



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, October 11, 2016  
7:30 a.m.

#### MEETING LOCATION

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

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Don Cassano, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the September 13, 2016 meeting.	Don Cassano, Commission Chair	<b>ACTION</b>
<b>3. Transportation Commission Annual Report</b> Staff will present a revised draft of the 2016 annual report based on the September Commission meeting.	Shelly Seyler, Public Works	Information and Possible Action
<b>4. "Prop 500" Regional Effort Discussion</b> Staff will provide information on the status of Prop 400 efforts and possible projects for future propositions.	Robert Yabes and Eric Iwersen, Public Works	Information and Possible Action
<b>5. Facility Naming Request</b> A residents request has been made to name a transportation facility after Joe Pospicil. The Commission is to review the request and make a recommendation to the City Council.	Shelly Seyler, Public Works	<b>ACTION</b>
<b>6. McClintock Drive Traffic Lane Configuration</b> 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.	Julian Dresang, Public Works	Information and Possible Action
<b>7. Small Area Transportation Plan Update</b> Staff will present an update on the status of the downtown/ASU transportation study.	Shelly Seyler, Public Works	Information and Possible Action
<b>8. Department &amp; Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
<b>9. Future Agenda Items</b> Commission may request future agenda items.	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 for Relay Users: 711 to request an accommodation to participate in a public meeting.



## Minutes City of Tempe Transportation Commission September 13, 2016

Minutes of the Tempe Transportation Commission held on Tuesday, September 13, 2016, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Ryan Guzy	Kevin Olson
Bonnie Gerepka	Cyndi Streid
Don Cassano (Chair)	Lloyd Thomas
Philip Luna	Susan Conklu
Jeremy Browning	Charles Huellmantel
Brian Fellows	Shereen Lerner
Peter Schelstraete	Charles Redman
Pam Goronkin	

**(MEMBERS) Absent:**

None

**City Staff Present:**

Eric Iwersen, Principal Planner	Mike Nevarez, Transit Manager
Sue Taaffe, Public Works Supervisor	Laura Kajfez, Neighborhoods Services Specialist
Tony Belleau, Transportation Planner	Robert Yabes, Principal Planner
Julian Dresang, City Traffic Engineer	Megan Erwin, Police Officer
Dave Humble, Commander	

**Guests Present:**

Nicholas Smart, resident  
JC Porter, ASU

Commission Chair Don Cassano called the meeting to order at 7:32 a.m.

**Agenda Item 1 – Public Appearances**

There were no public appearances.

**Agenda Item 2 – Minutes**

Chair Cassano introduced the minutes of the August 9, 2016 meeting and asked for a motion. A motion was made to approve the minutes.

**Motion:** Commissioner Pam Goronkin

**Second:** Commissioner Charles Huellmantel

**Decision:** Approved

**Agenda Item 3 – Bike Bait and Bike Registration Programs**

Dave Humble with the Tempe Police Department handed out a brochure about a national bike registry program, Bike Guard, which Tempe residents may join. Tempe PD requested data on how many Tempe residents are in the program, but Bike Guard has not been able to provide staff with that information. There is also a Tempe only program that currently has approximately 1,200 people registered. Tempe PD staff work closely with ASU as they have their own separate bike registry program.

The Commission asked the following questions, and staff responded as follows:

- What is the possibility of combining the ASU and Tempe registration programs? Dave Humble said that is ASU's decision. JC Porter with ASU stated that they work closely with Tempe PD, and the reason that there is a separate program is because ASU wants to be able to contact the 8,000 students in the program about a variety of bike related issues on campus.
- Is there a bike ordinance requiring Tempe residents to register their bike? Staff is unsure, but will find out and email the Commission.
- If someone registers for the Tempe program, does that information go into the national program? No.
- What outreach is conducted to promote the program? Tempe PD has the information on its web site and participates in a variety of community events including ASU orientation. Transportation also promotes bike registry through social media, online ads, Pandora, Tempe Today, in the bike map and Tempe 11.
- Is the plan was to keep all the programs separate? If PD cannot legally move the data to the national program, then yes.
- How do residents find out if their bike is registered in the Tempe program? Call or visit the Tempe Police Station on Fifth Street.
- What was done to notify residents whose data was lost when the program transferred from Fire to PD? The program started from scratch and notification was done city-wide.

Dave Humble also presented information about Tempe's bike bait program. The program has been in place since 2011 and 80 arrests have been made during that time. Bike theft has been trending downward for three years. Staff is applying for a grant for \$10,000 to \$20,000 to get three more bait bikes. Most of the problems with stealing bikes are in the downtown area and between Apache and University from Rural to McClintock.

The Commission asked the following questions, and staff responded as follows:

- Where are people taking the bikes after they steal them? Every incident is different and bikes can end up at a house, apt., etc. Investigative methods vary.
- Does PD look for stolen property on web sites like Craigslist and letgo? Yes. The Criminal Investigation Unit does look for stolen property on web sites, but oftentimes it's faster for the bike owner to locate their bike online and contact the police if they find it.
- How does Tempe coordinate with other cities? Staff spends the majority of time and efforts in Tempe, but may work closely with ASU PD or other cities depending on an incident, trends, etc.
- What is the percentage of recovery? We do not know at this time.

**Agenda Item 4 – Transportation Commission Annual Report**

Sue Taaffe presented the draft 2016 annual report and explained the rationale for creating an annual report. The Commission reviewed the mission statement and added the word "accessibility" to the statement. Don Cassano asked for a motion to approve the mission statement.

**Motion:** Commissioner Kevin Olson

**Second:** Commissioner Susan Conklu

**Decision:** Approved

The Commission also discussed the 2017 goals, and the changes are reflected below.

- Recommend 2017 bike hero
- Recommend FY 2017/18 paid media plan
- Recommend project(s) to be submitted for MAG Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan

The annual report will be presented to the Commission in October for possible approval.

**Agenda Item 5 – Western Canal Extension Multi-use Path**

Robert Yabes updated the Commission of the next steps and design concept for the Western Canal Extension Multi-use Path Project. The path extension is a missing link in a regional path system near Kyrene Road and Ken McDonald Golf Course. The project will involve designing a half-mile, shared-use path and street improvements including lighting, water fountains and landscaping, a signalized crossing across a 45 mph major arterial and access across railroad tracks. The project is part of the regional canal path system, the Maricopa County Sun Circle trail and is a corridor for the Brake bike boulevard route. It will also link to the regional Highline and Kyrene multi-use paths.

Robert also provided information on the funding and design team. A CMAQ grant has been secured for \$55,000 in preliminary design, \$155,000 for final design and \$793,000 for construction.

Meetings are being set by staff with stakeholders, including Salt River Project, Union Pacific Railroad, and the public. Staff is scheduled to present the preliminary plans for review and comments to the Tempe Parks Board on Sept.21. A public meeting will be held Oct. 17 at 5:30 p.m. in the club house at Ken McDonald Golf Course. Public comment will be available online at [www.tempe.gov/westerncanalexension](http://www.tempe.gov/westerncanalexension) Oct. 17 to Nov. 2.

Robert also mentioned a similar project along the El Paso Multi-use Path in which new lights are being tested to replace the existing bollards along with the addition of landscaping. A public meeting will be held Sept. 27 at 6 p.m. at Fuller Elementary School.

The Commission asked the following questions, and staff responded as follows:

- Is the SRP railroad crossing part of the MAG Railroad Crossing Study? No it was not. But similar crossings were part of that study.
- When will staff meet with the various stakeholders? Staff is scheduled to present to the Tempe Parks Board, which includes Ken McDonald Golf Course, on Sept.21. A public meeting will be held Oct. 17, and staff has met with SRP and UPRR.

**Agenda Item 6 – Department and Regional Transportation Updates**

Sue Taaffe stated the bike share contract was approved by the City Council on Sept. 8, and the Mayor will sign the contract once the letter of authorization has been received from the Federal Highway Administration. The project should launch in April 2017. The bike share program will not include advertising at stations, but is permitted to have a corporate sponsor.

**Agenda Item 7 – Future Agenda Items**

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

- Fifth Street Streetscape Project (October)
- Small Area Transportation Study (October)
- Transportation Commission Annual Report (October)
- “Prop 500” regional effort Discussion (October)
- McClintock Drive Bike Lanes (November)
- Rio Salado @ McClintock Drive MUP Underpass (November)
- Streetcar (November)
- Transportation Commission Annual Report (November)
- Long-Range Forecast Presentation (November)
- Market Research Survey (January)
- Commission business (January)
- Bike Hero (January)
- Leading vs. Lagging Left Turn Signals (January)
- Long-Range Forecast Presentation (February)
- FY 2017-18 Media Plan (February)
- North/South Railroad Spur MUP (May)
- Bicycle/Pedestrian Signal Activate Operations Update (TBD)

The Commission’s next meeting is scheduled for October 11, 2016. The December 2016 meeting has been cancelled.

The meeting was adjourned at 8:30 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen and Shelly Seyler

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 3

#### DATE

September 16, 2016

#### SUBJECT

Transportation Commission Annual Report

#### PURPOSE

To request that the Transportation Commission review the draft 2016 Transportation Commission Annual Report and discuss the proposed mission statement and goals for 2017.

#### BACKGROUND

Tempe has 27 boards, commissions and public bodies that advise the City Council and staff. To better serve the City Council and community on the work of these advisory groups, the city manager asked staff to enhance the responsibilities of the liaisons by adding a requirement that an annual report detailing the work of the board or commission be submitted to the City Clerk by November 15 of each year, starting in 2016. The annual reports will be coordinated through the chair and approved by the board or commission. The reports will feature the membership, accomplishments, goals, attendance and the overall work of the City's board and commission volunteers. The various reports will be combined into one resource for City Council review. If requested by the Mayor, board and commission chairs may present their annual report to the City Council during a Work Study Session.

#### FISCAL IMPACT

None

#### RECOMMENDATION

None

#### CONTACT

Shelly Seyler  
Deputy Public Works Director  
480-350-8854  
[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

#### ATTACHMENTS

DRAFT Annual Report  
PowerPoint

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## **TRANSPORTATION COMMISSION 2016 ANNUAL REPORT**

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### **Description as Defined in Ordinance:**

The transportation commission shall have the following powers and duties:

- (1) To suggest to the mayor and city council qualified and interested persons eligible for appointment for commission vacancies;
- (2) To consult, through the chairman of the commission, with the public works department, as to the items to be included on the agenda of meetings of the commission prior to the preparation and distribution of the agenda by the public works department;
- (3) To prepare and submit an annual report to the city manager and city council including applicable council committees;
- (4) To advise and make recommendations to the city council and to assist city departments and the city manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled;
- (5) To advise and make recommendations to the city council and to assist city departments and the city manager on appropriate performance standards and benchmarks for use in evaluating the city's transportation system and program, based on nationally recognized guidelines and local priorities;
- (6) To advise and make recommendations to the city council and to assist city departments and the city manager on transportation plans, projects and ordinances, including but not limited to:
  - a. To recommend and review short and long-range plans and studies for the city's transportation system, including streets, transit, bicycling, pedestrians and demand management;
  - b. To periodically review and update the transportation elements of the city's general plan;
  - c. To provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and
  - d. To promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation.
- (7) To advise and recommend to the city council and to assist city departments and the city manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;
- (8) To provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and to meet all federal and other guidelines for public involvement in transportation projects where applicable; and
- (9) To take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.



**List of Board and Commission Members, Including Attendance and Service Dates:**

<u>Board/Commission Members:</u>	<u>Service Dates:</u>	<u>Attendance Record:</u>
Browning, Jeremy	12/31/2016	Attended 6 meetings out of 8
Goronkin, Pamela	12/31/2016	Attended 5 meetings out of 8
Luna, Phillip	12/31/2016	Attended 6 meetings out of 8
Schelstraete, Peter	12/31/2016	Attended 6 meetings out of 8
Streid, Cyndi	12/31/2016	Attended 6 meetings out of 8
Conklu, Susan	12/31/2017	Attended 6 meetings out of 8
Fellows, Brian	12/31/2017	Attended 6 meetings out of 8
Gerepka, Bonnie	12/31/2017	Attended 6 meetings out of 8
Guzy, Ryan	12/31/2017	Attended 6 meetings out of 8
Thomas, Lloyd A.	12/31/2017	Attended 6 meetings out of 8
Cassano, Don	12/31/2018	Attended 6 meetings out of 8
Huellmantel, Charles	12/31/2018	Attended 6 meetings out of 8
Lerner, Shereen	12/31/2018	Attended 6 meetings out of 8
Olson, Kevin	12/31/2018	Attended 6 meetings out of 8
Redman, Charles	12/31/2018	Attended 4 meetings out of 8

**Name of Chair and Vice Chair:**

- Chair – Don Cassano
- Vice Chair – Ryan Guzy

**Staff Liaison and Contact Information:**

<u>Staff Liaison:</u>	<u>Department:</u>	<u>Phone:</u>	<u>Email:</u>
Shelly Seyler	Public Works	480-350-8854	shelly_seyler@tempe.gov

**Meeting Frequency and Location:**

Meetings are typically held the second Tuesday of the month at 7:30 a.m. at 200 E. Fifth Street, Don Cassano Community Room, Tempe, AZ 85281. In 2016, eight meetings were held.

**Number of Meetings Cancelled and Reason for Cancellation:**

April 2016: No Commission business  
 June 2016: No Commission business  
 July 2016: No Commission business  
 December 2016: No Commission business

**Vacancies and Duration of Vacancies:**

No vacancies occurred in 2016.

**Subcommittee and Subcommittee Activity:**

Did the Board/Commission have any subcommittees active during the reporting period?  YES  NO

**Mission Statement:**

The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic

development, providing mobility and accessibility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

**Accomplishments (Past 12 Months):**

Council Priority: Implementing sustainable growth and development strategies, including improving Tempe's public transit system to meet future needs, by actively seeking innovative technologies and leading the way in creating a more sustainable community.

Transportation Commission Accomplishments as they relate to the above mentioned Council priority:

**Bike Share:** Commission supported staff's recommendation for the bike share locations and program approach.

**Bike Hero:** Commission selected Catherine Brubaker and Bike Saviours as the 2016 Bike Hero Award recipients.

**Urban Forest:** Commission supported staff's recommendation for the Urban Forest Master Plan approach.

**FY 2016/17 Media Plan:** Commission supported the FY 2016/17 media plan.

**Streetcar:** Commission supported staff's recommendation of Streetcar Project.

**McClintock Drive Bike Lanes:** Commission approved keeping the striping in its current configuration until more data is available and an educational outreach campaign is completed.

**MAG Pedestrian Design Assistance Grants:** Commission approved submitting the Reflector Path Bike Boulevard from Tempe Marketplace to Warner Road project for the grant.

**Annual Report:** Commission approved the 2016 Transportation Commission Annual Report.

**Goals Related to City Council Strategic Priorities, if Applicable (Next 12 Months):**

Council Priority: Implementing sustainable growth and development strategies, including improving Tempe's public transit system to meet future needs, by actively seeking innovative technologies and leading the way in creating a more sustainable community.

- Recommend 2017 bike hero
- Recommend FY 2017/18 paid media plan
- Recommend project(s) to be submitted for MAG Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan

# Transportation Commission Annual Report October 11, 2016



# Goals for 2017

- Recommend 2017 bike hero
- Recommend FY 2017/18 paid media plan
- Recommend project(s) to be submitted for MAG Design Assistance Grants
- Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
- Oversee strategic development of transportation systems and use of transit funds
- Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 4

#### DATE

September 16, 2016

#### SUBJECT

“Prop 500” Regional Effort Discussion

#### PURPOSE

Staff will provide information on the status of Prop 400 efforts and possible projects for future propositions and ask for feedback from the Commission.

#### BACKGROUND

In 1985, the voters of Maricopa County approved Proposition 300 to establish a one-half cent transportation sales tax for construction of a regional freeway system. The half-cent sales tax was approved for a period of 20 years, and was set to expire on December 31, 2005. The funds were used to further develop the regional freeway network and provide some basic transit services.

In 2004, voters approved Proposition 400, which would continue the one-half cent sales tax until December 2025. The tax is used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus services and other special bus transportation services, and high capacity transit services such as light rail, bus rapid transit and express buses. Funding was allocated as follows:

- to the new construction of, or improvement to existing freeways and highways (56.2 percent)
- improvements to arterial streets (10.5 percent)
- transit (33.3 percent)

All projects funded from the sales tax are specified in the Maricopa Association of Governments (MAG) Regional Transportation Plan. However, the estimated tax revenues did not generate the funding anticipated due to the downturn of the economy and as a result not all projects in Prop 400 have been funded.

Below is a list of Tempe projects that were included in Prop 400 and the current status of each:

- Increased bus frequency:
  - Route 30 – University: Planned for 2020
  - Route 40 Main: Funded/Complete
  - Route 48 – 48<sup>th</sup>/Rio Salado: Unfunded
  - Route 56 – Priest/56<sup>th</sup>: Unfunded
  - Route 61 – Southern: Funded/Complete
  - Route 72 – Rural/Scottsdale: Funded/Complete
  - Route 81 – Hayden/McClintock: Funded/Complete
  - Route 108 – Elliot: Unfunded
  - Express 520: Funded/Complete

- Express 521: Funded/Complete
- Express 522: Funded/Complete
- Dial-a-Ride and Mobility: Funded/Complete
- Improved ADA Service: Funded/Complete
- Replacement Buses for Orbit: Funded/Complete
- Streetcar: Funded/In Design
- Bus Stop Improvements: Funded/Complete
- ASU Transit Center Rehab: Unfunded
- South Tempe Transit Center: Unfunded
- EVBOM Construction/Upgrades: Funded/Complete
- Scottsdale/Rural Link: Unfunded

As funding continues to fluctuate, projects currently being considered for Prop 400 are freeway-related. Below is a list of projects staff has identified that would qualify for this funding.

- Bicycle/pedestrian bridge at Loop 101 and Balboa Drive: \$3.5 Million
- Bicycle/pedestrian crossing at Western Canal/Baseline Road and I-10 (I-10 Near-Term Improvements, East Valley): \$7 million
- Art enhancements for Alameda Drive and I-10 pedestrian bridge (I-10 Near-Term Improvements, East Valley): \$500,000
- Bicycle/pedestrian underpass at Highline Canal and ADOT Retention Basin/Pit Park at Knox Road (I-10 Near-Term Improvements, East Valley): \$3.7 million
- Traffic interchange improvements at US-60 and Mill Avenue: \$20 million
- Traffic interchange improvements at I-10 and Baseline Road: 50 million
- Fiber optic on SR-143 from I-10 to Loop 202: \$5 million

#### **NEXT STEPS**

It is possible that the projects in Prop 400 that were not funded will be rolled into any future proposition i.e., "Prop 500." As "Prop 500" is developed, the funding allocations to types of projects would be evaluated and adjusted. Below is a list of projects, along with capital and operating costs, staff has identified as potential candidates for "Prop 500" funding.

- Fund all capital and maintenance costs of all required American with Disabilities Act (ADA) improvements at arterial streets, bus stops, rail stations and along all bus and rail transit routes.
- Fund all existing regional express, local and planned transit routes to meet or exceed adopted regional transit operation standards. At a minimum, all regional transit routes and ADA services.
- Fund all other required city and regional ADA upgrades as identified in city compliance plans to meet federal requirements.
- Fund design, construction and maintenance of shared use paths and streetscape projects.
- Fund design, implementation and operation streetcar extensions.
- Fund design, implementation and operation of all existing and proposed high capacity transit routes such as light rail, commuter rail, streetcar, bus rapid transit and upcoming new high capacity technologies.
- Fund maintenance and reconstruction cost of major arterials or roads with regional significance, not just state roads and freeways. At a minimum, maintenance and reconstruction costs should be shared with jurisdictions prorated based on the regional significance of the street.
- Fund repair, maintenance, and replacement of bridges at arterial streets.

- Fund construction and maintenance of a complete regional bikeway system that provides grade separated and signalized crossings, where appropriate.
- Fund the design and construction of:
  - grade separation of light rail at University Drive,
  - systemic safety improvements, and
  - safety improvements at high crash intersections.
- Fund design and implementation of integrated corridor management strategies.

The next step would be for staff to estimate costs for the projects identified above and those projects recommended by the Commission for “Prop 500” and present that information to the City Council. Pending the City Council’s direction, the next step would be for Mayor Mitchell to represent Tempe at the Maricopa Association of Governments as various cities begin discussing the elements considered in any future propositions.

**FISCAL IMPACT**

TBD

**RECOMMENDATION**

None

**CONTACTS**

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Eric Iwersen  
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**ATTACHMENTS**

PowerPoint

**“Prop 500” Regional Effort Discussion  
Transportation Commission  
October 11, 2016**





# Prop 300

- In 1985, voters approved Prop 300, a one-half cent transportation sales tax for construction of regional freeway system and provide basic transit services.
- The half-cent sales tax was approved for 20 years, and expired on Dec. 31, 2005.

# Prop 400

- In 2004, voters approved Prop. 400, a continuation of the one-half cent sales tax; expires December 2025.
- Tax used for construction of new and widening of existing freeways, improvements to the arterial streets, regional and special bus services, and high capacity transit services.
- Funding allocation:
  - Freeways and highways: 56.2%
  - Arterial streets: 10.5%
  - Transit: 33.3%

# Tempe Projects Included in Prop 400

Increased bus frequency

## Funded/Complete:

Route 30 – University: 2020  
Route 40 Main  
Route 61 – Southern  
Route 72 – Rural/Scottsdale  
Route 81 – Hayden/McClintock  
Express 520  
Express 521  
Express 522  
Dial-a-Ride and Mobility

## Unfunded:

Route 48 – 48<sup>th</sup>/Rio Salado  
Route 56 – Priest/56<sup>th</sup>  
Route 108 – Elliot

# Tempe Projects Included in Prop 400

## Funded/Complete:

Improved ADA Service  
Replacement Buses for Orbit  
Streetcar: In Design  
Bus Stop Improvements  
EVBOM Construction/Upgrades

## Unfunded:

ASU Transit Center Rehab  
South Tempe Transit Center  
Scottsdale/Rural Link

# Tempe Projects that Qualify for Prop 400 Freeway Funds

- Bike/ped bridge at Loop 101 & Balboa: \$3.5M
- Bike/ped crossing at Western Canal/Baseline & I-10: \$7M
- Art enhancements for Alameda & I-10 ped bridge: \$500,000
- Bike/ped underpass at Highline Canal & ADOT Retention Basin/Pit Park at Knox: \$3.7M
- Traffic interchange improvements at US-60 & Mill: \$20M
- Traffic interchange improvements at I-10 and Baseline: 50M
- Fiber optic on SR-143 from I-10 to Loop 202: \$5M

# Potential “Prop 500” Projects

- Fund all capital and maintenance costs of all required ADA improvements at arterial streets, bus stops, rail stations and along all bus and rail transit routes.
- Fund all existing regional express, local and planned transit routes to meet or exceed adopted regional transit operation standards.
- Fund all other required city and regional ADA upgrades as identified in city compliance plans to meet federal requirements.
- Fund design, construction and maintenance of shared use paths and streetscape projects.

# Potential “Prop 500” Projects

- Fund design, implementation and operation of all existing and proposed high capacity transit routes such as light rail, commuter rail, streetcar, bus rapid transit and high capacity technologies.
- Fund maintenance and reconstruction cost of major arterials or roads with regional significance, not just state roads and freeways.
- Fund repair, maintenance, and replacement of bridges at arterial streets.

# Potential “Prop 500” Projects

- Fund construction and maintenance of a regional bikeway system that provides grade separated and signalized crossings.
- Fund the design and construction of:
  - grade separation of light rail at University Drive.
  - systemic safety improvements.
  - safety improvements at high crash intersections.
- Fund the design and implementation of integrated corridor management strategies.



# Next Steps

- Estimate costs of projects identified and recommended by the Commission.
- Present that to the City Council.
- Pending City Council direction, Mayor Mitchell to represent Tempe at MAG as cities begin discussing the elements considered in any future propositions.

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 5

#### DATE

September 19, 2016

#### SUBJECT

Facility Naming Request

#### PURPOSE

For the Commission to review a request to name a transportation facility after Joe Pospicil and make a recommendation to the City Council.

#### BACKGROUND

John N. Altman, Richard Peterson, Dean Short, and Arthur D. Jacobs have submitted a request to name a transportation facility after Joe Pospicil. Per Resolution 2012.130, the following guidelines apply to any naming request:

- 1) The requesting entity should not be the same as the proposed facility name;
- 2) The proposed facility name should not be similar to any existing City facility name;
- 3) The connection between the contribution of the individual and the City facility should be thoroughly explained;
- 4) The naming request should contain information supporting the affiliation between the individual and the City;
- 5) The naming request should summarize the individual's contributions through community service, involvement, or dedication beyond an ordinary interest level that clearly resulted in tangible benefits to the City. Examples of tangible benefits to the City may include:
  - a. An enhanced well-being and quality of life for City residents;
  - b. Preservation of the City's history;
  - c. Contributions toward the acquisition, development, or conveyance of land, buildings, structures or other amenities to the City or community;
  - d. Local, state or national recognition for work in public service that directly impacted the City;
  - e. An act of heroism;
  - f. Any other contribution that resulted in tangible benefits to the City or City residents.
- 6) The naming request shall not include a proposed facility name for an individual who has been convicted of a felony.

#### FISCAL IMPACT

Replacing signage, TBD.

#### RECOMMENDATION

None

**CONTACT**

Shelly Seyler

Deputy Public Works Director

480-350-8854

[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

**ATTACHMENTS**

Facility Naming Request

Council Resolution regarding Naming Requests

RECEIVED

2016 AUG 23 PM 3: 36

CITY OF TEMPE  
CITY CLERK'S OFFICE



Tempe, Arizona  
July 9, 2016

The Honorable Mark Mitchell  
Mayor of Tempe Arizona  
P.O. Box 5002  
Tempe, Arizona 85280

Dear Mr. Mayor:

Enclosed is a request by the Five minus One for the naming of a city "facility" in memory of Joseph "Joe" Pospicil deceased. This request is submitted as directed in Exhibit A to City Resolution No. 2012.130.

You are hereby advised that Joe Pospicil has neither children nor parents which survived him.

To be sure, should the City have a better idea for naming a specific "facility" that we are amenable to a change in our request.

Sincerely,

The Five minus One,

John N. Altman,

Richard Peterson,

Dean Short,

Arthur D. Jacobs

Enclosure

**The Naming Entity:** The “Five minus One” aka John N. Altman, Richard Peterson, Dean Short, and Arthur D. Jacobs. Contact: Arthur D. Jacobs, 480-968-0572, adjacobs@cox.net.

**Proposed Facility Name:** “Joe Pospicil Way” or other such with the name of “Joe Pospicil”. We believe that the City of Tempe, should pick the facility or the area, for example, we would recommend a “stretch or section” of the **El Paso Gas-line Multi-use Path** would be ideal. Failing this we then would recommend a “stretch or section” **Kyrene Canal Multi-use Path** or **Rio Salado Multi-use Paths**. The connection between these examples of the contribution of Joe Pospicil is a “clean, well-lighted place.” Finally, another consideration would be the **Tempe Town Lake Bike/Ped Bridge**, and this connection a “bridge of the common man.”

The following paragraphs provide a summary of examples which include information about Joe Pospicil’s contribution to the enhancement of the well-being and quality of life for City residents.

**Parking restrictions at S. El Camino Drive and Aepli Drive, adjacent to Broadmor Elementary School, Tempe:** This is just one of many examples of Joe Pospicil’s contribution to the enhancement of the well-being and quality of life for City residents. For example, it made this area adjacent to the Broadmor Elementary School safer for both the parents and the children attending the school.

**Cleaning up of the front and rear yards of a variety of homes Tempe.** Unfortunately, the City did not keep official records of the number of yards involved. In any event those that were cleaned, i.e., debris removed by volunteers, like Joe Pospicil, made the neighborhood safer, not only for the residents of the property, but for their neighbors, in addition the effort removed eyesores and safety hazards from a variety of neighborhoods throughout Tempe.

**Joe Pospicil was a member of the Neighborhood Advisory Commission (NAC) for 5 years and 9 months.** While a member of this commission, Joe Pospicil served on several committees of the Commission. And as the record will show he attended most of the meetings during his tenure.

**Joe Pospicil attended numerous Council meetings, Issue Review Sessions, Formal City Council Meetings, Budget Hearings and other Special Council Meetings.** Even though Joe Pospicil worked full-time for AVNET, Joe was a frequent attendee at the cited meetings. In addition, Joe made many recommendations, contributions, and positive critiques at the cited meetings which enhanced the well-being and quality of life for City residents. In some cases Joe would use his personal vacation time at AVNET so that he could attend a meeting being held during normal working hours. In other words, Joe Pospicil served his community above and beyond his civic duties.

**Joe Pospicil was most instrumental the improvement of Rental Housing Tax Collection:** In January 2007 Joe Pospicil delivered to the City Council a CD disc with his research within the County Records concerning rental properties. This definitely highlighted the “issues” with the City’s rental tax collection process. To be sure this in-depth research was performed by Joe Pospicil on his own time and with his personal computer equipment.

In conclusion, the historical records of the City of Tempe will show that Joe Pospicil had not only a commitment to the well-being and to the quality of life of the citizens of Tempe, but he also acted upon his commitment.

Sept 9. 2016

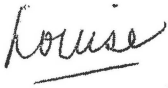
Dear Art,

My heartfelt thanks to you & the members of the Five minus One. I very much appreciate your efforts & approve of Tempe giving Joe's name to memorialize him. Joe loved his hometown. Over the years he showed this love by his involvement in & attention to Tempe's government.

Reading the summary of Joe's contributions to the betterment of Tempe brought back many memories. We had numerous phone conversations about city council meetings.

~~It would be a great honor for my brother to have a part of Tempe carry his name. The~~  
only request I have would be to include the suffix "Jr." after his name so as to make a distinction from our father who was also Joseph Pospicil.

Sincerely,

A handwritten signature in cursive script that reads "Louise". The signature is written in dark ink and is positioned above the typed name.

Louise Pospicil Whitmer  
5753 Overland Way  
Placerville, CA 95667  
530-409-3839

RESOLUTION NO. 2012.130

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY  
OF TEMPE, ARIZONA, APPROVING PROCEDURES FOR  
NAMING OF CITY FACILITIES.**

WHEREAS, the City Council of Tempe wishes to adopt written procedures for naming of City facilities, including parks, buildings, structures and rights of way (except for streets and alleys); and

WHEREAS, the City of Tempe desires to establish fair and consistent procedures for naming of City facilities;


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, as follows:

1. That the procedures for naming of City facilities as set forth on *Exhibit A*, attached hereto and incorporated herein by this reference, is hereby approved and adopted.
2. That should the need arise, the Mayor or his designee is hereby authorized to execute any documents that may be necessary to carry out the purpose of this resolution.


PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF TEMPE, ARIZONA, THIS 13th day of December, 2012.

  
Mark W. Mitchell, Mayor

ATTEST:

  
Brigitta M. Kuiper, City Clerk

APPROVED AS TO FORM:

  
Andrew B. Ching, City Attorney

## EXHIBIT A

### Procedure for Naming of City Facilities

#### **Purpose:**

This document establishes a process for naming a City facility in recognition of an individual, and includes procedures to follow when completing a naming request.

#### **Definitions:**

“City facility,” any building, structure or property owned by the City of Tempe and any City right-of-way excluding the naming of City streets and alleys as governed by Chapter 25, Article III of the Tempe City Code;

“Individual,” a natural person whose name is submitted as part of, or in whole, as a proposed facility name;

“Felony,” an offense for which a sentence to a term of imprisonment in the custody of any state within the United States or the Federal Bureau of Prisons is authorized by a law of any state, or the United States;

“Naming guidelines,” suggested information to include in any City facility naming request;

“Naming request,” the City facility naming request and all supporting documentation;

“Proposed facility name,” the City facility name that the requesting entity proposes be adopted by the City Council;

“Requesting entity,” the individual, entity, or group that is initiating the naming request;

“Supporting documentation,” any documents used to support the naming guidelines.

#### **The following information must be included in any City facility naming request:**

- 1) Current City facility name and street address;
- 2) Requesting entity and contact information;
- 3) Proposed facility name;
- 4) A written summary that includes information about the individual in the proposed facility name. The summary should explain how the individual’s contribution relates to any one or more of the guidelines listed in the following section;



- 5) Proof of consent to the proposed facility name by the individual for whom the City facility is to be named or, in the case of a deceased individual, proof of consent of a family or legal representative.

**The following guidelines apply to any naming request:**

- 1) The requesting entity should not be the same as the proposed facility name;
- 2) The proposed facility name should not be similar to any existing City facility name;
- 3) The connection between the contribution of the individual and the City facility should be thoroughly explained;
- 4) The naming request should contain information supporting the affiliation between the individual and the City;
- 5) The naming request should summarize the individual's contributions through community service, involvement, or dedication beyond an ordinary interest level that clearly resulted in tangible benefits to the City. Examples of tangible benefits to the City may include:
  - a. An enhanced well-being and quality of life for City residents;
  - b. Preservation of the City's history;
  - c. Contributions toward the acquisition, development, or conveyance of land, buildings, structures or other amenities to the City or community;
  - d. Local, state or national recognition for work in public service that directly impacted the City;
  - e. An act of heroism;
  - f. Any other contribution that resulted in tangible benefits to the City or City residents.
- 6) The naming request shall not include a proposed facility name for an individual who has been convicted of a felony.

**Re-Naming:**

The City Council reserves the right to re-name any City facility previously named, if it is determined that it is in the best interest of the community that the facility should no longer bear its current name. The City Manager shall remove the name from any City facility if the person for whom the facility was named has been subsequently convicted of a felony. If a name is removed from a facility, it shall immediately revert to its previous name, until the City Council approves a new name.

**Procedure:**

The requesting entity shall deliver the naming request to the City Clerk. The City Clerk shall determine if the naming request is complete and, if so, shall submit the naming request to the Mayor for assignment to the appropriate Board, Commission, or Committee. The Board, Commission, or Committee so assigned shall review the naming request and report its recommended action to the City Council.

Approval by City Council Resolution shall accomplish the naming of the City facility.

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

### AGENDA ITEM 6

#### DATE

September 29, 2016

#### SUBJECT

McClintock Drive Street Configuration – Six month follow-up

#### PURPOSE

The purpose of this memo is to provide the City Council with traffic data and resident feedback gathered over the past 12 months for the section of McClintock Drive between Broadway and Guadalupe roads. Bicycle lanes were added and vehicle lanes were removed as part of a paving project that was completed during the summer of 2015.

#### BACKGROUND

In July 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 signalized intersections. Diagram 1 is an illustration of the number of lanes in each direction prior to the reconfiguration and after the addition of the bicycle lanes.

At the March 17, 2016 Issue Review Session, council asked staff to continue to collect data and report back on the findings. Over the last 6 months, staff has continued to collect data. This new data, as well as historical data, are provided below.

#### VOLUME DATA

McClintock Drive between Broadway and Guadalupe roads has seen traffic volumes decrease between 2004 and 2016. 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. Table 1 and Chart 1 provide the traffic volumes on McClintock Drive collected in 2004 and four months in 2016. With the exception of the segment between Guadalupe and Elliot, traffic volumes continue to be considerably less than levels measured in 2004.

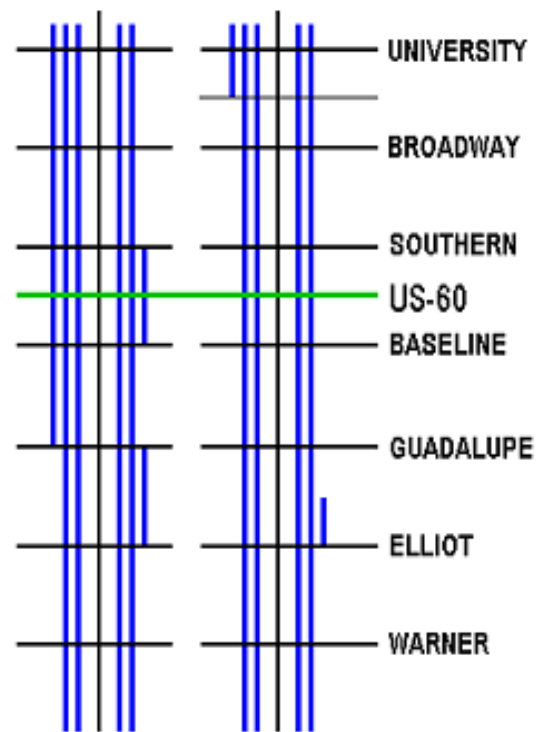


Diagram 1: McClintock Drive Vehicular Lane Configuration

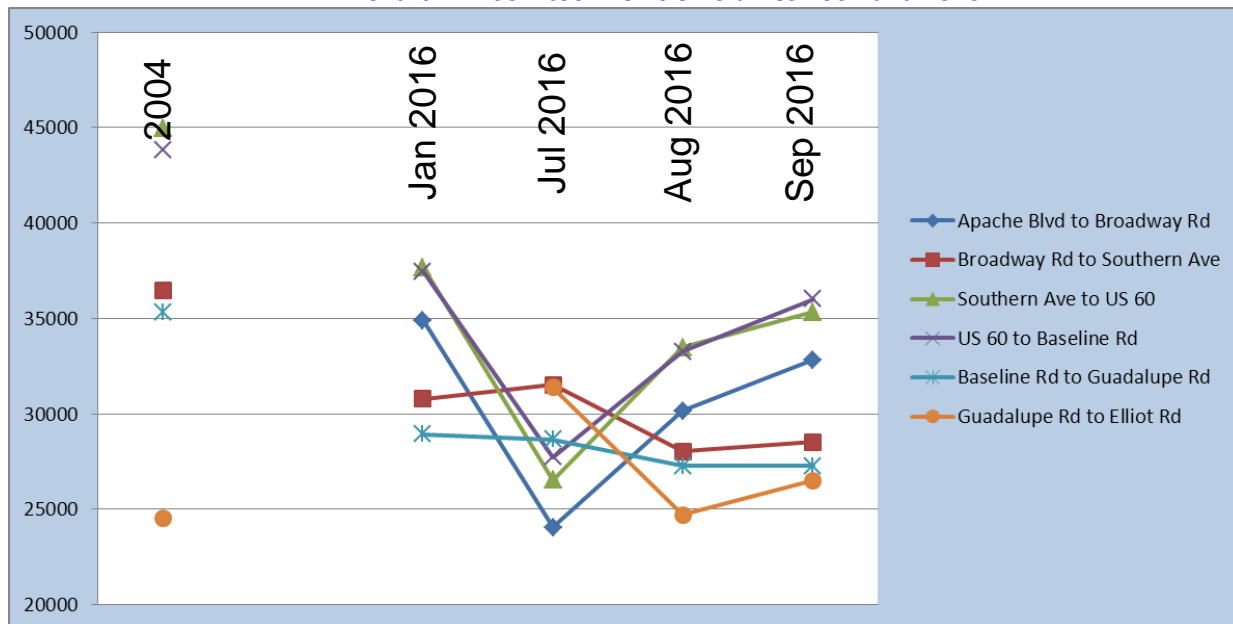
Table 1: Traffic volume changes between 2004 and 2016 on McClintock Drive between Apache and Elliot

Table 1: McClintock Drive Vehicle Volumes 2004 and 2016

	2004	2016					
		Jan	Feb- Jun	Jul	Aug	Sep	Oct
Apache to Broadway	*	34,913	*	24,055	30,175	32,828	*
Broadway to Southern	36,487	30,782	*	31,527	28,034	28,529	*
Southern to US 60	44,951	37,670	*	26,551	33,472	35,348	*
US 60 to Baseline	43,842	37,470	*	27,732	33,260	36,012	*
Baseline to Guadalupe	35,326	28,945	*	28,656	27,260	27,274	*
Guadalupe to Elliot	24,510	*	*	31,392	24,714	26,524	*

\*No Data Collected

Chart 1: McClintock Vehicle Volumes 2004 and 2016



### TRAVEL TIME DATA

Travel time data was collected in 2014 on McClintock Drive between University Drive and Baseline Road as part of signal timing optimization project. The portion of McClintock Drive south of Baseline was outside the limits of that project and thus no travel time data is available for this section. Travel time data was collected in January, June, July, August, and September of 2016 (after the bicycle lanes were added). Table 2 and Chart 2 list the average 2016 travel times, both during the morning (AM) and afternoon (PM) peak travel hours, for the entire section of McClintock Drive between University Drive and Guadalupe Road. Tables 3- 6 and Charts 3- 6 compare the average travel times in 2014 to the average travel times in 2016, broken into one mile segments. Table 2 illustrates that during high-traffic conditions (January, September) on average it takes approximately 10 to 11 minutes to travel northbound during the morning peak and 13 to 14 minutes to travel southbound during

the afternoon peak between University Drive and Guadalupe Road. As expected, travel times decreased during the summer months (June to August).

Table 2: McClintock Drive Travel Time Data 2016 – University to Guadalupe (Average Travel Times) in minutes and seconds.

AM Peak (7-9AM)	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016
McClintock NB	10:16	7:49	7:44	8:52	10:36	*
McClintock SB	7:40	7:22	7:20	7:39	7:52	*
PM Peak (4-6 PM)						
McClintock NB	9:23	9:00	9:55	9:47	9:26	*
McClintock SB	12:57	10:23	10:49	12:20	13:47	*

Chart 2: McClintock Drive Travel Time Data 2016 – University to Guadalupe (Average Travel Times) in minutes and seconds.

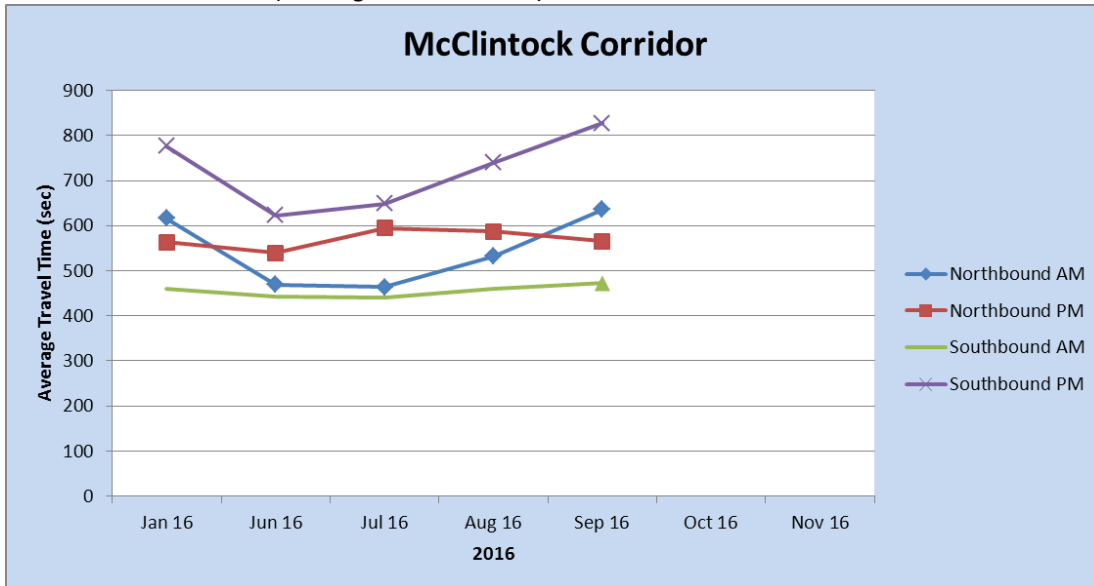


Table 3: McClintock Drive Travel Time Data 2004 and 2016 – University to Broadway

AM Peak (7-9AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016
McClintock NB	3:07	3:24	2:06	2:09	2:41	3:12	*
McClintock SB	1:58	2:03	1:58	1:56	2:02	2:01	*
PM Peak (4-6 PM)							
McClintock NB	2:38	3:25	3:15	3:36	3:25	3:38	*
McClintock SB	3:11	4:43	3:51	3:57	4:00	5:18	*

Chart 3: McClintock Drive Travel Time Data 2004 and 2016 – University to Broadway

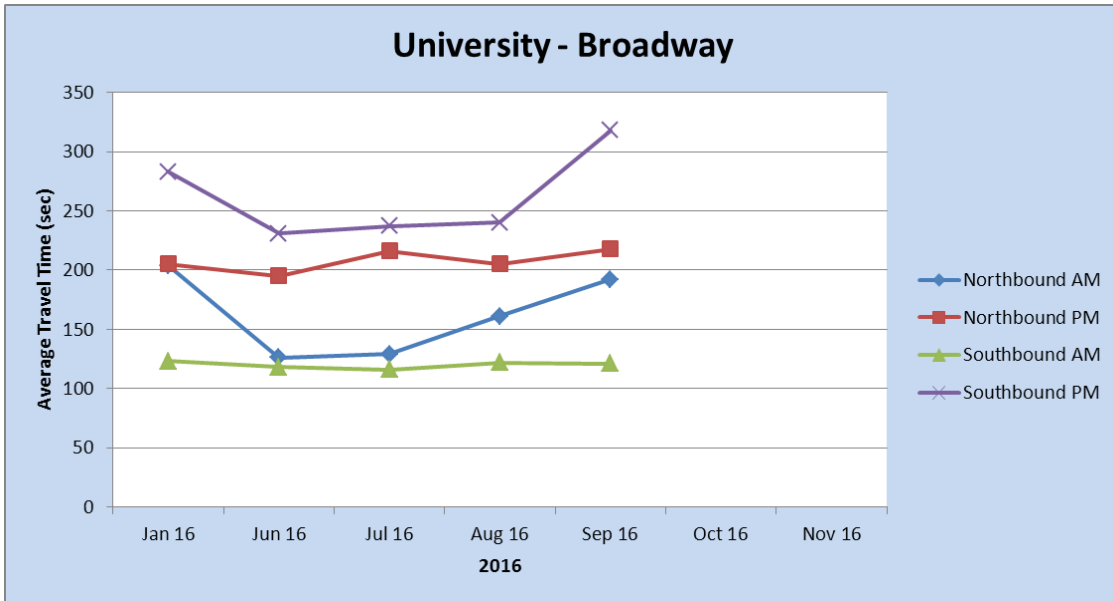


Table 4: McClintock Drive Travel Time Data 2004 and 2016 –Broadway to Southern

	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016
<b>AM Peak (7-9AM)</b>							
McClintock NB	2:14	2:01	1:44	1:41	1:56	2:14	*
McClintock SB	1:56	2:11	2:04	2:03	2:03	2:12	*
<b>PM Peak (4-6 PM)</b>							
McClintock NB	2:08	2:00	1:59	2:00	1:54	1:53	*
McClintock SB	2:12	3:05	2:07	2:11	3:26	3:03	*

Chart 4: McClintock Drive Travel Time Data 2004 and 2016 –Broadway to Southern

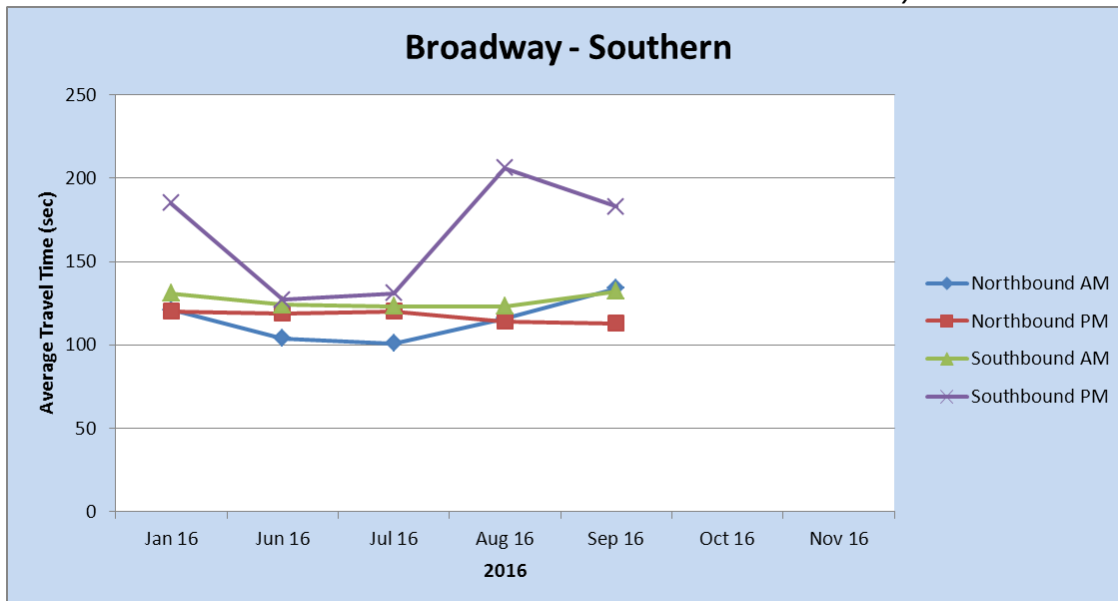


Table 5: McClintock Drive Travel Time Data 2004 and 2016 – Southern to Baseline

AM Peak (7-9AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016
McClintock NB	1:51	2:36	2:01	2:03	2:07	2:25	*
McClintock SB	1:45	1:36	1:36	1:35	1:45	1:47	*
PM Peak (4-6 PM)							
McClintock NB	1:53	1:49	1:39	1:57	2:18	1:47	*
McClintock SB	2:03	2:58	2:10	2:33	2:31	3:11	*

Chart 5: McClintock Drive Travel Time Data 2004 and 2016 – Southern to Baseline

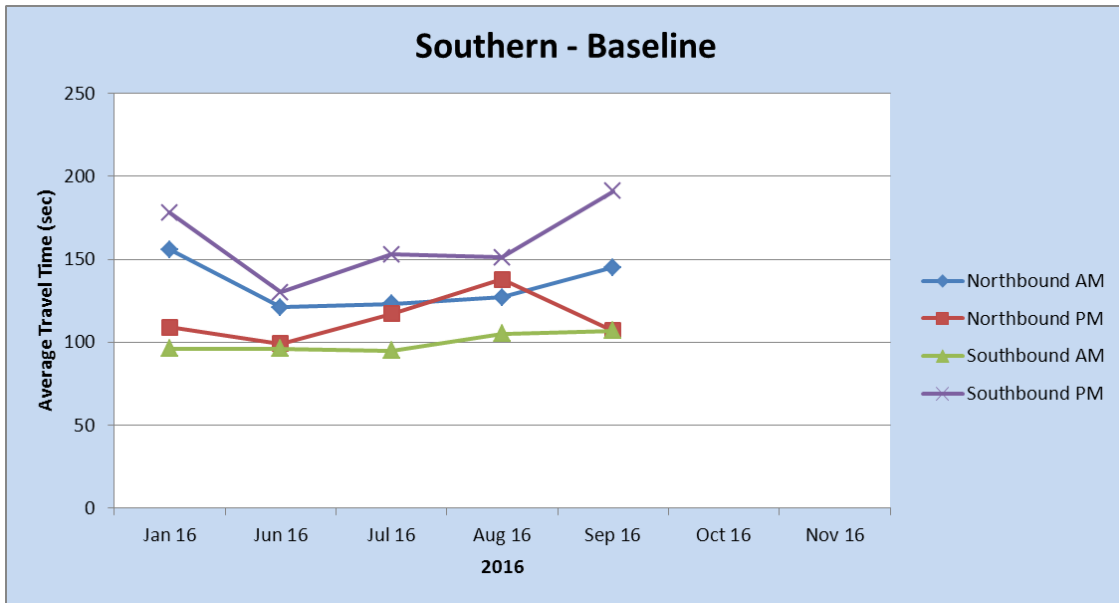
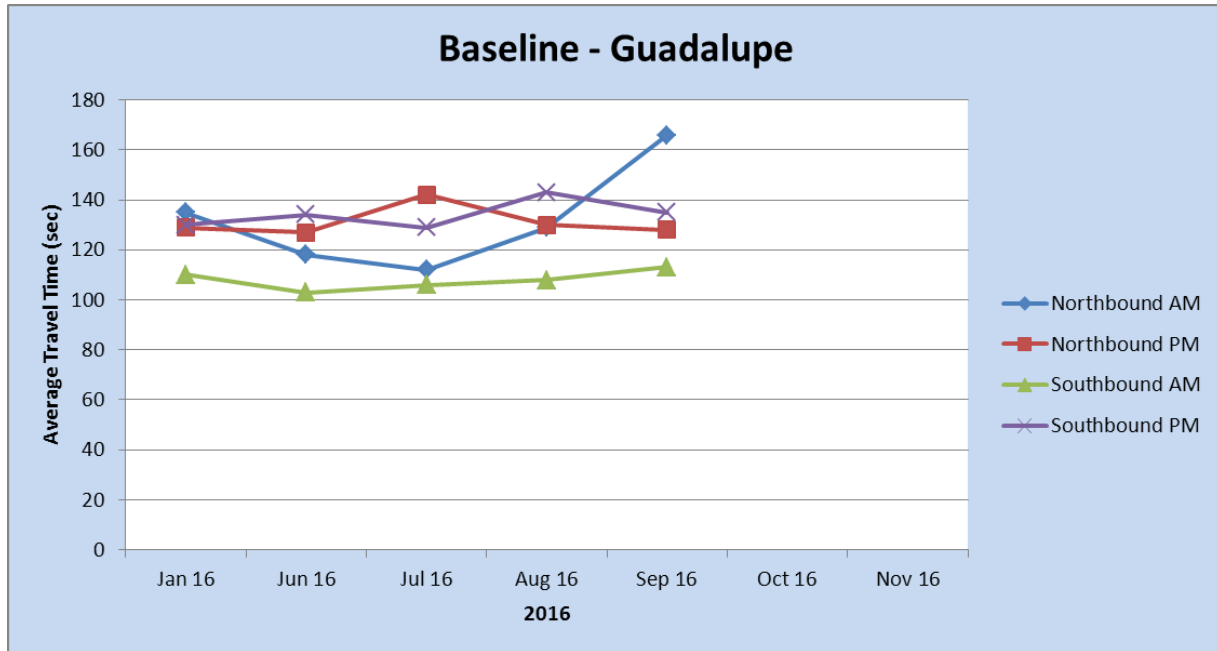


Table 6: McClintock Drive Travel Time Data 2004 and 2016 – Baseline to Guadalupe

AM Peak (7-9AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016
McClintock NB	N/A	2:15	1:58	1:52	2:09	2:46	*
McClintock SB	N/A	1:50	1:43	1:46	1:48	1:53	*
PM Peak (4-6 PM)							
McClintock NB	N/A	2:09	2:07	2:22	2:10	2:08	*
McClintock SB	N/A	2:10	2:14	2:09	2:23	2:15	*

Chart 6: McClintock Drive Travel Time Data 2004 and 2016 – Baseline to Guadalupe



**Crash Data**

Crash data is only available through June 30, 2016, given that, tables below only compare August 2014 – June 2015 and August 2015 – June 2016. The construction was completed in July 2015. As shown in the Tables 8- 10 below, crashes continue to show minimal changes at the major intersections but significant decreases at the minor intersections (-25%) and midblock locations (-25%). It should be noted however, that the charts below only account for 11 months of before and after data. Industry standards typically require at least 3 years of crash data prior to making any conclusions about the benefits or drawbacks of changes. Using too short of a time frame allows for statistical bias because it does not provide sufficient time to account for regression to the mean.

Table 8: Major Intersection Crashes on McClintock

	Aug. 2014 to June 2015	Aug. 2015 to June 2016
Apache	6	7
Broadway	13	9
Southern	17	11
US 60	14	19
Baseline	1	9
Guadalupe	9	9
<b>TOTAL</b>	<b>60</b>	<b>64</b>



*Table 9: Minor Intersection Crashes on McClintock*

	Aug. 2014 to June 2015	Aug. 2015 to June 2016
Apache to Broadway	N/A	N/A
Broadway to Southern	15	11
Southern to US 60	5	1
US 60 to Baseline	6	2
Baseline to Guadalupe	6	9
<b>TOTAL</b>	<b>32</b>	<b>23</b>

*Table 10: Mid-Block Crashes on McClintock*

	Aug. 2014 to June 2015	Aug. 2015 to June 2016
Apache to Broadway	21	17
Broadway to Southern	38	22
Southern to US 60	12	11
US 60 to Baseline	10	13
Baseline to Guadalupe	10	5
<b>TOTAL</b>	<b>91</b>	<b>68</b>

**Bicycle Counts on McClintock Drive**

The city used video recordings to count bicycles in the bicycle lanes at the intersections of McClintock at Southern and at Baseline. The average number of bikes over the morning (7 to 9 a.m.) peak hours and afternoon (4 to 6 p.m.) peak hours is shown in Table 11 below.

*Table 11: McClintock Drive Bicycle Volumes 2016*

	2016 Jul	2016 Aug	2016 Sep	2016 Oct
Southern (AM)	10	N/A	13	*
Southern (PM)	12	N/A	13	*
Baseline (AM)	9	10	6	*
Baseline (PM)	12	8	10	*

**Public Comments**

Staff began receiving unsolicited public comments about the McClintock Drive project in April 2015. Between April 2015 and March 17, 2016, the City received 532 comments of which 482 were unduplicated. Of the unduplicated comments, 234 people were against the bicycle lanes and 244 were in favor. Four people also commented, but did not have an opinion either way. Of the 234 people against the lane removal for the additional of the bike lane, 189 cited congestion and/or getting out of their neighborhood as a major issue. Between March 17, 2016 and September 21, 2016, the City received 54 comments of which 38 were unduplicated. Of the unduplicated comments, 30 people were against the bicycle lanes and 8 were in favor. 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.

**RECOMMENDATION**

None

**CONTACT**

Julian Dresang  
City Traffic Engineer  
480-350-8025  
[julian\\_dresang@tempe.gov](mailto:julian_dresang@tempe.gov)

**ATTACHMENTS**

1. Public Comments and Analysis from 311 March 18, 2016 to September 21, 2016
2. Public Comments and Analysis from emails March 18, 2016 to September 21, 2016

Case Submission Date	McClintock Drive 311 Calls
3/15/2016 0:00	total boon doggle, tens of thousands of drivers inconvenienced for a handful of bike riders, getting in and out of neighborhoods more difficult, total waste of money. Tom Harding 602-399-9626
3/16/2016 0:00	Supports bike lane, bike lanes are good for the city. Traffic has reduced in past years, people who complain about traffic congestion my be new residents in area. Reducing speed limit to 35 may help with congestion
3/16/2016 0:00	resident is FOR the bike lanes. They stated they use the bike lanes frequently and are very happy with it
4/14/2016 0:00	resident was upset about the amount of traffic that is now on McClintock
8/3/2016 0:00	Ever since the road project repaved McClintock, one of the dual left turns lanes in each direction at the intersections with Broadway, Southern, Baseline & Guadalupe have been barricaded and not in use. Why? When will these lanes be reopened?

positive in nature
increased traffic/congestion
difficulty making turning movements out of neighborhoods
All other calls were categorized as complaints by 311

## McClintock Drive Resident Feedback (emails and phone calls excluding 311) March 18, 2016 to Current

### SUPPORT

1. 3/18/2016\_I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike commuter, and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. 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. 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. Joseph Watts
2. 3/18/2016 I'd like to add to these comments based on the feedback at last night's marathon meeting. There were several suggestions raised that bicyclists should be directed to utilize the sidewalks on McClintock. This suggestion is not feasible. Proceeding Northbound on McClintock from Alameda to Rio Salado these are 4' sidewalks except at bus stops and some businesses. The city has (at least in the past) specifically directed bicyclists not to ride on these narrow sidewalks. Further, riding on the sidewalks is expressly prohibited by posted signage between Broadway and Apache for the UPRR underpass. As one resident pointed out in her comments, this underpass is a stretch of road where the bicycle lanes were needed for safety. Bicyclists are further advised by these signs to "Share the Road". Other topical signage might include "Good Luck Down There" and "Watch for the Drain Grate Taking up the Space You're Assigned". Please ensure during the further study requested by Mayor and Council that any alternative behavior requested of bicycle commuters be at least implementable, let alone safe. Thanks, Nathan Corwin (Staff note, all previous comments prior to March 18, 2016 indicated support for the project and this comment was categorized base don that.)
3. 3/18/2016 I am writing in support of keeping the bike lanes on McClintock. I am a recreational cyclist who bikes occasionally to a restaurant or for fun with my friends and kids. Riding on Tempe streets that do not have bike lanes is scary and unsafe. Without bike lanes, I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. Plus, I can't bike on the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. When the lanes on Mclintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Jennifer Nelson Strong
4. 3/22/2016 Dear Council Members: On March 17<sup>th</sup>, I went to the Tempe City Council Meeting to participate in the discussion of the new McClintock bike lanes that reduces the automobile traffic from three lanes to two lanes. It turned out to be a very spirited discussion with speakers both in favor of the bike lanes and against. A number of people spoke in favor of the new bike lanes. A number of reasons were given. 1) Bike lanes make the road useable for cyclists because of improved safety. The old design was very unsafe for bicyclists. 2) It gives ASU students a safe path back and forth to campus.3) This forms a critical North South link in the bicycle path network access from south Tempe to ASU, down town Tempe and points North.4)

Bicycle infrastructure is a key attraction for Tempe. It makes the city more livable and more progressive. Objections to the bike lane fall into several categories. 1) I can't get traffic to let me out of my neighborhood. 2) There are some design problems that make some areas difficult or unsafe. 3) It takes me longer to commute to wherever I am going and back. 4) Automobile drivers pay gasoline tax so they should have all the lanes to themselves. The discussion reduces to one basic question. What do we want McClintock Avenue in Tempe to be? McClintock has never been an ideal North South commuter route. It was a terrible bike route and not particularly pedestrian friendly. Even before the bike lanes were implemented, it went from three lanes to two lanes and back. There were drag races at the lights where bus stops narrowed traffic from three to two lanes. This is not a 45 or 50 mph expressway but a 40 mph access road to South Tempe with 35 MPH school zones, flourishing businesses and access to residential neighborhoods. Now, it seems that many commuters want to use it as an alternate route to the 101 freeway. So, what do we want? It would seem to be a good idea to have a plan to improve the streets that gives Tempe residents the kind of place they want to live. Leaving Tempe just the way it is, with no improvement, does not seem to be a good idea to me. Should McClintock be a six lane expressway through Tempe? If so, it should be designed that way. There should be three lanes going north and three lanes going south. It should be designed to maximize automobile traffic flow, maximize access from side streets and minimize commute times. We could tear up all the trees and put in a bike lane on the sidewalk. Or, if we want McClintock to be a multi use access road that serves the residents and businesses along the way, then it should be designed that way. Speed limits should remain low, or even be reduced. Pedestrian access and bicycle lanes should be maintained and improved. Public transport should also be a key part of the south McClintock formula. Downtown Tempe has been a focus of development for much of the last 35 years that I have lived here. It is a great story of urban development. South Tempe, almost without being noticed, has become the other great urban development story in our city. We can continue to promote that growth by providing progressive infrastructure and a pleasant environment or we can turn south Tempe into an expressway for commuters anxious to get somewhere else. I would like to see more trees, pedestrians, bikes and public transport. I think it is good for residents and good for the small businesses that we support. Best regards, Jon Austin

5. 3/22/2016 The changes to McClintock are welcomed for bicycle riders. We'd like to see candlesticks extended between Baseline & Guadalupe. This intersection Guadalupe & McClintock needs a lagging red light to keep cars from sitting in the middle of the intersection waiting to turn. There is a dangerous situation at the Canal with cars not familiar with the red flashing lights to stop for bikes & walking across McClintock. Cars are running through the flashing lights at high rates of speed. We refuse to use this crossing fearing the public is not familiar with the correct usage of this crossing. We have witnessed too many cars drive through without stopping & feel this was a waste of money; should have been a regular stop light. Scott Devin
6. 3/31/2016 Hello, I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike "commuter," and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer, and can deal with more consistent infrastructure, the same way a driver needs standardized lanes on the road. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. 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. Bike riders spend more at local businesses,

visit these businesses more frequently, and are more engaged with their local communities. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to find other, more carbon-intensive and dangerous means of transportation, or take different routes to the places I need to go, and like to go. 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. Connor Descheemaker

## OPPOSE

1. 3/18/2016 Thanks, Councilmember Schapira, for bringing to light the technological impacts of the future in last night's Council meeting with respect to setting transportation policy and planning. It is refreshing to know that some councilmembers, Vice Mayor, and Mayor are listening with an unbiased perspective. Mode of transportation is a personal choice, unlike the many protected statuses in Tempe City Code, Chapter 2, Article VIII such as gender identity, sexual orientation, race, color, gender, religion, national origin, familial status, age, disability and U.S. military veteran status. Thankfully, an enlightened Tempe City Council passed anti-discriminatory laws on behalf of those citizens. The 4% cycling population in Tempe presents a conversation about choice; it is not discriminatory in nature. This makes the transportation discussion both different and relevant. Without bias and special interest support, innovative and collaborative solutions can be created, much like solutions Tempe citizens have promoted and supported in the past. The old adage that Rome was not built in a day also applies to Tempe, especially for some of the long-term ("older") residents that helped create this this great City, the place we love to call home. Please do not disregard, dismiss, or diminish the longer-term residents. Bias can lead to gridlock, and not just the transportation kind. Tempe is, and always has been, way better than that. Thank you for your service and for consideration of my input. Priscilla Kadi
2. 3/18/2016 Councilmember Granville: By publically announcing your bias for cyclists in last night's Council meeting, continuing a civil conversation or debate is mute. With your posting and modifying of correspondence on TBAG's Facebook page is yet another breach of public and personal trust. Worst of all, the post is untrue. Where in the email correspondence to me was it stated: "Thanks for emailing. I hope this one interaction where we disagree doesn't keep you from emailing regarding other issues." That's what the Facebook post states, but it's simply not true based on the objective evidence of email correspondence that follows below. For the rest of Council and my esteemed neighbors, the true colors and totality of Councilmember Granville's post on the TBAG Facebook page yesterday is included below; it does not match the email he actually wrote and the posted hanges are broader than "; they are a change in content. Guess I have been TBAG'd; maybe the whole City has been, too... P.S. Please note that in my original correspondence, adding lanes was never mentioned. I was merely advocating for removing the lanes back to their original configuration given some evidence of hindrance to motorists and to the residents trying to navigate their neighborhoods. Bias really does prevent "hearing" alternatives, just never thought it would lead to misrepresentations. Priscilla Kadi
3. 3/18/2016 Good Morning Tempe, I really wanted to attend yesterday's City Council Meeting but due to the fact that I am a teacher I was not able to get there in time. I wanted to express my strong dislike the changes made to McClintock Drive between the areas of Guadalupe and Broadway. My family of 3 lives in the Cole Park Neighborhood area of 633 homes, for 5 years now (December 2010-present). Prior to that, I lived there for 13 years as a child, 1978-1993. I'd like to express some of my frustrations, fears and concerns in the bullet points to follow. 1. The

flow of traffic is too congested making the 3 mile commute to work 3x's as long (5 minutes to 15 minutes). 2. Many drivers are cutting through our neighborhood on Fremont to access Price Road at higher rates of speed. 3. There are so many entrances and exits in the 1 mile route that cars, trucks, and delivery drivers are faced with head on fears of being hit, even with blinkers present. I've experienced this myself with a Fed Ex truck. It made me fear for my daughter's life in that split second of transition. 4. The number of accidents at Baseline, the US60 and First Baptist Church is alarmingly high. It's heartbreaking to see the elderly walked to the curb to clear the scene until police arrive. I have also experienced this a few months ago when I helped a man to the curb and comforted a lady with a smashed up fender. 5. The candle sticks are a nightmare. 6. The sidewalks are already larger than standard width. I know this because when I was a child growing up in this neighborhood I remember the increase for bikes to get to and from school quicker. I feel the sidewalk and bike lanes are larger than the two lanes of traffic. 7. I also believe the traffic congestion on McClintock is causing a rise in house sales in our area, and has caused my property value to decrease. 8. Cole Park has a beautiful bridge that extends to Ward Park and connects to wider lanes and safer paths in other areas for bikers. 9. I'd like to invite Kolby Grandville, Joel Navarro and yourself to make the commute out/in to our area during peak hours and see how it feels to experience this major headache and fear. 10. Please consider removing the bike lane and restoring McClintock back to 3 lanes and then revise the already enlarged sidewalks to a bike path and a walking path. It could be done and service a greater number of Tempe residents while maintaining safety for all. Thank you for your time, Lindsey Matykiewicz

4. 3/18/2016 I realize that one of the purposes for the bike lanes on McClintock is to increase the number of miles of bike lane and paths in the city of Tempe to enhance our image and prestige to the urban community at large both locally and nationally. However, the bike lanes on McClintock, at least from Southern to Baseline show very very light use. I drive this area regularly and I doubt I have seen a dozen bike riders using those lanes. The added traffic congestion which has resulted from removing 2 lanes of vehicular traffic in this area has been quite significant and often a bit dangerous. The sidewalks in this area are extra wide and have always proven safe and free of even moderate pedestrian users and my wife and I have safely ridden on them safely for over 20 years. I believe the traffic lane should definitely be restored!  
Don Stephens
5. 3/18/2016 Thank you for the notification of the meeting. We had prepared our comments for the meeting, but when we got in the car to go to the meeting, our car battery was dead, and we couldn't get it changed in time to attend. I'd like to attach to this e-mail the comments I was going to make. We would also like to know if there was any resolution to our problem or if there were many comments like ours at the meeting. Any help you can give us would be greatly appreciated. Joe and Ellen Ellis  
1. First of all, we are extremely happy about the repaving of McClintock which has been needed for a long time!  
2. However, we did not need the other "improvements" to McClintock.  
3. In spite of what has been said in your e-mail, etc., we never received notice that there was going to be a meeting about what was going to be done with the street. The only notice we got was a notice telling us what you were going to do, in essence, whether we liked it or not.  
4. You have eliminated a driving lane in each direction to make a bike lane (which we already had) almost a lane wide! You have managed to bunch of traffic from Southern to Baseline and possible even from Broadway south. Trying to get out on McClintock from our neighborhood is almost impossible when the traffic is backed up as far as it is. In some cases we have to come in off of Baseline to the west of McClintock which puts more traffic through the neighborhoods. Even before you eliminated the lanes, you could expect backups during rush hour, but never as bad as they are

now. All you have done is added to pollution with backed-up cars.

5. We travel frequently out of our neighborhood, and we are lucky if we see even one bicycle in the bicycle lane! The few bicyclists we see would rather ride on the sidewalk which is much safer for them. 6. In addition, you have left a very narrow left-turn lane to turn either east or west off of McClintock. 7. Trying to turn into either of the streets into our neighborhood (Carter or Minton) is almost impossible to do and slows up the traffic behind us! Turning into the Fry's Grocery Store or Target or getting out of there is also almost impossible in the short amount of distance you give us with all those fancy markings on the street.

It's time to admit that you made a mistake and correct it and return our neighborhood and streets to what they were before!

6. 3/18/2016 Hello, This is such a waste of time of citizens sitting in traffic, adding pollution to the air, and also endangering them by creating dangerous turns because of traffic. I would never buy another home in Tempe, no wonder property values are not increasing like Scottsdale. Such a shame! Shahin Rezai
7. 3/19/2016 Thank you for asking for feedback regarding the bike lanes on McClintock. I have driven north on McClintock each morning and south each evening for 36 years. Traffic has never been this terrible. It now takes me 30 minutes to drive six miles. Which is ridiculous. Imagine the wasted time and gas that this has caused. I certainly don't want someone riding a bike to be hit by a car. However, I also don't think thousands of drivers each day should have their commute time doubled or even tripled because McClintock went from 3 lanes each way down to two. There must be a better way than what we have now. What I really object to is that no one asked the citizens of Tempe what they wanted BEFORE the bike lanes were installed. So my vote is to go back to 3 lanes each way on McClintock. thanks you Debra Hunter
8. 3/21/2016 Good morning Ms. Taaffe, Mayor Mitchell and City Council members; The Thursday March 17<sup>th</sup> meeting was very... interesting. Thank you for addressing the McClintock bike lane issue first and allowing everyone to speak. Due to the number of people present, the time to speak was limited to 2 minutes. My neighbors and I felt that after the required initial introduction of each speaker, the remaining 60-90 seconds was not enough time to present the facts and data showing the elimination of the 3<sup>rd</sup> traffic lane and installation of a seldom used bike lane was a good idea. Attached is information gathered from our many observations of actual bike and car traffic on McClintock, which we plan on continuing to do, and comments / rebuttals on some of the information contained in the memorandum supplied to you by the Public Work Department, also attached. The facts in both the information from the Public Works Department and public comment from the citizens of Tempe show the majority of the citizens support eliminating the bike lane on McClintock and returning the 3<sup>rd</sup> lane to get traffic flowing again. As pointed out at the 3/17 meeting, it is safer to keep the traffic on McClintock, and keep it flowing for the neighborhood residents, students of McClintock High and Arrendondo elementary schools, and allowing us to easier access in and out of our neighborhoods. Ed Hooten

Observations at McClintock and Carson and McClintock and Minton:

Mon. 11/16/15	0700-0830	5 bikes, 4 on sidewalk 1 in bike lane	Traffic
back to Baseline 1430-1600	3 bikes, all on sidewalk	Traffic backed up past US	
Fri. 11/20/15	1400 - 1600	4 bikes, all on sidewalk	Traffic
backed up past US			
Sat. 11/21/15	0800-0900	6 bikes, 3 on sidewalk, 3 in bike lane	
Mon. 11/30/15	0800-0900	4 bikes, all on sidewalk	Traffic
back to Baseline			



1500-1600 6 bikes, 5 on sidewalk, 1 in bike lane Traffic backed up to almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on to Carson

Fri. 12/4/15 1500-1600 3 bikes, all on sidewalk Traffic backed up past US

Sat. 12/5/15 0830-0930 2 bikes, both on sidewalk Traffic back to Baseline

Mon. 12/21/15 0730-0900 5 bikes, 3 on sidewalk, 2 in bike lane

Mon. 1/18/16 Road Rage Broadway / McClintock ASU Student killed

Mon. 1/25/16 0730-0830 6 bikes, 4 on sidewalk, 2 in bike lane Traffic back to Baseline

1400-1530 3 bikes, all on sidewalk Traffic backed up past US

Fri. 1/29/16 1430-1530 6 bikes, all on sidewalk Traffic really thick and backing up almost to Southern and on the 60 exit ramp. Several near collisions when people slow to turn west on to Carson

Sat. 1/30/16 0800-0900 8 bikes, 7 on sidewalk, 1 in bike lane

Sun. 1/31/16 0800-0900 7 bikes, 5 on sidewalk, 2 in bike lane

Mon. 2/15/16 0700-0800 4 bikes, 2 on sidewalk, 2 in bike lane Traffic back to Baseline

1500-1600 5 bikes, all on sidewalk Traffic backed up to almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on to Carson

Sat. 2/20/16 0730-0830 8 bikes, 5 on sidewalk, 3 in bike lane

Mon. 3/14/16 0730-0900 3 bikes, all on sidewalk Traffic back to Baseline

1400-1530 4 bikes, all on sidewalk Traffic backed up to almost Southern, and on 60 off ramp. Several near collisions when people slow to turn west on to Carson

Sat. 3/19/16 0700-0830 2 bikes, both on sidewalk. I stopped and asked why they were using the sidewalk when hardly any cars were present. The reply from both was, and I quote: "only crazy people would ride on this busy street, and that bike lane is for the bike racers" .... Interesting...

1400-1500 4 bikes, 3 on sidewalk, 1 in bike lane. Based on the above comment, the people on the sidewalk were "regular" people, the one in the bike lane looked like a "racer" with all the matching cycling outfit on.... Interesting...

Sun. 2/20/16 0700-0800 1 bike, on the sidewalk Data / Information from Tempe Public Works memorandum dated 3/7/16.

Comments on information gathered from the Tempe Public Works memorandum dated 3/7/16 which was presented to the Mayor and Tempe City Council for the 3/17/16 public meeting. All comments / observations are based on facts within the memorandum.

Pg. 3 Public Outreach: Most of my neighbors received information in the water bill, no other communication received. Traffic volumes: Traffic volume has increased / more people driving

Pg. 5 Table 4: Traffic volume for one 24 hour period from US 60 to Baseline is 37,470 vehicles vs maybe 20 bikes, a very disproportionate 1874 to 1 ratio. Traffic Signal Timing: through green is longer, turn now shorter. Only 3-4 cars can make the turn. Turn lane traffic / wait significantly longer

Pg. 7 Table 9 / McClintock: Travel time in all categories longer, PM peak significantly longer, 119.3%

Pg. 11 Table 15: bike volumes.. not far off of our actual observed numbers, but no delineation of sidewalk vs bike lane use Pedestrian comfort: Not many pedestrians noted, comment objective / editorial in nature Pg. 12 Public Comment: Majority of public comment against bike lane / removing 3<sup>rd</sup> traffic lane Beyond the Power Point slides comes public comment. This is conjecture and emotional and should be taken with a grain of salt. Reasons are emotion comes into play, residency cannot be verified, and agendas of some come into play. An example is a business or two have vested interests in more bike traffic due to them increasing profits. I visited several of these establishments asking about the McClintock bike lanes and NOT saying I was for, or against and was asked to contact the Tempe City leaders to voice support for the project. I mentioned I was not a resident, but was asked to do this anyway so the support vote would be large. So please view the public input as questionable. Pg. 27-32 Public Comment: 280 comments recorded. About 50 / 50 split Pgs. 34-38 McClintock Drive 311 calls: 80 calls listed 85% opposition 15% support Pgs. 39-118 are all public comment in opposition and support. I read them all, and the one that I find paradoxical is the comment by a bike lane supporter: "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.ata / Information on sidewalk / canal bike path / South Mountain Park pathways Sidewalk width along both sides of McClintock is 8 ft wide Tempe Canal bike / pedestrian paved path / walkway between Guadalupe & Elliot is 10 ft wide\*South Mountain Park paths range from 3 ft to 10 ft\*\*bikes, pedestrians, strollers, jogging strollers, wagons and such ALL share the paths on the canal bike path and South Mountain paths with no problems or complaints. There is a courtesy factor on the canal and park paths where bike riders announce their approach and non-bikers move right. Why is this not the same practice on Tempe sidewalks? My observation is, most of the time courtesy is shown, however, just as with cars and trucks, not everyone shows common sense or courtesy. Per the SRTS web info Guide (Safe Routes to School) data on sidewalks is the following:(<http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>) Sidewalk width The preferred minimum sidewalk width recommended for safe routes to schools is five to six feet. (Tempe is 8 ft) Walking can be a social activity; facilities are needed to accommodate social walking. The six-foot width allows for two people to walk comfortably side by side and provides sufficient space for pedestrians crossing in the opposite direction. Sidewalks with a width of eight to ten feet or more should be built where there is no sidewalk buffer along an arterial street and along roads adjacent to school grounds where large numbers of walkers are expected. Sidewalk BuffersThe space between the sidewalk and closest lane of moving vehicles is the sidewalk buffer. \* If a sidewalk buffer does not exist, an effort should be made to provide a wider sidewalk. A wider sidewalk allows a pedestrian to avoid the splash zone (area adjacent to a motor vehicle travel lane into which water spray created by a motor vehicle traveling through water on the roadway enters) and provides a snow storage area and a more comfortable separation between moving vehicles and pedestrians. Guidelines for sidewalk buffers is available in the FHWA's Designing Sidewalks and Trails for Access (Section 4.1.2) and AASHTO's Guide for the Planning , Design, and Operation of Pedestrian Facilities (Section 3.2.4).\*There are several major streets where there is a buffer zone consisting of a 3 ft area extending out from the curb delineated by a white stripe. Why not use this the entire length of McClintock? Tempe has already in place bike / pedestrian friendly sidewalks. Perhaps the sidewalks could be striped for bike traffic one side, pedestrian the other AND reduce the bike lane down to a "buffer zone" of 3 ft out from the curb and bring back the 3<sup>rd</sup> lane on McClintock

Data / Information on existing bike routes Tempe already has spent considerable amounts of money on building and maintaining bike routes throughout the city. The 2 major North / south bike route are College Ave and Country Club Way. Both of these routes have had bridges built over the US 60 for the purpose of allowing bikes and pedestrians safe access across the US 60 and safe travel path from south Tempe to North Tempe. The bridges were built at an approximate cost of \$2.5 million EACH, so the city and state have considerable investment in an already finished bike route. The issue with these routes is they are not marked well so most of the public does not know they exist. Perhaps they should have better signage AND be promoted in Tempe Bike literature. Both paths are about 0.3 miles from the major street arterials of rural and McClintock, so they are not "out of the way / excessive distance" from the major streets. Per the City of Tempe's "Comprehensive Transportation Plan", **page 33, it states:** The projects recommended in this plan address this dilemma with a few different strategies. First, streets that are connective, but with lower traffic volumes, have been targeted for on-street facilities. many of these projects were identified in the 1995 Bicycle Facilities plan update, and are now in place. Examples are the Alameda drive bike route and the College avenue bike lanes. Another strategy has been to forge bicycle connections between low-volume streets that did not originally connect. One example is a proposed project to construct bicycle paths to make direct connections between cul-de-sacs in the ASU Research Park and residential streets in the neighborhood to the west. A second example is the present Superstition Freeway bicycle/pedestrian overpass at College Avenue. College avenue now retains lower motor vehicle traffic volumes because of the freeway interruption, but the bicycle/pedestrian overpass allows cyclists to travel uninterrupted from Kiwanis park to ASU. A third strategy has been to construct full-standard bicycle lanes on the high-volume arterials in the city. University drive is one example. It is recognized that not all cyclists will be comfortable on these streets, but for those who are, excellent access and direct routes are provided. Because these projects are often very expensive due to the need for widening the street, they were programmed under the category of "ultimate plan" in the 1995 update plan." The elimination of the McClintock Dr. 3<sup>rd</sup> lane is in conflict with the city's own plan, and since this publication, another pedestrian / bicycle bridge (Country Club Way) has been built over the US 60 offering residence another safe, less congested route through Tempe. With most cities in the country and the state doing what they can to improve the flow of traffic and shorten commute times, please reconsider placing the 3<sup>rd</sup> lane back on McClintock so the vast majority who do drive have a safe, smooth commute back and forth through Tempe. Promote the outstanding bike route already in place as they currently are not used to their full potential.

9. 3/20/2016 Street closures in Tempe near ASU campus to create bicycle lanes is a bad idea and is already causing major traffic jams for students and staff driving into the ASU campus. There is not enough room on Rural and McClintock roads to close a lane and force three lanes into two lanes. Please reconsider this. I did not vote for this action either. Deborah Whitten
10. 3/21/2016 Part of this report is a lie. AT no time did I ever receive any notification that the city was even considering reducing the size of McClintock Road and/or installing bike lanes. Since it is a fait accompli at this time, having additional surveys is a waste of money. Tempe would never pull the bike lanes back out because it does not like to admit it make a mistake. What a waste of taxpayer dollars. Rickey Lynn Gans
11. 3/21/2016 Since installing the bike lanes, in the last four months we have seen a total of two bikes using the bike lane. This has restricted traffic on McClintock to two lanes and the previous third lane (now the bike lane) is not being utilized...very poor use of tax payers money. We are on McClintock daily and we do not see the justification for the bike lane. Pat & Barb Pintus

12. 3/21/2016 LEFT MY HOUSE AND WENT TO McCLINTOCK AND CARSON AT 3:58PM--DROVE TO HAYDEN AND THOMAS ALL THE WAY DOWN McCLINTOCK AND THEN ON HAYDEN. TRAFFIC WAS CONJESTED BUT MADE THE TRIP BY 4:18PM. OBSERVED ONLY ONE PEDESTRIAN ON THE SIDEWALK AND 3 BICYCLES WITH RIDERS RIDING ON THE SIDEWALK. LEFT THE GYM AT 6:00 TO COME HOME AND GOT TO HAYDEN AND THOMAS AT 6:05PM AND STARTED DOWN HAYDEN SOUTH TO TEMPE. FROM HAYDEN AND THOMAS I SAW 15 PEDESTRIANS AND 3 BICYCLES ON THE SIDEWALK GOING BOTH NORTH AND SOUTH. THE BIKE LANE WAS NOT USED FOR ALL OF THE TRAVELING THAT I DID. TRAFFIC WAS BACKED UP ALL THE WAY TO THE FREEWAY (202) ON McCLINTOCK TO MY TURN OFF AT CARSON. PLEASE GIVE US OUR 3RD LANE BACK SO WE CAN TRAVEL QUICK AND SAFE. I ALWAYS WATCH OUT FOR AND MOTORIZED VEHICLE AND DO NOT HAVE TIME TO WATCH OUT FOR BICYCLES TOO. THANKS FOR LISTENING JON AND GARRETT GREER
13. 3/22/2016 Thank you for your reply. After the City Council meeting on the 17th I had occasion to travel McClintock Drive on Friday afternoon the 18th at 4:00PM from north of the 202 to South of Guadalupe. There were hundreds of vehicles and sometimes taking two traffic signals to pass an intersection but the whole length of the section where the new bike lanes were placed there was not one bicycle using it, going north or south. I don't see how the city government can say that this "improvement" was and is in the best interest of the citizens of Tempe. A lot of money spent for no positive results, just negative ones! Arthur Moore
14. 3/22/2016 Traffic is backed up at intersections and bike riders are using the sidewalks instead of the new lanes. This was a waste of tax payers money. Also, we walk the multipurpose trail near McClintock and rarely do bike riders let us know they are approaching from the rear. Most do not have lights for safety. Please address these issues. Thank you Concetta and Jerry Tong
15. 3/24/2016 Mayor Mitchell and Members of the City Council, There is a tiny, but well-organized and very, very vocal segment of the population in favor of the new bike lanes on McClintock Drive. But the numbers are in. The facts are the facts! The report presented at the McClintock Drive Update meeting on March 17 shows that the bike lanes are not being used! According to the report, for example, there are over 37,000 vehicles a day that travel on the stretch of McClintock from the US-60 to Baseline. That same report shows that there are 77 bicycles per day for that same piece of roadway. Unfortunately there is no data on how many of those 77 bikes were riding on the sidewalk, instead of using the buffered bike lane. It is my experience, as well as that of a few speakers at the March 17 meeting that did visual observations, that most of the bikes still travel on the sidewalk. The bike lanes are not being used and are a waste of very precious space! The increase in travel times and the increase in pollution caused by the removal of the traffic lane from McClintock Drive has made life miserable for the residents that live along McClintock. I urge you to look at the facts and take steps to change that unused bike lane on McClintock Drive back into a vehicle lane. Sincerely, Jennifer Arroyo
16. 3/24/2016 Julian and Shauna, Please include the bicycle traffic count in your next fact sheet. My observation is that most of the bicycles stay on the sidewalks except on the weekends. Thanks, Mike Cryer
17. 3/28/2016 Thanks to those of you who responded to my earlier Email. I will attempt to respond to you individually as you answer me with points of information. I understand that every topic you deal with has both opponents and proponents. Some opposition can be angry and not necessarily reasonable. I'm sure you hear from enough people who believe any government decision is evil and those that believe that the Con-Trails are spraying poison. As a result there is a tendency to see those who disagree with you and especially those who criticize you as out of touch and lumped by you as not worthy of consideration. But, I believe that with respect to the Bike Lanes on McClintock, you as a group have made a major miscalculation. It is my belief that

the number of complaints you have received is huge and most of the people who are complaining are people you've never heard from before. Residents just plain upset by the visual impact of unused bike lanes as they sit in increased traffic in decreased traffic lanes. Otherwise why would you schedule the Work Study? No one in my circle has anything but disdain for the decision. I attended the work session and intended to speak, but inexpertly misread the agenda and my request was not considered. Not a problem, my comments would not have added anything not mentioned by others. What I saw was an over representation of bicycle riders. How is a bike rider who lives on Hardy affected by traffic on McClintock? As opposed to the resident forced to take alternate routes to get in and out of his neighborhood? What's appropriate about an eight year old girl used as a political foil by her mother? (I don't believe political opinions should be foisted on children. They can make up their own mind in due time. Children can speak to you about cookie sales and other positive school issues from their own experience; I bet that girl never rides on McClintock by herself for any reason on any day) How many commuting bike riders are there in Tempe? I bet you heard from all of them that day. The problem is the Counsel. Having made a mistake it appears you believe you can wait out the bulk of your constituents who want nothing to do with trying to fight City Hall. Instead of resetting the decision, you have pushed it down the road for further study. This is a pretty typical political response and can work most times. Some issues however can ignite indignation and this could be it. (The changes on Broadway will probably be another issue) My thoughts on a solution: First reset the lanes. Remove the visual reminder. Establish a commuting bike path through the city using sidewalks and feeder streets (College, Hardy & Country Club. Connect to the SRP canal lanes and the Indian Bend paths. Spend our money for widening the sidewalks if necessary. Start a campaign with signs at commercial parking lot exits encouraging traffic to stop short watching for bikes on the sidewalk. As you set the tone that you're trying to accommodate bike riders but not at the expense of efficient vehicle movement, residents will come to accept the changes necessary for bicycle commuters. Bill Loughrige

18. 3/28/2016 Mayor Mitchell and Members of the City Council, My home is located in the Optimist Park/Fuller School neighborhood, just east of McClintock Drive and south of Baseline. The removal of the traffic lane from McClintock Drive has resulted in an awful situation. Countless hours are wasted sitting in the traffic jams on McClintock created by the conversion of the traffic lane to a bike lane in July 2015. Please change that unused bike lane back into a lane for vehicles. Sincerely, Jennifer Arroyo
19. 3/29/2016 Mayor Mitchell and Members of the City Council, It is my personal experience that because of the removal of the traffic lane over eight months ago, McClintock Drive is no longer a usable street at certain times of the day. For example, when leaving my son's high school swim meet at McClintock High School last fall, my husband forgot about the gridlock on McClintock caused by the missing traffic lane, and headed west on Del Rio so that we could turn south on McClintock and head to our home. That was a big mistake. Traffic was backed up in the southbound lanes of McClintock far north of Del Rio. McClintock was a mess. We ended up turning around and taking Southern to Price, and Price to Baseline to get to our home at Baseline and McClintock. That new route home is several miles longer, but still saves valuable time compared to trying to travel down the reconfigured McClintock. Please make McClintock a usable street again for the tens of thousands of drivers whose lives have been adversely affected by the changes made to McClintock last summer. Please put back the traffic lane. Sincerely, Jennifer Arroyo
20. 3/30/2016 Mayor Mitchell and Members of the City Council, According to the February 17, 2016 article in the *Arizona Republic* entitled "Will streetcar ease Tempe gridlock?", there are plans to spend \$177 million on a streetcar in order to ease traffic congestion in downtown Tempe. Yet

the city leaders are unwilling to spend the \$130,000 that it would take to put the traffic lane back on McClintock Drive, thus providing relief to the drivers that travel on that road. Every day thousands and thousands of vehicles are needlessly jam packed into two lanes where there used to be three. Countless hours are wasted sitting in the gridlock on McClintock. It's ridiculous to leave that empty bike lane on McClintock any longer. Please don't delay. Please take steps now to put McClintock back the way it was a year ago. Sincerely, Jennifer Arroyo

21. 4/3/2016 Mayor and Council Members, I was delighted to read today that the Council is having second thoughts about the recent changes along McClintock. As a pro "Bike Friendly" homeowner near the Guadalupe intersection who travels the area by bike but only by car on McClintock, I am adamantly opposed to recent changes. That you approved this change absent any data on constituent bike use or need is, at best, disappointing. According to my observation, the changes have *increased* the number of cars idling on McClintock, the time and potential accident risks of merging onto and exiting off McClintock. It has *not increased* McClintock bike ridership nor perceived safety of same. Frankly, I would be more nervous riding a bike on McClintock today as not one car driver I've interviewed has any idea how to interpret the merge/exit markings and cars are now frequently merging into and out of the bike lanes at random points. The area already has a convenient and safe N/S bike route in place - Country Club Way - precluding the need to risk life and limb on McClintock. Let's create more bike routes off the main auto grids! Thank you for your attention. Beth Vershure
22. 3/31/2016 Mayor Mitchell and Members of the City Council, The bike lanes on McClintock are a waste of space. I travel up and down McClintock throughout the day, and very seldom do I ever see a bicyclist on McClintock. If there is one, odds are that the cyclist is riding on the sidewalk anyway. The bike lanes sit empty as nearly 40,000 drivers sit in gridlock every day. Time is precious. Please put back the traffic lane. Sincerely, Jennifer Arroyo
23. 3/23/2016 I live at 1930 E Palmcroft Dr Tempe Az. I am recently retired. I drive up and down McClintock for shopping. Due to the new bike lanes, the congestion has gotten worse along McClintock. I have seen 2 (two) cyclist in the new lanes since October 2015. I have been watching for it hoping to see more cyclist but nope, just 2 since Oct. I drive during all times of day. I am going E on Broadway and shop in MESA versus Tempe when I need to be out between 4-5:30-pm. Tempe loses my tax dollars that way. In addition, getting out onto McClintock is harder and traffic trying to avoid the vehicle traffic congestion are now driving down my street and Los Feliz. Bring back the car/vehicle lanes. Sincerely, Maureen Compton 480-332-6201. Maureen Compton
24. 3/24/2016 You say that the lanes were cut from 3 to two because the car flow had decreased and bike riding increased. Please keep in mind that I am all for the bike lanes as my family is deeply involved in triathlons and, of course, bike riding. However, perhaps what I am seeing is moderate traffic for three lanes becoming heavy traffic for two lanes but traffic has become congested and slow since the change. The lights, which were never coordinated, now have lines that often lead to sitting through two cycles before being able to continue the drive. I do see a few bike riders as I travel McClintock ( my main route as I live right off it) but I see more bike riders on the sidewalks and not even making use of the bike lanes. What began as a great idea has messed up McClintock which, I feel though I am not sure, is forcing more traffic onto Price Road during rush hours for those who try not to use the 101. But even during quiet hours (I try to stay off the streets and freeways during peak hours as I am retired) the traffic flow is definitely affected by the loss of the third lane. I'm sure that you have no plans of reversing what has been done but still wanted to let you know that the plan isn't working as you had hoped and some of us who have lived here for many years, are not too happy about the the way things are now. Thank you for listening to my thoughts. Helene Feldner

25. 3/25/2016 While traveling NB on McClintock from Baseline, we encountered a Fire Engine running with lights and sirens trying to make his way through traffic. I was able to pull over since I was not in an area where there were "candlesticks". The cars in front of me were not able to pull over due to the "candlesticks". They could just stop in the road while the Fire Truck weaved around them to make its way through traffic. I considered this to be a hazard for the Fire Dept as well as the confused traffic. I think the candlesticks are a bad idea. I also think the enlarged bike lanes are a bad idea on McClintock. Karen Anderson
26. 4/1/2016 Good day neighbors and Tempe City Counsel; More observations have been done on McClintock Dr from the US 60 south to Baseline on 3/31/16 from 4pm to 5pm and 4/1/16 from 5pm to 6pm. As the attached pictures show, bicycle traffic is next to nothing, and the vehicle traffic is hundreds of vehicles per hour. Actually, on 3/31 2 bicyclist were observed in my hour observation, both on the sidewalk. On 3/31 I stopped and asked an ASU student (green bike in picture) why she chose the sidewalk, and the answer was she felt safer there vs. the street. On 4/1/16 I again observed only 2 bicycles, again both on the sidewalk, and again hundreds of vehicles per hour. So far, the return on investment for this project is not living up to the promises of a few. Perhaps there is more bicycle traffic up near ASU, and that is expected. Facts and data so far support returning the 3<sup>rd</sup> traffic lane back to McClintock Dr. Myself, and my neighbors will continue to monitor the traffic, both bicycle and vehicle and report our findings to you. Can't wait until summer when temperatures and tempers rise... should be something to see..... Ed Hooten long time Tempe resident
27. 3/31/2016 I live in the area of the McClintock dr. new bike lanes. I can probably count the number of bikes on one hand that I have seen using them between the canal and baseline, is that really worth 1.7 million dollars. If you could provide bike use, it might let us vehicle drivers, feel a little better about the use of our tax dollars or not!!! Bud Johnson
28. 4/8/2016 Dear City of Tempe, For 30 years I have traveled on McClintock Drive for my commute to work. I can not believe what you have done to mess with traffic with the reduced number of lanes. You screwed hundreds of drivers for the sake of a few people riding their bike? You claim this is in line with some 2040 Master Plan?? If I wanted traffic jams caused by stupid decisions like this, I would live in Portland, Oregon. Wait.....maybe that is just what I will do, move out of Tempe. Also, you should put a pedestrian bridge over McClintock Drive at the canal between Elliot and Guadalupe where you have a bike crossing traffic light instead of screwing drivers once again with another annoyance. Disgruntled Tempe Resident Dean Esterberg
29. 4/14/2016 Good morning Ms. Taaffe, Mayor Mitchell and City Council members; I continue to perform random observations on McClintock Dr. south of the US 60 observing bike, vehicle and pedestrian traffic. Instead of doing my observations on a weekday where we know traffic is heavy, I decided to do some observations on the weekend when there should be more bike & pedestrian traffic. I did an observation Sunday morning 4/10 about 0800 – 0900 and another Sunday 4/17 0900 - 1000. As expected, traffic was very light, but so was bicycle traffic. On 4/10 there were only 2 bike riders, one on the sidewalk, the other in the bike lane, and several pedestrians walking their dogs. On Sunday 4/17, there was only 1 bike rider in the bike lane and 1 pedestrian. So far, all observation data is showing we have very few bicyclists using the bike lanes. A council member was stating they were amazed at the amount of traffic during the week and could not understand why. I can maybe explain the increase in traffic. We have had several new condo / housing developments built in my area recently. They are located at Baseline / Rural west of Lowe's. The name of the complex is the "San Marquis" apartments, (384 units) and at Minton / Rural, the complex is called the "City Scape" (condo's / apartments, 214 units) and another large condo development going into the old Lakeshore Mall at Lakeshore / Baseline estimated to be 300 – 400 units. Our resident population has increased dramatically

just in my neighborhood. So, with the streets being narrowed choking traffic, and population drastically expanding just in my neighborhood, the city of Tempe now has a conundrum to solve..... choke traffic and make life miserable for all our new residents trying to drive through / around the area, and cater to the **very small** minority of bicycle riders, **OR** restore McClintock to 3 lanes and get traffic flowing smoothly again. As pointed out in other communications, we already have several excellent, non-congested, non-traffic threatening bicycle routes that go from south Tempe to north Tempe that, in my opinion, need to be promoted. Right now, most people do not know they are even there. During one of my street observations, I'll start asking if the bike riders know of these two routes and note the comments on my report to the Council and Mayor. Ed Hooten Long time Tempe Resident

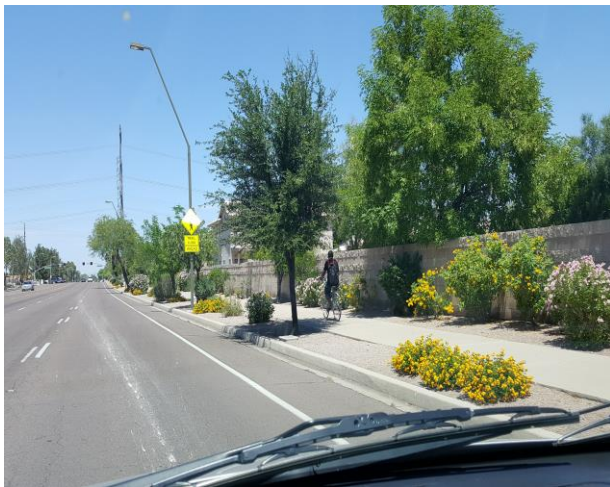


30. 4/20/2016 Good morning, I know you have heard so much about the not so good use on the new bike lanes on McClintock Dr, and that generates much more traffic than what it was before. It makes no sense to me as more traffic=more pollution and you're encouraging people to use their bikes on a safer place but at what cost? To get more car fumes in the environment? I think that's ridiculous! I do agree with the use of bikes, but as you have limited us drivers reducing traffic lanes, making our commute longer and contaminating the environment more, you should make the bikers use those lanes and not the sidewalks as those cause accidents with pedestrians and with themselves too, because as a driver we don't expect a person on a bike crossing the street as a pedestrian, there should be an established fine for all of those who ride their bike on a sidewalk when there's a bike lane available. Like these people I took pictures of and many others that I've seen. We need those lanes back or bikers really making use of those bike lanes! Sincerely, Myrna Villalobus





31. 4/20/2016 Thank you again for your response, it is very appreciated. I'll be waiting for the next hearing to take place. In the meantime, I'll leave you with another "sidewalk biker" I just found 2 minutes ago, just for the record 😊 Myrna Villalobus



32. 5/3/2016 Good day Mayor Mitchell, Ms. Taaffe, and City Council members; We continue to perform random 45 minute to 60 minute observations on McClintock Dr. south of the US 60 observing bike, vehicle and pedestrian traffic. I did several observations the week of April 25-29. Thursday afternoon, 4/28 about 6:30 pm and Friday 4/29 about 4 pm. As expected, traffic was heavy, but bicycle traffic was non-existent. On 4/28 there were **ZERO bike riders!!**. There were several pedestrians walking dogs and such, and not one bike going North or South. On 4/29, I observed 2 bicycles, one on the sidewalk, the other in the bike lane, and again, several pedestrians. With the 100 degree days now upon us, I expect even less bicycle traffic. Observed numbers will be the deciding factor. So far, all observation data I have, shows there are very few bicyclists using the bike lanes. Those who do ride, appear to choose the sidewalk. The estimated ratio of cars to bicycles looks to be about 900-1000 cars to 1 bicycle, I'll count some time. Is the traffic congestion and frustration by the vehicle drivers who observe empty bike lanes, or the use by a very small minority justification to keep the bike lanes? I'll bet if we ask the vehicle drivers stopped on McClintock that question, you know what answer you will receive. My neighbors and I will continue to observe the usage of the bike lanes and report our

results to you, with the expectation when the data is reviewed, and the final numbers compiled, the data will show the bike lanes on McClintock are not viable. We expect the city will then return the 3<sup>rd</sup> traffic lane to McClintock so traffic can once again flow smoothly. Ed Hooten Long time Tempe Resident

33. 4/28/2016 I live in South Tempe and have to travel McClintock Drive daily. Since the traffic lanes have all been changed the traffic has been very heavy during the rush hours. I have lived in this area for over 15 years and the decision to change all the traffic for bikes has not been the best thing. Very seldom do I ever see a bike in this area and when I do it is typically on the sidewalk. I have not written before waiting to see if it would get better but it has not. The only good thing I have seen from all this mess is the turning lane just south of Guadalupe. I really hope to see improvements to this problem, but I don't really expect the city will admit it made a mistake and improve the issue. I just hope you have to sit in the same traffic jam that I do. If you would like to contact me just email me and I would be happy to sit and talk with the council member from my area. Willard Deemer
34. 6/1/2016 Bike lanes on McClintock: Recent changes from car lane to bike lane during rush hours is so confusing, seems like 3 car lanes are more necessary, seems like most bicyclers ride the sidewalks anyway. Have lived in Tempe over 40 years. Hope some changes come through. Thank You. Margaret Nogales
35. 6/2/2016 I wanted to notify you that the bike posts on McClintock by I60 are interfering with emergency vehicles. I was going south and had crossed I 60 when an ambulance sounded and we tried to pull off the road. Well, it was rush hour and we couldn't do it. It was a bottleneck. Fortunately it turned out the ambulance was coming the other way or a Tempe citizen might have died waiting for help. They are also too distracting when trying to turn onto McClintock during rush hour. I'm only human. If I hurt someone because of too many distractions, I'd be devastated. How about you? Dorinda Lang
36. 6/10/2016 Good day Mayor Mitchell and City of Tempe Council Members; Summer is here and school is out, so I expected a plethora of bicycle riders out enjoying the early morning / late afternoon weather, but to my surprise, I observed less bicycle riders than usual. It appears that now the summer heat is here, bike ridership has drastically decreased. My Friday June 10<sup>th</sup>, 6pm – 7pm observation noted **NO** bike riders using the bike lane **or** the sidewalk. As promised, I did do a traffic count and per my tally, I noted about 72 automobiles per minute\*, vs. **0 bicycle riders**. It would appear that now summer temps are hovering in the 100 + range, and street temps are about 140 + (I will obtain a probe thermometer and verify this) our bicycle traffic has fallen to almost nil. Data is what data is, and again data shows bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane. Please restore the 3<sup>rd</sup> traffic lane to McClintock so the tempers of drivers who see empty bike lanes do not rise with the temperature. Long time Resident Ed Hooten \***4,320** vehicles per hr vs. **0 bicycles**.... The math / date proves the bike lane idea is not viable on McClintock.....



37. 6/29/2016 Good day Mayor Mitchell and City of Tempe Council Members, and Happy Fourth of July!.. We are well into summer and the heat is on, so y this past weekend, I was up early hoping to catch people out enjoying the cool mornings, and I expected some of bicycle riders out enjoying the early morning weather. But to my surprise, I observed **NO** bicycle riders. It appears that now the summer heat is here, bike ridership has disappeared. During my Saturday June 25<sup>th</sup>, 6am-7am observation, AND Sunday June 26<sup>th</sup> 7am-8am observation I noted **NO** bike riders using the bike lane **or** the sidewalk each morning. I did note several joggers and dog walkers getting their walks in before the heat, but no bicycles. I went early each to be unbiased in my observation, so no one can say we / I was not fair. As promised, I did take some temperature data points, and they were: air, 88 degrees F, sidewalk 90, McClintock pavement 94. As stated previously, data is what data is, and again data shows bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane. Please restore the 3<sup>rd</sup> traffic lane to McClintock so the tempers of drivers who see empty bike lanes do not rise with the temperature. Maybe, some afternoon, when it is 120 degrees plus on the pavement, and traffic is 30 cars deep waiting for the light at Baseline, I'll ask a few automobile drivers their opinions on the empty bike lanes. I'll have to give that idea some thought, as I don't need confrontation, or objects tossed my way. Perhaps one of the advocates of the bicycle lanes could join me so we could ask, fair and unbiased questions, just a thought.....Long time Resident Ed Hooten Again, another observation of NO bicycle riders. The date proves the bike lane idea is not viable on McClintock.....
38. 7/25/2016 Hello, What's being done regrading this nightmare that you have brought to Tempe citizens? Because of your careless and unthoughtful actions I avoid McClintock at all costs and it adds about two extra miles to my commute (here goes you green savings). I had company in town this weekends and had to travel via McClintock. there were so many cars and traffic and no bicycles. who in the right mind does this project. Please end this horrible experience and revert McClintock to it's original form until a reasonable solution and plan could be drafted and executed. Whomever or who ever was the brain behind this project seriously should be fired and switch to a different field as obviously he or she or they have no insight or commonsense.

I am requesting someone to give me an update via emails regarding this failed project, and give me the timeline on when this will be corrected and McClintock will be restored. Regards Shahin Rezai

39. 7/25/2016 Hello, I'm really looking forward to this report and also the record used to produce the data. We all see the traffic caused by this useless and dumb idea and decision but I'm still to see any number of bikes that can justify such a stupid move and plan. Please provide actual records (video tape, meter clocked or some sort of measurable tool to generate the data for number of bikes) or the data reported very well could be considered as "juiced-up"... This stupid idea has caused so much hassle and time wasted at least for me and this needs to be stopped and McClintock needs to go back to the way it was. Traffic is so bad that I can't turn left on Hermosa from McClintock without risking, and I have had close calls twice. You have been informed about the safety hazard that this project has caused and you need to correct this ASAP. I save the thank you for when I see results. Shahin Rezai
40. 8/20/2016 Good day Mayor Mitchell and City of Tempe Council Members, School is back in session, and with the lack luster use of the bike lanes this past summer, I was expecting to see more bike using the bike lanes along McClintock from Baseline to the US 60, but with temperatures still hovering above 105 F, I still see maybe 1, sometimes 2 bike riders during my observations, and so far, **all** riders are using the sidewalk. The latest observation was Friday afternoon, 8/19/16 from about 5 pm to about 6 pm and I was hoping to maybe see at least 1 bike commuter / student, and I was in luck! I saw **1**, and only 1 bike rider going north on McClintock using the sidewalk. What was observed was traffic backed up bumper to bumper from Baseline all the way back as far as one could see PAST the US 60 towards Southern. See attached pictures, (and note the absence of bicycles). With the recent news out in the paper on the new housing development and business center going in where the old Lakeshore Mall was, our population density once again will increased, and removing lanes of traffic will only increase traffic congestion in my neighborhood. I did discuss traffic flow from a freeway onto arterial streets with an Engineer at ADOT, and as I suspected, ADOT designs off-ramps and streets near freeways to move large volumes of traffic off the freeway and into the surrounding areas by slowly going from 4, sometimes 3 lanes, down to two over a mile or two to prevent back up on the freeway. Putting in the bike lane on McClintock has circumvented ADOT's design and now causes back ups at high traffic times on the off ramps putting those drivers at risk. As stated previously, data is what data is, and again all my data and observations show bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane in which no one uses. Please restore the 3<sup>rd</sup> traffic lane to McClintock for the safety of all. Long time Resident Ed Hooten



41. 8/23/2016 Good morning Mayor Mitchell and City of Tempe Council Members. The new development at the old Lakeshore Mall I was referring to in my first email below can be viewed by using the link attached. ( <http://azc.cc/2bl9heq> ) Apparently it was a unanimous vote by the City Council to approve development of the 20 acre site destined for 370 apartments, and a destination 798 seat theater / dining establishment. With access limited to this new site due to traffic lane restrictions, is making this new destination site difficult to get to, something you want to pursue? I would think the mindset would be do whatever we can to draw people to the site by easy access to and from, not have them sit in traffic and become frustrated. I see this bike lane a deterrent to this business and other business in the area. Please restore the flow of traffic to what it was. Long time Tempe Resident Ed Hooten
42. 8/25/2016 I really do not see many bicyclist using the bike lanes on McClintock Drive. I may miss seeing them as traffic is backed up and I need to pay attention in the fray. Are you considering fixing this mistake. I also noticed the traffic counter tube was stretched completely across the sidewalk. That would increase the number of bikes counted as almost all folks are riding on the sidewalks. I did see a full size bus the other day driving between the curb and the stick barriers. At least the lane was getting some use. This section of roadway was not a wise choice for this experiment and I hope that you change it back. It is Ok to make mistakes if you learn from them. Greg Sells Tempe resident
43. 9/14/2016 Good day Mayor Mitchell and City of Tempe Council Members, School is back in session for everyone and summer looks to be winding down, YAHOO! I was expecting to see more people out enjoying the cooler mornings and was not disappointed. The latest observation was Saturday morning 9/10/16 from about 8 am to about 9 am. What was observed were more people out than I've seen in a while. Some jogging, 1 on a skateboard, and 1 bike rider going north on McClintock using the sidewalk and 1 bike rider in the bike lane, texting while riding. (see pictures). I stopped the ASU fan riding on the sidewalk and asked why she was using the sidewalk vs. the bike lane because traffic was light. Her answer was the same as others I've asked the same question to, and that was she did not feel safe riding in the bike lane due to drivers going in and out of the bike lane to and from businesses, cross streets, homes and apartments. She said she was almost hit when in the bike lane and feels the 8 foot wide sidewalk is much safer. About 2-3 weeks ago on a Wednesday or Thursday, I did notice a city of Tempe truck and personnel place what looked to be traffic counters on McClintock. They were only there a day, so I'm not sure what data was collected, but it was data none the less. As of late, the traffic seems to have increased especially at evening rush. It is now common to see traffic bumper to bumper from Baseline, North over the freeway to Southern. The 3<sup>rd</sup> traffic lane would really be beneficial.... As stated previously, data is what data is, and again all my data and observations show bicycle traffic **does NOT** warrant removing a lane of traffic for a bicycle lane in which not many people use. Please restore the 3<sup>rd</sup> traffic lane to McClintock for the safety of all. Long time Resident Ed Hooten



44.



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 7

#### DATE

September 19, 2016

#### SUBJECT

Small Area Transportation Study

#### PURPOSE

The purpose of this memo is to present the Commission with the methodology and status of the Small Area Transportation Study which will create an interactive model to help the City Council understand impacts of potential developments.

#### BACKGROUND

The downtown and stadium district transportation system network is an important part of the continued success and economic health and vitality of downtown Tempe. As businesses choose to locate in Tempe, the question of how the transportation system will operate is an important factor. All economic development models and the success of commerce and quality of life necessitate that the transportation system is well planned and accommodates generational solutions.

Throughout the *Tempe Transportation Master Plan* and the *Tempe General Plan*, multi-modal strategies and solutions were identified, and Tempe's commitment to public transit has been a model in the Valley. As Tempe continues to attract infill high density projects, the city needs a holistic and interactive model to better understand the full range of modal issues, from pedestrian movements, to vehicles, to the coming streetcar rather than the traditional review development impacts on the transportation system, which focused solely on vehicular movement. Increased density in the urban core will continue to create conflict, inconvenience and pressure on the transportation system.

Currently, Tempe requires each development that generates a minimum number of peak hour trips procure a Transportation Impact Analysis (TIA) individually. This technique works well for an individual project, but not for an interconnected system as reviewing these developments in isolation leads to spot improvements that may not be in the best interest of the city in the future. It may also disproportionality burden individual developments with infrastructure improvements that were not identified in isolation, but cumulatively have a significant impact and should be accounted for in the city's Infrastructure Improvement Plan (IIP) which ensures that growth pays its proportional fair share.

In order to gather information needed to answer these questions, ASU and Tempe in a joint effort commissioned a “Small Area Transportation Study” with *CivTech*, who offers expertise in network transportation modeling in order to examine the existing and future conditions of downtown and the facilities district. The Small Area Transportation Study will take a more holistic approach to understanding the effects of development on the area, the surrounding neighborhoods and the regional network. As the two largest public institutions in the downtown core, who both influence or develop public policy and infrastructure, the city and ASU share a mutual responsibility to ensure their actions do not adversely affect the economic, social and environmental welfare of the core area.

## **METHODOLOGY**

Over the last six months, city, ASU and CivTech staff have met regularly to discuss the elements of the modelling and provide input on the data collected to date. Tasks included:

- Identifying the study area, which has been defined as the SR202 Red Mountain Freeway on the north to Apache Boulevard on the south, from Priest Drive to Price Road as illustrated in Exhibit 1.
- Collecting existing traffic data as shown in Exhibit 2.
- Analyzing the needs of the network areas as illustrated in Exhibit 3.
- Modelling all modes of transportation allowing the city and ASU to pin-point areas that need attention and identifying short term and longer term strategies to ensure the system is operating as efficiently as possible given the Council’s vision for growth and prosperity.
- Identifying areas in need of pedestrian treatments, additional mode transfer beyond that already predicted to occur by 2040, and roadway limitations with regional solutions considered.
- Evaluating traffic and pedestrian trips using the current entitlements, parking locations, future masterplans (where provided) and future transit improvements planned by 2040. This provides information about the needs in the area and where the roadways and sidewalks may no longer meet the needs of the city.

Options to address these needs were evaluated and included both small improvements and larger regional roadway and transit solutions. Each option will be evaluated separately to determine the level of improvement realized in the area. The model is an organic tool and can be updated routinely to accommodate Council decisions, General Plan amendments and proposals that need additional evaluation.

A final document will include recommended improvements and a projected level of vehicular, pedestrian and transit trips in the study area with the improvements in place. The report will also include the feasibility of the alternatives given known constraints such as topography, right-of-way, and engineering criteria.

## **RECOMMENDATION**

None

## **CONTACT**

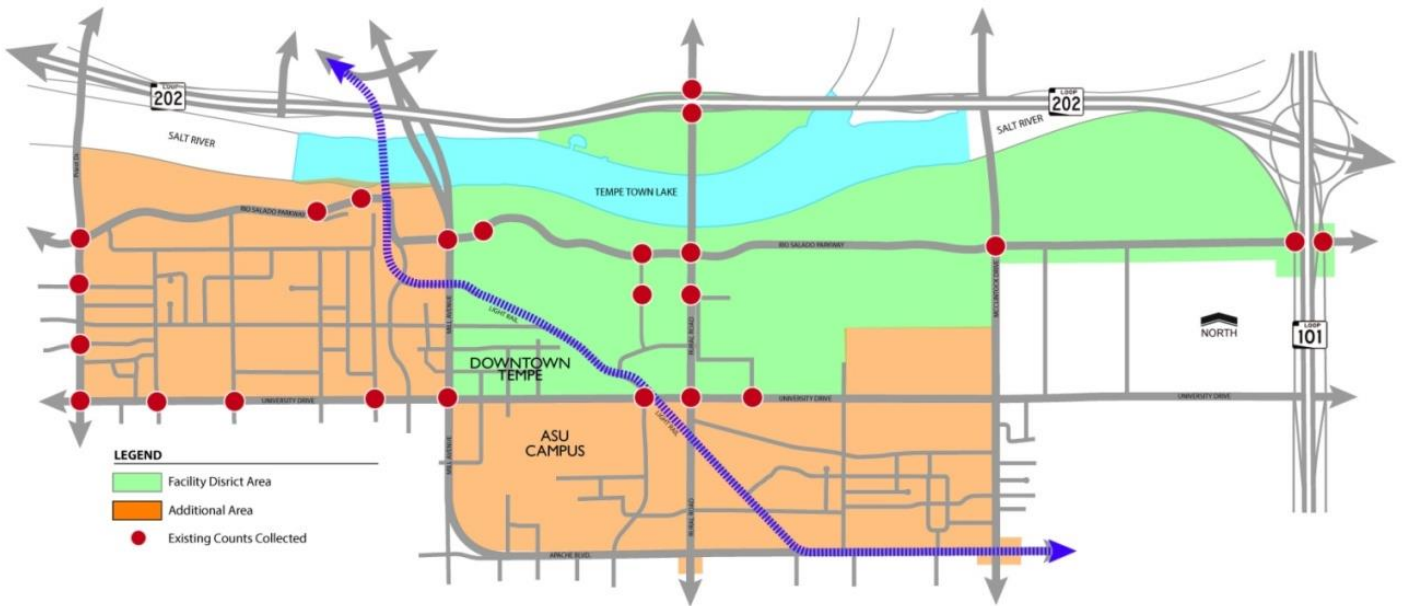
Shelly Seyler  
Deputy Public Works Director  
480-350-8854  
[shelly\\_seyler@tempe.gov](mailto:shelly_seyler@tempe.gov)

## **ATTACHMENTS**

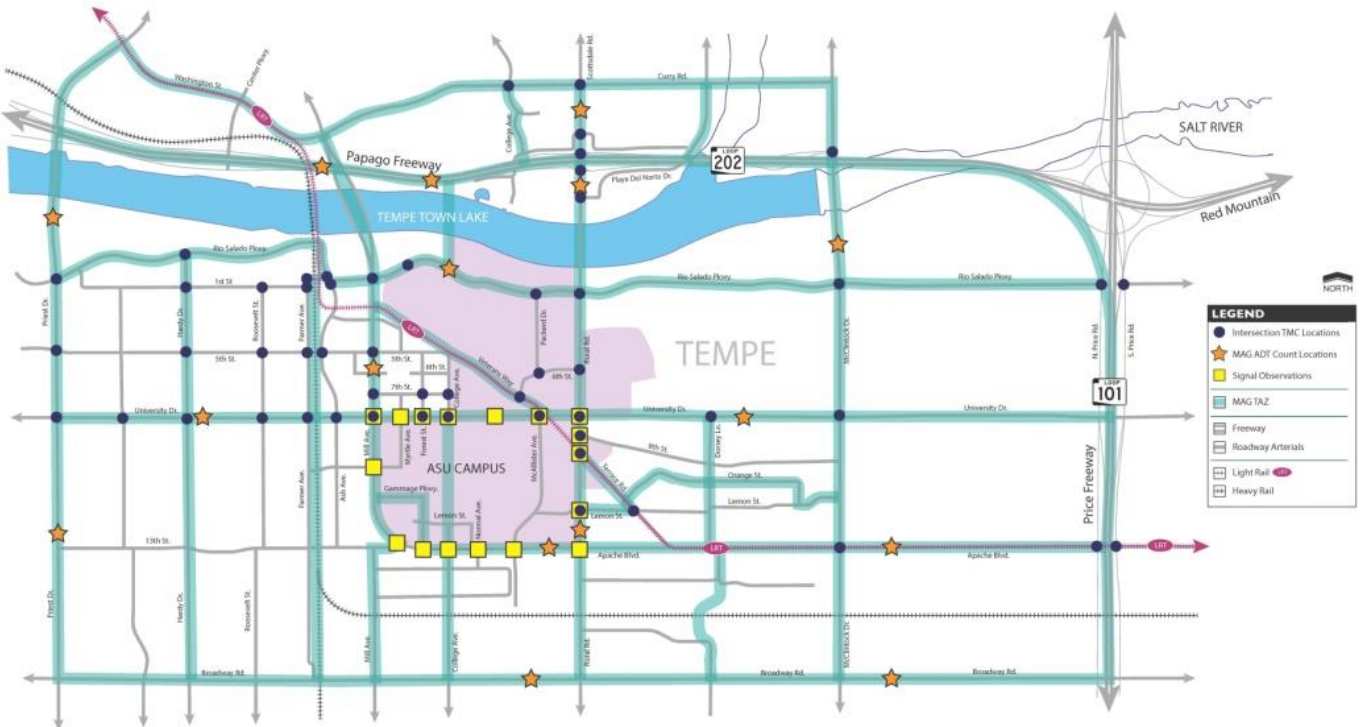
- PowerPoint



## Exhibit 1 – Downtown and Stadium District Study Area



## Exhibit 2 – Existing Traffic Data Collection



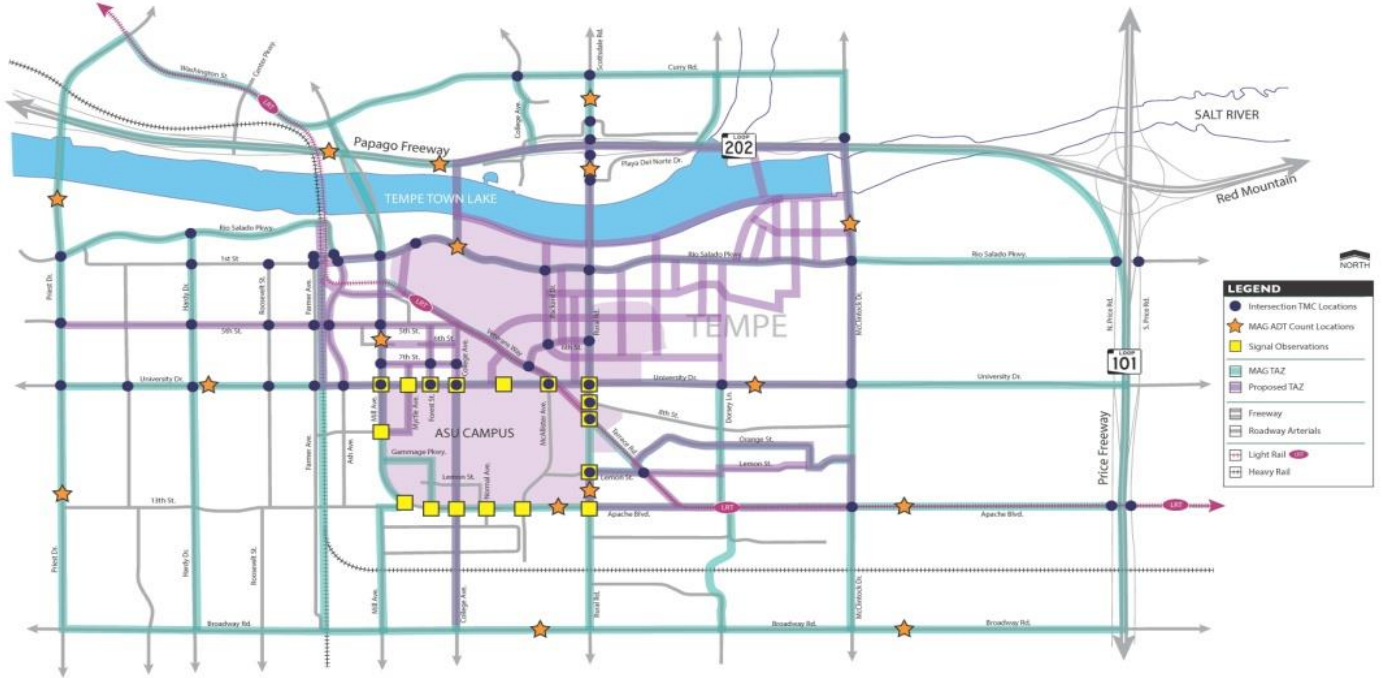
Source: CivTech 2016

ASU/AFD - Small Area Transportation Study

Existing Data



### Exhibit 3 – Analysis Network



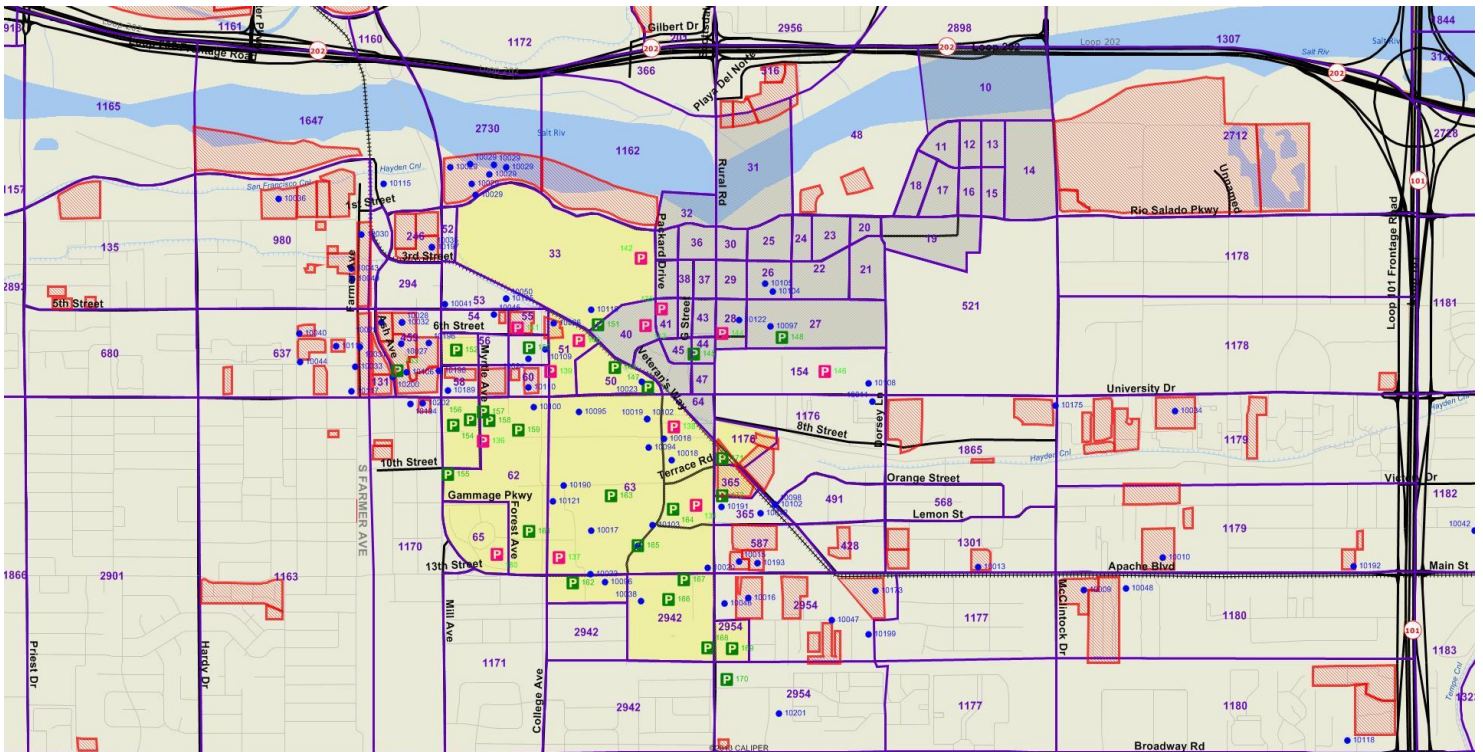
Sources: CivTech 2016

ASU/AFD - Small Area Transportation Study

Proposed TAZ Network



### Exhibit 4 – Future Entitlements & Development Areas



# Exhibit 5 – Identified Problem Areas within the Model



**Downtown Core  
Small Area Transportation Study  
Transportation Commission**

**October 11, 2016**





# Background

- Transportation Master Plan & Tempe General Plan include multi-modal strategies and solutions
- Increased density in the urban core will create conflict, inconvenience and pressure on the transportation system
- ASU and Tempe partnered to commission a “Small Area Transportation Study” with *CivTech*
- Holistic approach to understanding the effects of development on the area, the surrounding neighborhoods and the regional network

# Need

- The City has approved several development plans with increased density and a multi-modal outlook
- ASU is moving forward with the development of the Athletics Facilities District, a large mixed use development
- State Farm is nearing completion and new traffic on the downtown roads is being realized
- New off campus student housing development is changing the pedestrian needs and vehicular interaction

# Methodology

- Identify study area:
  - SR202 to Apache Blvd.
  - Priest Dr. to Price Rd.
- Collect existing traffic data
- Create Tempe Core Model
- Model all modes of transportation
  - Predict traffic & pedestrian trips using the current entitlements, parking locations, masterplans and transit improvements planned by 2040.



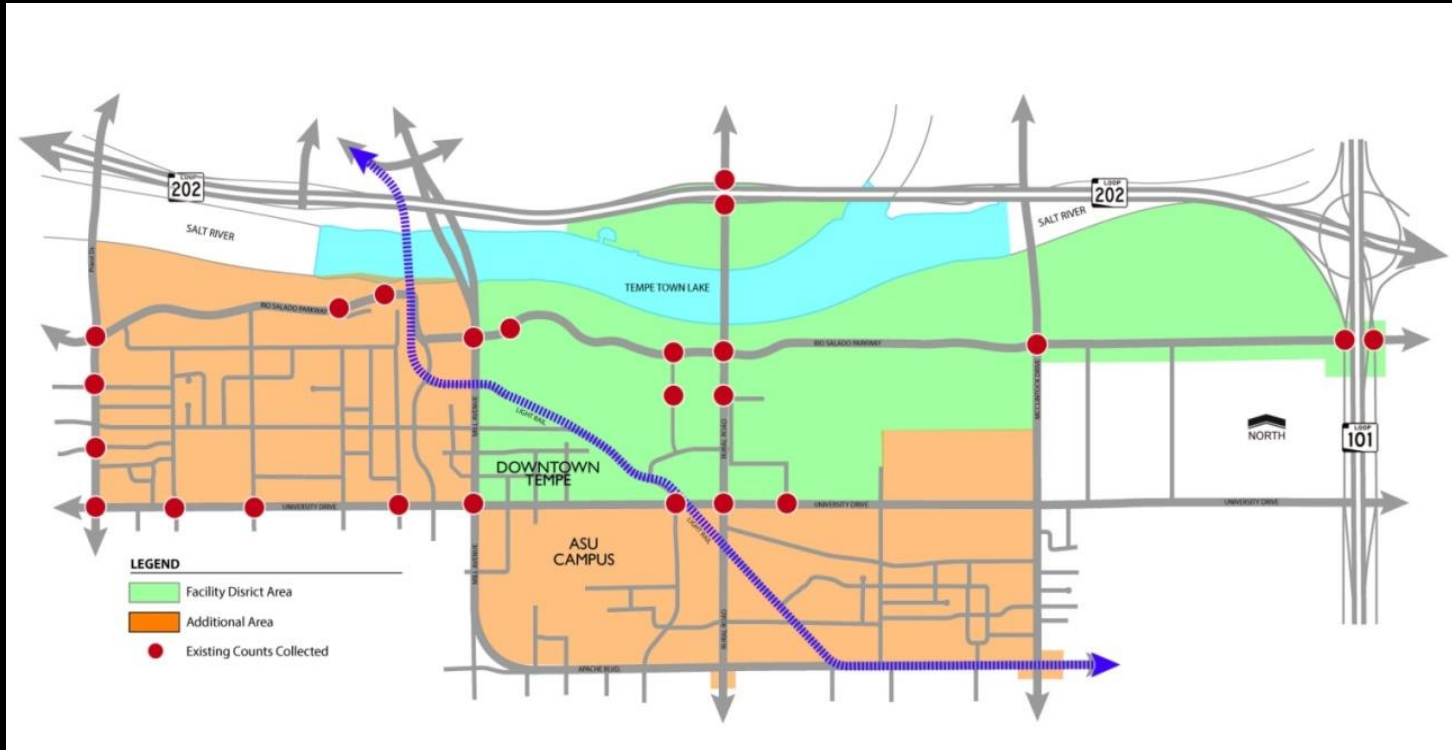
# Methodology



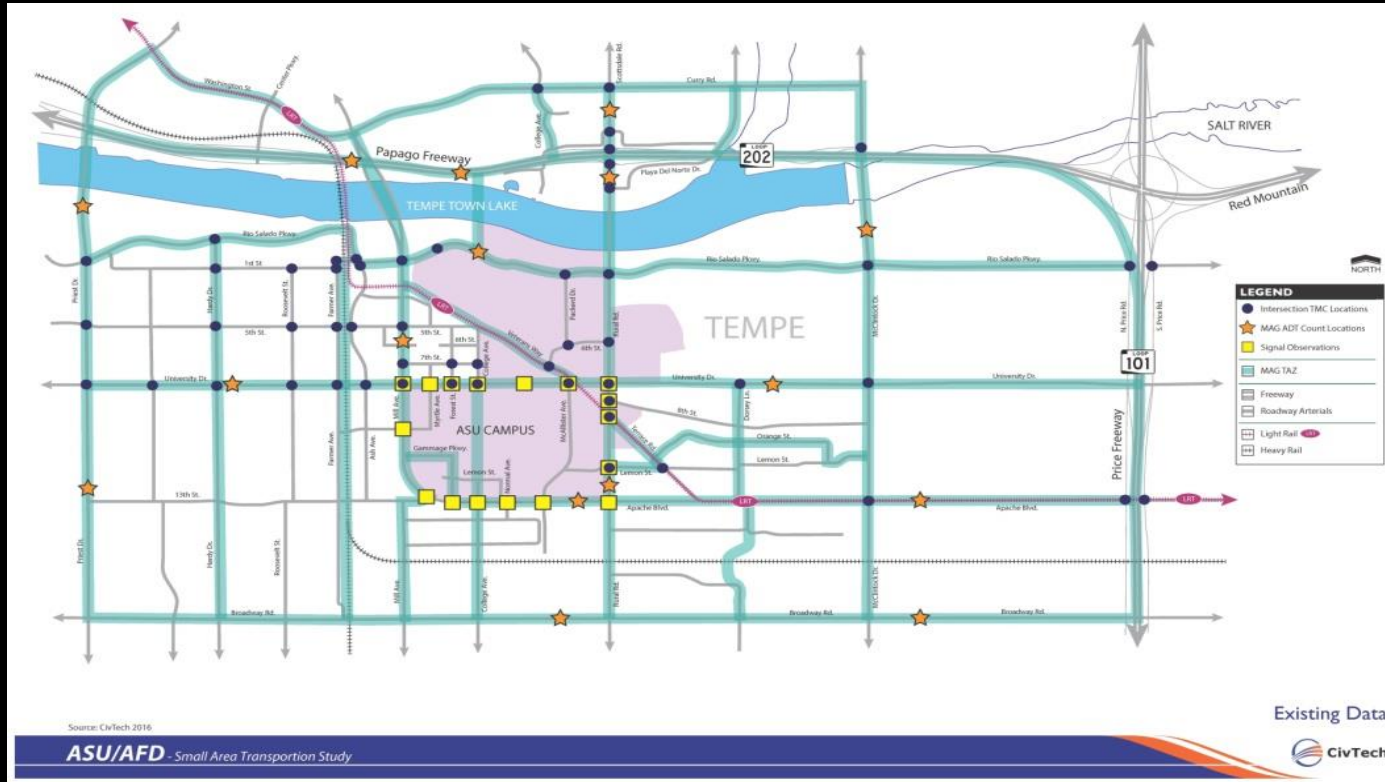
- Identify areas needing improvements
  - pedestrian treatments
  - additional mode transfer beyond that already predicted to occur by 2040
  - roadway limitations with regional solutions
- Identify short term and longer term strategies to ensure the system is operating as efficiently as possible



# Downtown & Stadium District Study Area

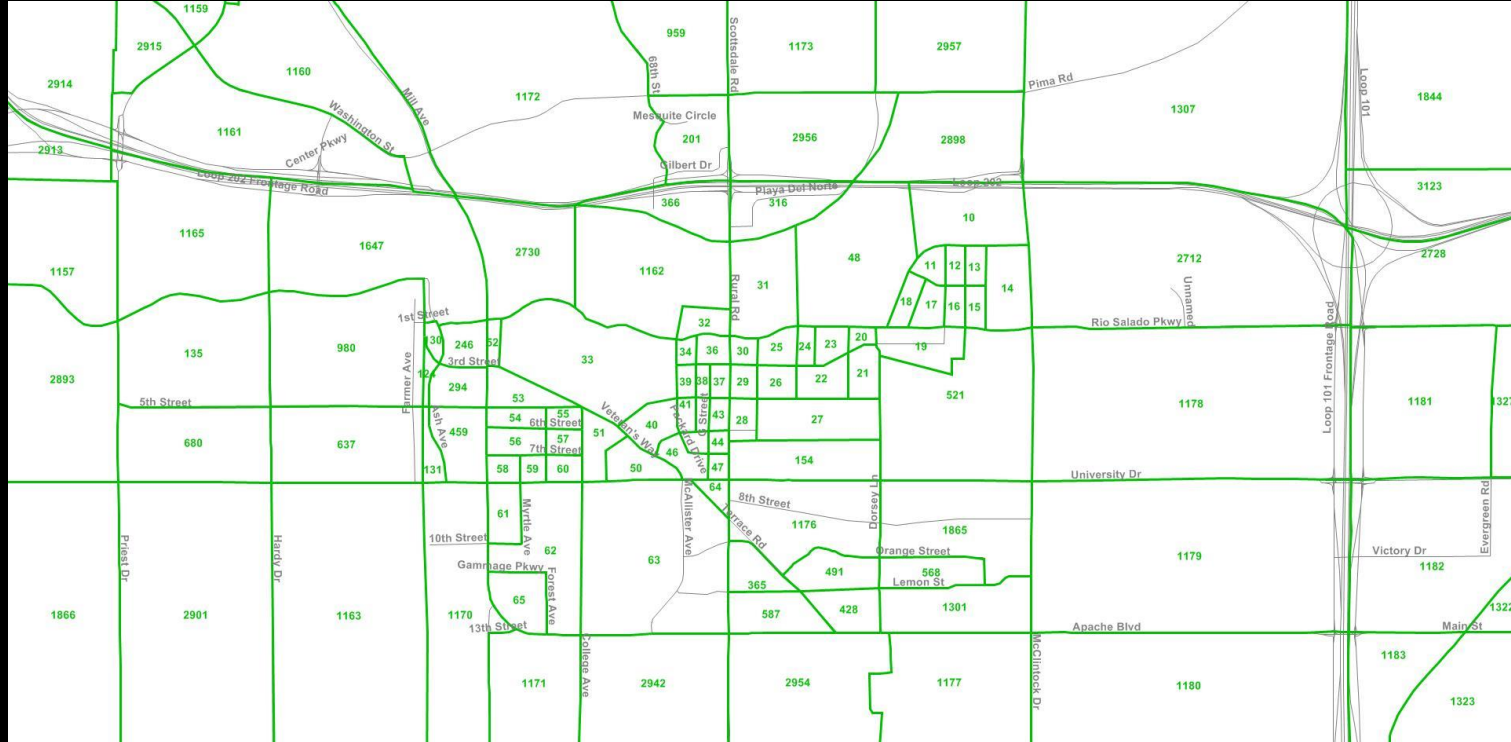


# Existing Traffic Data Collection

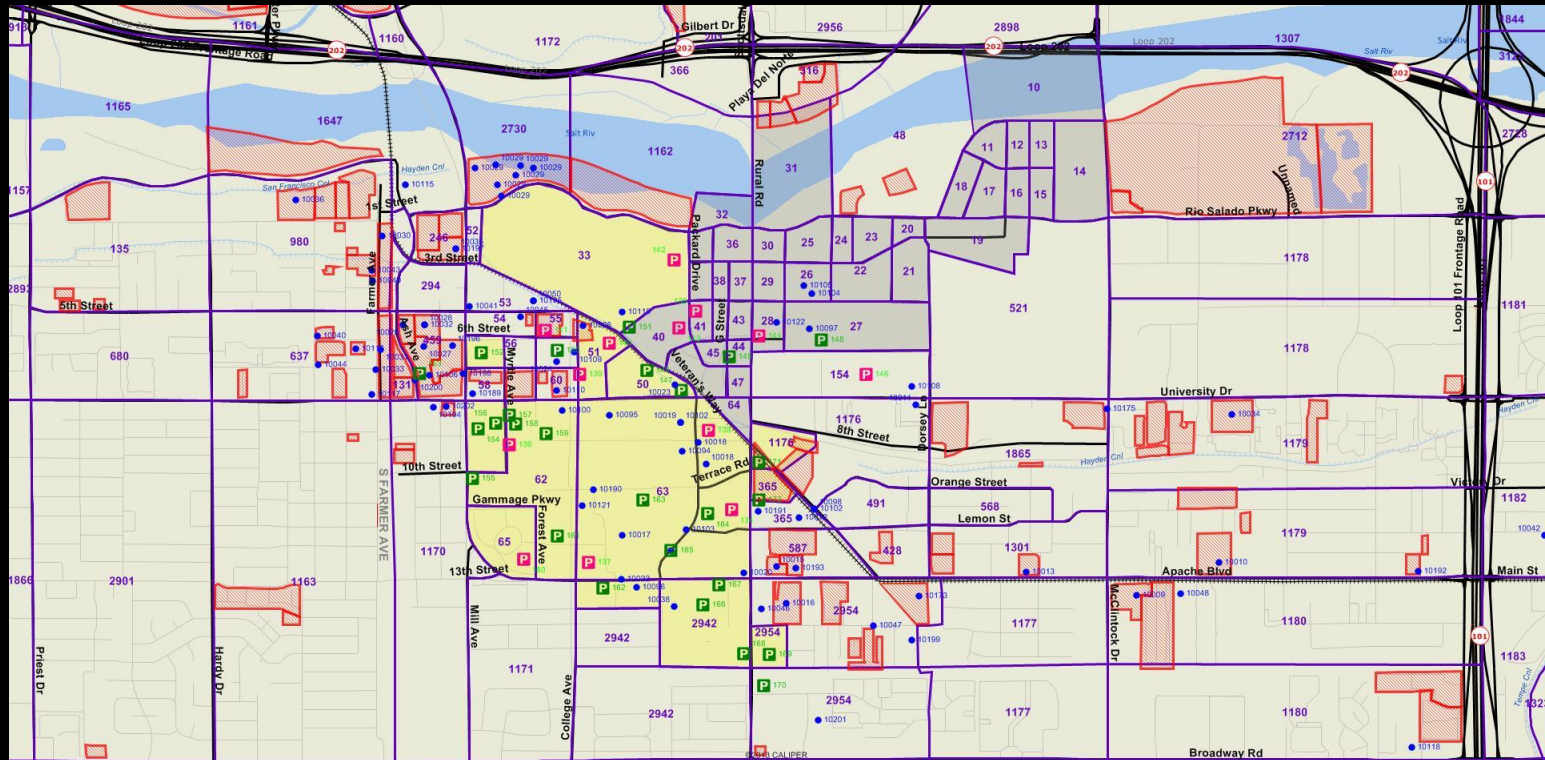




# Updated Roadway Network: Downtown Core

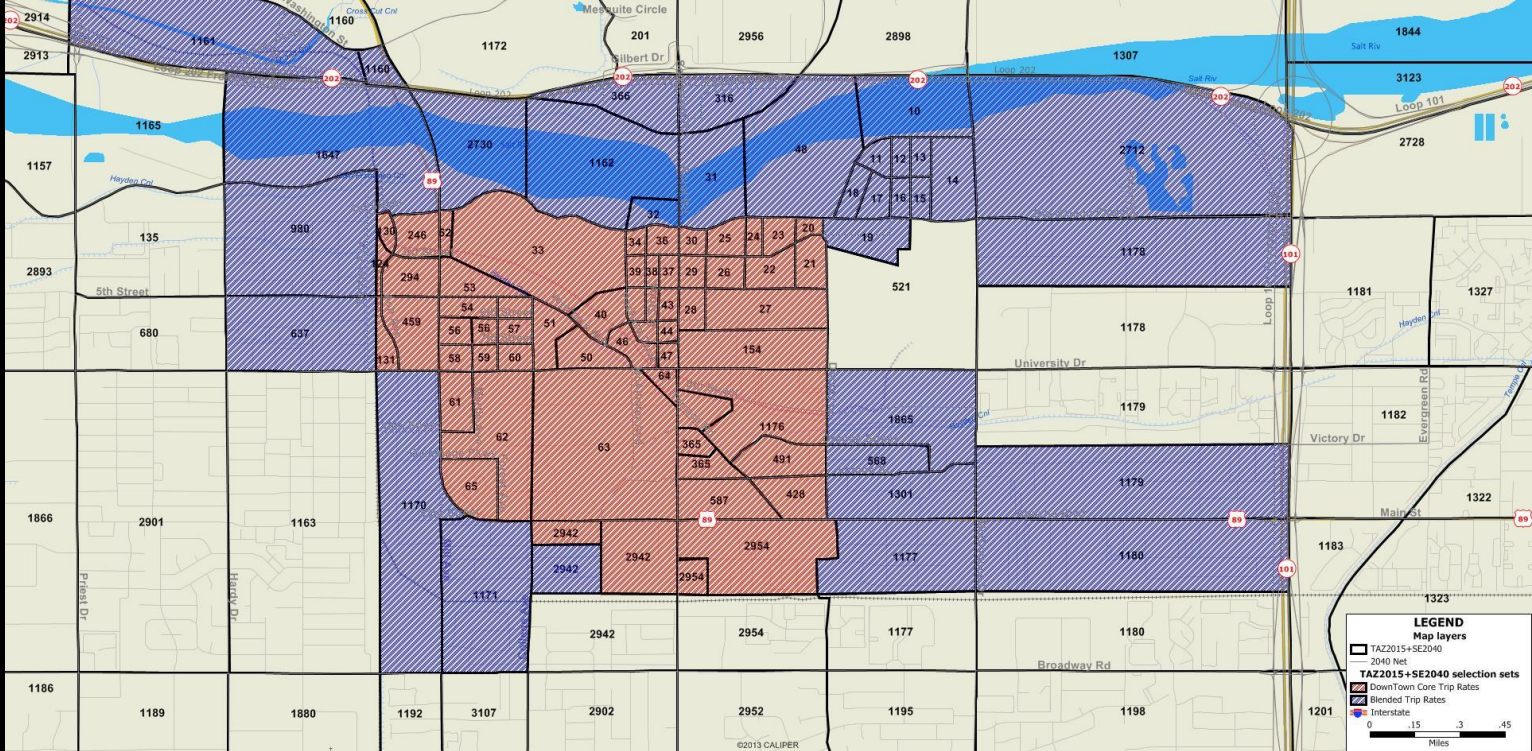


# Future Entitlements & Development Areas





# Zone Based Trip Rates



# Identified Problem Areas within Model



# Next Steps

- A final document will be completed and include:
  - short term areas of focus;
  - recommended “big picture” improvements;
  - a projected level of vehicular, pedestrian & transit trips; and
  - feasibility of the alternatives given known constraints such as topography, right-of-way, and engineering criteria.



**STAFF REPORT**

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**AGENDA ITEM 9**

**DATE**

September 19, 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:

- 5<sup>th</sup> Street Streetscape Project (November)
- Streetcar (November)
- Transportation Commission Annual Report (November)
- Long-Range Forecast Presentation (November)
- Recognition of Outgoing Commission Members (November)
- Market Research Survey (January)
- Commission business (January)
- Bike Hero (January)
- Leading vs. Lagging Left Turn Signals (January)
- Streetcar (January)
- Long-Range Forecast Presentation (February)
- Rio Salado @ McClintock Drive MUP Underpass (February)
- FY 2017-18 Media Plan (February)
- ASU Bike Registry Outreach Efforts (February)
- Streetcar (March)
- North/South Railroad Spur MUP (May)
- Streetcar (May)
- Bicycle/Pedestrian Signal Activate Operations Update (TBD)

**RECOMMENDATION**

This item is for information only.

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