on McClintock Drive. For years, I would ride up McClintock in one of the lanes of traffic, and it was a harrowing experience. More than once I was nearly clipped by cars going past at 45 to 50 miles per hour. It felt like I was taking my life into my hands every time that I got onto the road. The new bike paths are a beautiful change; well separated from the lanes of traffic and highly visible. I know that this will encourage me to ride on McClintock more often, and I've already noticed that drivers are slower and more careful than they were before. I would like to thank all the members of the City Council for making this happen, and I'd like to encourage you to continue the bike lanes north on McClintock all the way to Tempe Town Lake! We have a beautiful city to bicycle in, and I hope the council will recognize that and develop the city to reflect it. Thank you again! Kristian Doak
24. **7/27/2015** Council Members, I would like to let the council know that creating a physically separated bike lane on McClintock would be wonderful! It will make riding safer for riders as well as drivers. Thank you, Ruth Condon
25. **7/27/2015** Dear Tempe City Council, My name is Cooper Parkinson and I am the general manager and one of the owners of Spokes on Southern, located on McClintock and Southern. I wanted to write you to express how thankful we are at Spokes for the new McClintock bike lanes. Many of my employees do not own vehicles and ride their bike to work every day. I have two full time employees who ride up and down McClintock specifically and they have told me how much they appreciate the bike lanes and added safety. We are all proud to live in such a forward thinking city and are excited to continue to promote and utilize new infrastructure designed for bicyclists in Tempe. Thank you! Cooper Parkinson
26. **7/27/2015** Hello--and thank you! I live off McClintock and returned from vacation this week to not only find the roadwork completed but new--separated--bike lanes. Thank you! Even though I'm way too nervous to ride my bike along there, I'm always fearful when I'm driving by bicyclers trying to ride along there. I usually try to get way over in case they hit a bump and lose control--or whatever!--but when it's real busy along there it's not always easy to do that. What a MUCH safer solution! Please DO extend this solution all throughout Tempe. It's SO much safer -- for EVERYONE. Again, thank you! Melinda Louise
27. **7/27/2015** I just wanted to drop a line and thank you all for the work you've done to get the new bike lanes on McClintock. I do not live in Tempe, but I am a part of Tempe's bicycling community and ride to Tempe from Scottsdale 4 days a week. Things like this new bike lane only make it easier for my fiance and I to get in and out of Tempe and have us sold on buying a house and moving to Tempe next year when our lease is up. The bike lanes on McClintock are a great addition to the city but we need to keep moving forward and really make Tempe a

bicycling destination! Thank you all for your work on this project and your continuing support! We all really appreciate it! Jeff Hawley

28. **7/28/2015** OVERJOYED! ECSTATIC! THRILLED! Seriously, this is how our whole family feels about the new bike lanes on mcclintock. Thank you so much for this creative, appropriate, timely solution! It will make a big, positive change in our lives! Beth Tom and family

29. **7/29/2015** Hi! I'm training for the 1/2 Ironman triathlon this year, and the full distance Ironman next year. Just wanted to tell you guys a *huge* thanks for the McClintock bike lane, can't tell you what a convenience it is when I need to get short sprint workouts in during the week, or just shoot up to Tempe Marketplace. Hopefully the lane can go all the way to TM eventually! Anyway, thanks again, things like this are some of the reasons why I love Tempe. Keep up the good work, - Stephan Dzur

30. **7/29/2015** Hello, Just wanted to say that the new bike lanes on McClintock are great! I especially like how there is a buffer zone, separated lanes are amazing. This project turned out way better than the Hardy fiasco (seriously, protected lanes are nice but not on the sidewalk where cyclists have to deal with driveways, trees, and ill placed curbs is not good). Tempe was seriously lacking north/south routes and this will definitely add to those willing to travel by bike in the city. It's a great way to get to the Light Rail as well. So thank you very much from a Tempe cyclist! - Mike Bolitho

31. **7/29/2015** Dear council members, I would like to offer my sincerest thanks for the addition of bicycle lanes on McClintock drive. I live in the northwest corner of McClintock and Apache and frequently travel down McClintock by bike to pick up groceries from Sprouts on McClintock and Southern. Thanks to the new bike lanes, I'm no longer being harassed by motorists and have several feet of breathing room from the side-view mirrors of cars. This also makes for another much-needed cyclist crossing to get around the Union Pacific Railroad line, as the closest crossings are along College and the Tempe Canal. I would love to see more signage for these new lanes, especially for distinguishing between the bike lane itself and the buffer strip. Perhaps some raised pavement markers like Botts' dots placed in the buffer strip? I'm excited to see what other street improvements the city of Tempe is planning with regards to making our roads more accommodating for all users. Regards, David Nyer

32. **7/30/2015** Dear Mayor Mitchell and City Council Members, I am grateful for the recent addition of bike lanes on McClintock during the routine pavement maintenance project. This closes a large north/south gap in Tempe's on-street bikeways network and provides connectivity to residential and commercial areas as well as a high school. This is a great improvement for me as a driver and bicyclist because each mode now has a well defined space to travel in. I drove through the area on Saturday and Sunday and felt no negative impact to vehicular traffic in the new travel lanes. I noticed a young man riding his bike to work at Target as well as two teenage girls riding near the high school, all riding in the bike lanes. I lived near Baseline and McClintock from 2001-2006 and continue to shop in the area frequently. Prior to this project I never saw any bicyclists using the travel lanes and I would not have felt safe biking there. I plan to ride my

bike there soon now that there are bike lanes with a wide, striped buffer. My coworker commutes along this route to the office daily. He has noticed the new bike lanes provide traffic calming by narrowing the total roadway width, whereas he used to witness a lot of speeding vehicles. This makes him feel more comfortable as a cyclist. He has not noticed any significant increase in traffic congestion along the corridor as a result of removing a travel lane, even during morning and evening rush hour. I look forward to driving and biking to my favorite business along McClintock and appreciate the City of Tempe's efforts to increase my transportation choices, comfort, and safety. I feel this was money well spent. I hope this type of project will be added to more arterial streets in the future. Thank you, Susan Conklu

33. **8/2/2015** Hello, As a certified Project Manager (PMP) and Tempe citizen, I just wanted to say how impressed I am with the bike lane project on McClintock. The final result is fantastic. (Although as an active biker, I am a major advocate for protected bike lanes on major city streets as there are so many distracted and impatient drivers on the road, and the number of them is increasing.) Your organization and timing of this major project was very impressive. In this day and age, you probably heard a lot more complaints from drivers that were inconvenienced for a day or two, so I just wanted to give you kudos for a great job well done!! And ahead of schedule I believe as well. I live near the Guadalupe and McClintock intersection which is a major commercial area with many popular stores. This project with its high visibility, well marked areas will serve many Tempe residents and visitors for years to come, and make this a much safer intersection. I noticed more and more pedestrians and bicyclists in this area over the last year or so. What do you think about extending the 35 mph zone by Marcos de Niza High School east to the Guadalupe and McClintock intersection to help make it a truly pedestrian and bike friendly area? Thank you! Jeffrey Grout
34. **8/4/2015** Thank you so much for putting in the amazing protected bike lane on McClintock! As an avid cyclist and bike commuter, I'm thrilled about this! I've never felt safe biking on McClintock before, and it's so nice to be able to ride on it now. Is there any chance that we'll be able to get a bike lane on some other major roads in Tempe, like Southern, Baseline, or Rural? Again, thank you very much for making Tempe more bike-friendly! Heidi Lynch
35. **8/6/2015** Hi All, Just wanted to say it is pretty exciting to see the recent pavement overlay and buffered bike lanes on McClintock Road. I had heard about it but just got a chance to see in person. I really like how you presented it in the press release which shows traffic volume reductions and what comparable volumes are on other Tempe streets. Congrats! Matthew Taunton
36. **8/16/2015** I want to commend the city of Tempe for making a tough decision to put bike lanes on McClintock Road. I ride my bicycle to work every day and McClintock is my route. This project has reduced my commute by about ten minutes. The most beneficial result from this project is that the reduced lanes force drivers to adhere to the speed limit which creates a safer travel environment. Thank you, Greg Davies

37. **9/19/2015** I live just off McClintock and Loma Vista. I've noticed no problems with the change to add bike lanes. Dave Shores
38. **9/24/2015** I am an avid rider, doing over 5000 miles per year. I love that Tempe is such a bike friendly town. I especially love the new bike lanes on McClintock near my home. Up until they were added, I'd feel endangered every time I rode from home to the train. Bravo Tempe. Keep it up! Sam Rector
39. **9/25/2015** Dear Members of the Council, I would like to start with praise for the new bike lanes on McClintock—I just saw them last week and was impressed. Now the big question: can we do this on Baseline from Hardy to the 101 freeway? The reason for this request is that between Guadalupe and Alameda, there is no effective east-west bike route with the exception of Cornell/Southshore although this route is blocked at the canal in Kiwanis Park. The second issue that I would like to raise is gasoline-powered bicycles that are ridden in bike lanes or on sidewalks in our city. Many of these seem to be homemade contraptions where a 2-cycle engine has been attached to a bicycle. Many of these devices can reach speeds in excess of 20 mph which is supposedly the speed limit for motorized bicycles according to HB2796 passed in 2006. The major problem that I have with these motorized bicycles is their lack of an emission control system. As a city that is trying to ensure clean air for its residents, allowing a mode of transportation that emits pollution far in excess of a typical automobile seems to be inconsistent with the quality of life Tempe is trying to achieve. HB2796 does specifically allow local authorities to adopt laws further regulating motorized bicycles. I would encourage the Council to enact an ordinance that any gasoline-powered bicycle is required to have emission control systems commensurate with those found on typical motorcycles. If further information is desired on either of these issues, I would be more than happy to speak to individuals or to the entire Council. Thank you for your time and service, Scott Lefler
40. **10/9/2015** New asphalt lift and stripping with reflectors are outstanding. Beautiful job. I live in the Lakes and drive it everyday. Keep up the good work! Mark Knops
41. **10/12/2015** Hello, I strongly support the reconfiguration of McClintock to add buffered bike lanes, and I was very excited to hear about the candlesticks pilot program. Keep up the good work. It would be great if you could also paint the bike lanes green through intersections to increase their visibility, as some other cities like Flagstaff have done: Thank you. Jonathan Gelbart
42. **10/18/2015** Just a quick note to say thanks again for the changes the city made to McClintock between Guadalupe and Broadway. I am a long time bicycle rider and live near Broadway & McClintock roads. In the past I would avoid using McClintock as a bike route due to the lack of bike lanes. I now use this route several times a week and really appreciate the changes. I have seen several editorials in the newspapers recently by drivers complaining about the new layout. Just wanted to let you know that some us think the changes that were made are a good thing. A Tempe native, David Babcock
43. **10/20/2015** Just wanted to say thanks to whoever had a hand in putting the new bike lanes on McClintock. I ride them several days a week between the ASU campus and ASU research park off

of Elliot, and my commute time is faster and I feel a ton safer about riding each way. Also great that they connect to canal path. Would be great if you found a way to extend them further north to connect to the path around Town Lake. Thanks again, Joe Karas

44. **10/22/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to reiterate my support of the McClintock Drive bike lanes. Since the bikes were installed, I have ridden it over a dozen times and can attest to the greatly improved safety. I have also seen other bicyclists using the route. I would like to point out that enhanced infrastructure such as bike lanes sometimes takes a while to grow in use. For commuting, people need to plan their route and work out many details to switch from driving to bicycling. In some cases, the presence of good bicycle routes may even impact peoples' decisions about where to work or live. These are long-term and profound decisions. Please stay the course. It has taken decades to establish bicycle route infrastructure that contributes to making Tempe a great place to live. That said, we still have work to do to improve bicycling infrastructure, to increase ridership, and to improve safety. Sincerely, Clifford Anderson
45. **10/22/2015** Just wanted to drop you guys a quick note letting you know how ecstatic I am over the new bike lanes on McClintock. You're doing the hard work and making Tempe a great place to live with alternative transportation. I really appreciate all your efforts and hope to see many more new bike lanes come about! Keep up the great work! Jeff Hawley
46. **10/22/2015** Dear Council and Planners, I would like to, once again, thank you for the excellent work repaving S McClintock Dr from Broadway to Guadalupe. I drove from Thomas to Alameda today and noticed no appreciable difference in congestion. I did note a couple off cyclists taking advantage of the availability of the vine lanes, my wife was able to get a picture of one, attached and posted to the Bike McClintock facebook page and tagged #BikeMcClintock. I love the new lanes and am happy that tree traffic was reasonable even at 4:30 pm on a Thursday! Bill Terrance
47. **10/22/2015** Hello! I just wanted to take a moment to thank you all for adding bike lanes on McClintock. It is great to see that the City of Tempe is working to make our roads safe for all users. Thank you for your work, Erika Jerme
48. **10/22/2015** I just wanted to thank you for the new bike lanes on McClintock. My family and I use them often. Thanks again, Veronica Booth
49. **10/22/2015** Thank you so much for repaving and including bike lanes. It's great to see Tempe willing to invest in safe and green modes of transportation such as cycling. Thank you, I bike McClintock. Ashley Lanoue
50. **10/24/2015** Dear City Council Members, I wanted to thank you for all of your efforts to put in bike lanes throughout Tempe. I've recently moved farther away from ASU's campus and I am now taking the Hardy and 13th street bike lanes to and from work every day. The bike lanes on Hardy are amazing! It is so nice to be able to bike to work knowing that I'll be safe and cars won't have to worry about accidentally hitting a me. That level of safety lets me support neighborhood and businesses farther away than I normally would. I know that it probably took a

lot of work to get these bike lanes passed and find the funding, and I want to let you know that your efforts on the community's behalf are greatly appreciated. I've lived all over the country and can attest to the impact that bike lanes can have on supporting small, local businesses. For example, while living in Atlanta, I got to see their Beltline project radically transform derelict, empty industrial buildings into vibrant neighborhoods. You may not think of Atlanta as a bike-friendly city, and most of it is not; however, those communities that are connected by bike lanes and thoroughfares also support some of the highest densities of small businesses of any area in the city. Once again, thank you for all of your efforts on our behalf. Kind Regards, Owen Hildreth

51. **10/29/2015** Tempe Council, Short summary: My wife and I use the new bike lanes regularly, and we love them. We want them to stay and expand! Full story: We live in the apartments on the northeast corner of McClintock and Southern. We own a car, a scooter and a bike, so we get the full range of experiences when travelling near home. I've had the opportunity to use the bike lanes a few times every week since they've gone in. They're on a small portion of my regular bike commute, and I also take them up to the Phoenix Rock Gym. In the near future, my job will be moving such that I'll be using the McClintock lanes nearly every day for at least a couple miles round-trip. My wife is considering a job on Warner & McClintock, which means she'd be taking these lanes for a *huge* swath of her daily bike commute. These particular bike lanes are awesome! That generous buffer between myself and traffic makes me feel so much safer. Before, I was riding on the sidewalk, and it was always a little nerve wracking crossing any kind of driveway or intersection. Now cars actually see me. That makes all the difference in the world. In fact, the difference in safety (and smoothness of ride) has occasionally riding my bike to places I'd usually jump in the car for. Trader Joe's? PetCo? Target? I've hit all 3 of them by bike since the lanes went in, and really enjoyed myself. I was surprised when I discovered they'd only be going up to Broadway (for the northbound lane). Since I climb regularly at the Phoenix Rock Gym, and my job is moving to the north east (Rio Salado & Alma School), they'd be even more useful to me if they extended all the way up to Rio Salado, or at least University. I'd also love to see them put in on some other scary-to-ride Tempe streets, like Southern and Broadway. All this is just to say thank you. Thank you for improving my daily commute and my safety. Sincerely, Heath Lesjak
52. **11/20/2015** I love the bike lanes and ride my bike all the time now. I feel safer and it leads me to many of stores and canals etc. Denise Buchanan
53. **11/20/2015** I can't thank you enough for putting the bike lanes and reducing the traffic flow on McClintock Dr. I live near Fees Middle School and use McClintock Dr. for travel in my car, by bicycle, and walking. The fear of speeding traffic flying over the curb around the turn just north of Southshore Dr. has been a problem no matter by what means I travel and the fear has been realized multiple times and the wall has been rebuilt over and over again. I understand the confusion in learning how to maneuver through the new lanes and I think the posts that are proposed are a great idea to help further separate the traffic. This is a busy street with many young pedestrians due to the proximity of so many schools nearby, and I am aware personally of several severe accidents that have occurred on McClintock, and this new change can only be for the better safety of everyone. Thank you again. Paulette Delgadillo

54. **11/27/2015** Dear City Council, I am an avid cyclist living in Tempe near McClintock Dr/Broadway Rd. In fact, I used to live in this area years ago, and had a difficult time commuting. Since moving back to this intersection, I am extremely excited to experience the evolution towards the ability to commute via McClintock this past few months. The recent infrastructure of the bike path via McClintock Dr has made my commuting safer, more enjoyable and improved my ability to gather other cyclists/non-cyclists to join the road; including roommates, colleagues and peers. Additionally, this opportunity to ride on McClintock southbound, has lead me to explore more of South Tempe, where I have learned to appreciate the bike paths running North/South. I would like to express a post-Thanksgiving appreciation to all the efforts put into producing this exponential experience towards healthier commuting. Best, Ilyssa Summer
55. **12/16/2015** Hi Eric, I was on McClintock the other day southbound from Southern to Baseline and the bike lanes are fabulous. A bonus is that because there is more space on the right side of the car lane, visually from a car's perspective, it feels more like a boulevard. One can see the trees better. It feels safer. Offers a more relaxed driving experience as well as a better bicycling experience. Great Job. Maureen DeCindis
56. **12/17/2015** Council members, I haven't written to you for a while but try to refute negative comments on a couple Facebook groups. A realization came to me last weekend as I was on the McClintock bike lane (Apache to Southern) on the way to the TBAG meeting. Some of the commenters write about how bicyclists should only use side streets and collectors to get to where they are going. What I learned the other day was that I was noticeably faster traveling McClintock than I would have been using secondary roads. I'll keep this in mind when I see that comment pop up online again. The McClintock bike lanes are great! I'm almost sorry I don't live on the East side. Thank you, - Jeff Caslake
57. **12/26/2015** Council Members, Thank you for the bike lane improvement on S. McClintock. I am a commuter cyclist and Tempe has everything I need close to home and I'm proud to be a resident. I'm looking forward towards improvements for cycling community safety. Thank you, Lawrence Sutherland
58. **1/12/2016** Wanted to share some further thoughts after using the McClintock lanes. So as I've been riding on McClintock, my thinking is that giving almost an entire lane to bicyclists using this buffered design, is a good infrastructure type. In the past I've always spoken out against separated bike lanes. This has always been from several standpoints, one being that my mindset has always been one of a vehicular cyclist. However, my gripes were often related to design. Oftentimes they're separated with concrete barriers that cannot be crossed by bicyclists, or they're so far removed from the regular travel lanes that visibility of bicyclists to motorists becomes a concern, especially at intersections and when streetscaping is added between the

regular lanes and the separated bike lane. When I ride on McClintock, it feels that bicycles have finally been legitimized as a form of transportation and that is the most important part. It feels like we belong on that road. I think it also tells motorists, even if many don't believe it, that bikes belong. I can easily move out of the lane when needed, as I did today to go around a broken down truck that was blocking, and I have no concerns that I'm not visible. Thanks again for your commitment to bicycles and actively making Tempe a better place for bicyclists. –Tom P.S. How about a sharrow in the right lane of McClintock northbound starting at Broadway up to Apache? That's the only missing piece between McClintock and Apache, which I find is a good road to bike due to the lower speeds and sufficient bike lane.

59. **1/27/2016** Greetings Mayor and council. I'm writing on behalf of our staff and large customer base comprised of cyclists of all ages and types, many of whom are also motorists. In advance of the March meeting for an update on the McClintock bike lanes, I would ask that you all read the following articles with open minds. Bike lanes are about more than just bike lanes:
- http://www.denverpost.com/opinion/ci_29419329/bike-lanes-are-about-more-than-just-bikes
5 things states can do to bring transportation policy out of the stone age:
<http://usa.streetsblog.org/2016/01/22/5-things-states-can-do-to-bring-transportation-policy-out-of-the-stone-age> 70 percent of U.S. mayors would back bike lanes over parking or passing lanes: <http://www.peopleforbikes.org/blog/entry/70-percent-of-u.s.-mayors-would-back-bike-lanes-over-parking-or-passing-lan> While it's clear the McClintock lanes have been contentious, they were and are the right decision. It's high time cities stop catering solely to motorized travel and make our streets a safe place for everyone. A place that can move us away from oil dependency, can help connect communities and encourage people to make choices that are better for their bodies and the environment. A place that influences folks to move to smartly designed cities that offer alternative transportation. It's also been proven, bike lanes = economic benefit. One study by NY DOT showed an increase of 49% in retail sales on a specific NYC street (<http://blogs.wsj.com/metropolis/2012/10/24/report-bike-lanes-pedestrian-plazas-good-for-businesses/>). I'd also like to note, that simply building facilities for non motorized travel, will not guarantee their immediate use and adoption. The majority of folks who would like to bike more, roughly 50 to 60% based on Portland research (<https://www.portlandoregon.gov/transportation/article/158497>), are identified as "interested but concerned". That is they have fears, which can be allayed via various methods. Better infrastructure being one of them. This group also needs encouragement, which, unfortunately infrastructure alone does not do. Interested but concerned riders also need time, to see the lanes in use, even occasionally, by other riders, before even considering using the lanes themselves. Knowing this, I'm of the opinion that simply counting bicyclists using new infrastructure is not an accurate representation of the value of said infrastructure. Lastly, another thing I feel is important to the interested by concerned group, is a robust Vulnerable Road User law (which is an entire email discussion in and of itself). Unfortunately, too many bike/car crashes are painted as tragic accidents, which is simply not the case. At best it's negligibility, at worst, premeditated. For too long, motorists have been given a free pass in bike/car crashes. This needs to stop. While I can bike most roads without more than a passing thought of mild "what if" fear, when I ride the McClintock lanes I feel at ease, and that's quite a nice feeling. I also drive McClintock, not every day, but I have certainly driven it at various hours including rush hours, in both directions. I have noticed no "crazy delays", nor do I have issues with the new lane configurations, though I do know that some motorists are heavily confused and fearful of a few plastic poles. As such, I question the safe driving skills and roadworthiness

of these motorists. I feel it prudent to restate, driving is a privilege, not a right. I would like to see selective enforcement of lane violations on McClintock. Lastly, if this email hasn't made it clear, any thoughts of removal of the McClintock lanes is not an option in our opinion. It would be a black eye on a city that just recently received a Gold level bicycle friendly designation. Thank you, The Bicycle Cellar Staff

60. **2/21/2016** Dear Tempe City Council, I am a proud resident of Tempe who has lived here for almost 10 years. My pride for Tempe grew when my tax dollars were spent to build safer bike lanes along McClintock road last year. Riding a bike along a fast busy street is scary, causing Tempe residents to choose car over bike when deciding how to commute to their desired destination. These new bike lanes create a much less stressful and frightening bike commute and help define Tempe as a bike friendly city. As a cyclist, I would be very sad and disappointed to see them leave. I hope that more and more of these type of protected bike lanes a built in Tempe, encouraging people to commute by bike in safety. Please keep the McClintock bike lanes! Sincerely, Kristen Countryman
61. **2/22/2016** Dear Council Members, I am writing to you today to voice my support for the bike lanes that have been added on McClintock. As a bicycle rider, I applaud the city's effort to make bicycle riding safer for their residents. The addition of these bike lanes has meant that I am more likely to choose to bike to places that are along this stretch rather than drive. I am looking forward to the addition of more bike lanes on other major roads in Tempe. Sincerely Lori Lieberman
62. **2/22/2016** Sounds great, thanks for the heads up! The lanes have been great. I drive and bike McClintock frequently and haven't noticed a negative impact on traffic but love being able to cycle up and down McClintock. I just wish it went northbound past Broadway.
63. **2/22/2016** Sue, Does that mean the public comment period actually precedes the meeting? I would like to be there for the presentation and am interested in the data that the city staff has collected. Thank you, -Jeff
64. **2/23/2016** Thanks for the notice- I plan to try to come to the meeting on the 17th, but I'm generally still working during that time so I don't know for sure. In the event I can't participate, I would like to reiterate my thanks for the bike lanes and protective candlesticks on McClintock. I use them ~3 days per week to commute in both directions, and my commute is much improved and safer as a result. That said, I would also like to emphasize the need for the McClintock bike lanes to be extended in the northbound direction north of Broadway Rd (and in both directions north of Apache Blvd). In particular, I've had a couple scary close calls while biking through the railroad underpass in the northbound direction between Broadway and Apache. It seems inexplicable that no bike lane was put there when the southbound one was put in, and there's a really serious need for a good, safe, north-south bike corridor in that part of town. Thanks again, Joe Karas
65. **2/24/2016** Hi all, I am writing to let you know I totally support all the projects Tempe has put in motion for bike lanes. They are sorely needed, especially South of the US 60. Keep up the good work. You've got my support! -Preston Swan

66. **2/25/2016** Hi Amanda, This is the video from 3feetplease.com. It's an amazing video! Thanks again for the bike lanes! <https://youtu.be/-4hiJtx6d9A> Veronica Booth
67. **2/26/2016** I have bike commuted to school and work in Tempe for over 20 years. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I ride every single day, to work, to friends, to events etc. I feel safer with the bike lanes. I do not believe that auto traffic has been impacted negatively by having bike lanes on McClintock Dr, and in fact they should be extended all the way to Rio Salado Parkway. There are not enough N/S bike routes in Tempe, especially in the area that McClintock Dr serves. Thanks, Paul Emerson
68. **2/27/2016** It has come to my attention that the Tempe City Council is considering removing the recently completed bike lane on McClintock Road. To me this would be a huge step backwards. I encourage you not only to keep this lane open but to expand the project to other roads in South Tempe. My wife and I are approaching our retirement years. One of the reasons we have decided to stay in South Tempe is the bicycle-friendly nature of the community. We use our bicycles for practical errands as well as for recreation. Our primary care doctors are located on McClintock Road and the bike lanes are very handy for trips there and other destinations along McClintock. Please consider not just leaving the present bike lanes open but also look for further opportunities to open bicycle lanes on other roads. Michael Cordova
69. **2/27/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. Additionally, I can point you to many studies showing the minimal impact on traffic flow in places where bikes lanes have be added. It makes sense after all, if people have alternatives, then they will choose to bike and there will be fewer cars on the road. I'm not sure why drivers don't understand this concept. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's **total** transportation system. I live off of Dorsey and Broadway, and the McClintock bike lanes are vital to providing a safe route to the light rail, which I take every day. I also bike for recreation, to see friends, and do errands. I feel safer because I know I am safer. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Please don't be over-run by the automobile advocates. I recognize the importance of cars, as I myself have one. But for too long our infrastructure has been designed with solely that mode of transportation in mind. It's time to build for alternative modes of transport and do what we can to encourage the reduction of single-occupancy vehicles. This will not only have the benefit of reduced greenhouse gas emissions, but driving less means physically and mentally healthier and happier citizens. Thank you for your consideration. Becky Santiago
70. **2/29/2016** The McClintock Drive Project has improved the well being for people using bicycles with the added candlesticks. One problem we have noticed is the Bus stop at McClintock &

Guadalupe in front of Walgreens. If there is no BUS in sight; vehicles are using this area to make a right hand turn after a green light to get into Walgreens. There are several white blocks on the street after the BUS area where vehicles are to turn right. We have seen vehicles coming to a T-Bone collision with vehicles who use the area to turn right and the vehicles who do not almost collide. Should the public be allowed to use this area to turn immediately right rather than use the painted blocks if there is no BUS parked? Scott F Devin

NEUTRAL

1. **8/11/2015** Hi Mr (Jim) Delton, It was a pleasure speaking with you on the phone about the striping changes that were recently constructed on McClintock Drive. Per your request, attached is a copy of some of the literature (including some analysis) that we have been providing. You also had questions about the pavement project and our pavement management program. Toby Crooks (cc'd, 480-350-8565) oversees our pavement management program. You also requested the CIP# which is 5407471. You also asked about the cost. It looks like the contract for this 3-mile stretch was for approximately \$1.7million. If there is any additional information that I did not provide in this e-mail or over the course of our phone conversation, please let me know and I'll do my best to provide it. Julian Dresang
2. **10/12/2015** Hi Amanda, I was wondering, are there any numbers that back up the claims of traffic moving into the bike lanes? How many reports has the city received? I was also wondering if you could provide me a link to or copy of the study that backups the statement in the email below of "Because vehicle traffic volumes have decreased and bicycling has increased in recent years." Finally, what contractor was used in the construction to install the bike lanes on McClintock? Thank you for your help. Jessica Merrow

NEGATIVE

1. **4/22/2015** Received your door hanger on the McClintock project today - thankyou. The repaving is past due and welcomed. Obviously i should have commented some time ago, however I need to weigh in. I don't doubt traffic is down 22% but that doesn't prevent 3 lanes of traffic backing up for more than a block at traffic lights at rush hours. Two lanes is going to add to that situation and most likely add to air issues while idling waiting for the next light. Since I live a few blocks from McClintock I travel and walk the route regularly along with the canal path. The canal path is about 8' wide and simultaneously carries hoards walkers,joggers and bikers(along with Tempe and SRP vehicles). I suspect there are more bikers in one day on the path than McClintock will carry in a month. McClintock currently has two of these paths which has a handful of daily users with the exception students around McClintock High. What possibly is the logic of having 4 paths on a main artery? Two lanes of our crazy/distracted/texting drivers is not going to add any degree of safety to a cyclist(most of whom are smart enough to avoid the main arteries). John Grootveld

2. **4/23/2015** Good morning Julian - With regard to the McClintock Drive Bike Lanes/Repaving Project, I received a door hanger at my house yesterday. I have visited the Street Closures site listed on the hanger for more information; however, I could not find the McClintock Drive project. I have several questions and am hoping to see the plans and the traffic impact analysis that was performed for this project. As someone who lives adjacent to McClintock Drive and drives it almost every day since 2007, I can tell you firsthand that traffic has not decreased, it has actually gotten much worse on McClintock. Trying to exit from Carson Drive to head north on McClintock Drive in the morning is difficult due to the northbound McClintock Drive traffic stacking up in all lanes. With regard to the statement, "McClintock Drive between Broadway and Guadalupe Roads has seen traffic volumes, on average, decrease by a total of 22% since 2004", I would like to know when and where the traffic counts were taken and what was the study area for the analysis. Again, this is part of the request to see the traffic impact analysis because I'm still finding this statement hard to believe. Were actual bicycle counts taken on McClintock Drive as part of this study? Is there known information for how many bike trips are generated on this stretch of road per day? Thank you in advance for any information that you can provide. Thanks, Heather Swanson

3. **4/23/2015** Just spoke to Judy Hodges (at Hermosa and McClintock. She spoke to Julian earlier and is adamantly against the lane removals. She wasn't happy with his answers (sorry Julian!) and wants to speak to Shelly and/or Mayor and Council. She'd like to see plans and doesn't believe any of the data that traffic volumes have decreased.

4. **5/6/2015** Dear Mayor and Tempe City Council, I have lived at McClintock and Baseline for 20 years. I travel McClintock every day multiple times a day. I can't even begin to tell you how horrible an idea it will be to take away a lane for cars and turn it into a bike lane. McClintock has such heavy traffic most times of the day, and rush hour is even worse. Why bottle neck so much traffic into two lanes? At the Fry's at McClintock and Baseline it is nearly impossible to make a right turn out of Fry's between 3 and 6 let alone a left hand turn. With two major freeways in such close proximity to McClintock, that creates such a huge demand on that road. I don't understand the move. I know it is your intention to be green and progressive. That is understandable. But at some point being progressive is being stupid. I think that is what this is. Traffic gets so backed up already that it can take one or two additional lights to make a light. Imagine that with 2 lanes and not 3. It gets 25% worse most likely. More cars will be sitting at light polluting the air, it will create longer commutes and alleviate very few problems while possibly increasing issues. I was informed of the meeting yesterday to discuss this after the fact it happened. From what I was told, the majority was for the move. Seemed like a lot of these are in the bike community. To cater to them is a poor move. Why cater to the minority on this issue? This isn't going to be used nearly as much as you think. Why not keep it 3 lanes? A majority of people use and need the third lane to keep their commute times reasonable. I'd expect some backlash from the community over this decision. Before signing off on this, I ask you to use some logic and think about this a little longer. Thank you, Marc Arroyo

5. **5/26/2015** To whom it may concern: I've heard some information about the upcoming bike lane on McClintock from Broadway to Guadalupe. There was mention of the drop in traffic on McClintock over the past 10 years, but what I don't understand is why a bike lane would not be

put on Rural/Scottsdale rd. instead. A bike lane on Rural rd. from Mckellips to Ray rd. should be the starting point and would get far more use than one on McClintock (How many students are enrolled in ASU). I would love to have bike lanes on every street, but that is a very long way off and might never happen. #1 reason why McClintock is a bad choice. SAFETY. Anytime there is a back up on the 101 the 1st place people go is McClintock to continue driving north or south. With less space for cars the amount of cars per lane will go way up. Rural is a safer option since its 2 miles from the 101 its traffic is not going to be as heavily influenced by the traffic volumes on the 101. As a cyclist one of the biggest gaps in the current system is a safe way to travel north/south to and from Scottsdale since the only moderately safe option is to cross the Salt River is on the Mill ave. bridge. If Rural rd. was reduced to accommodate bike lanes that would push the traffic back to McClintock were as already mentioned there is already loads of extra capacity. Tempe appears to be working as a single entity. Why not work together with other cities in the east valley (Chandler, Scottsdale, Cave Creek) to create 72 miles (36 miles each way on Rural/Scottsdale/Tom Darlington rds.) of continuous bike lanes. The next place to make an extended length bike lane would be from Idaho rd. and Apache Trail (Main, Apache, Mill, and Van Buren) to the west Van Buren and Cotton lane in the west valley. By the way I live at 4512 S. Kachina dr. (McClintock & US60) so I would benefit from the addition of the bike lane on McClintock, but really feel like Rural rd. is a FAR BETTER choice. Thanks for your time and have a nice day/weekend. Tim McKinstry,

6. **6/7/2015** Dear Mayor Mitchell and Council Members: We just received the *Tempe Today* insert in our city bill; and we read the article about bike lanes on McClintock Drive. We never received one single special notice in the mail or one single door hanger about this project; yet on the "Character Areas" we were inundated with about five mailings about them, about meeting times, and even about a 'party' for them! This is a double standard by Tempe government to not inform us in the same way about this project. Not everyone in this town rides bikes, or can EVEN ride bikes! We need those traffic lanes on McClintock between Southern and Guadalupe, especially during rush hour! It will now be impossible to turn left into the Fry's at Baseline and McClintock Drive; and other traffic nightmares will occur because you all have these delusions that everyone is going to ride bicycles, and you are forcing these unnecessary bike lanes upon us! There are EIGHT FOOT WIDE SIDEWALKS all along that area of McClintock, which is plenty of room for pedestrians and cyclists to be happy together; but once again you are trying to fix what isn't broken! I encountered city worker and civil engineer Toby Crooks as he was setting barricades, and he promised me that he would get me in touch with the proper people to talk to about this, but he never did. The article also mentions a "20 percent drop in traffic volume" along McClintock, yet we have never seen one single counting box ever set up along McClintock Drive; so how was that figure calculated? Seeing such statistics would allow for a real analysis and debate on the issue. When cyclists start getting hit, killed, or injured along the new bike lanes, their blood will be on your hands. Yes, it will, because this was approved on your watch! It IS a well know fact that more accidents occur between cars and bicycles in bike paths along busy streets, instead of having those cyclists on the WIDE sidewalks, separated from car traffic! I personally know an ASU professor who was seriously injured by a vehicle while riding in a curbside bike lane! For the 37 years that we have lived in our, now called, "Optimist" area, all has been well; but now, your PC thinking prevails and creates something that never had to be, *nor ever should have been*, done! Sincerely, Tempe Taxpaying Citizens Steven and Cecile Rath

7. **6/11/2015** We got your newsletter re adding bike lanes to McClintock Drive and cutting down the driving lanes. I have not seen anything in the past where we could comment on the proposed changes. Instead, apparently it is going ahead without our thoughts. We live in the community to the west of McClintock between the Superstition and Baseline, and it is almost impossible to try to get out on McClintock from either Minton or Carson at the present time, so you are going to take away a lane to make it even more impossible to get out on McClintock to make either a right-hand or left-hand turn in or out through traffic that is backed up from Baseline to those streets going south. You are adding a bicycle lane which will probably never be used. We have nothing against bicycles but if you take a look at them, they go through stop lights, stop signs, cut across in the middle of the block, etc., etc. and nothing is done. Do you really think a bicycle lane is going to stop that? Of course not! There is very little bicycle traffic on McClintock as it is so why do we need to take away a lane to accommodate a few bicycles? It sounds like the City of Tempe was going to go through with these plans without the input of the citizens affected by it. On top of that, our street is restricted from Broadway to Guadalupe with lane closures, etc., etc., and if your people would take a look at the places where the lanes are temporarily restricted, you would see what is going to happen when you make it permanent in the next few months. We already have lane closures, cones, etc., etc. not knowing when they will be in place and when they won't be in place! I realize our comments will fall on deaf ears because you have already made up your minds and proceeded, but this is where we stand on your "improvements". I think this is the worst mistake that the City of Tempe has ever made. We have been here since 1975 and seen the City of Tempe grow, but again, this is a terrible mistake. Joe and Ellen Ellis

8. **7/18/2015** I'm in the Hughes Acres area and wonder what is going on with Broadway and McClintock roads. Eliminating lanes on these roads is not a smart idea. There is so much vehicle traffic on them anyway that eliminating lanes will (and already is with the construction) make traffic that much worse. Please don't suggest that I take the bus or ride a bike to work in Phoenix. I work on McDowell and 56th Street and neither type of transit is feasible. I would if I could. Thanks, Sue Smith

9. **7/22/2015** Phone call from 480-255-0509; left message regarding McClintock, believe to be negative in nature.

10. **7/22/2015** As a Tempe resident I think that the reduction of southbound lanes from 3 to 2 on McClintock Dr. is a step in the wrong direction. Losing this lane will create a rush hour bottle neck at approaching Apache that will result in increased emissions. Expanding the bike lane will benefit very few riders and inconvenience many times more. Joel Brom

11. **7/23/2015** After significant time and disruption the repaving of the McClintock route from Elliot to Baseline appears to be finished. As a Tempe resident who supports these highways via my property and gas taxes I would like to understand the logic involved in taking a heavily travelled highway and reducing the auto lanes in order to add bicycle lanes? How does this improve traffic congestion and safety? Appears to defy logic. Frank Pahlke

12. **7/27/2015** I am concerned about the recent paving upgrade to McClintock between Elliot and Southern. No warning of lane reduction from 3 to 2 lanes south of Bell De Mar. The new bike lanes are very confusing - related to right turn access from thru lane or bike lane, meaning of cross hatch? Lane reduction, bike lane, and right turn access are very dangerous on a 45 mph major road with significant commercial access - accident waiting to happen. Please explain.
Richard Johnson
13. **7/27/2015** I want to know who voted to create a major traffic jam for mcclintock, broadway rd Almost was killed today at US60 ramp turning south onto mcclintock striping pushes tou into the new too big bike lane. My gas tax pays for rds. Will there be a bike tax? 12 cars in left turn lane at 11 am! Too much traffic. I want my lanes back! It is going to be a mess when school starts. So please send me who approved this so i can get the word out in my neighborhood. We are all frustrated with this mess. Dory Pemberton
14. **8/3/0215** Hi Shelly, I have been a homeowner in the are of Southern/McClintock for25 years and the traffic situation has become terrible since the lanes were reduced from 6 to 4 Lanes. I have a business and I travel that area frequently and it has become difficult to visit businesses in that area during times of heavier traffic (extremely difficult to exit businesses near corners). I am a avid bicyclist but the addition of bike lanes on a street where speeds approach 50mph+ has no appeal at all. I rarely if ever feel compelled to complain to the city about anything but I feel the design in this situation was not well thought out and will be a real inconvenience now and in the future for residents in this area. Sincerely, George Roberts
15. **8/4/2015** Hello, Recently, the north bound S McClintock road between E Bell De mar and Guadalupe Rd had been narrowed to what appears to add a wider bike lane. There aren't any signs warning drivers of the merge especially approaching the cross walk, with the flashing lights, by the canal. The morning commute has become more congested leading up to that merge. The bike lane almost appears to be a turning lane for E Bell De Mar as it is wide enough for a vehicle. However, it has new white striped lines with hash marks in between. Is that a bike lane only or also a turning lane Regards, Mark Lewandowski
16. **8/5/2015** McClintock Rd. : road reduced from 3 lanes to 2 north and/or south bound, maybe for safety or a bike lane. Southern to canal. It now has caused a daily morning 1/2-3/4 mi back-up just as on Rural. There were no issues in past that driver's could see. Request reassessment to help traffic flow out of Chandler & Tempe. Andy Passmonick
17. **8/5/2015** In response to Harvey's question to Don Bessler at the Chamber meeting today regarding McClintock Drive and the increased congestion due to the lane removal, Transportation staff are currently evaluating the traffic flow patterns and after ASU has begun, the signal timing will be adjusted accordingly. It is standard that we would wait until traffic patterns stabilize, which typically would occur about two weeks after ASU starts as we wouldn't want to modify the signal timing prematurely. While traffic volumes did decrease 22% since 2004, staff did not anticipate that the loss of those vehicles would alleviate all congestion along

McClintock Drive. We do recognize that with new significant changes to a roadway there may be some adjustments to how users of the street operate. We will continue to review operations over time and make adjustments to ensure the roadway is operating safely and is understood by motorists. Thank you. Sue Taaffe

18. **8/5/2015** To Sir or Madam. I have been a Tempe resident for 4 years, the entire time located at McClintock & Baseline. Recently, there has been a high amount of construction along McClintock between Elliott and Southern, and in this process lanes were removed. As I'm sure you're aware of your city, this area gets pretty busy around rush hour, and I can say that now, with the removal of lanes, it is emphatically worse! Also, taking the double left turn lanes down to one has made it impossible to make a left turn at this intersection in one light cycle, at all times of day, including weekends. While there has always been traffic in this area, I've never had a problem getting through quickly before this renovation. From what I understand, one of the goals of this operation is to encourage commuters to either take an alternative route, or to find alternate means of transportation altogether. I have read both sides of the argument, but I can't believe that removing lanes is a viable solution. And in a city that is extremely hot 6-8 months out of the year, foot traffic and bicyclists are at a minimum, and will always be. I typically see one bicyclist a week around this area. This area is too far away from businesses for you to realistically believe that it will garner enough bicyclists to warrant a bike lane the size of a bus! Along with Tempe residents affecting this flow, commuters must travel through Tempe to get to their work if they want an alternate route to the freeways here, which never move. With all of the growth to the South and East of Tempe, the flow through Tempe is only going to increase. Taking away lanes and routes from these commuters is not a responsible method of approach. There is so much traffic moving North on McClintock in the morning that I have to wait for the half-mile light to turn red to make my right turn onto McClintock. Are we to believe that public transit is the viable alternative? That system is not set up to handle higher volume and move people in a timely fashion. It seems right now that every street I turn onto in Tempe has construction projects that have a long life cycle and involve closing lanes. Is this in your control? Wouldn't it be better for your residents if you pooled the construction resources onto one project at a time, 24-7 until it is complete, and then move to another? This way, less projects are active at once, with no increase in completion time frames. At least, can construction occur during off hours, weekends, and nights? Nights would be safer for the workers anyways with this summer heat. I live 4 miles from my work, it should not take me 20-25 minutes to drive there. Biking or riding the bus will be longer, so what other option do I have but driving? 2 weeks ago, McClintock was down to a single lane at 7:00 am for painting lines. At 7:00 am! There were 6-7 cars making it through one light cycle at the most. Why is construction that involves closing lanes happening during rush hour on a Monday? This did not need to happen then, and could have affected thousands of drivers at once. In your models and simulations used, have you determined that there is a high amount of residents in need of more public transportation and less lanes for automobiles? The lights are timed so poorly in this city that I can get caught at a quarter-mile light, a half-mile light, the next quarter-mile light, and find I get stuck at the very next light! This happens to me driving south on Priest between Broadway and Southern on a regular basis. Is the goal of the city to make driving so frustrating and long that we give up? I don't want to continue to complain without offering up a solution though. Have you thought about increasing the time that lights are green? If you double the time a light is green, this will give more cars the opportunity to get up to speed, which will more than double the amount of cars getting through the lights. I'm sure you have been responsible enough to research other options as well, but I encourage you to come down to my corner at McClintock & Baseline and see the effects for yourself. You will see plenty of traffic,

sitting at lights no matter when you come, and you will not see anyone on bicycles. And I would've come to the city meetings when this was being discussed, but we have received no notices thus far. Thank you. James Vomlehn

19. **8/18/2015** Reduction of lanes in Tempe was a terrible idea!!! It's horrible and ASU hasn't even started this semester yet!!! Tempe is one giant traffic jam!!! It's going to cost me more than an extra hour of my day, every work day!!! I'm a single mom, I don't have extra time to sit in traffic jams. Donna Aguilar

20. **9/8/2015** Traffic is a horrible and dangerous mess with the "bike lanes". Why put them on this heavily used section? I'm appalled that anyone would find information that says they are needed. I have yet to see a bicyclist in any of the lanes but I have see them riding in the turn lanes because it is safer there. I think someone got some bad research or lack thereof. Also a huge motor home was trying to make a left hand turn into McDonald's and took up all the driving lanes. Traffic stopped.
Martha Campbell

21. **9/10/2015** NO VOTE on new street lane lines. I live off of Fremont & McClintock which is now too busy, & I think Ive seen 1 bike on McClintock since you messed up the traffic flow. Too many cars, now with only Buffer zone as large as bike lane. Car lanes too crowded You have used 2 equivalent lanes for bicycles. Difficult to merge onto McClintock from side streets. you've killed the ant with an elephant gun. Please give back our car lanes back. Susan Duckworth

22. **9/11/2015** To whom it may concern regarding the new bike paths: My husband and I are in favor of the new bike use on McClintock Drive. Unfortunately we have witnessed small vehicles using these lanes as their private transportation and this is dangerous. There have been no motor cycle presence by the Police to view the drivers. These people do not realize the danger or they believe a small car has the right to use these lanes to pass drivers on the two lanes created on McClintock drive by the City of Tempe. The city of Tempe has created a dangerous situation and need to alert the Police to watch and begin citing idiots who believe or do not know these lanes are for bike riders. Take your choice; a fatal accident or the creation of bike lanes for the public's amusement. Mr. Mrs. Scott Devin

23. **9/11/2015** Dear webmaster, I know this is not your area of expertise, but please tell me to whom I should direct the following complaint: Tempe or Adot has ruined MCCLintock Drive starting at the canal and continuing all the way north to Baseline. In the name of bike safety they have caused an immense traffic safety issue. The bike lane is now 15 feet wide and traffic only has 2 lanes. What a miscalculation! Direct me to the correct department or if not at Tempe, where at Adot? Carolyn Wagstaff

24. **9/13/2015** This was the worst project ever. The city of Tempe needs to stop doing projects that are politically correct and feel good and do what is good for the community. The added bike lanes

actually increases traffic and congestion along McClintock during rush hour which has a larger impact than the added bike lanes do in reducing traffic. Let's face the fact, Maricopa county is spread out and bike lanes do little to fix this problem. Stop spending the taxpayer money foolishly. The true taxpayers do not have the time to attend these public hearings. You public workers have to remember who you work for and spend our money wisely. Fred Johnson

25. **9/15/2015** Dear Honorable Mayor Mitchell, I'm amazed how the wonderful City of Tempe can be so dumb with the recent redo of McClintock Drive and the reduction of lanes to two in the highest traffic areas. Dumb, dumb! What are you people thinking? Certainly not of us. I've spent the past few mornings stuck in traffic that before the McClintock Drive redo, was not a problem at all. Now, it is a nightmare, northbound in the mornings and southbound in the afternoon. While I sat in traffic between the 60 and Baseline, backed up a mile or more, I failed to see ANY bicycles in either direction, buses riding the bike lane and cars in the bike lane to avoid the mess. It is a mess if not unsafe. So, the city took away a lane in each direction for what? While hundreds, if not thousand or more, cars sit jammed for a long way, we wait for the one or two bicycles to come along? Stupid, stupid! This is the dumbest, most inefficient use of my tax dollars that I've ever seen. It fails any and all rational thinking. Who ever approved this decision needs to find employment elsewhere and the City needs to reinstall the third lanes. Please reconsider and return McClintock Drive to efficient traffic flow. Thanks in advance. From an unhappy taxpayer and voter. Best regards, Chuck Degard
26. **9/17/2015** Hello, A resident called who lives in the neighborhood off McClintock Rd affected by the lane reduction. Due to increased traffic, residents seem to be having a difficult time entering McClintock from Fremont and Ellis streets. The request is to review adding a stop light at Fremont. Parrish
27. **9/21/2015** Hello I am a resident at Birch Street in the Park Rivera South Community. This project is a disaster. We don't see many bike riders and the traffic now is a MESS! I cannot even get out of my community to go North on McClintock now most times, to make a left toward the freeway. I have to re-route toward Rural and get on the freeway there now. What a disappointment! Several of my neighbors are also disappointed. Traffic WAS moving fine. I could at least get into the center lane to merge over toward North. Now more accidents are waiting to happen.(as if there weren't enough accidents in this area previously). McClintock is also a flow through road from the 202 heading south, because the 101 freeway jams all the time at rush hour. What were you thinking?... Or rather not thinking.... I think I have seen 5 bike riders since this has been completed. What a joke! What a total waste of money and inconvenience! Mary Niebroski
28. **9/23/2015** Hi, I apologize for this email being more disappointment than praise. I'm writing to express my frustration with the City's change to McClintock drive over the summer. While the reduction from 3 lanes to 2 lanes may promote alternative travel via cycling, I feel as a citizen of Tempe that my needs have been placed aside in favor of the temporary residents of ASU. Since ASU students have returned to class, my commute has ballooned. Traffic backs up during the 7am travel hour and I often times find myself in stop and go traffic south of the canal on NB McClintock. I have spent a year now taking my son to daycare at Ray/McClintock (from Baseline/McClintock). My commute for most of this time has taken about 30 mins to travel from Ray/McClintock to Washington/Priest. However, since the end of August, my commute has been at least 50 minutes and on two occasions has been more than one hour 10 mins. I believe that

Tempe's changes on McClintock have resulted in increased aggression on the road and feel as if this is contributing to the problems with travel time. I recognize that several things contribute to the traffic congestion, including traffic deferred from the freeway system due to the red mountain freeway work diverting folks to the 60. Recent emergency work on Rural near southern has further exacerbated the problem (although I have yet to see a need for Tempe Utilities to require two lanes of traffic). As a Tempe resident who lives south of the 60, it's extremely discouraging to continue to feel like a tax contributor to the city coffers, while the city continues to provide policy and services that utilize my tax dollars in ways I will never benefit from. The McClintock work feels like another way the city has worked - not only to support ASU - but against me and my fellow South Tempeans. Disappointed and frustrated, Bobby Olsen

29. **9/24/2015** Hello, I am a resident of Tempe who lives right by McClintock High School. I was trying to give the new bike lanes on McClintock a chance, to see if they would benefit my community. I have concluded they are a poorly thought out failure. Hardly any people are using the lanes compared to the AWFUL traffic backups it has caused. Taking away a lane now has cars backed up in the southbound lanes past Apache, down to University Drive!! That is unacceptable. I am getting stuck in traffic every day at rush hour. Idling cars, noise, carbon emissions now complement my neighborhood. This was not well thought out. There's not even a way around that mess. The only sensible thing is to move the bike lane over to Dorsey or another street that doesn't already have a high amount of cars. Why wasn't this simple solution considered? JJ Jeremiah
30. **10/6/2015** It looks to me like you made it safer for 1% on the people so the other 99% can be in a traffic jam going and coming home from work. If you wanted to make it safer for the 1 percent who ride bikes, they should be on the canal, or side streets, or ride on the sidewalks that are not being used. Tempe resident. Jim Brett
31. **10/8/2015** Around 5:45 p.m. Traffic is backing up to College, instead of Sierra Vista. Another 1/3 of a mile. The time takes an extra 5-10 minutes to get home through Tempe. It may not sound like a lot of time, but it adds up every day. The traffic is sitting still at the traffic light at Rural and Broadway. Prior to the construction, it was 3-4 cycles of light to get from Sierra Vista to Rural. Now it's 6-8 cycles of light from Rural to Broadway. Cars are putting out pollutants while idling. It's ironic that it's supposed to have a traffic calming, to slow traffic down. When it is funding from congestion mitigation air quality improvement. The Program called CMAQ, federal program gives \$ to slow traffic. City of Tempe Get \$ for putting in bike lanes. Traffic going out of town is ok due to no changes. However, since the bike lanes have been put in at McClintock, traffic coming southbound for evening rush hour is backed up from University up to Rural. It takes an extra 15 minutes to get home near that intersection. What can be done to mitigate these traffic problems? Krista LaFever
32. **10/10/2015** Mr. Ray Byke's letter to the Editor published in the October 10, 2015 edition of the Tempe-Ahwatukee section of the Arizona Republic addressed red light runners in Tempe. Mr. Byke is spot-on. Traveling the arterials in Tempe on a daily basis, the incidents of running red lights is becoming more prevalent. I have noticed many more dangerous violations in the past two months, especially since the changes in lane configuration on McClintock. It seems that drivers

possibly frustrated by the long waits, sometimes as long as three light cycles to pass a major intersection, is causing some to take the risk of running a red light. The City of Tempe needs to address traffic volumes, signal cycle timing, and traffic violations soon. Steve Bauer

33. **10/13/2015** Put us down as absolutely against the bike lanes as installed on McClintock. There is little bike traffic on this street and now there is congested traffic.. Why not build them closer to the University where there ARE bikes. These lanes are nice to get plaques on politicians walls, but our council is supposed to be for the majority of the citizens. A much better solution would be to narrow the sidewalk and give the few bikes present an elevated view. Only time the sidewalks seem to be crowded is when someone on a bike is using it Fred+Joanie Boger
34. **10/14/2015** Dear Mayor Mitchell and Council Members. I returned to Tempe after travelling this summer to find McClintock Road completely (how can I say this politely? I can't) screwed up. Whose idea was it to inconvenience 30,000 (or more) motorists each day for 12-15 bicyclists? That person or persons needs to have their heads examined!!! I would like to see the third driving lanes returned to this road -- now! to make the commute up and down this major arterial easier for the people who HAVE TO DRIVE to and from work each day a little less hectic! I would also appreciate a response from you on this . . .Sincerely, Judy Summers PS - Remember for each letter that you receive on this topic, there are at least another 200 + people out here that feel the same way but won't take time to write. - Sincerely, Judy Summers
35. **10/16/2015** The residents along McClintock south of the freeway appreciate the new streetscape and pavement. We do not appreciate the buffered bike lanes since they have eliminated essential acceleration and deceleration lanes which provided safe access to shopping and the freeway. The increased congestion and delays are not acceptable and have added to accident frequency. Reminding us to stay out of the buffered bike lanes further adds to the confusion. There are not access points to all entryways from Warner to Southern and the deceleration and entry to the freeway is so short that it creates unsafe access to the freeway without slowing almost to a stop to hit the entryway. Adding plastic candlesticks will only further add to the congestion and confusion. It has taken me 20 minutes to travel from Guadalupe to Southern. I have seen the traffic backed up all the way to Ray from the freeway and red light runners at Elliot and Warner. The percentage of people commuting by bicycle to their jobs and appointments in Phoenix, Mesa and Scottsdale is extremely small. Two bicycles past me in my 20 minute experience. I don't remember buffered bike lanes being a discussion topic or a result in our Character Area Study. Please join us someday on a commute from Ray to Southern at 7:30AM. Sincerely, Mike Cryer
36. **10/19/2015** Phone call regarding McClintock Drive bike lanes being a delusional idea by City Council. Chuck
37. **10/27/2015** Since the reconfiguration of McClintock Drive I have seen at least FIVE bicycles using the new bicycle lanes. I drive McClintock Drive at least 5 times a week. It is very dangerous to make a left turn onto McClintock Drive from any of side street. Are you waiting for an accident that takes lives before doing anything to correct this blunder? While I'm at it..what is with the

traffic light changes? When you drive from city to city it seems like each city has its own idea of what is best. How about ALL the cities get together and make the traffic lights universal! With our winter visitors coming in shortly that could really be confusing and causing more traffic problems. Come on ..can't we all work together on this? A concerned driver, Dean Lundholm

38. **10/28/2015** I am strongly opposed to these bike lanes and more traffic signals at property owner taxpayer's backs. I am opposed to all the "green" landscape medians Tempe councilmembers approved. We are in a drought people....stop the medians that cost money for water and maintenance especially palm trees. Until bicyclists start paying a tax for bike lanes, cancel all of this waste of my money. It would serve a better purpose to ADD MORE LANES - NOT TAKE AWAY...You have created a major traffic congestion. dorene pemberton
39. **10/30/2015** I live at McClintock and Southern. I am curious to know if the individuals that made the decision to narrow McClintock from 3 lanes to 2 lanes actually live near this intersection. Traffic is terrible now from Apache to Guadalupe on a daily basis. Also the left turn arrows being switched to left lagging at alternating times seems ridiculous. Now turning left from Southern to McClintock, heading South, is timed ridiculously. On average if you are the 3rd car back in the turn lane. The light is turning red before you are thru the intersection. Because people don't know when the arrow is coming and it takes traffic twice as long to even get moving. Where is the logic in that. Putting up candlesticks along McClintock will look ridiculous. How many people really bike on such a major road? Why don't you reconsider your decision and stripe it back to 3 lanes. Now everyone sits longer in traffic, which causes more pollution. Linda Claus
40. **11/14/2015** I have some feedback/requests related to the recently added McClintock bike lanes. Please adjust speed limits and traffic signals or look at other options to address the heavy flow of traffic between Alameda and Baseline. Pulling in or out of Sands East Three neighborhood is very difficult during peak traffic even turning right to head north is challenging. It is also very challenging to turn left from center lane to re-enter my neighborhood. During peak times traffic backs up from Alameda all the way to US60 & Baseline to Southern. Please arrange for routine street sweeping of the bike lanes. If it is already scheduled it's not often enough. Although northbound is not quite as wide as southbound please revisit the option of re-striping the road to allow a bike lane from Broadway to Apache. Regardless please grind down the Concrete to Asphalt section just north of the train bridge. Thanks, Tim McKinstry
41. **11/16/2015** I'm on the phone with this same woman and she is basically saying the conditions and her complaints are the same... She had a couple of additional questions-What about the bus turnouts? Are they a part of the striping? Have we looked and seen if this has increased congestion on Rural Road? If she makes an official complaint, then would we do a test of the neighborhood? She lives just north of the 60 off of Hermosa. Was there a bike count on McClintock before these bike lanes were put in? We doing our own bike count after? Elizabeth Higgins
42. **11/18/2015** I received a very angry call from a Mr. Lee Schapiro who lives in the Lakes who wanted me to pass along his thoughts to you. Mr. Schapiro is very frustrated with the bike lanes on McClintock. He stated that he did not like the new candlesticks that are being put in and said that the bike lanes are largely unused. He believes the utility of McClintock Road has been ruined, it used to be a great arterial and now it terrible during rush hour. He also has very big concerns about the congestion and the ecologically issues that these changes have caused. He

believes that the city should put bike lanes where they will be used and not where they won't. I asked him if he would like to leave a phone number where he could be reached but he refused.

Elizabeth Higgins

43. **11/20/2015** To whomever it concerns, I am responding to a flyer which I received today about the installation of candle sticks on McClintock Drive to separate the new bicycle lanes from traffic. I am a resident of the neighborhood near Broadway Road and McClintock and wanted to let you know that I adamantly disagree with the bicycle lanes. Since their installation my drive time home on McClintock has doubled. I do not support spending any more money on the waste of roadway that is now a bicycle lane. The money instead should be spent to correct the mistake you made by painting the bicycle lanes and changing them back to vehicle traffic lanes. Thanks for your time. Joe
44. **11/20/2015** Dear Sir?Madam: When I register my vehicle I pay a tax. Do bikers pay for the use of the road? You have already inconvenienced me by taking away auto space and the cost of painting the road. Now you want to spend more of my tax money to install candlesticks. The majority of bikers are ASU students and they don't pay for the repairs of our roads. Dominick
45. **11/21/2015** Mayor and council members, Installing candlesticks along McClintock is a terrible idea for the following reasons: The bike lanes should never have been put there in the first place. Since the bike lanes were installed between the canal and Broadway, I have only seen 1 person riding a bike; and she was heading south of Guadalupe **ON THE SIDEWALK ON THE EAST SIDE OF MCCLINTOCK** (in front of Starbucks and Chase Bank). The percentage of bikers using N-S McClintock Drive is so minimal compared to the number of automobile drivers; that it does not warrant adding bike lanes and candlesticks which cause drivers to be stuck in traffic through 3 red lights because of the removal of one traffic lane. Throwing more money at a bad idea, with an even worse idea is a typical response by our incompetent politicians; and seems to be the same for our city council members! The candlesticks will cause more traffic jams during rush hour, will cause more damage (dents and scrapes to automobiles), and shouldn't even be put there when there are practically **NO** cyclists using these bike lanes. (possibly 1-2 since repaving) By adding candlesticks, what problems, traffic jams and accidents will be created when the buses are trying to pull over to the bus stops? I have already seen numerous "near misses" when a bus is heading S at the intersection of Guadalupe and McClintock. The bus is allowed to pull into the bike lane N of Guadalupe (by Einstein's and Pet Club), so when it continues S through the intersection to the bus stop in front of Walgreens, and if someone in the traffic lane is heading through the intersection and wants to immediately turn right into the entrance to Walgreens, there is a potential problem depending on whether or not the bus needs to stop or continues southbound. Also, adding a driver needing to turn right onto Guadalupe at this same intersection (by Einstein's and Pet Club) and/or a pedestrian crossing the street, creates more potential for something to go wrong. Now you also want to add candlesticks to this mess **WHILE THERE IS NO CYCLIST IN SIGHT, AND HASN'T BEEN FOR WEEKS OR MONTHS!** Has anyone even thought of all the negative consequences that may result from adding candlesticks? Again, a typical response by our incompetent politicians (and council)! They have a "knee jerk" reaction, they spend more money without thinking thoroughly through the negative impacts, and they make the situation much worse. Just listen to the "will of the people", admit your mistake, and put the money into repaving the street with 3 traffic lanes and **NO** bike lanes! Get a clue! The vast majority of commuters **ARE NOT** choosing alternative modes of travel. **THEY ARE TOO**

DEPENDENT ON THEIR AUTOMOBILES for the following reasons:1) Their work locations are too far away to ride a bike, or in a different direction than the light rail travels 2) They are too busy with working 50-60 hour work weeks and family time; so they want the fastest, most efficient means of travel, and that is their own vehicle, NOT BY BIKE OR PUBLIC TRANSPORTATION 3) They need the flexibility of being able to pick their kids up from school, to take them to practice or events, and to run errands or get groceries on the way home. 4) They do NOT want to bike, or stand at a bus stop, in the rain or 100 degree weather. The city should be accommodating the needs of the majority of residents; NOT catering to such a small percentage of bike riders. Was there Federal Funding that you felt the need to spend on this project? Our federal government is billions of \$ in debt, most citizens are struggling to make ends meet, and our states and cities should not be wasting Tax Payers hard earned money on unnecessary projects that cost \$1,704,547 to add bike lanes and then more \$ to add candlesticks. Many of our neighbors are wondering "out loud" who is getting kickbacks or favors from this project, or who is related to someone at Nesbitt Contracting Co. Inc.? Many residents are frustrated and fed-up with our Tempe City council because of numerous wasteful projects (Mill Ave streetcar that will cause traffic jams, cost over \$175 million, and will have a low percentage of the population as riders. Zen gardens that are unnecessary. Stroud Park rock monstrosity that no one uses and is a safety issue. Walking bridges over freeways that no one has ever seen a pedestrian or biker on). I, along with many others, have voiced disapproval and have vowed to vote out all incumbents, no matter who is running against them, and no matter what position/office they are running for. I will definitely be at the polls voting for your opponent, so DON'T COUNT ON MY VOTE. Don't bother sending me a "canned statement" in response to this email; I only want a direct personal response to this situation, and what you plan to do. Diana Eberts

46. **11/21/2015** Please quit wasting money and making traffic worse. Ever since you reduced vehicle lanes by one, there is a traffic jam every weekday evening. I think I have seen a total of 15 bicycles using the new bicycle lane. The idea of putting candlesticks up is a further waste of money. The money would be much better spent on our schools or adding places for the buses to get out of a lane of traffic when they stop at bus stops. Larry Pickert
47. **11/21/2015** I am a life long resident of Tempe and am 55 years old. I have seen the utterly moronic decisions your traffic department has made over the years; from adding traffic lights three and four within a one mile stretch of road to changing the left turn signals so that some are lagging lefts and others are not. But nothing compares to the monumentally stupid decision to remove a south bound lane from McClintock to add a virtually unused bike lane. Most of the few bikes on the road have, and continue to, use the large wide sidewalks adjacent to McClintock which makes sense given there are even less pedestrians than bikes. I would like to know the identity of the idiot who made that ultimate decision and invite him to try and drive McClintock during rush hour. What was once a very quick commute now lasts seemingly for ever as the traffic backs up from the I-60 to almost the Southern intersection. Unbelievably stupid decision. I'd ask for the City Council to step in, but their slavish delusional devotion to political correctness probably put them in the same mind frame; cars bad, bikes good. Well idiots, look at the pollution you have created by idling thousands of cars each and every day as they wait for multiple light cycles to occur, all the while sitting next to an unused bike lane. Gary Bevilacqua
48. **11/21/2015** Let me first say that I understand that Tempe is a College Town and that your plan is to make it bike friendly, and I understand having the areas around ASU designed to encourage more bikes and less vehicles. Now back to McClintock Drive...far from ASU. Your statistics of a

22% drop in traffic being the basis for turning three lanes of traffic to two lanes between Southern and Baseline lacks one new percent figure (time). What happened to the flow of traffic when the same amount of traffic must travel in two lanes rather than the previous three lanes? As a resident of McClintock Manor (a neighborhood east of McClintock running from Southern to US 60) I have noted since the removal of two lanes there is more traffic. I first noted that the wait time at the traffic signals is longer. But this is progress associated with the new bike lanes. I understand you are adding candlesticks to further protect the few bicyclists that use those lanes and maybe after that there will be a major jump in bike usage. My observation does not have a specific percentage but there is now a much longer wait to catch an opportunity to safely enter McClintock Dr from La Jolla Dr (the only west exit from the subdivision). The traffic flow is not a smooth as previously. Vehicles that previously made a turn from the right hand lane (new bike lane) must now turn from the previous center lane which causes traffic to now stop/slow to allow that turn to be made. I know my statement that there is more traffic is a wrong term but as an example, if the traffic flow of 100 cars previously would allow a safe opportunity to turn onto McClintock every two minutes then the concentration of the same 100 cars now in two lanes should increase it closer to three minutes. But then new traffic starts. However, there are times midday and at night that traffic is light and not an issue. And, with the adding of the candlesticks are you going to allow the landscape maintenance vehicles to drive over the candlesticks so allow their vehicle/equipment to park in the bike lane, as they do now. Also, do not forget to leave an opening for the buses that stop in the bike lanes to pick up passengers. Which may require the bicyclist to then drive in the traffic lanes? Remember, with you 22% drop in traffic over 10 Years, still leaves 78% still needing to drive on McClintock. Just Saying. Roger

49. **11/22/2015** We have lived here over 20 years and have always been proud of our town and our government for making good decisions for it's residents..until now. You installed bike lanes without ANY feedback from the residents, and I clearly question the data you state to back up your decision. Not only have you created a cluster of traffic jams from 7-9am and 4-7pm, we have noticed accidents have increased. It is clear nobody who made this decision is driving in this mess, which has increased my commute by one hour a day, and not a bike is to be seen using the lanes...EVER. It's also a given the traffic light engineers are not paying attention as with a reduction in lanes you have to get more cars through on a green light, instead it's half, driving the lines waiting even longer, and drivers more and more frustrated and angry. I'm disgusted at the way this was done without any input from the Tempe citizens, especially in the communities impacted most, and the flyer you sent out was a JOKE. This is FAR from what any of your constituents would call a success. SRP was required to get our input when it wanted to put more power lines along McClintock, but not our own government. You have negatively impacted tens of thousands of drivers in our community for a bike lane that serves less than 100, does that make sense? I would ask that you take a morning or evening rush hour drive on what used to be a good surface street and see what a mess you have made. Laura Olvey John and Laura Olvey
- Part 2:** Sue, I appreciate your response, but will agree to disagree. You cannot force people out of their cars or chosen method of transportation, and it makes no sense to provide WIDER bike lanes and remove a full car lane when we already had bike lanes for the majority of that section of McClintock in place. I would like to understand how you are communicating to the residents of Tempe as to when and where these meetings are being held, as I received nothing to notify me of any public input for this project, as I would certainly have attended along with multiple residents in our area that are significantly frustrated and upset by your actions. I would recommend the entire Public Works staff monitor the mess that's been made, sit at the corner of Bell Del Mar and McClintock at 7:30am and see how the cars back up as the lanes go from 3 to 2,

and sit through 3-4 lights to get through the intersection of Guadalupe and McClintock. In addition, drive South from Rio de Salado at 5:30-6:00 and watch as the traffic backs up due to the lane change at Apache all the way back to University. Again, it takes about 20 minutes just to get South through that area. What you missed in your investigation is the fact that there are no bicycles using the lanes, they are sitting vacant, and now I understand you are going to put posts up? What a horrific sight for us to see, an eye sore to be sure! If we have to live with this it should be pleasing to the eye, and that will just be UGLY. One last item – when the new lanes were striped you are forcing us to break the law as they painted solid white stripes across every store entry way and driveway, which means you cannot legally turn off the road into those areas. I recommend you take a look at that right away, in addition to having the engineers make the needed adjustments to the green light durations to at least get our traffic moving again. Thank you for the opportunity to provide this feedback, and I appreciate any assistance you can provide to make our commutes at least livable again. Laura Olvey

50. **11/22/2015** City of Tempe sent a post card about McClintoc Drive Improvements. The statement about traffic volumes being down 20% in the last 10 years is true and at the same time a lie. The only time that traffic volumes should be counted is between 6:30 AM and 9:00 AM and again at evening rush hour. That traffic has increased in the last 10 years. True we no longer use McClintoc to go to Chandler Phx, or Scottsdale but that is done at non peak hours. So the 20% decrease has nothing to do with the increased traffic congestion cause by the decrease of lanes at peak times. Don't use a macro number to increase a micro problem. In Economics it is called the fallacy of composition. Clifford Standlee
51. **11/23/2015** Traffic on McClintock Drive is now atrocious! Southbound traffic is often backed up from Baseline Road to north of the US-60! I do not feel the project was worth the cost to the taxpayers and the extreme delays for drivers in exchange for the VERY FEW and minimal number of bikers who use the lanes. Please do something to alleviate this issue. Pamelyn Williams
52. **11/23/2015** After days of monitoring both bicycle traffic and vehicle traffic, I, and others in my neighborhood who live next to McClintock from the freeway south to Baseline, realize Tempe city government has not vetted out the total / long range impacts of eliminating a lane of traffic for a minimal used bike lane. The 10-12 cyclists per morning / evening I've noticed and talked to, 50% still use the sidewalk as they feel safer, and traffic back ups have now significantly increased both north and southbound during peak rush hour traffic. There has been several close calls for accidents and the back-up now affects US 60 ramp traffic. To me, the safety of both the bicycle traffic and motorists was not significant consideration when the 3rd lanes were eliminated. Why isn't the city of Tempe promoting College Ave as the main bicycle route through Tempe? I have deja-vu on this like when Tempe refused to participate on the US 60 widening project. Tempe did eventually see the light and go with Mesa and Phoenix and widen the US 60 eliminating the traffic bottle neck, and at a cost 5x more than if the whole thing was done as a complete package. I would recommend in depth evaluation be done to see if keeping the bike lane is a viable entity or if the safety of all, and smooth traffic flow is more important. Ed
53. **11/23/2015** I don't know why you folks think that eliminating traffic lanes on McClintock and putting in bike lanes was any kind of solution. The gridlock during rush hours is deplorable. I live in that area and have yet to see even one biker on the bike lanes at any time of day. Yes, more people are using freeways and alternate transportation, but drivers still need to be able to access

those modes in a timely fashion. You say the auto traffic on McClintock has decreased by 20% over ten years? Then why take the remaining 80% and cram them onto 67% of roadway? This makes no sense. There wouldn't be a need for eyesore candlesticks if you had left the lanes alone.
Dinah

54. **11/23/2015** I DO NOT KNOW WHERE YOU GOT YOUR INFORMATION ABOUT MCCLINTOCK DRIVE BUT I HAVE LIVED BETWEEN RURAL AND MCCLINTOCK SINCE 1970 AND THE TRAFIC ON MCKLINTOCK DRIVE HAS INCREASED EVERY YEAR. THAT IS WHY THEY MADE IT 3 LANES WIDE BETWEEN GUADALUPE AND APACHE BLVD. WHICH ELEVATED SOME PROBLEMS WITH CARS. IN THAT 45 YEARS I HAVE PROBABLY SEEN A GRAND TOTAL OF SOME 200 BYCYCLES ON MCKINTOCK. MY POINT IS WHY DID YOU TAKE A TRAFFIC LANE AWAY FOR SO VERY FEW BYCYCLES. AT THE PRESENT TIME AUTOS FROM THE SIDE STREETS HAVE A HARD TIME GETTING ONTO MCKLINTOCK AND THERE IS NOT A STOP LIGHT AT CARSON. AUTOS GET UP TO TOP SPEED BEFORE GETTING TO CARSON AND IT IS VERY DANGEROUS TO COME ONTO THE MAIN DRAG FROM ANY SIDE STREET. YOU SHOULD HAVE ASK THE RESIDENTS THAT USE MCKLINTOCK BEFORE YOU DID WHAT YOU DID. THE TRAFFIC ON MCKLINTOCK IS TERRIBLE AND WORSE THAT IT HAS EVER BEEN. THEY ALREADY HAVE HAD NUMERIOUS WRECKS AT CARSON AND A LOT OF VERY CLOSWE CALLS--I UNDERSTAND THAT THERE HAS BEEN PEOPLE KILLED AT THAT INTERSECTION. PLEASE GO BACK TO 3 LANES EACH WAY AND PUT A STOP LIGHT IN AT CARSONA AND MCKLINTOCK JON.....
JONNY GREER
55. **11/29/2015** I think this was a bad decision. OK, vehicle traffic has decreased. But bike traffic has not increased. You rarely see a biker on McClintock. There are large accessible sidewalks to ride on which is exactly what I would do if I was on a bike. That would be safer than the street. The work had already been done to go to 3 lanes, there was no benefit to cut down to 2 lanes. People are very confused by the bike lanes. I'm afraid of being rear-ended because people don't realize there is no lane or area for a right turn onto Minton. No one knows how to use the lanes from a car's perspective. Maybe your candlesticks will help but I don't think so. I think drivers are going to be right on my bumper and the candlesticks will give me less flexibility to avoid a crash. Having 3 lanes let the traffic move easily. No one said we had to be stuck in traffic jams twice a day.
Pamela Bir
56. **12/1/2015** Ever since a lane was removed to add a bike lane, traffic is awful after work from Broadway to Guadalupe. We've owned our home at Baseline/McClintock for 15 years and it is very upsetting dealing with this every day. I have only seen 3 people on bikes since the change in the early morning. Most people use the sidewalk to ride their bikes anyway. I would ask that someone see for themselves. Try driving south on McClintock at 5pm-7pm M-F. It's insanely backed up! Stalled traffic means more pollution and stressed drivers. This would be better suited where there are more bike riders. It is not promoting people to ride a bike in my opinion. Please bring back the extra lane. Should have left what was working fine...alone. Thank you for the consideration. Lani Drew

Rachel E. Gawdun
1863 E. Cornell Dr.
Tempe, AZ 85283

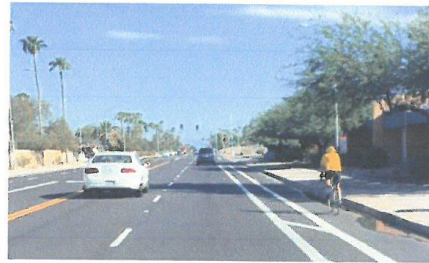
11/16/15

City of Tempe, AZ
Deputy Public Works Director for Transportation Shelly Seyler
200 E. Fifth St.
Tempe, AZ 85281

Mrs. Seyler,

My name is Rachel Gawdun and I had been a resident in Tempe, Arizona for eighteen years. I had lived on the cross streets of South McClintock Drive and East Guadalupe Road all of those years. Currently I am going to school at Western Texas College but before I left to go to college a lane of traffic was transformed into a bike lane on South McClintock Drive. I believe this was a very poor choice made by the city of Tempe.

Although Tempe wants to create a “balanced transportation system”, the city needs to understand there are more vehicles than bikes. Arizona’s hot climate causes more people to drive cars, which means there are fewer bike riders on the road. This picture on the right is what the recent change to the lanes looks like just north of East Southern Avenue and South McClintock Drive. It also does not



correctly display the traffic problem that occurs two to three miles south of this location.

I have personal experience with the traffic problem that was caused after taking away one of the vehicle lanes. While I was working during the summer my normal morning route began driving northbound on McClintock and taking it a short three miles to get on the US 60 E. Before construction this took me approximately five minutes, while post construction there was bumper to bumper traffic every morning, causing me to completely change my route. This alternate route consisted of driving an extra ten minutes and taking another freeway to reach the US 60 E.

I would like the city to reverse their decision and give vehicles a third lane on McClintock. It is much safer for bike riders to be on the side walk instead of competing with traffic, even if they have their own lane. Thank you for taking the time to consider my opinion on this issue.

Sincerely,

A handwritten signature in black ink that reads "Rachel E. Gawdun". The signature is written in a cursive style.

Rachel E. Gawdun

58. **12/6/2015** Good day Ms. Taaffe, thank you for the response below. After further study on the traffic flow woes on McClintock Dr. by myself and neighbors, we have noted a very disturbing trend in the traffic flow pattern between Southern and Baseline on McClintock during peak traffic hours. With the current 2 lane configuration, during afternoon traffic, we cannot exit from Carson OR Minton out to McClintock to go either North or South due to the lines of traffic now backed up from Baseline to Southern AND backed up on the Eastbound McClintock off ramp. In the mornings, we cannot exit Carson and / or Minton and head North to merge right to get to the US 60 eastbound on ramp, it is almost impossible due to traffic backed up to Baseline. To aid us leaving our neighborhood, we ask you install traffic lights at either Carson & McClintock or Minton & McClintock so we can safely exit the neighborhood, OR put the road back to 3 lanes of traffic. I have not seen anyone from the city of Tempe out monitoring traffic flows, taking pictures or evaluating the safety factor on the recent changes. I do see that the so called "candlesticks" we're installed, so something was done for a lane not used. Again, I reiterate it looks like no in depth study of traffic flow patterns was done before the decision was done increase the risk of accident and injury from eliminating a lane of traffic on one of the city's busiest streets. We ask the 3 rd lane be re-established on McClintock for our safety. Ed
59. **12/9/2015** Putting bike lanes on McClintock was the stupidest idea that Tempe has had yet! Not only has it restricted traffic, but the city spent more than a million dollars on this fiasco. They took one of the biggest and busiest streets in the city and ruined it. Instead of putting bike lanes on streets like Country Club Drive where kids are constantly using bikes they thought up this mess. Yes, I also use a bike, but this made absolutely no sense. IF an emergency evacuation ever had to happen, the city has crippled a main artery. Rickey Lynn Gans
60. **12/9/2015** To Whom it May Concern, I am a resident of Tempe living on S McClintock Dr in between E Southern Ave and E Broadway Rd. My roommates, friends, family, associates, colleagues, and random strangers have all experienced an exceptional amount of frustration at the reduction of lanes on S McClintock Dr. Let me therefore start by saying: what half-brain came up with the half-baked idea that eliminating lanes would *improve* the traffic situation? Now that that is out of the way, please pardon my outburst. I am sure whoever came up with the idea is a truly lovely, if illogical, person. I will forgo pathos and attempt to appeal to your logical selves instead. According to the 2013 Census Survey, Tempe is the 7th highest ranked medium city for biking - in sincere honesty, a true achievement. This accounts for a whole 4% of commuters. With 2.93% utilizing mass transit and 3.19% working from home, that means that nearly 90% of Tempe residents commute via their own (or carpool) vehicle. Therefore, I must wonder, to whose benefit was it really to reduce the lanes on S McClintock Dr in order to add bike lanes? Reducing down to two lanes has caused a massive backup heading north on McClintock during morning rush-hour and south during afternoon rush-hour. The afternoon is far worse, as the backup from the US 60 extends north often more up to two miles. Of my 8 mile commute to work, McClintock accounted for 3.5 miles. During rush-hour with this new system, those 3.5 miles have added 10 minutes to my commute. Considering my entire commute used to take about 25 minutes, that's 40% longer. I must ask, once again, to whose benefit was the reduction of lanes? Contrary to the belief of the government established by that nice postcard, the issue does not come from "not understanding the new traffic system." Yes, we, the residents of Tempe, do understand what a bike-lane is. We know what a gore zone is. Our problem is not due to a lack of understanding. It is due to frustration at the traffic system. Therefore, adding candlestick dividers *is not a solution*. Of course, if my argument is meant only to complain, that would hurt my position. I must be honest - I am not a civil engineer, I do not work in transport. Yet, there is, as I see it, a simple solution.

Add a third lane heading south on McClintock and leave the north-bound two lanes since south-bound is far worse. Eliminate the ridiculous gore zone. This would leave plenty of room for bike lanes on either side and would help alleviate traffic congestion during afternoon rush-hour. As a more substantial project, add a second turn lane onto the US 60 east. With the single turn lane, you cannot fit more than a dozen cars or so. This causes people to back up into the suicide lane extending south of the turn lane. Not only is this illegal and dangerous, but it causes huge backup, as mentioned previously. If I have still failed to convince you then, please - I beg of you, before you dismiss my claim, time how long it takes to drive from the Loop 202 south to the US 60 at 5:00 in the afternoon. It is completely absurd and due, almost entirely, to the elimination of the third lane. I trust, as loyal council members, that, if you are not the correct points of contact, you will escalate my claim to whomever is in charge of the traffic system. I greatly appreciate your time and happy holidays. Best regards Reese Pratt

61. **12/17/2015** What is the management of Tempe smoking or drinking regarding the fiasco on McClintock. First the asinine bike lanes vs car lanes, then stencils so bikes know where to bike, now the poles in the street to either warn dumb drivers to not cross solid lines or to keep stupid bikers from crossing into the traffic lanes. What incompetent buffoon made these decisions. Why are we wasting our (federal, state or local) dollars on something the few bikers do not use. They use the sidewalks. Idiots come up with new ideas like this and the canal stoplights and give the public no training or clue how to obey the law - if it exists. Kind of like introducing traffic circles in the USA. The least to be done would be a clue in the water bill supplement rather than brag of the great job the mayor and council are doing. I hope you all enjoy the plaques citizens bought for your walls. Now, please tell me what those poles cost! If it was a private donation, I have no problem. If it is public funds, I will protest. There is another Tempe besides Mill Ave and the Lake. Please advise how I can schedule an agenda item to be heard at a future public council meeting. Fred Boger (a 32 year resident) PS Hope to get better council attention than the Rio Salado Community College / Malibu landscape issue - which was nothing. Thank you Ms. Kuby and Mr. Granville, even though you did nothing, you at least responded.
62. **12/20/2015** Mayor Mitchell, I want to congratulate you and the city council on the wonderful job you are doing to make Tempe an All American City. My daily commute from McClintock and Elliot used to be 20 minutes on my way to and from work, now with our city's All American bike lanes my commute is now 40 minutes or longer each way. The beauty of this is that we have time to sit in traffic and wave to all the bikers going by. Since the changes have been made this summer I can honestly say I have waved to exactly zero bikers. What a waste of our taxpayers money. Sincerely, Margaret Prendergast
63. **12/19/2015** Since the bike lane went in I've seen maybe 10 bikes use this lane. In the mornings the lanes South of US 60 now back up over a mile and one half. If this was a "Green" project you have just caused each car to sit now for about an additional 4-5 minutes each way. How much more carbon have you caused each year by making us all sit and idle in traffic now for a bike lane that is not used. ALSO-- East US 60 exit to south McClintock. When you turn the lanes make you start to turn into the bike lane because of the striping. Everyday cars start to turn into the bike lane and then swerve into what use to be the center lane. This needs to be fixed (even though I've never seen a bike in the southbound bike lane). Scott Myers
64. **12/26/2015** Hello! I wanted to give the new bike lanes on McClintock Dr. a couple of months before writing you.....the intervening time has not improved my opinion however! I am mostly

referring to the area between the canal south of Guadalupe Rd. and Broadway. Now we have one less lane to drive in, and gridlock prevails at times! I am especially referring to the area in front of the Fry's shopping center at Guadalupe and McClintock on the east side. Drivers are wondering where they can turn in, and stop in the through lane. Cars cannot get out easily, since 3 lanes have turned into 2 opportunities to merge. The bike lane and the "buffer" lane confuse people immensely. I realize that bicycles are an important part of our culture, and Tempe is a wonderful place for those who love to cycle. However, I would like to point out that I drive on McClintock between Elliott and Southern most days of the week. Since the new lanes were installed a few months ago, I have been looking to see how many bicyclists are using the lanes. To date I have seen ONE person riding a bike there!! Another annoying area is where the "candlesticks" have been installed north of Baseline. I have heard many others complaining of this as well. It is confusing to motorists to the point where I have seen cars actually stopped in the through lane; drivers trying to figure out what to do next! It seems that this has not been a good use of our resources in Tempe, and I am not alone in this opinion. I have lived in Tempe for over 20 years and have never thought that driving was a problem here. Now we have many issues that others have complained to me about as well. I suppose it is good to not be alone in my poor opinion of these so called "improvements"! Shelagh Newton

65. **12/29/2015** Hello Sue, and thank you for your response. I did note today, another bicyclist on McClintock! I did also note that several of the "candlesticks" have been knocked over, probably by motorists who couldn't understand them! I would like to come to the March meeting, if public input is going to be welcomed. Thank you! Shelagh Newton

66. **12/22/2015** Hello Nikki, Was there a traffic study done on the segment of McClintock from the I-60 to Guadalupe before the road was re-stripped taking away a traffic lane? Thank you, Melody Moss

67. **1/4/2016** Thank you. The study went into my spam folder for some reason. I know just enough about traffic studies to be dangerous. While the average counts you have in the table are the same as the MAG model, but the time interval you use in your percentage calculation is not really accurate. From 2011 (MAG data, ADT=38.2) to 2014 (Tempe data, ADT=33) you only have a 14% drop. You have to look at peak hour volumes, too. Also, it does not look like anyone looked into the LOS loss you are getting by taking a lane. AASHTOE says this arterial should be a B. If it was a B before taking the lane, it needs to lose 34% of the traffic to keep it's B status. According to the tables, the road went from a B to a C. I'm all in favor of bike lanes, but I don't think lowering the level of service for a bike lane anywhere is a good idea. Now you have delimiters on the bike lanes...you probably need them for the traffic that wants to use the bike lanes to get down to the intersection during evening rush hour. Maybe you can get away with taking a lane south of Baseline, but you really should restripe McClintock I-60 to Baseline back to 3 lanes. Melody Moss Unfortunately aside from the science I understand there are politics behind it all. I think the whole "road diet" concept is a mistake. I don't really see that section of McClintock between I-60 and Baseline too often unless I'm coming home from work (same for hundreds of others in that traffic jam as well). Those conditions matter, too. Thank you for your time in addressing my questions. I'm sorry to learn Tempe favors traffic jams over bicycles. When the light rail gets a stop in front of my subdivision in south Tempe, you can narrow the lane one way if you want, but in the mean time I still have to drive to work and back. My time is valuable, too.

68. **1/5/2016** Mayor, Council, and Staff, Since this section of McClintock was restriped to eliminate a traffic lane, rush hour traffic backs up all the way to I-60 causing a wait up to 3 signal cycles before you can get south of Baseline. This situation did not exist before the restriping. Recently I asked Ms. Ripley for the traffic study that was done before this segment of McClintock was restriped. Staff justified the restriping based on average traffic counts and completely ignored the peak hour traffic volumes. National roadway design standards regarding acceptable levels of service (LOS) were ignored when that lane was taken resulting in a clear degradation of service in that corridor during rush hour. I was told by staff in an email that because there is no traffic on that segment during non-peak hours, Tempe was justified in taking the traffic lane in favor of improving bike lanes on the segment. I rarely see any bicycles on that segment of road during peak rush hour. Don't get me wrong - I have a bicycle and I ride it on the weekends and I enjoy the effort by Tempe to improve bicycle safety and accessibility, but I am disappointed that council and staff are being influenced by a loud bicycle lobby to take drastic measures allocating precious resources to the few at the expense of the many. My time (as well as the hundreds of others stuck in traffic created by dropping the lane) is valuable. Adding 10 minutes to my commute every day is like taking an entire work week of my time away from me. None of the hundreds of commuters asked for that - you just took it. Another excuse given to me is that Phoenix is doing it, too. If you look around downtown Phoenix you will see shared bike and car lanes. They are designated as such with sharrows and painted green. This allows the cars to use the lanes when they need them during rush hour and gives the bikes a safe travel lane at other times. Perhaps that should have been considered instead of taking the drastic measure of eliminating a travel lane. The money for this project was probably funded with gas tax money. Last time I checked, bicycles do not pay gas tax. If Tempe continues this irresponsible "road diet" nonsense without considering the needs of all involved, you will awaken the sleeping giant that is stuck in traffic because of it. The bicycle lobby should not run this town. Staff has posted on their political web site that they are ready and willing to help their cause. Eliminating that traffic lane on McClintock is an example of how powerful they have become. Yes this is a university town, bikes and alternate transportation are important (this part of why I choose to live here), but south Tempe is different than north Tempe. There is no Flash service down here, express bus routes have been cut, and there will likely be no light rail or streetcar serving this area. My home in south Tempe does not pay for itself so I have to commute to work every day. I would like to think my government considers the needs of south Tempe, too. Melody Moss
69. **1/4/2016** Phone call to Julian Dresang expressing dislike for lane removal and candlesticks.
70. **1/13/2016** Please pass this on to the appropriate person. It's 6 o'clock I'm on McClintock headed south and traffic is backed up for miles behind me. There are no obstacles except there are simply not enough lanes. There is not a single bicycle in sight and I have not passed a bicycle since I've been on here at McDowell. Somebody needs to propose reversing this dumbass bicycle lane and start acting responsibly where traffic control is concerned. I swear to God I'm going to run for city Council at campaign against anyone who favors this ridiculous baseless idea. Maybe, MAYBE, 1/4 of the year you can ride a bike here otherwise it is too hot or too cold. Wake up. Stuck every single day. Rbtempe@cox.net
71. **1/16/2016** Good day again Ms. Taaffe, we in the Tempe Gardens neighborhood hope your holidays were good. During the holiday season and a week or so after, my neighbors and myself were out on McClintock between Southern and Baseline observing auto traffic AND bicycle traffic. What we found was not a surprise. What we saw during the morning hours of 7am to

about 9am from 12/21 – 1/1 were maybe 8-10 bicyclists. Out of that 8-10 bicyclists 90% rode on the sidewalk. When asked why, they stated it was for safety, as they did not want to be in the road with so many cars. After the holiday break, 1/4-15 maybe 13 – 15 bicyclists were observed and most of those were McClintock High School students. Again, most used the sidewalk. We did some observations in the afternoon and found the same results, which is most bicycle traffic is on the sidewalk. The reason for all the cars is as you know, the city of Tempe has decreased the lanes of traffic on McClintock from 3 down to 2 thus creating massive traffic back-ups during morning and afternoon rush hour. In fact, since the last note and observation, the back-ups have increased in length. A good example is now in the afternoon when Arredondo Elementary school lets out and parents are trying to exit on to McClintock, there is a 10 -15 car wait on Carson to exit on to McClintock due to the traffic backed up to Southern and the US 60 off ramps. Even the Minton Dr. intersection onto McClintock is now backed up. We in the neighbor want the city to re-stripe McClintock back to 3 lanes of traffic so we are not held hostage in the neighborhood. The idea of using one of the busiest streets in Tempe as a bike lane was not really vetted out by whomever decided this bike friendly / “McClintock Drive Improvement” idea. The city has put everyone in this neighborhood, including those coming in to the elementary school at a much higher risk of injury by creating the now traffic bottle neck. If the city wishes to keep their reputation as a bicycle friendly city, we suggest moving the bicycle route to Mill Avenue where traffic is much less and it does lead right into downtown where the activities are, AND promote the use of the existing bike route on College. Please do not put your citizens and children at risk just to keep the moniker of “Bicycle Friendly” on some pamphlet. I have kept the chain of email intact so the new additions to this email can see the history of our conversation. Ed

72. 1/18/2016 Good day Ms. Taaffe I have to agree with Mr Hotten. I have run a business out of my home for 6 years and TRY to get on to McClintock Dr. at least 4-6 time a day and I feel that I am putting my life and the life of others in jeopardy every time I go either north or south. Before you changed to two lanes from three lanes the traffic was a lot less and there were breaks in the traffic and I could go about my business without causing any accidents. As for the bicycles on McClintock Dr., I see very few of them on the street--they always ride on the sidewalks. I ride my bike and I will NOT bike on the street on McClintock Dr..... I also thought that the bicyclists' were suppose to follow the same rules as a automobile. ie. turn signals and brake lights. I have yet to see a bike with brake lights and turn signals so why are they allowed to be on the street.... I know now that the citizens of Tempe do not have much say so as to what happens to our neighborhood. PLEASE PLEASE PLEASE do some thing about the traffic on McClintock Dr. before someone is killed or injured. ps: I just saw a accident on 1-16-16 by Broadway where a auto crashed into the side of SUV simply trying to get on to McClintock Dr. from a business. GREER AFTERMARKET PARTS GARRETT & JON

73. 1/19/2016 Good day Ms. Taaffe; I do have a question and / or comment and that is, during the city council meeting will we have access to any audio visual equipment? The reason I ask is we will have our own pictures, interviews and such that we would like the council members to see and hear. This way, they get to see the real public opinion, and not just our word. With the recent road rage incident at McClintock & Broadway and the loss of life of an ASU student, our fear that this new bottle-neck / traffic delay caused by the narrowing of McClintock to 2 lanes, will cause tensions to rise, and might cause someone else to act out against someone. With Arredondo Elementary and McClintock High in the mix, we now have children in the middle of this traffic debacle. I'm sure we will resolve this for the good of everyone. Ed

- 74. 1/19/2016** Dear council/committee member, As a Tempe resident of more than eighteen years, I am writing this letter to express my concern and dislike regrading converting one lane of McClintock Avenue on each direction to bike lane. I absolutely can't understand how someone in the right mind can justify cutting out 33% of a busy Avenue that is one the major arteries of city of Tempe, and convert it to a bike lane that is not even used often, and on top of it put those unsightly and dangerous posts poking out of the ground. McClintock is a very busy Avenue, and with this change, it is even busier and heavier in traffic, creating more pollution from cars sitting longer behind traffic light, and in traffic caused by this conversion. Coming out of Hermosa Street is a major challenge as well, and I have to struggle to make left turns to Hermosa Street from McClintock. Why not convert a street such as Dorsey to have a bike lane similar to College Street? Dorsey is a street that is not heavily used, and currently has speed bumps all along in the street to enforce slowing down the passing cars. Dorsey could very well be re-done like College Street to create a safer bike route, and a much more pleasant street. As for future with development up north by Tempe Town Lake, traffic is only expected to increase on McClintock Avenue. Cutting one lane out of a three lane Avenue and reduce it by 33% is a very un-smart (for the lack of better words) action. I request that McClintock Avenue be converted back to its original form of a three-lane Avenue on each direction plus a lane in the middle right away. If you have any questions, please feel free to contact me via email. Regards Shahin Rezaei
- 75. 1/20/2016** A woman called to complain about congestion on McClintock and wanted to speak to Julian Dresang about who came up it this idea and if accidents have increased. Bobbie Little
- 76. 1/24/2016** Any where else, cities would seek to expand roadways at no expense. South McClintock is a travesty. It is now more congested, layered with meaningless and confusing white lines and a nightmare. Your use of plastic sticks forces cars to slow down in the "curb lane" before turning into private drives or streets, further slowing traffic. If you legally turn right from e/b on Guadalupe, onto s/b McClintock you are immediately in a right turn only lane to turn into Walgreens!!! Give us back the traffic lanes that were there before. Mark Bach
- 77. 1/24/2016** Hello, I will do my best to attend the meeting on March 17th. Residents might not be able to attend these meeting since they are during regular business time. The amount of wait behind Southern and McClintock traffic light has been extended tremendously because of this useless and unjustified project. It is NOT Ok to negatively affect time, comfort, and routine of majority for special interest of someone. I am extremely disappointed in City of Tempe for this moronic decision. Who-ever is in charge of this project, should be fired to waste this much of citizen's time in traffic. Regards Shahin Rezaei
- 78. 1/27/2016** Phone call. Person left Julian Dresang a message and did not provide a name. He said he was disgusted with the lane removal on McClintock.
- 79. 2/1/2016** Phone call. Person left Julian Dresang a message and did not provide a name. She said she was displeased with the lane removal on McClintock and that traffic is way worse now.
- 80. 2/5/2016** Mr. Shahin Rezaei called today about the McClintock bike lanes. His previous emails are below. He was very angry about the installation of the bike lanes and does not think that they are justified. Mr. Rezaei complained about the lack of use of the bike lanes on McClintock and how they have created a dangerous situation. Today he was waiting to make a left hand turn on Hermosa and McClintock and was almost hit by oncoming traffic. He feels like someone is going

to get killed because of the changes and the congestion. He would like to see the immediate reversion of McClintock Road. I advised Mr. Rezai that there is an upcoming IRS on this topic and he stated that he would likely attend. Elizabeth Higgins

81. **2/12/2016** The traffic on McClintock Drive has not "decreased". The "candlesticks" are a safety hazard ask a bus driver. Thanks for the rush hour congestion...try getting out of Fry's Market onto Baseline during rush hour. If you don't remove the "candlesticks" any time soon, I will file a compliant with the Dept. of Public Safety. I suggest that Mayor Mitchell and the Tempe Council ride their bicycles to work. Isn't it great to get Federal money for your projects. Of course it is free, right? Who cares if the National Debt increases over a trillion every year for the last 7 and probably 8. Regards, Viet Nam Vet USMC Charles DiMaggio
82. **2/12/2016** What was done to McClintock Drive is criminal. YOU have taken a major artery of the city and have greatly increased the traffic on it as well as created many hazards for drivers. It is so difficult to navigate some parts of the street that I am no longer shopping in Tempe. Getting in and out of many parking lots is outright dangerous. I ride a bike in addition to my car, and would never ride on McClintock. This shows very poor planning on the part of Tempe. Instead of the city trying to become what it is not, the city needs to remember the taxpayers of the city and not bow down to every whim of ASU. Tempe is not a metropolis so please stop trying to make it one. Leave that for Phoenix to cope with. Rickey Lynn Gans
83. **2/14/2016** Hello, I need the list of council members that voted on this project (adding bike lanes to McClintock) indicating if their vote was a yes, no, or abstain. I need this information for upcoming election, and my voting. I absolutely do not support someone with poor judgement. Please send this information to me as soon as possible, or if i need to view the meeting to see the vote, please include the link. Thanks Shahin
84. **2/15/2016** Kolby, It's my opinion this was a bad call by the City and Council. I ride a bike for exercise and pleasure. I have tried these lanes on McClintock and frankly, they are scary. To make turns, cars have to cut in and out of the candlesticks effectively cutting off bicyclists riding in those lanes. As comical as it might seem, more often than not, folks including myself use the sidewalks over these special lanes as the safer option. It's just a matter of time that this non-standard approach to "accommodate" bicyclists will result in tragic incident. I urge you and the Council to restore McClintock to three lanes. Peter Graves
85. **2/17/2016** Since early December my husband and I have been puzzled by the re-marking of McClintock to create bicycle lanes in both directions. Although we try to avoid McClintock at 8:00 in the morning, we often use it shortly thereafter. As you can see by the following locations, we use this street daily, often several times a day, to shop, visit medical sites, to volunteer, etc. Some of the locations we reach using McClintock are: 10 doctors' offices (*between the two of us*); Sonora Quest Labs; Banner Desert Ambulatory Treatment Unit, Preferred Home Care, Banner Desert ER, Banner Desert Hospital; the off-campus homes of ASU International Students (*I help students where English is their second language*); Walgreens; Sprouts; Frys; Target; MacDonalds; Papa Johns; Batteries Plus Bulbs; etc., etc., etc. As I stated above, these bicycle lanes have been a puzzle to us. We started counting the cyclists using them -- the number is negligible. Cyclists continue to use the sidewalk, and I can

say if my children were still teenagers, they would be instructed to ride their bikes on the sidewalk. The traffic is too fast and drivers too unfamiliar with this arrangement. I believe the City has created a hazardous situation and could in the future be named in a law suit. If there is an accident of real consequence relating to these bicycle lanes, then the City could possibly be held, in part, responsible. I'm unsure who came up with the idea of bicycle lanes on such a heavily traveled street, but I do know that it was unwise. I believe there was no intention to create a stressful situation (*also angry situation*) for many Tempe residents. However, many people in my neighborhood are upset and angry. If "bicycle lanes on McClintock" is an experiment, then the experiment should definitely be revisited and explored again. All experimentation has the aspect of possible failure -- so, no need for embarrassment, but please undo the harm. Consider Tempe residents who feel trapped in their neighborhoods at times when they need to access McClintock for work, for shopping, for emergencies, or for healthcare reasons. Waiting, and waiting, and waiting for traffic to clear often makes drivers take chances that they otherwise would not take. Also, if these "bicycle lanes on McClintock" were installed to advertise Tempe as a progressive city (having miles and miles of bicycle lanes), then someone bears the responsibility of having sought advantage over other cities at the expense of Tempe's own citizens. I respectfully submit this email, Frances Staggers - 1316 East Minton Drive (Tempe Resident since the 1980's)

86. **2/18/2016** City Council Members of Tempe, I'd like to explain my thoughts on the McClintock bike lanes, in this order. 1. The future of Tempe, and congestion. 2. The complaints of those who do not like the lanes. 3. Whether or not to change or keep the lanes. Tempe is becoming more dense, as was the plan for the city. Tempe has two options, bend to the will of drivers who refuse to utilize other modes of transit, and build infrastructure for cars alone. Or continue to create accessible, multi-modal transit options despite the fact that some drivers will always be pissed about that. The second option will make Tempe a safer, easier place to live, while the first option displaces anyone who cannot drive for whatever reason (money, medical issues, personal choice). Tempe's future as progressive city that cares about all of its citizens may rest with the decision you make regarding the McClintock bike lanes. Some people don't like the lanes. From what I've heard, some people are having a hard time turning into or out of their neighborhoods, and this is the increase in time that is affecting them. Give these people stop lights, or commission a study to see what can be done to make this aspect of their commute easier for them. Let them know they are being heard and that their opinions are valued. If they feel they are being ignored they will make more noise. What are the actual numbers (a comparison of the current lanes, a year ago, five years ago, ten years ago, etc) regarding density during peak times, during off-times, accident rates, time of travel from south to north Tempe, etc? Please use these numbers to make your decision as to whether to change the lanes or not. I'm in the camp of the future, that we need to build for that. Especially since the people who are complaining now, in twenty years will be up in arms that they don't have bike lanes to travel on since their kids took away their keys (much like how 10 years ago south Tempe was so against Orbit, and now complain they don't have it, even though they are getting one). Just pre-empt this by asking them what they want for their future, when they can't drive. But like I said, please look at the numbers. If there really has been no substantial impact on travel time (this could absolutely just be people reacting poorly to change), then shout that from the rooftops. Get the numbers out there and let people know. If wait times on McClintock are a little longer, but accidents have decreased, residents should know that. If travel times have increased and accidents have gone up as a result

of the bike lanes, then that's bad. But the only way for you to make a sound decision here is to look at the numbers and see what the data says. Please be pragmatic about this. Thanks for your time. I'm just as frustrated as you that I have to keep writing to you about this. Denise Johnson

1641 E. Fremont Drive
Tempe, Arizona 85282

November 9, 2015

Mr. Mark Mitchell
Mayor of the City of Tempe
31 E. 5th Street
Tempe, Arizona 85281

RECEIVED

NOV 13 2015

CITY MANAGER'S OFFICE

Dear Mayor Mitchell:

My husband and I have been residents of the City of Tempe for approximately fifty years. We have always been proud of the improvements, maintenance, etc. that the City has provided.

However, recently you have decided (without any input from neighbors in the McClintock Drive area) to remove lanes and put bicycle lanes that are as wide as a regular driving lane which is unnecessary. We have for some time had bicycle lanes which were very adequate.

If you drive south on McClintock, especially from Broadway to Baseline, you would be lucky to see one bicyclist using the bicycle lane, and the majority of the bicyclists which you do see do not obey any traffic rules such as stop signs, signals, crossing in the middle of the block, etc. The majority of the bicyclists if you do see any are on the sidewalk where they are safe, and are courteous to what few pedestrians are using the sidewalk even though you have an antiquated law that says it is illegal for a bicyclist to ride on the sidewalk!

In addition, trying to pull out on McClintock making either a right turn or a left turn out of our neighborhoods at certain times of the day is almost impossible. Traffic is lined up going south from the Freeway to Baseline! You are putting more traffic in neighborhoods trying to find a way to get where they are trying to go to avoid all the backups which is dangerous to have that much traffic going through the neighborhoods. Also, auto emissions are extremely high because of waiting and waiting for the traffic to move south an inch at a time. What happened to trying to keep the emissions down??

Mr. Mark W. Mitchell, Mayor

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November 9, 2015

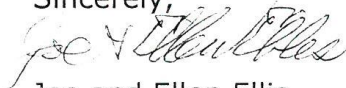
And now, after McClintock being torn up for months, you are now going to install "candlesticks" to protect the bicycle lanes even more! There may be justification for all of the above measures close to the University as there is a lot of bicycle traffic in that area, but it certainly does not apply in our neighborhoods!

It would have been nice to have some "warning" of what you planned to do from the very beginning so we could express our concerns, but apparently that is not done any more. The first notification we received on cutting down the number of lanes was a public meeting to tell us what you were going to do and had already decided to do. You were only telling us what it involved.

It is hard enough now to try to turn into businesses and our streets from McClintock without getting rear-ended because you're in the traffic lane. At least now you can get over a little bit to get out of traffic to make the right-hand turns, but once the "candlesticks" go up that is gone!

I am sure that many of the neighbors in our McClintock Drive neighborhoods are having as much trouble as we are, but because of your arbitrary decisions to benefit a few bicyclists, you have chosen to punish the majority of the driving public!

Sincerely,



Joe and Ellen Ellis

cc: Mr. Corey Woods, Councilmember
cc: Ms. Robin Savage, Councilmember
cc: Ms. Lauren Kuby, Councilmember
cc: Mr. Kolby Granville, Councilmember
cc: Mr. Joe Navarro, Councilmember
cc: Mr. David Schapira, Councilmember
cc: Mr. Andrew Craig, City Manager

88. **2/22/2016** Julian & Shauna, As a resident of the Cole Park Neighborhood along McClintock Drive since 2007, I wanted to share some feedback on the recent reduction in travel lanes between Southern and Guadalupe. During off-peak hours, the change has been relatively minor, but

during peak hours in the afternoon, the traffic I've been seeing since the change is significantly worse than anything I saw before. Specifically, in the south-bound lanes as one approaches Southern, Baseline, and Guadalupe, the traffic backs up quickly and makes turning out of those shopping centers extremely difficult (even right turns). Although I understand the need for alternative forms of transportation, such as bike lanes, I question the economic effect of such a change. I'd imagine the percentage of the population who rides a bike is extremely small as compared to that which drives a car. This change appears to set us back in terms of our cars per lane per day carrying capacity which will only inhibit future growth of our city. Any prospective home - and business - owners in the area will consider the effect that traffic will have on their endeavors. Thus, I hope the city reconsiders its stance on the reduction in traffic lanes and re-aligns McClintock Drive to its former 3-lane configuration. Thank you, Tom Foglesong

89. **2/22/2016** Sue, I would love to be there for the meeting but I hope you can express my concerns. I am having knee replacement surgery on March 9th and am pretty sure I won't be up and around well enough by the 17th. My concerns stay the same, few if any bikers in the bike lane and congestion on McClintock during rush hours is ridiculous, sometimes sitting thru 5-6 light changes just to get thru the intersections. Thank you. Margaret Prendergast
90. **2/22/2016** Ms. Taaffee, Since I wrote to you in September I have not seen ONE cyclist along McClintock! Five months of the best weather ever for biking, and not one! And I travel that route many times a day. NOT ONE! Carolyn Wagstaff
91. **2/22/2016** What I am telling you is that your counts are wrong, I have photos of your counter miscounting bike counts. You want that brought up? I need to know your methodology of your counts, since it seems you are over inflating the counts. Greg Ninke
92. **2/23/2016** Thank you. My opinion is that the city has made a mistake. My commute takes longer, on the average from 5 – 10 minutes. The south bound traffic at Southern and at Baseline is so heavy that it takes multiple light changes to cross the intersection. I have seen maybe 3 - 5 cyclists using the lane during rush hour. An alternate solution is to allow cyclists use the entire right lane. I have seen this in San Diego county where there are far more recreational cyclists than here. Joel Brom
93. **2/23/2016** An equally important factor in the study needs to be the amount of funds bike riders generate for the use of this space entirely supported by the gas tax I pay with each gallon of fuel. We need to be fair and pay for the use of public facilities. The original intent of the lane structure was to increase volume as McClintock approached the 60 freeway both directions. What has changed to make this no longer a sound strategy? I also would like to see a cost per mile incurred with this project. Thanks in advance. Chuck Degard
94. **2/29/2016** Sue, Even with a 22% decrease in traffic, a 33% reduction in travel lanes will result in a net negative impact to traffic flow in this area. Also, I believe it would be beneficial for the city to look at the data in a more granular level than just daily averages. As we all have experienced, there's a huge variation in traffic volumes throughout the day, and a daily average will mask the experience of the driver during peak hours. If the City wants to improve the driving experience for its citizens, it needs to consider the effect of peak traffic volumes. Thanks, Tom

95. **2/28/2016** The change to McClintock Drive has not been favorable to the flow of traffic especially in the PM rush hour. I have lived off of McClintock and Guadalupe for almost 30 years and very rarely see a cyclist. You now have congested the intersections especially at Baseline and Guadalupe. Turning into the shopping center on the southwest corner at Guadalupe and McClintock is now hazardous. My guess is that the accident rates will increase due to this change. Hate the change and not sure why you didn't ask us for our opinions. Julie Trapp
96. **2/29/2016** I think the bike lanes on McClintock are even more stupid than the stairs to nowhere at Scutter Park. The street is super crowded now with not abide in sight! Take the darn stuff down! Phyllis Ames
97. **2/29/2016** Basically you have created a parking lot in the morning on McClintock from Guadalupe to Baseline Rd. The number of bikes using the bike lanes can be counted on 1 hand daily. Another gov fiasco. An idea that might not have entered your mind is to synchronize the bike lane lights on McClintock at the canal crossing with the moving traffic instead of stopping the entire traffic flow for 1 pr 2 bicycles. Talk about creating a pollution problem, well you have one. In both cases. I am wondering if a traffic engineer has ever been consulted in this matter. And 1 other item, your streets are going to hell. Potholes are becoming a nightmare in Tempe. Having lived here for 40 years now, the latest elected officials have let this area deteriorate to the nth degree. sam owens
98. **2/29/2016** I don't know whose bright idea it was to put the bike lanes and candle sticks on McClintock Dr. but they are a menace. Obviously they don't have to pull out from a side street onto McClintock. The candle sticks obscure the view. You can't see which lane the oncoming cars are in. I HATE THEM and there is no way I can avoid them. I live almost at the end of Oak St. If I need to go south I have to use McClintock as I can't make a left onto Rural. I have yet to see ANYONE using the bike lane. Please get rid of the candlesticks and give us back our third car lane. What a waste of city money that abortion was. Sydney Anne Holt
99. **2/29/2016** Thank you for this opportunity to comment on the McClintock Drive changes. I think the changes were a complete mistake. I understand there was a decline in traffic of 20%. You cut the road however by 33%. Making a left from Minton onto McClintock in morning traffic is a nightmare. Traffic from the light at 60 backs up all the way to Dunbar now. When the light turns, traffic is still so heavy that you can't easily get into the lanes going north. Heaven help you if you want to get across both lanes to turn right onto the 60 on ramp to go onto 101. People entering from the east side streets off McClintock have the same difficulty getting across 2 lanes to get onto 60. When I make a right onto Minton from McClintock, it feels like I'm turning from the middle of the street now. I try to stay out of the bike lane but it's a little scary because the cars behind me don't notice that I'm making a turn. It looks and feels like the middle of the road! The candlesticks add to the congestion and confusion. Several have already been run over. There is 1 - one - uno bike rider that I've seen on McClintock using the bike lane. There is no need for bike lanes in this area. There is greater safety with less congestion for vehicles. There is more safety using the road as it was designed with 3 lanes north and south. Pamela Bir
100. **Thru 106 10/22/2015** Mayor and Council, I wanted to make you aware of a number of voice messages that have come into the general Council voicemail box. This inbox doesn't usually get many voicemails, usually just one or two a month that I take care of. Since September 30th, it has

received 8 messages, 7 of which are about the bike lanes on McClintock. The 8th voicemail was unrelated. Each message has a common theme-- they thank the city for repaving McClintock and state that while they know our intentions were good, the bike lanes on McClintock have caused increased congestion. They also don't believe that enough bicycles are using the lanes to justify the change. I am happy to share the voicemails with you if you would like, I just didn't want to clog up your inbox with a large email. Elizabeth Higgins

Last Name	First name	# of times commented	position	increased traffic/congestion	difficulty making turning movements out of neighborhoods
311 Phone Call	No Name	29 different people	Against		
311 Phone Call	No Name	24 different people	Against	yes	
311 Phone Call	No Name	5 different people	Against		yes - @ neighborhood behind Target; @ Todd;
Aguilar	Donna	1	Against	yes	
Ammes	Phyllis	1	Against	yes	
Arroyo	Marc	1	Against	yes	yes - Frys @ Baseline
Bach	Mark	1	Against	yes	
Bauer	Steve	1	Against	yes	
Bevilacqua	Gary	1	Against	yes	
Bir	Pamela	2	Against	yes	
Boger	Fred and Joanie	2	Against	yes	
Brett	Jim	1	Against	yes	
Brom	Joel	2	Against	yes	
Campbell	Martha	1	Against	yes	
Clauss	Linda	1	Against	yes	
Clement	Jim	1	Against		
Cryer	Mike	1	Against	yes	
Degard	Chuck	3	Against		
Devin	Mr and Mrs Scott	1	Against	yes	yes
DiMaggio	Charles	1	Against	yes	
Drew	Lani	1	Against	yes	
Duckworth	Susan	1	Against	yes	yes
Dunkerley	William	1	Against	yes	
Eberts	Diana	1	Against	yes	
Ellis	Joe and Ellen	2	Against	yes	yes - Minton & Carson
Foglesong	Tom	2	Against	yes	
Gans	Rickey Lans	1	Against	yes	
Gans	Rickey Lynn	1	Against	yes	
Gawden	Rachel	1	Against	yes	
Getz	Dave	1	Against		

Gibson	Jack	1	Against	yes	
Gledman	Lloyd	1	Against		
Graves	Peter	1	Against		
Greer	Jonny	2	Against	yes	yes - @ Carson
Grootvelt	John	1	Against	yes	
Higby	Judith	1	Against		
Hodges	Judy	1	Against		
Holt	Sydney Anne	1	Against		yes- @ Oak
Jeremiah	JJ	1	Against	yes	
Jianncpa	Paula	1	Against	yes	
Johnson	Denise	1	Against	yes	
Johnson	Richard	1	Against		
Johnson	Fred	1	Against	yes	
Kitt	Brad	1	Against	yes	
Kolstad	Lynn	1	Against	yes	
LaFever	Krista	1	Against	yes	
Lewandowski	Mark	1	Against	yes	
Little	Bobbie	1	Against	yes	
Lundholm	Dean	1	Against		yes
McKinstry	Tim	2	Against	yes	
Mora	Jesus	1	Against		
Moss	Melody	3	Against	yes	
Myers	Scott	1	Against	yes	
Nelson	Butler	1	Against		yes - @ Kachina
Newton	Shelagh	2	Against	yes	yes - fry's @ Guadalupe
Niebroski	Mary	1	Against		yes - @ Birch Street
Ninke	Greg	1	Against		
No	Name	1	Against		
Olsen	Bobby	1	Against	yes	
Olvey	Laura	1	Against	yes	
Owens	Sam	1	Against	yes	
Pahlke	Frank	1	Against	yes	
Pamberton	Dory	1	Against	yes	
Passmonick	Andy	1	Against	yes	

Pemberton	Dorene	1	Against	yes	
Phone call to Council Aide	No Name	1	Against		yes - Fremont and Ellis
Phone call to staff	No Name	1	Against	yes	
Phone calls to City Council	No Name	8 different people	Against		
Pickert	Larry	1	Against	yes	
Pratt	Reese	1	Against	yes	
Prendergast	Margaret	2	Against	yes	
Raths	Tim and Cecile	1	Against	yes	yes - Frys @ Baseline
Rbtempe@cox.net		1	Against	yes	
Rezai	Shahin	4	Against	yes	yes - @ Hermosa
Roberts	George	1	Against	yes	
Schapiro	Lee	1	Against	yes	
Sheupp	Terry	1	Against		
Smith	Sue	1	Against	yes	
Staggers	Frances	1	Against	yes	
Standlee	Clifford	1	Against	yes	
Stein	Larry	1	Against	yes	
Summers	Judy	1	Against		
Swanson	Heather	1	Against	yes	yes - Carson
Timar	Mr	1	Against		yes - @ Carson
Trapp	Julie	1	Against	yes	
Vomlehn	James	1	Against	yes	
Wagstaff	Carolyn	2	Against		
Williams	Pamelyn	1	Against	yes	
With Tempe Chamber	Harvey	1	Against	yes	
Wolfe	David	1	Against		yes
	Chuck	1	Against	yes	
	Joe	1	Against	yes	
	Dominick	1	Against		
	Roger	1	Against	yes	yes - @ LaJolla
	Ed	4	Against	yes	yes - @ Carson or Minton
	Dinah	1	Against	yes	

Last Name	First name	# of times	position		
311 Phone Call	No Name	2 different people	Favor		
Anderson	Clifford	2	Favor		
Babcock	David	1	Favor		
Bass	Steve	1	Favor		
Bolitho	Mike	2	Favor		
Booth	Veronica	2	Favor		
Bottomley	DiAnn	1	Favor		
Buchanan	Denise	1	Favor		
Cameron	Julie	1	Favor		
Cappello	Al	1	Favor		
Caslake	Jeff	3	Favor		
Cellar	The Bicycle	1	Favor		
Cianci	Vanessa	1	Favor		
Condon	Ruth	1	Favor		
Conklu	Susan	1	Favor		
Cordova	Michael	2	Favor		
Countryman	Kristen	1	Favor		
Davies	Greg	1	Favor		
DeCindis	Maureen	1	Favor		
Delgadillo	Paulette	1	Favor		
Devin	Scott	1	Favor		
Doak	Kristian	1	Favor		
Dzur	Stephan	1	Favor		
Emerson	Paul	1	Favor		
Gelbart	Jonathan	1	Favor		
Gilbery	Patrick	1	Favor		
Goldman	Kip	1	Favor		
Gresham	Kim	1	Favor		
Grout	Jeffery	1	Favor		
Hagness	Samantha	1	Favor		
Hawley	Jeff	2	Favor		
Hildreth	Owen	1	Favor		

Hill	Lauren	1	Favor		
Honeman	Haley	1	Favor		
Jacobson	Kevin	1	Favor		
Jerme	Erika	1	Favor		
Karas	Joe	2	Favor		
Knops	Mark	1	Favor		
Lanoue	Ashley	1	Favor		
Lefler	Scott	1	Favor		
Lesjak	Heath	1	Favor		
Lieberman	Lori	1	Favor		
Loiuse	Melinda	1	Favor		
Lynch	Heidi	1	Favor		
May	Steve	1	Favor		
Neal	Annie and Taylor	1	Favor		
Nyer	David	1	Favor		
Oreschak	Alex	1	Favor		
Parkinson	Cooper	1	Favor		
Rector	Sam	1	Favor		
Robinette	Teresa	1	Favor		
Santiago	Becky	1	Favor		
Shores	Dave	1	Favor		
Summer	Ilyssa	1	Favor		
Sutherland	Lawrence	1	Favor		
Swan	Preston	1	Favor		
T	Tom	2	Favor		
Taunton	Matthew	1	Favor		
Terrance	Bill	2	Favor		
Tom	Beth	1	Favor		
Zastrow	Emily	1	Favor		
Delton	Jim	1	Neutral		
Merrow	Jessica	1	Neutral		

STAFF REPORT

AGENDA ITEM 5

DATE

March 8, 2016

PURPOSE

The purpose of this memo is to inform the Commission of activities related to the implementation and efforts regarding the regional bike share program, GR:D, and associated impacts to changing the Zoning and Development Code to allow for advertising on the Tempe portion of the Bike Share Program.

BACKGROUND

At the January 21, Issue Review Session, Council directed Staff is to gather information regarding the changes needed to the Zoning and Development Code in order to permit advertising for the Tempe Bike Share Program. Staff was also asked to provide revenue generating figures for advertising in Tempe and provide information to the Council regarding how much money the advertising in Phoenix is generating.

Bicycle sharing is a for-rent public bike program in progressive, urban environments where land use is higher density, bicycle trips are common and transit connections are strong. Bike share programs are meant to support greater access to more sustainable transportation and further reduce dependency on automobiles. Bike share station locations are placed in high activity centers and streets to provide convenient customer use. Bike share trips are ideal to supplement transit or walking trips for the first and last mile to/from travel destinations. Rental use is by the hour, month or year.

GR:D System

On March 1, 2016, GR:D Membership Fees/Rates changed as shown below. Riders must be age 16 to rent a bike. In addition, bicycles are redistributed throughout the region daily.

	Prior to 3/1/16	Effective 3/1/16
Hourly	\$5	\$7
Monthly Basic	\$15 (60 minutes per day; \$5 each additional hour)	\$15 (60 minutes of usage time included daily; \$7 each additional hour)
Monthly Extended	\$20 (90 minutes per day; \$5 each additional hour)	\$20 (90 minutes of usage time included daily; \$7 each additional hour)

Student Annual	\$59 (60 minutes per day; \$5 each additional hour)	\$25 per semester (60 minutes of usage time included daily; \$7 each additional hour)
Annual	\$79 (60 minutes per day; \$5 each additional hour)	No longer an option
Business & Community Group Annual	n/a	\$60 (60 minutes of usage time included daily; \$7 each additional hour)

*Sales tax not included in any of the above fees.

Additional Fees:

Overtime: Prorated by the Minute	\$7 per hour
Return Bike Out-of-Hub	\$2
Returning from Out-Of-Hub to Grid Hub Location	\$1 credit
Return Bike Out-Of-System Area	\$20
Lost or Stolen Bike	\$1,000
Maximum fee for pay as you go per day	\$25

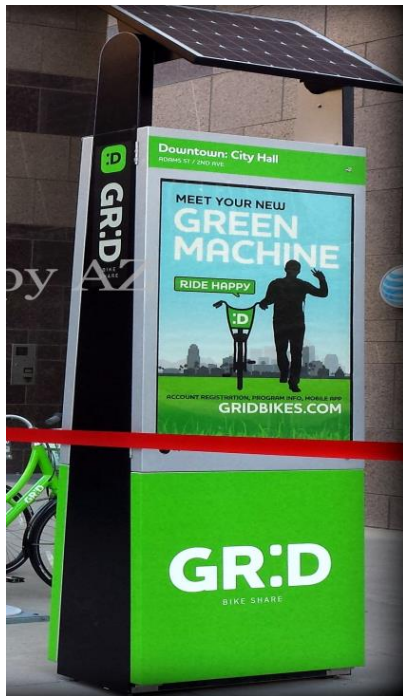
Staff met with CycleHop to discuss adding a daily rate. According to CycleHop, the purpose of the GR:D system is not to encourage all day usage, but to use the bike for first and last trips. This allows flexibility in the availability of bicycles. In addition, having an all-day pass competes with traditional bike store rentals. Staff determined that CycleHop is the only bike share vendor not to have an all-day pass.

Low Income Participation

The city of Mesa has opted to purchase 800 membership passes for \$59 each for low income residents to be distributed through nonprofit organizations in Mesa. This same opportunity would be available to Tempe. As with Tempe’s Low Income/Special Assistance Transit Pass Program, Tempe could purchase bike share passes and have Tempe Community Council and the city’s Housing Division distribute bike share passes.

Youth Participation

There is also an option to have participants of the Tempe Youth Transit Pass Program who are ages 16 to 18 use their youth passes to participate in the GR:D system. The youth would have to sign up for bike share and the usage fee would then be charged to the city of Tempe. This is a component of the bike share program for Tempe that would need further exploration and budgeting.



Kiosks



Racks



Baskets



Stations

Advertising opportunities in Phoenix and Mesa include ads on the bike frames, baskets, racks and kiosks. Due to the regional nature of the system, advertising on Phoenix and Mesa bikes may be seen in Tempe as bicycles may cross city borders. However, CycleHop's responsibility will be to maintain jurisdictional placement of individual city bicycles; to balance the system on a frequent basis.

City of Phoenix Bike Share Program

In June 2013, the Phoenix City Council approved a five year contract with CycleHop as its bike share vendor. Between December 2014 and 2015, Phoenix launched and expanded its bike share program, GR:D, with 367 bicycles and 43 stations; and is expected to have 567 bicycles

and 63 stations by the end of 2016. Total funding for the Phoenix bike share system is provided by \$800,000 through a Congestion Mitigation and Air Quality (CMAQ) grant and \$50,000 from the city of Phoenix, however the initial launch of the Phoenix system was without cost (for 300 bicycles). Annual operations are funded by advertising and corporate sponsorship. For calendar year 2015 through Nov. 30, advertising sales and sponsorships in Phoenix totaled \$130,000.

Phoenix GR:D Membership Jan. 1, 2015 to Nov. 30, 2015

Annual	217
Pay As You Go	7,773*
Student Annual	67
Monthly Basic	146
Monthly Plus	24
Total active members as of 11/2015	6,911

*The pay as you go participants have a tendency to be one time users or switch to a monthly membership, and included free passes which were never used.

Phoenix GR:D Ridership Jan. 1, 2015 to Nov. 30, 2015

Total Riders	6,385	
Total Trips	37,213	
	Weekday	Weekend
Average Trip Distance	1.5 mile	1.9 mile
Average Trip Duration	22 minutes	32 minutes
Average Trips/Day	89.4	267

Phoenix GR:D Revenue Jan. 1, 2015 to Nov. 30, 2015

Total User Revenue (Memberships)	\$92,411
Total Sponsor Revenue	\$130,000

City of Mesa Bike Share Program

Mesa also signed a five year contract with CycleHop with 100 bicycles and 12 stations, and will launch its bike share program on March 17, 2016. Capital funding (\$500,000) for the Mesa bike share system will be provided by the city of Mesa. Annual operations will be funded by advertising and corporate sponsorship.

City of Tempe Bike Share Program

Tempe staff conducted a process to identify station locations, provide bike rack and site specifications and complete the required clearances for the federal funding. Station locations for the Tempe system were reviewed by the Transportation Commission and were online for public comment. An open house is scheduled for March 21 from 4 to 6 p.m. at the Transportation Center in the Don Cassano Community Room for the public to give additional feedback on the locations. In addition, Staff will meet with representatives from ASU to identify bike share locations on campus. The 300 bicycles and minimum of 26 stations proposed for Tempe extend from Baseline to Washington from McClintock to Priest (see map attached). The

locations are targeted to reach the highest bike ridership parts of the community, major destinations (Town Lake, Mill Avenue, Tempe Public Library, etc.), other bikeways, ASU campus as well as link to the regional light rail system and the planned streetcar route. Tempe will continue to work with the public, major stakeholders, the Downtown Tempe Authority and ASU to finalize the station locations.

Tempe secured \$1.18 million in CMAQ grant money for the purchase of equipment. There is an additional \$373,000 allocated from the Tempe Transit Tax for installation of the system. Staff received approval from the City Council for \$50,000 in ongoing annual operating funds with Arizona State University (ASU) contributing an additional \$50,000 for a total of \$100,000 annual operating funds. CycleHop has confirmed that \$100,000 is sufficient to operate the system in Tempe. **If Tempe allowed advertising on the entire bike share system, the city and ASU would not be required to contribute to annual operations costs.**

Tempe would also pursue aligning all member city contract renewals with CycleHop.

	Phoenix	Mesa	Tempe
Contract	June 2013	December 2015	Spring 2016
Launch	Winter 2014	March 2016	Fall 2016
Capital	\$800,000 in CMAQ grant \$50,000 from Phoenix	\$500,000 from Mesa	\$1.18 million in CMAQ grant \$373,000 from Transit Tax
System Revenue	Advertising, membership fees, sponsorships	Advertising, membership fees, sponsorships	Membership fees
Annual Operations	\$0 (offset by advertising and sponsorships)	\$0 (offset by advertising and sponsorships)	\$100,000 (ASU & Tempe 50/50 split)
Stations	63	12	26+
Bicycles	576 (of which 267 are owned by Phoenix)	100	300
Cost Per Bike Capital	\$3,185	\$5,000	\$5,176
Cost Per Bike Operating	\$0	\$0	\$333

Amending the Zoning and Development Code

The Community Development Department is reviewing the impact advertising on the Bike Share system in Tempe would have on the city code, and will provide information to the City Council on March 17. In addition, the City Attorney’s Office will also present legal impact information regarding advertising for Bike Share to the City Council at a future e-session meeting.

NEXT STEPS

- March 21: Public open house regrading station locations
- Late Spring: Operator contract to City Council for approval pending advertising decision
- Summer: Regional MOU and system integration
- Late Fall/Early Winter 2016: System launch (It takes six months to order the bicycles and equipment.)

FISCAL IMPACT

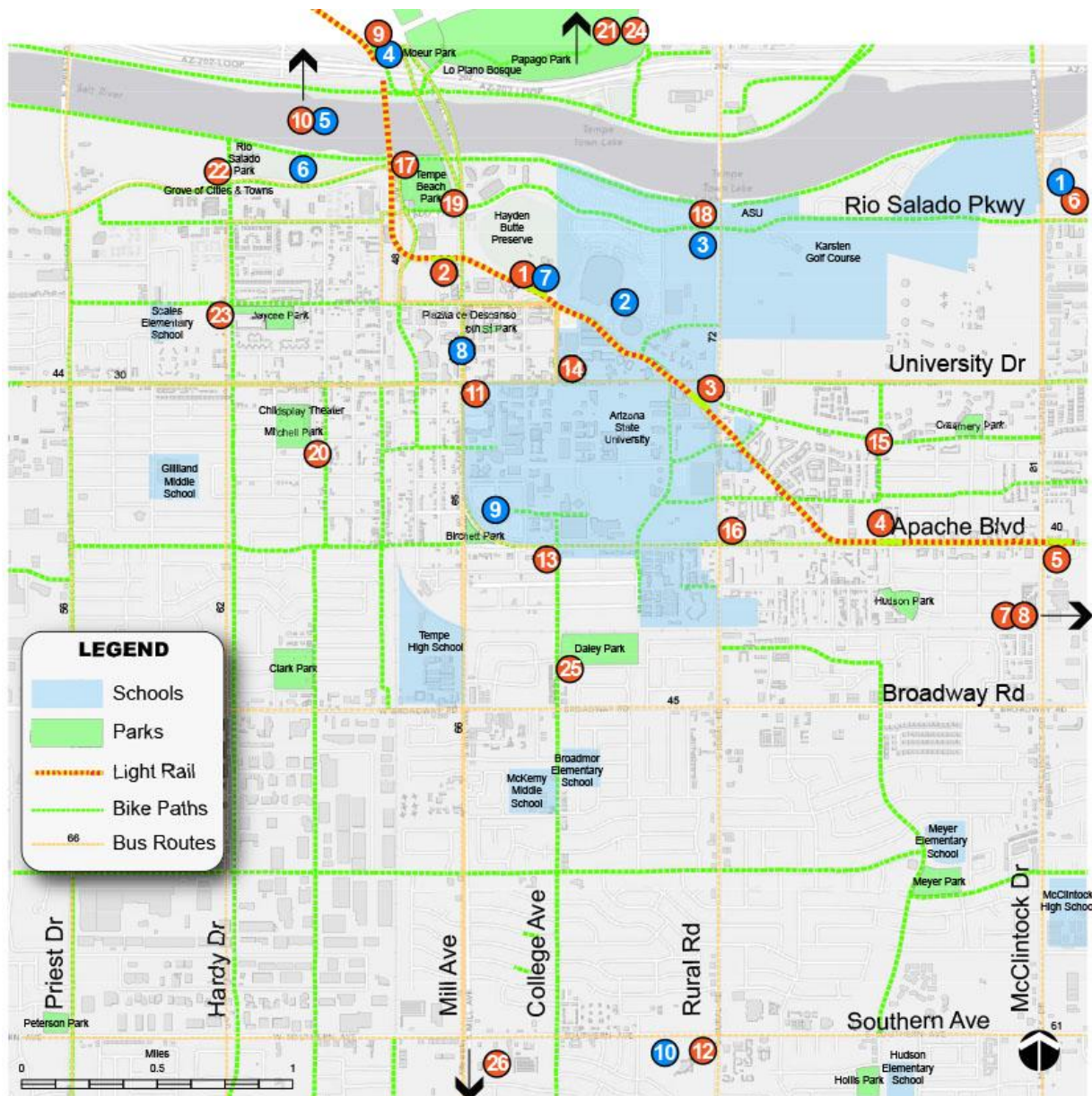
TBD pending Council advertising decision.

CONTACT

Eric Iwersen, Principal Planner
480-350-8810
eric_iwersen@tempe.gov

ATTACHMENTS

1. Bike Share Map
2. PowerPoint



Tempe Bike Sharing Locations

- | | | |
|--------------------------------------|--|--------------------------------------|
| 1 Tempe Transportation Center | 10 Priest Dr & Washington, LRT Station | 19 Rio Salado & Mill, Beach Park (E) |
| 2 3rd & Mill, LRT Station | 11 Mill Ave & University | 20 9th St & Mitchell, Mitchell Park |
| 3 University & Rural, LRT Station | 12 Southern & Rural, Tempe Library | 21 College & Curry |
| 4 Dorsey & Apache, LRT Station | 13 College & Apache | 22 Rio Salado & Hardy, Tempe Center |
| 5 McClintock & Apache, LRT Station | 14 College & University | 23 5th St & Hardy, Jaycee Park |
| 6 Tempe Marketplace | 15 8th St & Dorsey | 24 College & McKellips, Hallman Park |
| 7 Smith Martin & Apache, LRT Station | 16 Apache & Rural | 25 College & Encanto, Daley Park |
| 8 Price 101 & Apache, LRT Station | 17 Rio Salado Park, Tempe Beach Park | 26 Mill & Cornell, Kiwanis Park |
| 9 Mill & Washington, Moeur Park | 18 Rural & Rio Salado Pkwy | |

Activity Centers + Destinations

- 1 Tempe Marketplace
- 2 Sun Devil Stadium, Wells Fargo Arena
- 3 Packard Stadium
- 4 First Solar
- 5 Papago Park Center, Circle K HQ, SRP
- 6 Tempe Center for the Arts
- 7 Tempe Trans Center (9 bus rts, 5 orbits, 1 light rail)
- 8 Downtown Tempe, Mill Ave
- 9 ASU Gammage Auditorium
- 10 Tempe Public Library, History Museum, Senior Center

Bike Share Transportation Commission

March 8, 2016



What is a Bike Share?

- A for-rent program in cities with high density land use, high demand bicycle trips and strong transit connectivity.
- Support greater access to sustainable transportation and reduce dependency on cars.
- Station locations placed near activity centers/bikeways to provide convenient customer use.
- Use by hour; memberships are monthly & annually.
- 1st and last mile trips.

GR:D (System Brand)



kiosks



baskets



racks



stations

Membership Fees/Rates

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GR:D Membership, Ridership and Revenue

Jan. 1 to Nov. 30, 2015

Membership

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Revenue

Total User Revenue (Memberships)	\$92,411
Total Sponsor Revenue	\$130,000

Regional Program Comparisons

	PHOENIX	MESA	TEMPE
Contract	June 2013	December 2015	Spring 2016
Launch	Winter 2014	March 2016	Fall/Winter2016
Capital	<ul style="list-style-type: none"> \$800,000 in CMAQ grant \$50,000 from Phoenix 	<ul style="list-style-type: none"> \$500,000 from Mesa 	<ul style="list-style-type: none"> \$1.18 million in CMAQ grant \$373,000 from Transit Tax
System Revenue	Advertising, membership fees, sponsorships	Advertising, membership fees, sponsorships	Membership fees
Annual Operations	\$0 (offset by advertising and sponsorships)	\$0 (offset by advertising and sponsorships)	\$100,000 (ASU & Tempe 50/50 split)
Stations	63	12	26
Bicycles	567 (of which 267 owned by Phoenix)	100	300
Cost Per Bike Capital	\$3,184	\$5,000	\$5,176
Cost Per Bike Operations	\$0	\$0	\$333

Advertising (Phoenix & Mesa)

- Advertising opportunities in Phoenix and Mesa:
 - Bike frame/basket
 - Racks
 - Kiosks
- 1/1/2015 thru 11/30/15, advertising sales and sponsorships in Phoenix totaled \$130,000.



Advertising on Tempe System

- If Tempe allowed advertising on the entire bike share system, the city and ASU would not be required to contribute the annual operations costs.
- Tempe would also pursue aligning all member city contract renewals with CycleHop.

Amending the Zoning and Development Code

- Community Development is reviewing impacts to city code and will provide information to the City Council on March 17.
- City Attorney's Office will present legal impact information to the City Council at a future e-session meeting.

Next Steps

- March 21: Public open house
- Late Spring: Operator contract to City Council for approval pending Council advertising decision
- Summer: Regional MOU and system integration
- Late Fall/Early Winter 2016: System launch

STAFF REPORT

AGENDA ITEM 7

DATE

March 8, 2016

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:

- BIKEiT Seat Route (April)
- Urban Forest (April)
- Fifth Street Streetscape Project (May)
- McClintock @ Rio Salado Underpass (May)
- Bus Unification Update (May)
- Highline Canal Multi-use Path (May)
- Bicycle/Pedestrian Signal Activate Operations Update (June)
- MAG Congestion Mitigation and Air Quality Program (CMAQ, ITS) and Pedestrian Design Assistance Grants (June)
- Western Canal Multi-use Path Extension (August)
- North/South Railroad Spur Multi-Use Path (August)
- Market research survey (November)
- Long-Range Forecast Presentation (November)

RECOMMENDATION

This item is for information only.

CONTACT

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