



McKELLIPS ROAD & COLLEGE AVENUE ROUNDAABOUT

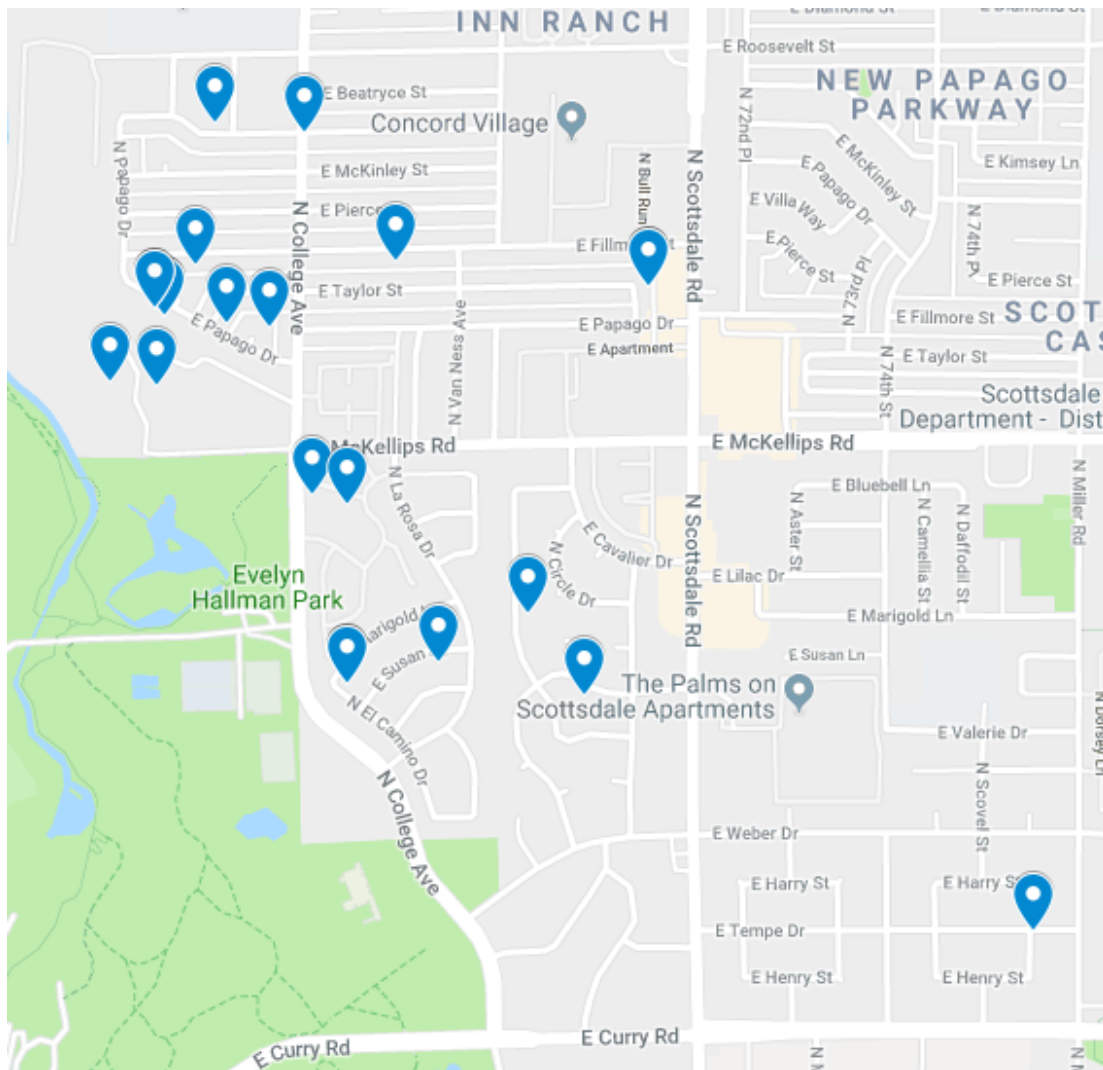
Public Input Summary

Overview

A public meeting was held on August 28, 2018 to collect feedback on a design concept for the installation of a roundabout at the intersection of McKellips Road and College Avenue. The proposed roundabout would replace the existing traffic signal.

Residents, businesses and property owners in the area of Scottsdale Rd. to Papago Dr., Curry Rd. to Continental Dr. were invited to participate in the process. Thirty-one attendees signed in at the meeting. Surveys were available at the meeting and online from August 28 – September 11, 2018. A total of 24 survey responses were received, 1 at the public meeting and 23 online. City staff also received emails about the project.

Map of Survey Respondents



Survey Results

1. Please provide comments on the design concept for the single lane roundabout at the intersection of McKellips Road and College Avenue.

1. I live 100 to 150 ft from McKellips-68th-College, my front and back yard run parallel to College. For as long as I can remember people use College from McKellips to Curry as their personal race track. I have concerns of more accidents at the roundabout due to lack of knowledge on how to use them. The Fire Dept uses College a lot as well. I have mixed feelings but anything to slow people down is good by me.
2. Strongly endorse both roundabouts! Roundabouts are very successful in Europe, North East US and closer to home, Sedona. They calm traffic and save on fuel.
3. I am strongly opposed to the plan of placing a roundabout at the intersection of McKellips Road and College Avenue. As a driver, I can simply avoid it by using Scottsdale Road instead, which is only a minor inconvenience. Unfortunately, I rely heavily on this intersection as a pedestrian. A great many pedestrians besides myself use this intersection to gain access to Papago and Canal Parks: dog-walkers, joggers, walkers, families teaching their children to ride bicycles, fishermen, and so on. These two parks are very popular. There will be no way for any of us to safely cross the road with a roundabout. Without the ability to stop traffic, a pedestrian can only cross the road at his or her own risk. Pedestrians are the ultimate gas-savers; our safety should be top priority. I have driven in many roundabouts in the Verde Valley of Arizona and have never seen any pedestrian attempt to cross in such a dangerous spot. Please do not spoil my neighborhood with this risky plan. Since I walk in Papago Park every morning, this is of great concern to me. I chose to live here specifically to have access to Papago Park. In the 28 years I have lived near this intersection, I have seen it slowly change from an area of light traffic to a busy intersection- too busy for a roundabout to be safe for pedestrians. The main premise of a roundabout is to reduce vehicle accidents. At the same time, it seems saving money is a high priority. From a pedestrian's point of view, however, I feel my safety will take a backseat. This is made quite clear in the video on your website. People in crosswalks are very close to moving cars. Since traffic doesn't stop, drivers will not feel the need to allow walkers to cross in front of them. They will learn over time that they have the right of way. Drivers will be watching for other cars in the circle but will not be on the alert for pedestrians. To add to the risk, although the posted speed limit is 35mph, in my experience, few drivers go this slowly. The presence of a roundabout would encourage me to cross north of the circle along College because I would see this as the lesser evil to having cars come at me from all directions in the circle. This, as you can imagine, is not a safe way to cross College.
4. I like that this is a single lane roundabout and am interested in what is happening further back (approaching) in each direction. In particular the N/S bike lanes are not illustrated.

5. Great idea! I live just north on Papago. College speeds are way too fast! Not 35 more like 55. Difficult to enter College during AM/PM hours.
6. Keep the traffic lights at the intersection
7. My only concern on the design, is about the bicycle traffic. As it was explained to us, the bike lanes would merge into the traffic lanes as they enter the roundabout. There may be issues with vehicles paying attention to bikes not expecting them to merge and especially at night depending on where the lighting is placed. This could be just my being unfamiliar with bikes on roundabouts. The tree shown in the center of the roundabout will have to be of a size and trimmed so there is no obstruction of view. In the rest of the landscape palette I would avoid must shrubs. Justica could work. I would instead look at the hesperola and other cactus and succulents. Even the brittle bush when fully leafed out could obstruct view. To make the landscape more interesting, hardscape with low rock walls and/or boulders could work. My opinion, from what I have observed from other roundabouts in use around the state, is that this would be a welcome solution to keep speed down and traffic manageable.
8. I like the design and feel it will enhance the neighborhood. I do think that the plantings should allow for visibility. I am not a cyclist...but there were some concerns expressed about their safety and how they would be directed. I don't know enough to comment but I expect this will be addressed. Thank you.
9. This design concept appears to be exceedingly dangerous for pedestrians and bicycles. I live on the SE Corner of this intersection and was never consulted about the concept until it was already in the design phase (according to your Traffic Engineer). I frequently use this intersection as a pedestrian to access the park areas, as do many residents living in this area. I've depended on the light to allow me safe crossing. Although it appears that the narrowing of lanes should slow traffic, I also know that this is not a guarantee that drivers will slow down.
10. Thank you for taking the time this past Tuesday to meet with the McKellips/College neighbors. It was helpful to understand how the decision is made on execution. In terms of execution, the design is logical and beautiful. I would like to recommend three (3) things:
 - 1) illustrate more clearly where lighting is located - highlight and/or low light and the hours the lighting is available;
 - 2) consider/incorporate solar, whenever possible;
 - 3) consider integrating in ground lighting to the crosswalks - placement of human touch activation;
 - 4) consider sculptural addition to the center of the design - promote ASU student art - perhaps competition(s) and partnership with ASU and other community efforts;
 - 5) consider execution at Weber/College, College/101 - at lip of entrance to boat launch - expand the design and mitigate risk for the community
11. I believe the present design will enhance the aesthetic appeal of the intersection in addition to providing for greater safety and efficiency.

12. We think the installation of a roundabout at College & McKellips is a very good idea. The traffic signals themselves are the main thing interrupting traffic flow. I can't count the number of hours I have spent over the years waiting for the red east-west light to briefly turn green. Also, a roundabout would alleviate the close calls when westbound traffic assumes they have the left-turn right of way over east bound traffic. We are all for it.
13. I attended the neighborhood meeting on Tuesday. The man presenting did not indicate this was already decided. This page is worded as though the decision has been made. I am hoping this is not true. The man stated there is no longer a need for a traffic light on this corner. I find this very difficult to believe with the increase of traffic in this area. We live 1 block away from the proposed intersection. We are NOT in favor of the roundabout. In our opinion we have not seen an increase in accidents due to speed. We have noticed increased traffic, which is only going to increase with the new builds. We feel the roundabout will only entice more traffic if there is no light. A roundabout and the current traffic light will serve the same purpose. The presenter also stated the car dealership carriers cannot make it through the roundabouts. We rarely had the car carriers down this far, in addition they have all almost left the area. Another item discussed was "fewer conflict points" in the roundabout. That is simply not true. If you have ever driven through a busy roundabout you will understand this statement to be false.
14. The existing intersection provides a walk signal for pedestrians. The loss of the walk signal as proposed in the Roundabout design is a safety issues for people going to Papago Park. My proposed solution would be to install a pedestrian activated walk signal on College south of E. Larkspur and north of E. Valerie. This pedestrian crosswalk and pedestrian activated signal (similar to the one on Chaparral in Scottsdale) should align with the sidewalk that leads into the park. This would provide safe access for pedestrians. College north of Curry is zoned 35 mph but speeds easily exceed that between Curry and McKellips making it difficult for traffic to enter College at Valerie and Larkspur. I propose that a sign monitoring and exhibiting vehicle speed (again similar to the one of Chaparral) be installed on College north of the park that is between Weber and Marlborough Park. I also believe that speed enforcement should be increased (perhaps photo radar) in this area. I believe that the speed limit should be reduced and if possible, some additional traffic calming measure incorporated. Similar measures should be incorporated on the southbound lanes of College.
15. I am wondering how the roundabout will affect: 1. Wait time for eastbound morning traffic turning north and south. It is quite heavy from about 7-9 a.m. At times there are many vehicles waiting to turn left. 2. Pedestrian safety as we cross College Avenue. There are many of us going for walks in the park. I'm thinking it will be difficult to cross safely and in a timely manner. Right now, the traffic signal makes me feel safe when crossing.
16. Better than a traffic light. Green carpet bike sharrow needs to be striped in the middle of the lane throughout the intersection. Instead of requiring bikes to merge with cars, give the bikes priority. Narrower lanes are better.

17. I am very pleased with this proposal. The roundabout will help slow the traffic on College. It will greatly help Campo Alegre residents to merge onto College north or south. It will also improve left turning from McKellips onto College. The residents in Marlboro Villas are not able to make a left turn onto College when exiting onto College. The median prevents the turn and many residents then make an illegal U-turn at the end of the median. The u- turn is very sharp and many cars must back up to make the turn, adding to an already dangerous and illegal U-turn. Shawn Thompson with Tempe Medians knows of the problems with residents crossing across the median on College to turn left. He cured that issue with strategically placed boulders. This has been an issue for many years. The roundabout will address and cure these issues! A great idea. Julian from Tempe Traffic gave a great presentation and answered many folks questions. He handled citizens well even those who had come to the meeting angry and not wanting to hear the answers. Julian was well prepared and professional. Roundabouts work very well in Sedona with huge traffic, pedestrians and bicycles. The roundabout would be a great addition to a North Tempe.
18. I don't support the idea. As a 35-year resident of the Marlborough Park neighborhood, I think it's a waste of resources, unnecessary, and simply a make work project for the transportation department. As they say in the engineering community, "If it 'ain't broke, don't fix it." While this may facilitate traffic throughput, it will put pedestrians who use the intersection at peril. Please reconsider and cancel this project.
19. Please ensure there is adequate signage regarding bicyclists as they could be very vulnerable in the roundabout. Make sure there are bike lane markings (if sufficient space). Ensure the roundabout contains some green landscaping/design. Proper lighting. Enough "warning" signs - even if temporary
20. This design looks very dangerous for pedestrians. When does traffic stop to allow people to cross? Drivers will think they have the right of way, with no stop signs. This problem is quite apparent in the video on your website. Pedestrians and moving cars are in close proximity. I think pedestrians will tend to avoid this intersection because of its confusing nature. When that happens, they will be forced to J-walk, north or south of the roundabout. I agree this change will improve safety for drivers, but I can't agree to sacrificing pedestrian safety for driving improvements. A lot of folks in the neighborhood use Canal and Papago parks for walking, jogging and biking, including my wife and I. They will all be at greater risk. It's obvious in the video and this rendering, therefore I am strongly against this plan.
21. I think a roundabout at this intersection will end up causing more problems than it is proposed to eliminate. Such as traffic back up, accidents involving cars on cars, cars and cyclists, cars and pedestrians, cars and the roundabout structure itself. Be honest with residents, and say it is all an attempt to avoid preventative maintenance, and likely to appease a handful of residents than will benefit from it. The amount of traffic at peak times is high, just drive it in the morning or evening, and you would see it and experience it.

22. We live in Campo Alegre and I think the roundabout will get us through the intersection quicker than we do now, so I support it as long as it will remain single lane. We just got back from Boston and went through numerous rotaries which were mostly 2-lane and I felt very dangerous for cars changing within the rotary. Also, I want to be sure that the city has done its research and are certain that this type of intersection is safer than the lighted intersection in terms of accidents, fatalities etc. My main concern is that landscaping at the corners and the middle of the roundabout not obstruct visibility. Currently the creosote bushes on the SWC block block bikes or pedestrians heading north-I've had several close calls.
23. The roundabout at College and McKellips, presented at the Open House on Aug 28, 2018, should be a good improvement scheduled for North Tempe. If the experts are correct, the roundabout will help to control and slow traffic on College Avenue, our neighborhood feeder street, causing cars to decrease speed to 20-25 miles an hour through the intersection. I hope the roundabout will discourage drivers from using College Avenue as an alternative speedway to travel from Scottsdale to the 202 and the Waterfront. Safety, reduction of fatal crashes and maintenance costs are cited as the main reasons to favor this type of traffic control. I believe the pedestrian crossings will present no problem for people moving to the further corner whether visiting the park, crossing to the bus stop or heading towards the canal. As with anything new, there will be a learning curve and cars and people will soon adapt. Not visible on the provided design illustration is whether the median that divides College approaching the center roundabout circle from south to north links into the existing median in order to prevent U-turns from the Marlborough Park neighborhood which currently are routine despite the posted No U-Turn sign. It will be a great improvement to the area to have native desert landscaping installed around the traffic circle. Carry on with the planning and keep the neighborhood informed. I believe the roundabout is an excellent solution.

2. Additional Comments:

1. Very concerned about construction impacts on traffic during construction. I live on Fillmore St and use College to commute to work at Marigold Ln and College daily. Also, am concerned about the already extensive pass-through traffic using Fillmore between College and Scottsdale Rd increasing with construction. Have requested Tempe PD assistance with traffic excessive speeds along Fillmore St. Very concerned about anything that effects increased traffic flow through Fillmore between College and Scottsdale Rd. Would attend hearing but will be working during the meeting (6-7 pm).
2. I am NOT in favor of the roundabout. This will be a hazard for pedestrians and cyclists. Very few people know how to use a roundabout. It will cause more accidents and confusion. The roundabouts on Oak and Galvin Parkway are dangerous and hazardous. Why would you think a roundabout at this busy intersection would be a good idea?
3. We are NOT in favor of the roundabout.
4. Signage will be important, Bikes WILL use full lane.

5. At the neighborhood meeting, the biggest resistance to the roundabout seemed to be coming primarily from the Marlborough Neighborhood. My observations have been that there are many of their neighbors that cross across the medians not just at the light and many cross against the light when no traffic is coming. The other observation I made is that there are quite a few illegal U turns made where it is posted no U turn right before the intersection. Especially vehicles exiting Marlboro Park onto College cannot go south from Larkspur Lane, so they have to go north and make a turn.
6. Roundabouts always take some getting used to, but once you are - they are great! - Sedona - Portugal - East Coast USA - Europe Please do it! Also consider one on Continental and College or something similar.
7. I support this project and think it will be good for traffic flow. I also think that it will help to reduce the speed of traffic on College which is only going to increase with the amount of development going on in the area in both Tempe and Scottsdale. This is a great first step in traffic regulation. I did attend the Tuesday meeting and I want to express my appreciation for the format. A presentation format is much more informative and beneficial, in my opinion than an open house where the residents just wander around. I benefit greatly from the questions from others in the audience, things I may not have thought of to ask. Please continue this type of format. Kudos to Julian and Elizabeth.
8. Please consider keeping the existing signal. The roundabout concept is not bicycle or pedestrian friendly and I have definite concerns about my safety as a pedestrian.
9. There is going to be a need for a detour plan in the area. Traffic should not be detoured through Marlborough Park nor any other side streets to accommodate the construction. This plan should be vetted with the community. These are my ideas but before any work on design begins a thorough Outreach Program needs to be conducted. I worked for ADOT during the Sedona Roundabout design and construction and even though there was an exhaustive outreach program there was considerable controversy. Also, as part of this work crosswalks should be marked on College at Weber and Marigold.
10. I am against this plan, although it seems the decision is already made. In that case, why do you even ask for comments?
11. This will significantly improve vehicular traffic in our part of town and, as I understand, at a cost savings. What's not to like?!
12. You had better be ready to mail out "roundabout usage" instructions to the greater Tempe, Scottsdale and Phoenix area. Because people around this state won't have a clue how to safely use it.

Emails

1. **August 18, 2018** - I received your flyer in the mail with regards to installing a roundabout at the intersection of McKellips Road and College Avenue. As a personal injury paralegal, I have worked with attorneys that have represented individuals who were injured in automobile or pedestrian accidents at roundabouts. I have attached a list of Cons against roundabouts for your information. The area that you are planning on putting a roundabout does not have a large percentage of accidents compared to other areas. These roundabouts are not aesthetically pleasing on the eye, nor do they provide safety for people traveling around them. Younger drivers, especially boys, enjoy speeding through them to see how fast they can maneuver through them, I have seen this first hand. There are more homes being developed in our area, K Hovian and Taylor Morrison homes, and that it is the City of Tempe's belief that a roundabout will cut down on speeding, and traffic accidents, installing this roundabout it is unlikely to do so. The neighbors that I have spoken to, do not want this roundabout, as do I. Most residents throw away the flyers that they receive from the City of Tempe when it requests their presence at a meeting. Many residents were not even aware the city was planning on putting a roundabout in that area until I spoke with them and asked for opinions. I realize that if one does not attend the August 28th meeting, their concerns will not be addressed, and only a small handful of residents will make a decision for us. It would have been better if a flyer had gone out asking for the opinions of the residents of the affected areas, asking them to give their input as to why, or why not, we need said roundabout. Unfortunately, due to a recent surgery, I will be unable to attend the meeting myself, as I have done public speaking in the past, I would like to speak voice the opinions of some of our residents. However, I am assuming that this roundabout has already been decided and it is now a moot point. Roundabouts will not cut down on traffic accidents nor are they aesthetically pleasing, just ask the people living on Oak Street in Scottsdale. It is true that roundabouts reduce maintenance costs and do not require electricity, however, they require signage, asphalt lines, and general maintenance. In closing, growing up in this area, and living in this neighborhood most of my life, I am saddened by the way the City of Tempe has forgotten that this is "our neighborhood," and everyone should have had a say in what our city tax dollars are being used for and how our roads are maintained. I realize that although this email will be read and my roundabout information examined, it will quickly be discarded, and I will receive a generic email reply "Thank you for your interest..." I felt that it was my duty, as a neighbor, to voice the displeasure of the "forgotten residents" of this neighborhood, regarding the unwanted roundabout about to be constructed.

2. **August 30, 2018** - The intersection at College and McKellips lends itself perfectly for a roundabout! I was thrilled to hear that plan is in the works. We have lived in the Marlborough Park Community for 30 years and that signalized intersection has always been an inconvenience with the signal's timing. We would LOVE for that to be a roundabout!

3. **September 3, 2018** - Thank you for hosting the open house to discuss the proposed roundabout. Overall, we think the meeting went well. Individuals that have experienced this traffic control concept generally welcome the change and see the benefits. On the other hand, individuals that do not like change or expect a single change to solve ALL the traffic related problems will oppose the idea. We recognize that in your position, you are empowered to conduct studies and thereafter evaluate the results and make recommendations. Given your education plus background and experience with the City of Tempe, we trust your judgment and support your recommendation to move forward with the project. Once the roundabout is in place, more drivers will appreciate a steady flow of traffic (at a slower intersection speed) versus racing for the green light and/or traveling as a pack after the light changes.