



## PUBLIC MEETING AGENDA

### Transportation Commission

#### MEETING DATE

Tuesday, January 8, 2019  
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><br>The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.    | Ryan Guzy,<br>Commission Chair  | Information                     |
| <b>2. Approval of Meeting Minutes</b><br>The Commission will be asked to review and approve meeting minutes from the December 11, 2018 meeting.                           | Ryan Guzy,<br>Commission Chair  | Action                          |
| <b>3. Commission Business</b><br>The Commission will be asked to elect a chair and vice chair for 2019 as well as reach consensus on meeting date and time.               | Ryan Guzy,<br>Commission Chair  | Action                          |
| <b>4. Roundabouts</b><br>Staff will request direction on construction of the proposed roundabouts at College Avenue & McKellips Road and at Grove Parkway & Priest Drive. | Julian Dresang,<br>Public Works | Action                          |
| <b>5. T Intersections</b><br>Staff will make a presentation regarding the T Intersections in Tempe.   | Julian Dresang,<br>Public Works | Information and Possible Action |
| <b>6. Department &amp; Regional Transportation Updates</b><br>Staff will provide updates and current issues being discussed at regional transit agencies.                 | Public Works Staff              | Information                     |
| <b>7. Future Agenda Items</b><br>Commission may request future agenda items.  | Ryan Guzy,<br>Commission Chair  | Information and Possible Action |

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 Meeting of the Transportation Commission**  
**December 11, 2018**

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, December 11, 2018, 7:30 a.m. at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Susan Conklu (via phone)  
Jeremy Browning  
Kevin Olson  
Bonnie Gerepka  
Paul Hubbell  
David A. King  
John Kissinger

Brian Fellows  
Lloyd Thomas (via phone)  
Charles Huellmantel (via phone)  
Shana Ellis (via phone)  
Don Cassano  
Charles Redman

**(MEMBERS) Absent:**

Ryan Guzy (Chair)

Cyndi Streid

**City Staff Present:**

Sam Stevenson, Senior Planner  
Vanessa Spartan, Planner II  
Tony Belleau, Streetcar Manager  
Cara Nassar, Planning Intern  
Chase Walman, Planner II  
TaiAnna Yee, Public Information Officer  
Joe Clements, Transportation Financial Analyst

Sue Taaffe, Public Works Supervisor  
Robert Yabes, Principal Planner  
Laura Kajfez, Neighborhood Services Specialist  
Eric Iwersen, Transit Manager  
Bonnie Richardson, Principal Planner  
Amanda Nelson, Public Information Officer

**Guests Present:**

John Federico  
Kathy DeBoer  
JC Porter

Cliff Anderson  
Deron Lozano

Commissioner Don Cassano called the meeting to order at 7:31 a.m.

**Agenda Item 1 – Public Appearances**

Cliff Anderson spoke about the importance of Vision Zero. He commented on the most recent collision between a bicyclist and motorist. He made several suggestions including creating a zero-tolerance zone for pedestrians, adding protected bike lanes, enforcing of traffic laws and adding colored bike lanes.

**Agenda Item 2 – Minutes**

Commissioner Cassano introduced the minutes of November 13, 2018 meeting of the Transportation Commission and asked for a motion.

**Motion:** Commissioner Paul Hubbell

**Second:** Commissioner Brian Fellows

**Decision:** Approved by Commissioners:

Susan Conklu (via phone)

Jeremy Browning

Kevin Olson

Bonnie Gerepka

Paul Hubbell

David A. King

John Kissinger

Brian Fellows

Lloyd Thomas (via phone)

Charles Huellmantel (via phone)

Shana Ellis (via phone)

Don Cassano

Charles Redman

### **Agenda Item 3 – Commission Business**

Commissioner Cassano acknowledged and thanked outgoing commissioners Olson, Huellmantel and Redman for their service. Commissioner Cassano's term is also ending on Dec. 31.

### **Agenda Item 4 – Transportation Market Research Survey**

Kathy DeBoer with WestGroup Research made a presentation about the findings of the 2018 transportation survey.

Topics of the presentation included:

- Methodology
- Transit usage
- Where and why people take transit
- Bus and transit satisfaction
- Areas for improvement for transit
- Reasons for not using the transit system
- Awareness of Tempe in Motion
- Advertising impacts
- Bicycle usage
- Satisfaction of walking and bike facilities
- Where and why people ride their bike
- Areas for improvement for walking and bike facilities
- GRID Bikeshare
- Youth Transit Pass Program
- Conclusions

Discussion included how the report would be used and concerns about decreasing ridership and satisfaction of the system. Staff provided information regarding how the survey results assist with guiding budget direction. Consensus was not requested.

### **Agenda Item 5 – Orbit System Including Saturn Route**

Sam Stevenson made a presentation about the Orbit system. Topics of the presentation included:

- Background information
- Ridership
- Budget
- Tempe Playlist: Saturn Session
- Next steps
  - Monitor Saturn and other Orbit circulator routes
  - Improved data collection capabilities

- New Orbit vehicle testing
- Downtown Tempe transit study & Streetcar integration
- Autonomous vehicle partnerships
- Next Orbit route

Discussion included options for making the entire transit system free, addressing the 30-minute frequency of Orbit Saturn (and how it may be deterring ridership), fleet size and innovation opportunities on Saturn. Consensus was not requested.

#### **Agenda Item 6 – Free Area Local Shuttle (FLASH) Service**

Eric Iwersen made a brief presentation about the proposed changes to the Flash route. Proposed changes include routing (adding length and destinations), frequency (matching light rail frequency for most of year) and hours (shortening hours on Monday through Thursday to end at 10 p.m. rather than 1 a.m.).

There was no discussion and consensus was not requested.

#### **Agenda Item 7 – Alameda Drive Streetscape Project**

Bonnie Richardson made a presentation about the Alameda Drive Streetscape Project. Topics of the presentation included:

- Background information
- Public input
- Existing conditions
- Cross section design concepts
- I-10 at Alameda Drive overpass
- Union Pacific Railroad connection
- Budget
- Next steps

There was limited discussion about signage. Consensus was not requested.

#### **Agenda Item 8 – Transit Extension Study**

Deron Lozano with Valley Metro made a presentation about the status of the Tempe/Mesa feasibility study for future possible extensions of the Streetcar system. Topics of the presentation included:

- Study purpose
- Study area
- Process and timeline
- Related projects
- Public input

There was no discussion and consensus was not requested.

#### **Agenda Item 9 – Department & Regional Transportation Updates**

Staff informed the Commission that a market will be opening on the first floor of the Transportation Center next month.

#### **Agenda Item 10 - Future Agenda Items**

- January 8
  - Commission Business

- Roundabouts
- Prop 500/BRT
- T Intersections
- 20 Minute City
- February 12
- March 12
  - Alameda Drive Streetscape
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
- April 9
  - Vision Zero
  - Speed Limits
  - Paid Media Plan
- May 14
  - MAG Design Assistance Grants
  - Bike Hero Award
- June
- July
- August
  - Transit Security Update
- September
  - Annual Report
- October
  - Annual Report
- November
- December

The next meeting is scheduled for January 8, 2019.

The meeting was adjourned at 8:57 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 3

#### DATE

January 2, 2019

#### SUBJECT

Commission Business

#### PURPOSE

To request that the Transportation Commission makes selections for the positions of chair and vice-chair as well as reach consensus on meeting date and time.

#### BACKGROUND

At the January meeting of each year, the Commission addresses the following business:

- Chair and Vice-Chair. The Commission annually elects a Chair and Vice-Chair for the upcoming year per the Tempe City Code, Sec. 2-249 "The officers of the commission shall be selected by the commission members at the first meeting of the commission following the 31<sup>st</sup> day of December of each year and shall serve until the 31<sup>st</sup> day of December of the next succeeding year. No officer shall serve in the same capacity for more than two (2) consecutive one-year terms."
- Meeting Dates and Times. The Commission regularly scheduled meetings are the 2<sup>nd</sup> Tuesday of each month at 7:30 a.m.

As of January 2, 2018, the Commission has 15-member positions filled. Transportation Commission members are listed below.

1. Ryan Guzy (Current Chair elected in Jan. 2018)
2. Shana Ellis (Current Vice Chair elected in Jan. 2018)
3. Jeremy Browning
4. Bonnie Gerepka
5. Cyndi Streid
6. Susan Conklu
7. Lloyd Thomas
8. Brian Fellows
9. Paul Hubbell
10. David King
11. John Kissinger
12. Pam Goronkin
13. JC Porter
14. John Federico
15. Peter Schelstraete

**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**

None

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 4

#### DATE

January 2, 2019

#### SUBJECT

Roundabouts in Tempe - Update

#### PURPOSE

The purpose of this memo is to provide Council with information and an update on roundabouts.

#### BACKGROUND INFORMATION:

A roundabout is a safe and efficient intersection design that consists of a center circle around which traffic circulates in a counterclockwise fashion. Depending on traffic demand, a roundabout can be designed as single-lane or multi-lane. Roundabouts should not be confused with large diameter “rotaries” or very small diameter neighborhood traffic circles.

A driver approaching a roundabout can make all the same movements (right turn, through, left turn, U-turn) as a regular signalized or stop-controlled intersection. To navigate the roundabout a driver must:

1. Slow Down
2. Yield to Pedestrians
3. Yield to Vehicles already in the Circle
4. Enter the Circle
5. Exit the Circle
6. Yield to Pedestrians
7. Exit the Intersection

Roundabouts have many proven safety and efficiency benefits that include:

- 30-50% reduction in collisions (FHWA)
- 60-70% reduction in injuries (FHWA)
- 80-100% reduction in fatalities (FHWA)
- Up to 75% improvement in pedestrian safety (IIHS)
- Bike safety can also improve when designed correctly (ADOT)
- Up to 75% reduction in traffic delays and related fuel use (IIHS)

(FHWA = Federal Highway Administration; IIHS = Insurance Institute for Highway Safety; ADOT = Arizona Department of Transportation)

The safety benefits are primarily derived from the slower speeds of vehicles navigating the intersection and the elimination of direct left turns. The efficiency benefits are primarily derived from the continuous flow (no red-light delays) and the ability to have simultaneous overlapping movements.

There was a National Cooperative Research Program (NCHRP) study that analyzed public attitude towards roundabouts. The study determined that prior to installation of roundabouts, 68% of respondents had either



negative or very negative attitudes towards roundabouts, while only 14% had positive attitudes. Conversely, after the roundabouts were installed, none (0%) of the respondents had negative or very negative attitudes and 73% had positive or very positive attitudes towards roundabouts.

The following three (3) locations are currently included in the city's CIP:

1. College Avenue & McKellips Road (single-lane)
2. First Street/Ash Avenue/Rio Salado Parkway (multi-lane)
3. Priest Drive & Grove Parkway (multi-lane)

### Traffic Study Results and Traffic Counts

#### College Avenue & McKellips Road

- Study completed November 2017
- Federal Signal Warrants Met = 1
- Traffic on College Avenue = 7,439 vehicles per day
- Traffic on McKellips Road = 2,472 vehicles per day
- Crashes in 3-year study period = 1
- Study Recommendation = remove signal, install roundabout

#### Priest Drive & Grove Parkway

- Study completed August 2015
- Federal Signal Warrants Met = 4
- Traffic on Priest Drive = 23,189 vehicles per day
- Traffic on Grove Parkway= 6,873 vehicles per day
- Crashes in 3-year study period = 36
- Study Recommendation = install signal or roundabout

### Public Involvement

#### McKellips Road and College Avenue:

- Public meeting held on August 28, 2018.
- Direct mail of 1,824 postcards to residents, property owners and businesses in the area of Scottsdale Road to Papago Drive, Curry Road to Continental Drive
- Direct email to and posted on association Facebook pages for Cavalier Hills NA, Papago Park View NA, Papago Parkway NA, Butler Tempe HOA, Concord Village, Marlborough Park Estates HOA, Marlborough Park Villas HOA and Parkview Hacienda HOA with meeting and public input information
- Social media post on city's Nextdoor account on 8/14; received 685 impressions
- Posted on city web calendar

#### Grove Parkway and Priest Drive:

- Public meeting held on September 26, 2018.
- Direct mail of 4,512 postcards to residents, property owners and businesses in the area of Kyrene Road to I-10, Elliot Road to Guadalupe Road
- Direct email to Tempe Royal Estates NA, Brittany Lane HOA, Festiva Tempe HOA, Tempe Royal Estate HOA and Terrace Walk HOA with meeting and public input information

- Direct contact with area multi-family complexes, 909 West Apartments, Garden Grove Apartments, Metropointe Apartments and Signature Place Apartments
- Social media post on city's Nextdoor account on 9/19; received 112 impressions
- Posted on city web calendar
- Town of Guadalupe announced at Council meeting and placed flyers at front counters, on website, marquee and Facebook page
- Neighborhood Services personally visited the following businesses at Grove Parkway and Priest Drive to provide roundabout information and invite them to the meeting and/or to fill out the survey
  - ADI Business Solutions
  - American Freight
  - American Technology Specialists
  - Applebees
  - Beall's
  - Circle K
  - Dollar Store
  - Embellysh
  - Firehouse Subs
  - Floor & Décor
  - Fuddruckers
  - KJ Gamble Tax & Accounting
  - Mattress Firm
  - NVision Wealth, LLC
  - Office of Environmental Health & Engineering – Indian Health Service Western District OEH&E
  - Palette Collective
  - Popeyes
  - Press Coffee Roasters
  - Starbucks
  - The Tile Shop
  - T-Mobile
  - Tzikii Pita Grill
  - US Storage Centers
  - Van Marcke Trade Supply
  - WalMart
  - Tenants in Groves Power Center, 1320 W. Elliot Road
    - Cricket Wireless
    - First Blue Cactus Nails
    - GameStop
    - Great Clips
    - Panda Express
    - Santa Madre Taco Shop
    - Subway
  - Tenants in Grove Parkway Court, 1553 W. Todd Drive
    - Atlantica Yiels
    - KBHB Home Loans
    - Pure Body Health
    - Terra Technologies

For both projects, there were comments about bicyclist and pedestrian safety. To address this concern, staff supports the installation of a pedestrian activated rectangular rapid flash beacons (FFRB) to improve visibility at both locations. Residents also expressed both support and opposition to both roundabouts.

**FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

Construction of the roundabout at College Avenue & McKellips Road is estimated to be \$861,146 which is \$486,509 over the current CIP budget (\$400,000).

Construction of the roundabout at Priest Drive & Grove Parkway is estimated to be \$1,086,509 which is \$461,146 over the current CIP budget (\$600,000).

Options identified by staff include:

1. Postpone both projects and explore funding options as part of FY 20 CIP budget process
2. Move forward with construction of Priest & Grove Pkwy roundabout ONLY
  - Transfer \$400,000 from College & McKellips roundabout
  - Requires an additional approx. \$100,000 of CIP funding or other budget measure
3. Move forward with construction of both roundabouts
  - Requires an additional \$1 million of CIP funding or other budget measure

**RECOMMENDATION**

None

**CONTACT**

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

**ATTACHMENTS:**

1. PowerPoint
2. Public Comments

# Roundabouts In Tempe Update

Issue Review Session  
January 17, 2019





## What Roundabouts ARE:



Single Lane



Multi Lane



## What Roundabouts are NOT:



Large “Rotary”



Neighborhood Traffic Circle



## ● How Roundabouts Work:



1. Slow Down
2. Yield to Pedestrians
3. Yield to Vehicles in the Circle
4. Enter the Circle
5. Exit the Circle
6. Yield to Pedestrians
7. Exit the intersection



## Why construct a roundabout?

### Safety!

- 30-50% reduction in collisions (FHWA)
- 60-70% reduction in injuries (FHWA)
- 80-100% reduction in fatalities (FHWA)
- Up to 75% improvement in pedestrian safety (IIHS)
- Bike safety can also improve when designed correctly (ADOT)

### Capacity/Delay

- Up to 75% reduction in traffic delays and related fuel use (IIHS)





# Public Attitude



| <u>Public Attitude</u> | <u>Before</u> | <u>After</u> |
|------------------------|---------------|--------------|
| Very Negative          | 23%           | 0%           |
| Negative               | 45%           | 0%           |
| Neutral                | 18%           | 27%          |
| Positive               | 14%           | 41%          |
| Very Positive          | 0%            | 32%          |

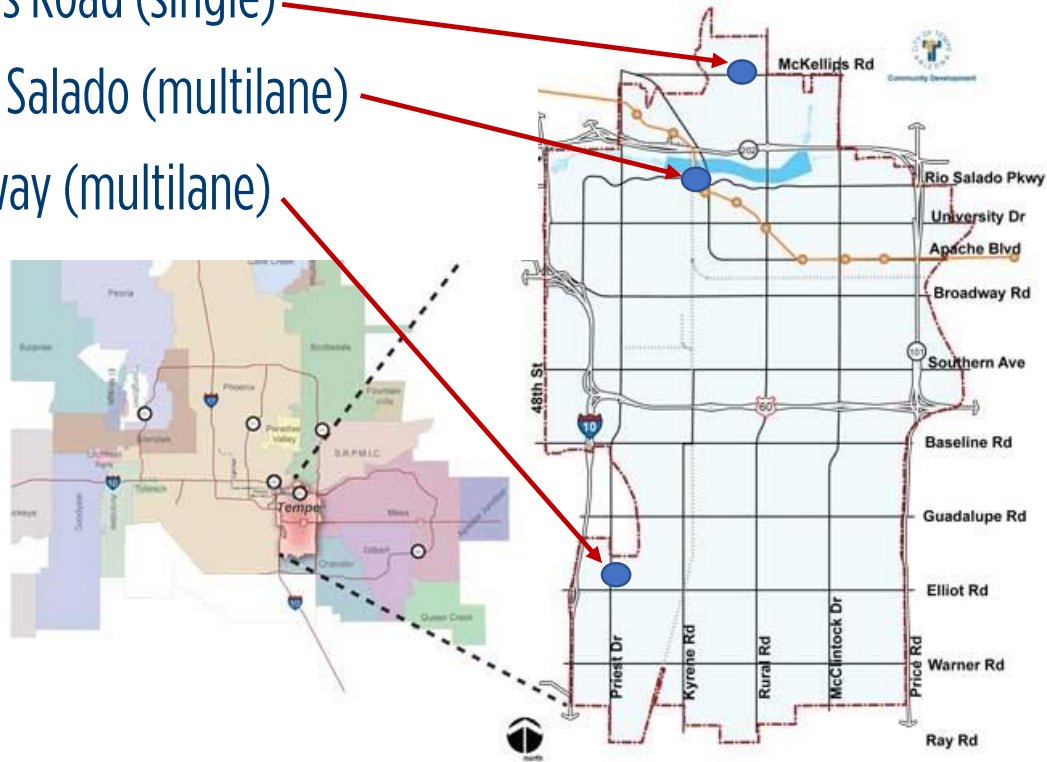


National Cooperative Highway Research Program (NCHRP) #264, 1998

# Locations Currently Being Designed in Tempe

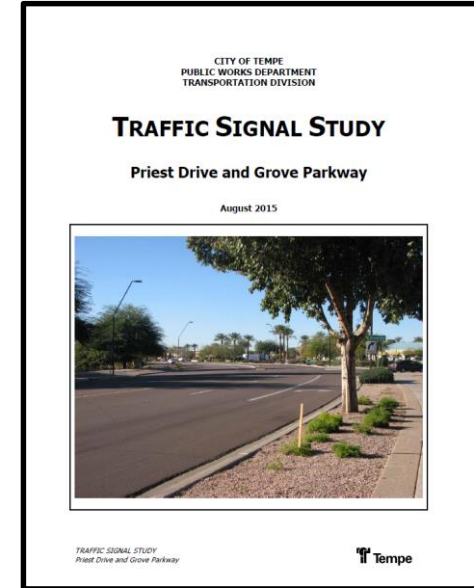


- College Avenue & McKellips Road (single)
- First Street/Ash Street/Rio Salado (multilane)
- Priest Drive & Grove Parkway (multilane)





- College Avenue & McKellips Road
  - Study completed November 2017
  - Federal Signal Warrants Met = 1
  - Traffic on College Avenue = 7,439 vehicles per day
  - Traffic on McKellips Road = 2,472 vehicles per day
  - Crashes in 3 year study period = 1
  - Study Recommendation = remove signal, install roundabout
- Priest Drive & Grove Parkway
  - Study completed August 2015
  - Federal Signal Warrants Met = 4
  - Traffic on Priest Drive = 23,189 vehicles per day
  - Traffic on Grove Parkway = 6,873 vehicles per day
  - Crashes in 3 year study period = 36
  - Study Recommendation = install signal or roundabout



# Public Comment – College & McKellips (Single Lane)



- Public meeting on Aug. 28
  - Facebook, NextDoor, E-mails to Neighborhood & HOA Chairs, 1,824 direct mail postcards
  - Public comment was accepted at the meeting and online
  - Comments about bicyclist and pedestrian safety, in favor and opposed to roundabout
- 
- Estimated Construction Cost = \$861,146
  - Current Programmed Construction Budget (FY 2019/20) = \$400,000
  - **Shortfall: \$461,146**



# Public Comment – Priest and Grove Pkwy (Multilane)



- Public Meeting on Sept. 26
- Facebook, NextDoor, E-mails to Neighborhood & HOA Chairs, 4,512 direct mail postcards
- Public comment was accepted at the meeting and online
- Comments about bicyclist and pedestrian safety, in favor and opposed to roundabout

- Estimated Construction Cost = \$1,086,509
- Current Available Construction Budget (FY 2018/19) = \$600,000
- **Shortfall: \$486,509**





1. **Postpone both projects and explore funding options as part of FY 2020 CIP budget process**
2. **Move forward with construction of Priest & Grove Pkwy roundabout ONLY**
  - Transfer \$400,000 currently programmed for construction of the College & McKellips roundabout
  - Requires an additional approx. \$100,000 of CIP funding or other budget measure
3. **Move forward with construction of both roundabouts**
  - Requires an additional \$1 million of CIP funding or other budget measure



## 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 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 28<sup>th</sup> 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.



# PRIEST DRIVE & GROVE PARKWAY ROUNDBABOUT

## Public Input Summary

### Overview

A public meeting was held on September 26, 2018 to collect feedback on a design concept for the installation of a multi-lane roundabout at the intersection of Priest Drive and Grove Parkway.

Residents, businesses and property owners in the area of Kyrene Road to I-10 and Elliot Road to Guadalupe Road were invited to participate in the process. Three attendees signed in at the meeting. Surveys were available at the meeting and online from September 26 - October 10, 2018. A total of 2 online survey responses were received. City staff also received emails and a phone call 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 Priest Drive and Grove Parkway.

1. I am a resident of 10 years, owning a condo in Signature Place at 600 W. Grove Parkway. I strongly do not recommend and am not in favor of putting a roundabout at the intersection of Priest Drive and Grove Parkway. Drivers already are confused at that intersection and inserting a roundabout will only cause more confusion along with traffic back-ups (the opposite of the goal). I take that route several times a day and can image the traffic collisions to only increase with driver hesitation and stopping when not required.
2. I have lived in the general vicinity of this project for almost 40 years, a number of years before grove parkway even existed. I witness the gross failure of the first intersection and have been forced to deal with the current (2nd) configuration ever since. I am and have been a recreational bicyclist the entire time. I agree fully that this intersection needs to be reconfigured to improve safety and traffic flow. I sincerely believe that a traffic circle is a poor solution for the grove parkway / priest drive intersection. I have the following concerns:
  - there is insufficient space available for a traffic circle of sufficient diameter
  - the number of lanes of traffic on both Grove Parkway and Priest Drive cannot be maintained, the number of through lanes must be reduced from four lanes to two lanes.
  - there is no space or plans for discrete bike lanes. Bicycles are legal vehicles that are not required to ride on sidewalks. Currently grove parkway has at grade bike lanes in both directions.
  - a full size (wb40) tractor-trailer would occupy the entire width of the circle to negotiate a through north bound passage on priest. This would preclude all other vehicles including bicycles while from using the circle when a large truck is present.
  - both signage and negotiating turns onto and off the circle would be confusing and hazardous.
  - Grove Parkway is a notorious racetrack. A traffic circle would not mitigate speed much as north bound Priest to east bound Grove Parkway traffic would be slowed only marginally from the current configuration.
  - nothing in the proposed layout would mitigate the ongoing problem of southbound Priest traffic from crossing all lanes of priest in order to get in the left turn storage lane to Elliot road. There is insufficient distance between the proposed circle and Elliot for this maneuver to be conducted safely. The current configuration suffers from this same problem.

Virtually all these problems could be eliminated by a straight forward traffic light controlled t-intersection:

- all lanes would be maintained in all directions.
- bike lanes would be implied continuously through the intersection
- truck traffic would not be impacted. Since Grove Parkway is supposedly a “parkway” there shouldn’t be any large trucks on it. North bound and southbound truck traffic on Priest would not be subject to a series of tight turns.

- the intersection would be clearly anticipated and understood.
- turning traffic would either have to negotiate a standard 90° turn or stop completely for a red light. This would provide some reduction in the tendency to speed on Grove Parkway that the existing long radius curves encourages.
- since south bound lanes on priest would be continuous through the intersection, traffic intending to turn left on Elliot would have ample time to move to the left lane without crossing 3 or 4 lanes of traffic.

Thank you for the opportunity for sharing my concerns

## 2. Additional Comments:

1. Looking at the design and cost implications, I think Tempe could allocate this funding towards another location. This is a neighborhood community that doesn't need more road construction and drivers causing more accidents due to them not being familiar with roundabouts. I appreciate you taking my thoughts and comments in consideration in lieu of not being able to attend the in-person forum. Thank you!

## Emails

1. **September 17, 2018** - I live in the Kyrene and Grove Parkway area of South Tempe. I just wanted to lend my support and say THANK YOU for considering a roundabout at the Priest and Grove Parkway intersection. I drive Grove Parkway several times a day and this area is so congested. It's very difficult to make turn on and off Priest into Guadalupe most times of day. People are always darting out in to traffic. I'm surprised there aren't more wrecks there. Just know this person supports the project! Thank you so much for all you do for the City of Tempe!
2. **September 19, 2018** - I received the postcard about the roundabout design the other day, and I am so excited that intersection is going to be addressed. I drive it pretty much every day and there are SO many accidents there—I'm generally just passing through that intersection and I have nearly been hit dozens of times by people swinging out of their lane to make that sharp turn onto Priest (toward Guadalupe)! One thing I wanted to ask for you to consider during the planning of these changes is bike safety. In that area, there is a lot of walking and biking down Grove toward Elliot, and as that intersection stands right now, it super dangerous for walkers and bikers to get through that intersection. I can see how the roundabout will help with traffic and likely reduce the number of accidents in that intersection, but I'm not certain it will improve the safety of walkers or bikers—in fact, I'm concerned it might actually make the intersection less safe for them due to the fact that with a roundabout there is no stop required by vehicles. I'm no expert in traffic flow, so don't know exactly how to suggest that this could be resolved. An over or underpass for bikers would be ideal, so that there was no chance of bikers or walkers getting hit, otherwise perhaps some sort of stop-light control? Again, I'm not certain, but I did want to make sure to communicate this problem so that hopefully it can be addressed as part of this project. It just seems like it would be a waste to make changes that improved the safety of one party, but decreased the safety of another! Thanks so much for listening!

## Phone Call

1. **September 21, 2018** - Tempe Royal Estates resident would oppose a roundabout at that location. Familiar with roundabouts, have seen them used in Northern Arizona and other areas. Type of traffic that uses that area, could cause issues where you have accidents. Turn left at light at Elliot and Priest and also have concerns that a lot of semis use the area. Going around a roundabout, they will take more space than they should and end up side swiping vehicles. Businesses along Priest with semis traveling there. Individuals that drive there might not grasp the concept of a roundabout. Would like to see a light or other traffic device. A roundabout will make it unusable, use it daily.

# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 5

#### DATE

January 2, 2019

#### SUBJECT

T-Intersections

#### PURPOSE

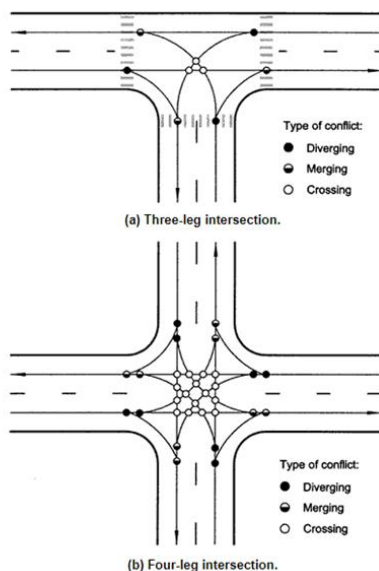
The purpose of this memo is to provide the Transportation Commission with information on T-intersections.

#### BACKGROUND INFORMATION:

A T-intersection is an intersection that has three legs. T-intersections can be either signalized or unsignalized. The large majority (over 90%) of T-intersections in Tempe are unsignalized. Unsignalized T-intersections are generally STOP or YIELD controlled for the minor street. Most signalized T-intersections operate on a simple two-phase system:

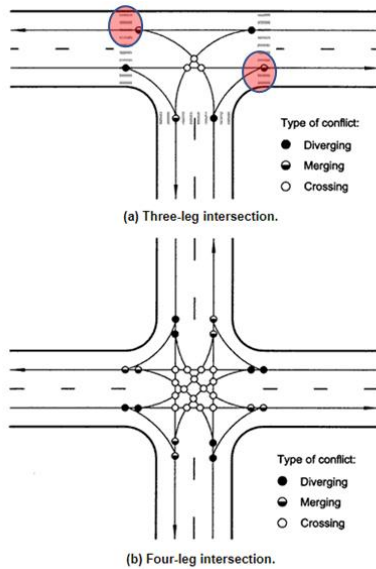
- Phase 1: Red for “minor” street, green for “major” street.
- Phase 2: Green for “minor” street, red for “major” street.

T-intersections are generally safer than standard (four leg) intersections because there are less conflict points. Conflict points. The following diagram shows the conflict points for a T-intersection (three leg) and a standard intersection (four leg):



There are two locations at a T-intersection that can have increased safety concerns if there is pedestrian activity. These are identified in red on the following diagram:

## T-Intersections



During Phase 2, the “minor” street gets the green light. All vehicular movements on the “minor” street must turn (right or left). These drivers view a standard green indication. But, because there are no conflicting movements (through, right, or left) coming from the opposite side of the intersection, drivers sometimes fail to remember that they must still yield to pedestrians in the crosswalks. This failure to yield can sometimes result in increased levels of crashes involving pedestrians.

The following are three options that traffic engineers can consider at signalized T-intersections:

1. Do nothing (most T-intersections function very well and do not require special attention)
2. Implement a Leading Pedestrian Interval (LPI or “ped jump”). This signal phasing allows pedestrians to enter and establish themselves in the crosswalk prior to vehicle getting the green indication.
3. Install special signs with messages like TURNING TRAFFIC MUST YIELD TO PEDESTRIANS.

There is further discussion taking place at a council working group reviewing the use of crosswalks by active transportation vehicles, including bicycles. It is possible that there could be some signs and striping options that could be incorporated, though there are not currently any options in the Manual on Uniform Traffic Control Devices (MUTCD).

### **FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:**

Implementation of Leading Pedestrian Intervals and installation of special signs are accounted for in the current operation budget.

### **RECOMMENDATION**

None

### **CONTACT**

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

### **ATTACHMENTS:**

PowerPoint

# T-Intersections

**Tempe Transportation Commission**

**January 8, 2019**





## Types of T-Intersections:



Unsignalized (90%+)



Signalized (<10%)



## ● How a Typical Signalized T-Intersection Operates:

Phase 1: Red for “minor”, Green for “major”

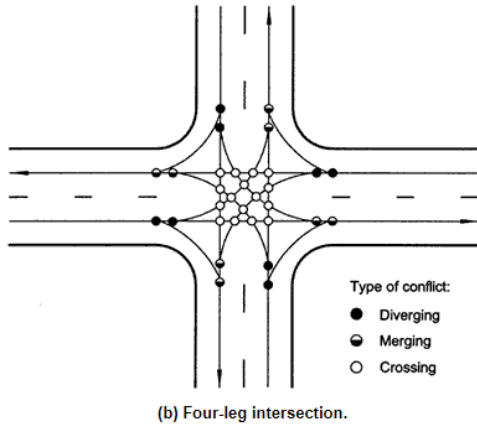
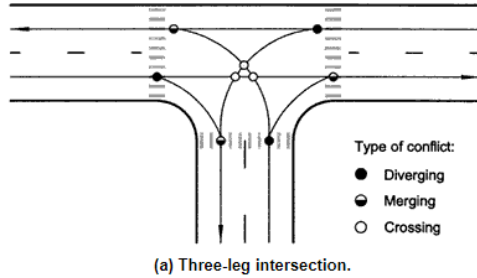


Phase 2: Green for “minor”, Red for “major”



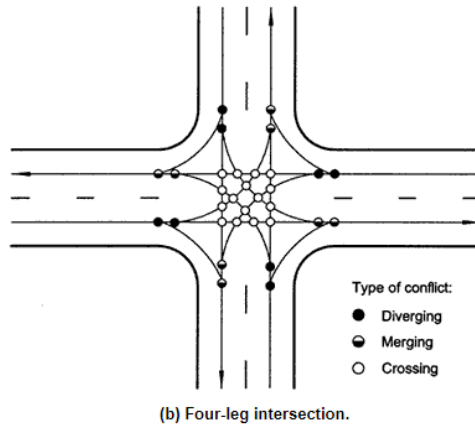
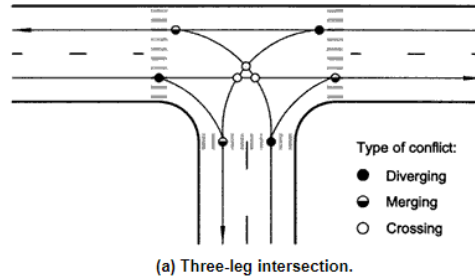


# Conflict Points



T-Intersections have significantly less conflict points than standard four-leg intersections.

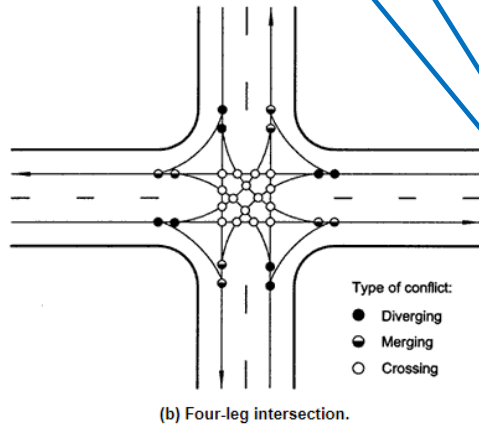
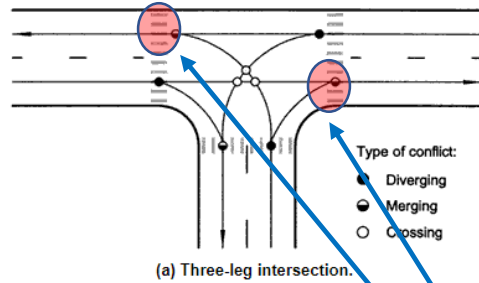
# Conflict Points



T-Intersections have significantly less conflict points than standard four-leg intersections.

So they should be safer...

# Conflict Points

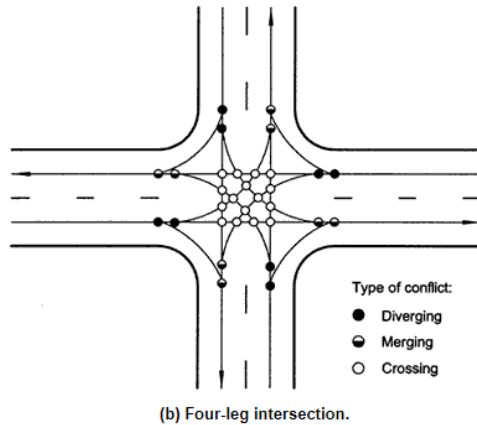
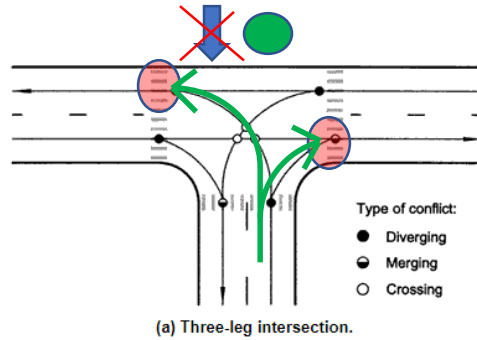


T-Intersections have significantly less conflict points than standard four-leg intersections.

So they should be safer...

And they are! Except sometimes two locations.

# Conflict Points



T-Intersections have significantly less conflict points than standard four-leg intersections.

So they should be safer...

And they are! Except sometimes two locations.



1. Do Nothing (Most Function Very Well)
2. Leading Pedestrian Interval (LPI or “Ped Jump”)
3. Signs (example: TURNING TRAFFIC MUST YIELD TO PEDESTRIANS”)



R10-15L  
Turning Vehicles Yield To Pedestrians

Sign image from the Manual of Traffic Signs <<http://www.trafficign.us/>>  
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R10-15R  
Turning Vehicles Yield To Pedestrians

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R10-15L  
Turning Vehicles Yield To Pedestrians

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R10-15R  
Turning Vehicles Yield To Pedestrians

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## What about bicycles?

- A council working group is currently reviewing the use of crosswalks by active transportation vehicles (including bicycles).
- Possible Use of Signs (example: TURNING TRAFFIC MUST YIELD TO PEDESTRIANS AND BICYCLES”) NOTE: These are not currently in the MUTCD.
- Possible use of special striping.



# CITY OF TEMPE TRANSPORTATION COMMISSION



## STAFF REPORT

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### AGENDA ITEM 7

#### DATE

January 2, 2019

#### 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:

- February 12
- March 12
  - Alameda Drive Streetscape
  - McClintock Drive Reconfiguration Data
  - Capital Improvements Project Update
  - El Paso MUP
  - Grand Canal MUP
- April 9
  - Vision Zero
  - Speed Limits
  - Paid Media Plan
  - Prop 500/BRT
- May 14
  - MAG Design Assistance Grants
  - Bike Hero Award
  - 20 Minute City
- June
- July
- August
  - Transit Security Update
- September
  - Annual Report
  - North/South Railroad MUP
- October
  - Annual Report
- November
- December
- TBD: Ordinances Related to Bicycles and Pedestrians

**RECOMMENDATION**

This item is for information only.

**CONTACT**

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