

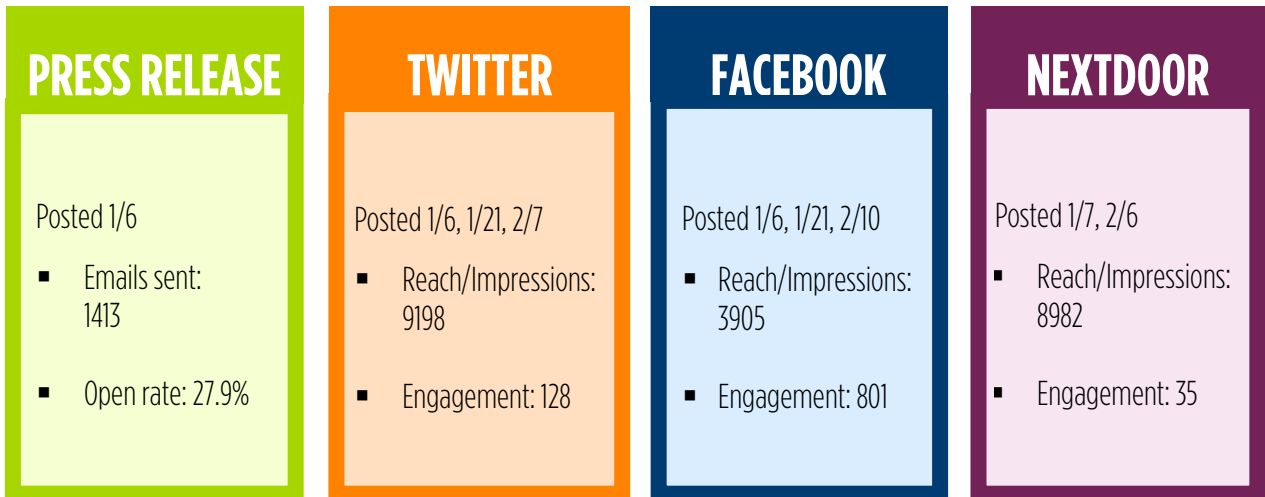


Rural Roads Intersection Public Input Summary: February 2020

I. Background

The City held two public meetings on January 22 and 25th and posted an online survey to gather feedback on proposed improvements to the intersections of Rural Road and Rio Salado Parkway and Rural Road and University Drive. The proposed improvements are aimed to increase capacity and enhance safety. Improvements include construction of additional turn lanes, new traffic signals, updated sidewalk ramps (ADA) and improved transit stops.

II. Outreach



III. Survey Input

The comment period was open from January 22 to February 14, 2020. Twenty-six people responded to the prompt: please provide feedback on proposed improvements to the intersections of Rural Road and Rio Salado Parkway and Rural Road and University Drive.

Respondents were asked to share input on lowering speed limits. Pins represent households that completed surveys. Four non-Tempe households, noted below.



Quantity: 26

1. Great! Please work with Lyft and Uber to determine pick up and drop off locations - their apps have support for this, it only must be inputted. I've seen many people get confused where to be picked up. I also strongly support the proposed smart flow sensory which may dynamically adjust signal times and detect pedestrians and bikes.
2. Good improvements and maximizes flow quite well. A sign at the dual-right turn, from S. Rural - W Rio Salado, warning people to yield to ped/bike would be beneficial. Good overall!
3. As far as immediate safety improvements, Rural/University could benefit from pedestrian visibility, flags (see Salt Lake City's implementation). The biggest danger is from NB rural traffic turning onto EB University. Long term! Given Tempe's goal as a high density city, these roads eventually need to have reduced vehicular traffic with a greater emphasis on bike/ped/Public Transport. Adding Streetcar to University would do a lot for mobility and meeting the vehicle reduction necessary to meet Tempe's goals as a green city laid out in the Climate Action Plan.
4. Please provide enough time for pedestrians to cross at each crosswalk, leaving enough time
if a pedestrian is waiting in the shade of the signal pole 10ft away from the curb, not directly at the curb edge waiting to cross. There never seems to be any pedestrian signal timing leeway for intersections with long pedestrian crossing distances. Do not have flashing yellow left turn arrows at these intersections. I'd worry about drivers making left turns hitting crossing pedestrians at night. I wish the city would not put in more bus pullouts without quantifying whether they slow down the busses. The argument is always made that there is less delay for other vehicles, and less collisions with the busses. But does it slow down the bus? My sense is that it causes a delay for the bus having to merge back into traffic. Slower bus => Less attractive mode of transportation
5. This just looks oriented to cars. More lanes, more of the same. Where are the bike lanes? Mass transit?
6. Is there sufficient space on Rural Rd. for a bike lane at some point in the future? Can you add green skip striped/bars along the westbound bike lane along the right turn lane into State Farm?

7. Seeing the designs and hearing the discussion, I feel comfortable with the design shown.
8. I do not see much of a change. The fact that traffic going from rural to univ must cross the light rail tracks twice is one of the largest issues. The Light rail should be either above or below the level of street traffic.
9. What other designs have been proposed? Would something like a roundabout be considered for this intersection, as are being planned/installed for other intersections in the area? Are there any plans for the nearby Packard Drive/Rio Salado intersection, which experiences the most in/out traffic for the Marina Heights campus?
10. I live on Hardy and Southern and take Hardy in the morning to Almaeda (sp) to Priest. That road is in horrible shape.. pot holes, bad patches... cant this be resurfaced with the left over from doing Hardy to Almaeda (sp)?
11. LOL, this is hardly a survey. Um. Seems good to me, but I'm not an engineer.
12. Do any best practices improvements to make these intersections safer you can.
13. I think is sounds excellent. However I live in South Tempe and feel much is lacking down there. I would like to see improved landscaping especially at areas where mid street islands have bushes that are not pruned to allow for safe entering onto the streets such as left hand turns. Also Tempe could install nice walls and landscaping along Rural road McClintock south of the canals . Also the email East west streets could use the same treatment. Many cars travel those streets daily and they should represent Tempe in a positive light just as much as the ASU area.
14. Traffic can never be relieved in this area. Add more lanes, you get more traffic,see I-10 and 60 transitions. Conduct study on Closing of University from Mill to Veterans Way, and converting to Pedestrian Mall, Parks. Reduce Bicycle traffic on Rural by constructing a Tunnel or Overpass at Dorsey and Union Pacific Railroad which will complete N/S link to South Tempe to Light Rail/ Street Car Station and continue on to bike/ped bridge over Town Lake and to Scottsdale. Convince the railroad to contribute funds for this for safety.
15. I've lived here near downtown Tempe for over 40 years. The quote below from a previous respondent sums up what's wrong with this traffic problem - but in a bad way. This is the problem created by our liberal city government and liberal citizens wrongfully inspired by agenda 21/30 philosophy: more density

is better. Car prohibition is now the only affordable answer, predictably of course. I now strongly discourage family from driving in or around downtown Tempe. It's too dangerous. The good news is that only fools and failing business' (unsupported by our tax dollars, of course) will seek to risk otherwise. Good luck Whole Foods! Previous respondent: ". . . Given Tempe's goal as a high density city, these roads eventually need to have reduced vehicular traffic with a greater emphasis on bike/ped/Public Transport. Adding Streetcar to University would do a lot for mobility and meeting the vehicle reduction necessary to meet Tempe's goals as a green city laid out in the Climate Action Plan."

16. I'm all for making these intersections work better. Traffic in downtown Tempe is a mess. I'm glad I moved from ASU at the Tempe campus to ASU at the Poly campus - it only takes me a few minutes longer and a whole lot less stress to get to Poly campus from Tempe instead of six miles of constant Tempe gridlock. It would be great if you could add some arrows to turn right - it's practically impossible with all of the pedestrian traffic to turn in downtown Tempe.
17. Yes, please proceed with this proposed plan. Traffic backs up so much that aggressive drivers perform crazy illegal stunts to overcome the unnecessary backups.
18. This does not appear to be an improvement for safety. It actually seems like the opposite. Increasing the number of lanes that people will have to cross increases vulnerable roads user's (people walking and bicycling) exposure to fast moving vehicles. Widening the roads for additional turning lanes increases the speeds that people can drive which then increases the likelihood for crashes to be deadly. This decreases the safety of the road for all road users - people walking, bicycling, taking transit, and driving. This is not a Vision Zero tactic.
19. I am not supportive of changes that add more lanes to streets like rural road. Adding more lanes will just release the latent demand of the area and bring more congestion to the intersection. More lanes also encourages speeding down the street as it feels more and more like a highway. Both increase congestion and faster speeds will create a more dangerous environment for alternative transit users rather than be safer, which is against the vision zero goal. That being said, I do believe it is important to improve road quality and

signage. If it is possible to do so while also creating better marked bike lanes and street buffers, I believe the quality of the both the street as well as use of the street would improve.

20. Definitely need more right hand turn lanes heading south on rural turning onto rio salado. And more left turn lanes heading North on rural turning left on rio salado.
21. The additional right turn lane at the northwest corner of Rural Rd and Rio Salado is definitely needed. I use that intersection and daily witness illegal right turns from drivers who avoid the long line of cars waiting to turn west onto Rural Rd. I've seen pedestrians nearly hit by cars making illegal right turns. However, with the continued development of commercial and multi-unit apartment buildings between the 202 and Rio Salado, along with the additional construction of residential buildings on and around the ASU campus, I have little confidence that the surrounding surface streets will accommodate the additional traffic. Rio Salado is a mess with the addition of the trolley rail and the round about. There seems to be no coordination of road construction projects that create heavy surface street traffic.
22. I support adding the additional turn lanes on Rural Road. As it is now, the weekday morning traffic congestion is largely due to so many vehicles trying to turn onto Rio Salado Parkway. Also, since there currently is only one turn lane, I have witnessed many trying to force their way over into this lane, and others making an illegal turn from the adjacent lane. Adding the additional lanes will help ease congestion and make everyone's morning commute much safer and less stressful!

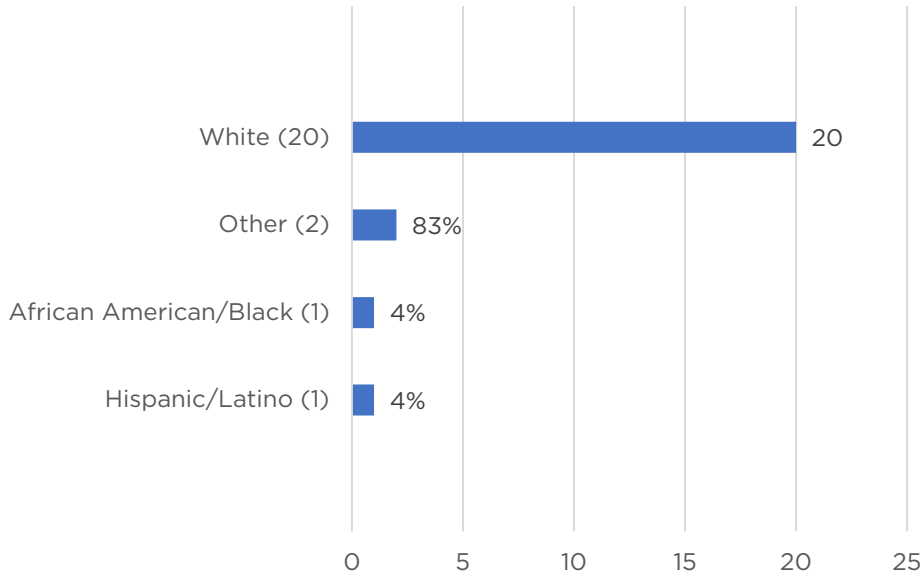
Outside of Tempe:

1. Suggest placing a location for electric scooters/bicycles next to the bus stop location on University just east of Rural Rd. in front of the Chevron gas station. This will allow the scooters to be ready for use and not block area businesses with the scooters. Also place a bike locking area. No seat at the bus stop to deter camping out. Lots of problems with transients.
2. Parking violations at and around Court One Athletics, 9100 S. McKemy St Tempe, AZ (parking on corners, in front of fire hydrants)
3. I can't tell what the proposed changes are. However, I would like to suggest the middle lane on Scottsdale @ Rio Salado be turned into a right turn lane or

right turn/straight lane to ease congestion heading west. I would also suggest an additional left turn lane from Rural to Rio Salado heading west. Thank you.

- 4. Yes, we need more than one turn lane from Rural Rd Southbound onto Westbound Rio Salado Pkwy

IV. Demographics



V. How did respondents learn about the Rural Road Intersection project?

