

CITY OF TEMPE
TRANSPORTATION COMMISSION

IN RE:)
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Public Comments relating to)
McClintock Drive Street)
Configuration)
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CITY OF TEMPE TRANSPORTATION COMMISSION PUBLIC MEETING
Tempe, Arizona
June 13, 2017
7:30 a.m.

REPORTED BY:
LAURA A. ASHBROOK, RMR
Certified Reporter
Certificate No. 50360

1 PUBLIC COMMENTS in the above-entitled matter
2 taken on June 13, 2017, commencing at 7:30 a.m. at the
3 Tempe Transportation Center, Don Cassano Community Room,
4 2nd Floor, 200 East 5th Street, Tempe, Arizona, before
5 LAURA A. ASHBROOK, a Certified Reporter in the State of
6 Arizona.

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9 BEFORE:

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DON CASSANO, Commission Chair
Members of the City of Tempe
Transportation Commission

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P R O C E E D I N G S

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3 MR. HERZ: I am Robert Herz. The last name
4 is H-E-R-Z. I'm a resident of Tempe. I have been in my
5 home for in excess of 40 years. The role of the Tempe
6 Commission Transportation Commission is advise and make
7 recommendations that will make a positive environmental
8 impact through reduction of energy consumption, air
9 pollution and congestion. The U.S. 60 traffic interchange
10 at McClintock Drive is a major traffic converge point
11 along McClintock Drive.

12 Prior to the reduction of traffic lanes
13 along McClintock Drive, traffic flowed with minimal delays
14 during the morning and evening rush hours. The reduction
15 of traffic lanes from three to two lanes in each direction
16 has created serious roadway congestion during rush hours.

17 Traffic stacking at traffic signals has
18 increased at least 150 percent. It extends a quarter mile
19 or more, blocking access from adjoining side streets and
20 driveways. With the two-lane configuration from Baseline
21 Road through Southern Avenue, it often takes two or three
22 signal cycles to clear each signalized intersection during
23 rush hours.

24 The time delay for vehicles traveling along
25 McClintock and the time delay for vehicles trying to enter

1 onto McClintock Drive from side streets and driveways
2 increases energy consumption, produces increased
3 emissions, air pollution and creates driver frustration.

4 Take into consideration bicycle and traffic
5 volumes. Daily traffic volumes in the vicinity of U.S. 60
6 regularly exceed 35,000 vehicles. The daily bicycle
7 volume identified in the June 6, 2017 staff report is 72.
8 Providing bicycle lanes for the benefit of 72 bicycles at
9 the detriment of 35,000 motorists is not environmentally
10 beneficial and it makes no economic sense.

11 For the past 17 years, I have been in charge
12 of roadway design standards for Maricopa Department of
13 Transportation. Prior to that, I was responsible for the
14 design standards for roads in Pinal County.

15 My recommendation is that you return the
16 lane configuration for McClintock Drive in the vicinity of
17 U.S. 60 to three thru-lanes in each direction. Allowing
18 any reduction in traffic lanes from the prior
19 configuration is contrary to the Commission's mission to
20 make recommendations that will have a positive
21 environmental impact through the reduction of energy
22 consumption, air pollution and congestion.

23 I am not against improving Tempe's bicycle
24 facilities. Tempe should upgrade its bicycle network in a
25 safe, environmental friendly and economically prudent

1 manner, pursue development of the Tempe bicycle boulevard
2 system, a system that provides a safe bicycling
3 environment away from high-volume, high-speed roadways.
4 Thank you.

5 COMMISSION CHAIR: Thank you very much.
6 Appreciate your comments this morning.

7 Anybody else want to make comments at this
8 point in time? The next person I have here is Cliff
9 Anderson.

10 MR. ANDERSON: Hi. My name is Cliff
11 Anderson. Residence is 513 East Erie Drive. Thank you
12 for having me here. Great presentation. Really
13 appreciate seeing the details. Doing a great job.

14 Taking the bike lane with heavy traffic, I
15 have done it on McClintock, the section north of Apache.
16 Do not recommend that for anybody. I've done it. I've
17 done it in rush hour traffic. Really, really dangerous to
18 do that, take my life in my own hands doing that, but that
19 level of traffic is pretty dangerous.

20 One of the important things I want to stress
21 is there's probably going to be a cost tradeoff at some
22 point, and I know that there's a lot of economic
23 development, a lot of new employees are going to be
24 working in the City of Tempe due to some of these
25 expansions, and I want to make sure the transportation

1 commission is getting its -- its -- the kinds of things
2 they think are important to address those additional
3 traffic demands, are getting addressed from a cost point
4 of view as it relates to McClintock because of this cost
5 tradeoff.

6 So I do think that for bicycling, having
7 multi-use path to dedicated path, for example, the Country
8 Club Way is really important; you ought to be stressing
9 that very highly.

10 But another thing, I think I agree on one
11 comment, that continuing the bike lane all the way to the
12 202 is a really important part of your long-term strategy,
13 so I want you to keep that in mind as well.

14 And in regard to the counts, I think if you
15 were to look at, for example, pedestrian counts on
16 McClintock, you said not a whole lot of people walking on
17 the sidewalks. That's valuable real estate. Let's get
18 rid of those sidewalks because there's not many
19 pedestrians there. Think about that a little bit and see
20 if that makes sense because that's a very similar argument
21 to bicycles. And I think I'm about out of time, but I
22 really appreciate your help. Thank you.

23 COMMISSION CHAIR: Thank you very much.
24 Next person is Jen Rode.

25 MS. RODE: Jen Rode, R-O-D-E. It looks like

1 rode. So I live at McClintock and Don Carlos, and I bike
2 with my two children in a bike trailer on McClintock from
3 Don Carlos to Broadway twice a week and then I turn into
4 that neighborhood back there. This route includes the
5 underpass between Apache and Broadway, so if the bike lane
6 were removed, I would then need to travel in the car lane.
7 That definitely wouldn't work. I wouldn't feel safe doing
8 that or I would need to walk my bike, plus trailer and
9 kids along the walled-off sidewalk.

10 While I have gotten in decent shape from
11 riding up the underpass for almost a year now, I'm still
12 slow and biking in the car lane with my children is not
13 safe. The options of either walking my bike, plus trailer
14 and kids through the underpass or going over to Rural
15 which would add two miles to my commute, once I ride back
16 to McClintock, removes the efficiency that comes along
17 with biking.

18 So if the bike lane on McClintock is
19 removed, it no longer makes sense for me to bike either of
20 those mornings, so I would need to drive. This means I
21 would be adding an additional car to the traffic on
22 McClintock which goes against the broader Tempe objective
23 of encouraging motorists to use alternative
24 transportation.

25 While it's understandable that having this

1 small amount of cyclists southbound during evening rush
2 hour may seem like enough reason to remove the bike lane,
3 I believe this would be short-sighted, and I implore you
4 to consider the bigger picture and the greater good.

5 While I do drive on McClintock, I do not
6 find that the bike lane is an inconvenience. In fact, I
7 wish we could encourage more cyclists to use it instead of
8 driving so it could reach its full potential of reducing
9 traffic.

10 I have only lived in Tempe for five years,
11 and I recognize that others in the room have been
12 residents for much, much longer. I appreciate the way
13 that you have all shaped this city that we have grown to
14 love and you care passionately about the trajectory of our
15 community. I share your love for this place. It's where
16 I live, I work, I go to church and I shop. Everything I
17 do on a weekly basis is within a four-mile radius of my
18 home.

19 COMMISSION CHAIR: Your time is --

20 MS. RODE: It's important. Can I finish?

21 Thank you.

22 It's an accomplishment I am proud of in a
23 place where 30-minute commutes are commonplace, but more
24 importantly, Tempe is the only home my kids have known.
25 My husband and I are committed to the flourishing of this

1 city, largely because this is where we are raising our
2 kids, and we choose to raise our kids in this community
3 because we enjoy living here.

4 In addition to me commuting to work by bike,
5 we enjoy bike rides as a family because the city is
6 uniquely suited for cycling. We even have a tandem bike,
7 and when we attach the trailer with our kids, we are
8 pretty hard to miss.

9 In a city full of cars it's easy to be
10 isolated. In my experience, cycling in Tempe has helped
11 me chisel away at the walls of isolation, giving me a
12 fresh view of the city and encourages me to interact with
13 people in my community.

14 I am committed to the future of Tempe, and I
15 believe that both supporting the McClintock bike lane and
16 promoting the culture of cycling is in the best interests
17 of the community as a whole. As a cyclist who can't move
18 quickly, I appreciate the safety of the bike lane on
19 McClintock, and I hope that it will continue to be
20 supported by the city. Thank you.

21 COMMISSION CHAIR: Next individual, William
22 Terrance.

23 MR. TERRANCE: William Terrance. I live at
24 410 South Robert Road, just right down the block here.

25 I agree with Cliff and Jen's statements.

1 Quickly, I would like to add one thing, and that is
2 concept of prioritization here. The main thing I want to
3 ask the Transportation Commission to kind of look at is is
4 McClintock the highest priority project in Tempe right
5 now? I mean, are there -- we just repaved this whole
6 thing. Are there places with more potholes, more safety
7 concerns and other issues that we really need to take a
8 look at that need to be fixed, because this one's working.

9 COMMISSION CHAIR: Thank you very much.

10 Okay. Zina Alam.

11 MS. ALAM: Zina, Z-I-N-A, Alam, A-L-A-M.
12 Okay. I'm a Tempe resident. I do drive, commute along
13 McClintock from Apache and McClintock all the way to
14 Chandler and McClintock. I'm also a cyclist. I agree
15 with a lot of what everyone has said, Cliff, Bill, Rode.
16 Sorry. I didn't get your first name.

17 As a driver, I want to add that I have liked
18 the bus pullouts a lot. That has been very helpful,
19 preventing weird weaving and unsafe driving, aggressive
20 driving from drivers. As a cyclist, although I do like
21 the idea of Country Club Way, I also want to make sure
22 that -- I bike to go to the businesses on McClintock.

23 I actually don't bike for the fun of it. I
24 bike to get somewhere. So I want to go to the businesses
25 on McClintock, so those bike lanes are important to me. I

1 accept that there's compromise and some drivers need some
2 help with especially that southbound section, and I
3 realize we'll have to go down to standard lanes and other
4 things.

5 Thank you for all of your work researching
6 those, and I hope you stick to the multi-modal approach to
7 support our community. Thank you very much.

8 COMMISSION CHAIR: David Rice.

9 MR. RICE: David Rice, R-I-C-E. I live at
10 212 West Knight Lane in Tempe, father of six-year old,
11 eight-year old and ten-year-old kids. I guess I'm talking
12 about sidewalks. What is the usable width of a four-foot
13 sidewalk? Because there's some places along McClintock
14 before the re-striping where there were four-foot
15 sidewalks directly adjacent to high-speed travel lanes.

16 After the re-striping, there is now a buffer
17 between the fast-moving cars and four and five-foot
18 sidewalks that are directly adjacent to the curb on many
19 spots along McClintock and that makes the sidewalks nicer,
20 safer and more usable.

21 I believe the city's design standard is to
22 have eight-foot sidewalks. So what's the desired sidewalk
23 width and buffer width when we're doing sidewalk
24 retrofits? It seems like there should be maybe some
25 standard or some goal, and it would be nice if when we're

1 doing repaving and things like that, those things get
2 addressed at the same time as ADA stuff and bike and car
3 stuff also.

4 So, I mean, I guess I would like there to
5 just be a minimum level of sidewalk safety throughout the
6 city. I should be able to go anywhere in the city, any
7 business and be able to walk on the sidewalk with my kids
8 and not fear for their safety. I shouldn't have to walk
9 through parking lots instead of walking on the sidewalk to
10 get somewhere, and I think that's where it hasn't really
11 been discussed in this issue, is the fact that the
12 sidewalks along McClintock before this re-striping was
13 done were pretty below average. Thank you.

14 COMMISSION CHAIR: Kim Gresham.

15 MS. GRESHAM: My name is Kim Gresham,
16 G-R-E-S-H-A-M, and I live over on 1026 South Ash. I'd
17 like to thank you all for your time today. When I looked
18 at the alternative solutions for the McClintock Drive
19 street configuration, I was pleased that there were
20 sections provided both that would benefit drivers and
21 cyclists without sacrificing for safety.

22 However, I do question whether the
23 alternative configurations are an efficient use of our
24 limited economic resources. The current configuration has
25 not had any negative impact to our safety. The only

1 hindrance to citizens is roughly a five-minute increase in
2 our commute southbound.

3 The next part, I'm an accountant, so bear
4 with me. The fiscal 2016-2017 budget overall decreased
5 three and a half percent. Within that, our capital
6 improvements budget decreased 11.8 percent to
7 143.6 million. The most cost effective alternative
8 configuration is estimated at approximately \$5 million.

9 So my recommendation would be to keep the
10 current configuration. It seems like the best use of our
11 resources, but in addition to that, I would like some
12 additional information as to what type of funding, like
13 where would we be getting our funding for these potential
14 additional improvements? What would be the overall
15 impact, positive or negative, to our Tempe master plan?

16 Thank you for your time.

17 COMMISSION CHAIR: Thank you very much for
18 your comment.

19 The last one we have here is Kristian Doak.

20 MR. DOAK: My name is Kristian Doak. First
21 name is spelled with a K, K-R-I-S-T-I-A-N, last name is
22 D-O-A-K.

23 So I personally have used -- I have made a
24 point of using the bike lanes on McClintock for the last
25 couple of months. I've been riding to local businesses on

1 McClintock. Part of this is because bike lanes on
2 McClintock are some of the finest cycling construction in
3 the entire city. Part of it is because we have some very
4 fine establishments on McClintock, Steve's Espresso, Back
5 East Bagels, Sprouts, Flanny's Bar and Grill. Tuesday's
6 mac and cheese night is spectacular, but I've been making
7 a point of going out there riding on McClintock in the
8 morning and evenings, and the bike lanes, I see quite a
9 bit of traffic on them. There are a large number of
10 cyclists. There are many more cyclists out on McClintock
11 than there ever were before the bike lanes went in, and
12 this is, in my eyes, a spectacular improvement for the
13 City of Tempe.

14 We have got a lot more people out there who
15 are using bicycles instead of driving. That's going to
16 help drive down congestion in the city overall long term.
17 It's going to make the city safer. It's going to make the
18 city a more livable place. I'd like to see the city
19 double down on that.

20 I want to see us put in more bike lines so
21 that we can get more people riding, because this is
22 working. This is doing what it's supposed to do. It's
23 getting more people out there riding, getting more people
24 out of their cars, and we're making progress and it would
25 be a shame to see us roll that back. Thank you.

1 COMMISSION CHAIR: Thank you very much.
2 That will -- that's the last request I had to speak.
3 We'll close that portion of this item and we'll now go to
4 Commission discussion.

5 (Public comment portion of the hearing
6 concluded at 8:20 a.m.)

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1 STATE OF ARIZONA) SS.
2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing proceedings were
4 taken before me; that the witness before testifying was
5 duly sworn by me to testify to the whole truth; that the
6 foregoing pages are a full, true and accurate record of
7 the proceedings, all done to the best of my skill and
8 ability; that the proceedings were taken down by me in
9 shorthand and thereafter reduced to print under my
10 direction.

11 I CERTIFY that I am in no way related to any of
12 the parties hereto nor am I in any way interested in the
13 outcome hereof.

14 [] Review and signature was requested; any
15 changes made by the witness will be attached to the
16 original transcript.
17 [] Review and signature was waived/not
18 requested.
19 [X] Review and signature not required.

20 I CERTIFY that I have complied with the ethical
21 obligations set forth in ACJA 7-206(F)(3) and ACJA 7-206
22 J(1)(g)(1) and (2).
23 Dated at Phoenix, Arizona, this 21st day of
24 June, 2017.

LAURA A. ASHBROOK, RMR
Certified Reporter
Arizona CR No. 50360

* * *

25 I CERTIFY that GRIFFIN & ASSOCIATES, LLC, has
26 complied with the ethical obligations set forth in ACJA
27 7-206 (J)(1)(g)(1) through (6).

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