



PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE

Tuesday, May 26, 2020

7:30 a.m.

MEETING LOCATION

Join Via Cisco Webex Meeting – link below

<https://tempe.webex.com/tempe/onstage/g.php?MTID=ef54122259643c5a701f19d1d2317e836>

Event password: nSGYJj32J7f

+1-408-418-9388

Access code: 965 206 682

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Brian Fellows, Commission Chair	Information
2. Speed Limits Staff will provide results of the public comment related to changing the speed limits and request consensus on a preferred option.	Julian Dresang, Engineering & Transportation Department	Action
3. Department & Regional Transportation Updates Staff will provide updates and current issues being discussed at regional transportation and transit agencies.	Engineering & Transportation Department Staff	Information
4. Future Agenda Items Commission may request future agenda items.	Brian Fellows, 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.

MEMORANDUM

TO: Transportation Commission
FROM: Julian Dresang, City Engineer
DATE: May 26, 2020
SUBJECT: Setting Speed Limits – Vision Zero
AGENDA ITEM #: 2



PURPOSE:

The purpose of this memo is to request feedback from the Commission on changing speed limits in Tempe.

RECOMMENDATION OR DIRECTION REQUESTED:

Staff seeks feedback from the Commission on setting speed limits.

CITY COUNCIL STRATEGIC PRIORITY:

- Safe & Secure Communities – 1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

BACKGROUND INFORMATION:

In 2018 staff made a presentation to the City Council that recommended changes to posted speed limits on nine arterial street segments, nine collector/local street segments, and seven “35 mph school zones” near high schools. The criteria that was used for those recommended changes was limited to:

- 35 mph school zones near high schools;
- Locations with inconsistency/discontinuity;
- Arterial midblock changes; and
- Recently completed streetscape projects.

Following that presentation, staff reached out to the affected schools and school districts to gather feedback on whether they would be supportive of converting the “35 MPH AT ALL TIMES” to “35 MPH WHEN LIGHTS FLASHING.” The idea is that drivers would be more likely to comply with the regulations if the regulations better reflected times of the day when high volumes of students are present. All the schools and school districts contacted were supportive of the proposed changes.

Between May 2018 and May 2019, staff and the community were actively developing the Vision Zero Action Plan. In reviewing crash data, strategies related to speeding were included in the action plan. Tempe’s Vision Zero Action Plan identifies two “Safe Systems” strategies related specifically to speeding:

1. Initiate a citywide speed limit evaluation with the safe systems approach to incorporate other critical factors, such as crash history and the safety of people walking and bicycling.
2. Improve driver compliance by converting “24 hour” 35 MPH high school zones to time-of-day with flashing warning lights.

In August 2019, staff presented to Council a new approach to setting speed limits based on the Vision Zero Action Plan. Staff proposed setting the speed limits according to crash types that are likely to occur, the impact forces that result, and the tolerance of the human body to withstand these forces. The proposal included reducing speed limits on many of Tempe’s streets according to the following:

- Maximum arterial speed limits (low bike/pedestrian activity) = 40 mph
- Maximum arterial speed limits (medium bike/pedestrian activity) = 35 mph
- Maximum arterial speed limits (high bike/pedestrian activity) = 30 mph
- Maximum arterial speed limits (very high bike/pedestrian activity) = 25 mph (Mill Avenue)
- Maximum collector speed limits = 25 to 30 mph

- Maximum local/neighborhood speed limits = 20 to 25 mph

PUBLIC INVOLVEMENT:

Based on direction from the City Council at the Aug. 27, 2019 City Council meeting, staff held public meetings on Nov. 16, 21, and Dec. 11 and 14, 2019 for the public to comment on speed limits in Tempe. Public comment was taken at the meetings and online from Nov. 16 to Dec. 28, 2019 at tempe.gov/VisionZero. Two hundred thirty-three unduplicated comments were received online or at the public meeting. Staff notified residents of the public meetings and online comment opportunity through social media, paid advertisements on Pandora and iHeart, press releases, paid online digital ads, emails and Tempe Today. Some of the more common themes included (most common **bolded**):

- Increased congestion/pollution
- **Good idea for pedestrian and bicyclist safety**
- Good idea around ASU, downtown
- **Will only slow and annoy drivers**
- Don't reduce speed limits in south Tempe
- Cash grab/revenue tool
- **Just enforce current speed limits**
- **High School flashing lights are a good idea**
- Behavior won't change
- **Focus instead on distracted drivers and red-light runners**
- Change street design; improve bicycle infrastructure
- Improve signal timing
- There is not sufficient data/proof

A common question asked of staff at the public meetings was whether lowering speed limits would increase congestion. Staff provided the following information on the relationship of speeds and congestion and the causes of congestion:

Lower speed limits should not result in increased congestion.

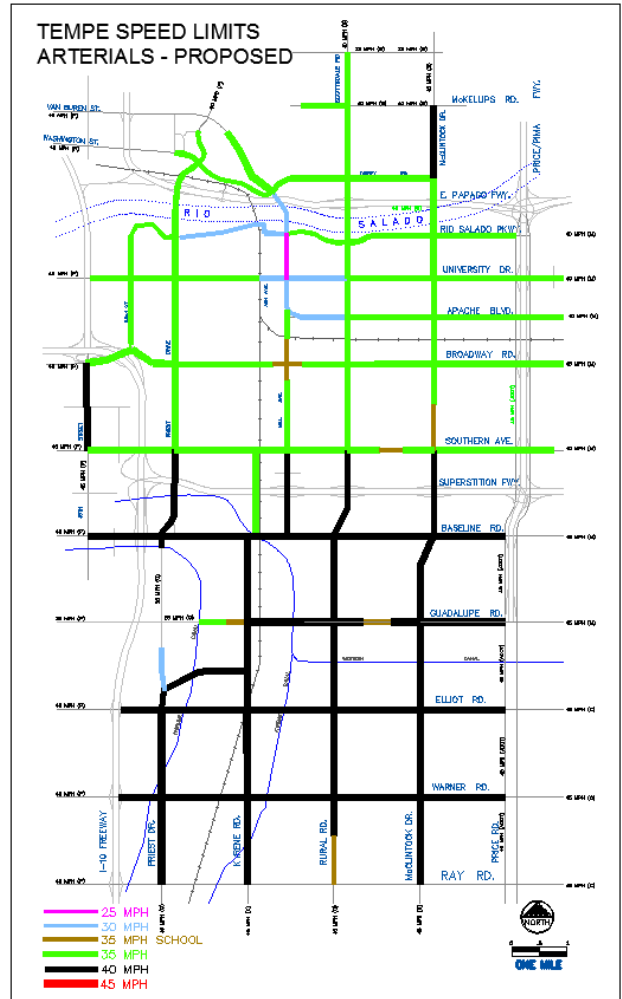
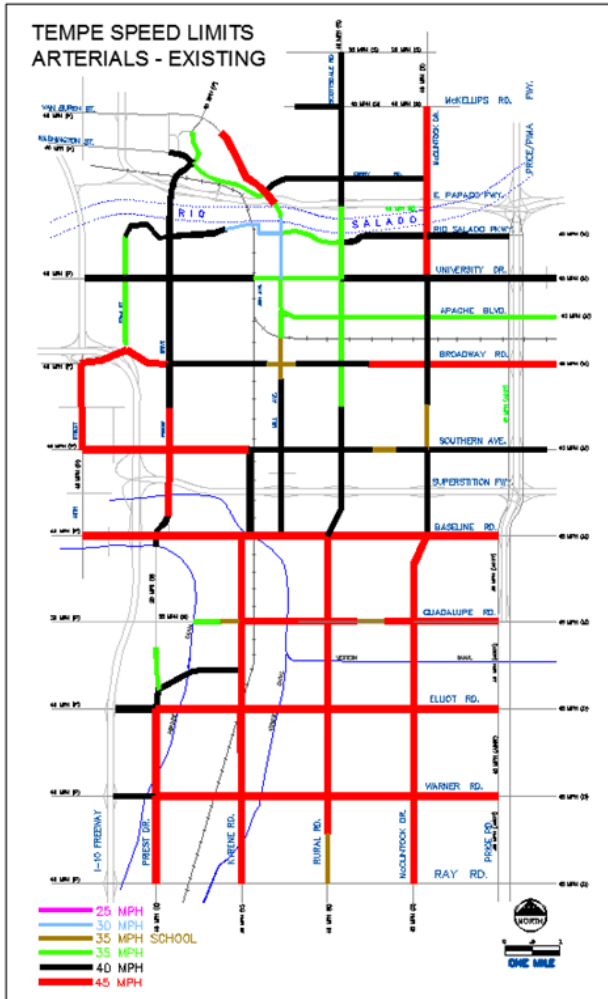
- Congestion is mainly a function of delay, not speed.
- Traffic signals are timed for a progression speed.
- Most recurring delay occurs at intersections and is a function of demand exceeding capacity and inconsistent signal spacing.
- Most non-recurring delay is a result of crashes, work zones, and other "blockage."

ALTERNATIVES:

Based on the prior presentations as well as public input, staff has identified the following alternatives for Council consideration:

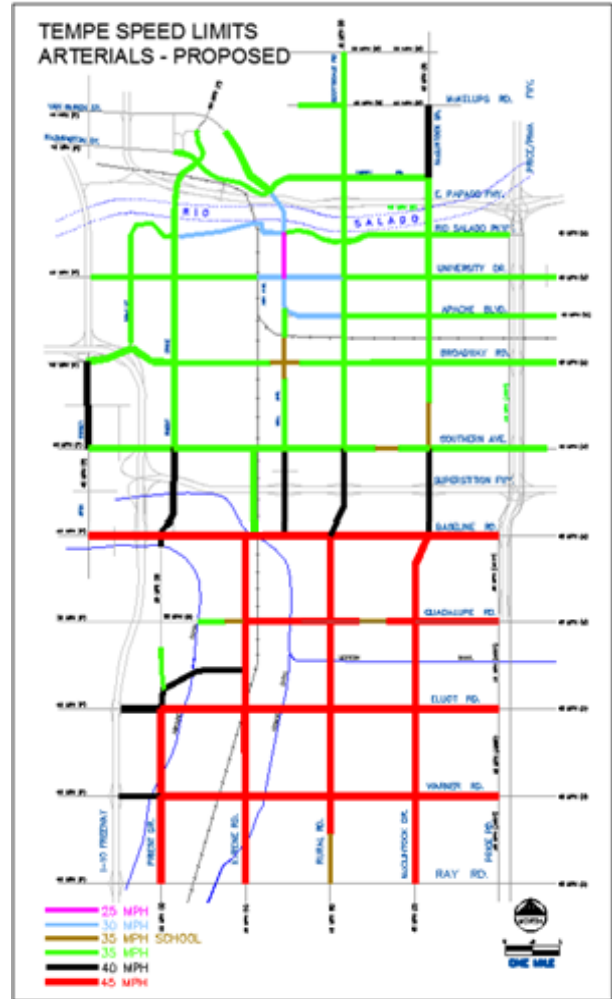
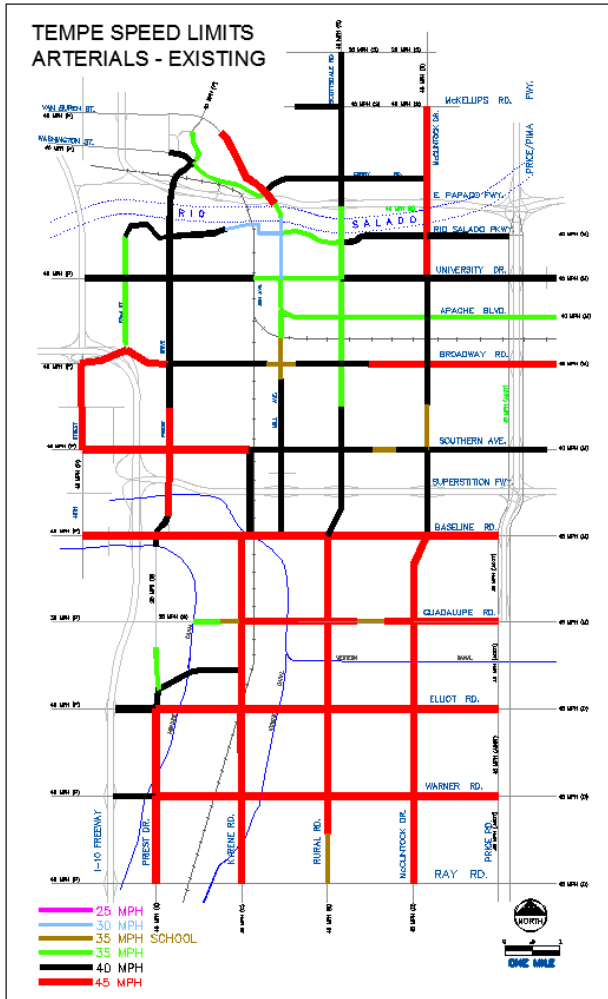
Alternative A – Change speed limits citywide

- Citywide arterial changes
- High school zones by time of day (see Table A below)
- College Ave: Alameda to US60 (Correction to Tempe City Code)



Alternative B – Change speed limits in northern portion of city

- Arterial changes north of Baseline Rd.
- High school zones by time of day (See Table A below)
- College Ave: Alameda to US60 (Correction to Tempe City Code)



Alternative C – Change speed limits in high school zones

- High school zones by time of day (See Table A below)
- College Ave: Alameda to US60 (Correction to Tempe City Code)

Table A – High School Zones

Location	Current Speed Limit (MPH)	Proposed (MPH)
Rural Rd (Corona Del Sol HS)	35	35*/45
Guadalupe Rd (Marcos de Niza HS)	35	35*/45
Guadalupe Rd (Compadre HS)	35	35
McClintock Dr (McClintock HS)	35	35*/40
Southern Ave (Tempe Prep)	35	35*/40
Broadway Rd (Tempe HS)	35	35*/40
Mill Ave (Tempe HS)	35	35*/35/40

*Recommend Limiting Hours of Speed Reduction to Specific Hours

NEXT STEPS:

- Receive Council feedback on changing speed limits.
- If Council decides to modify speed limits:
 - Amend the City Code
 - Hold two public hearings (as required for modifications to the City Code)
 - Notify residents of changes
 - Fabricate and install speed limit signs
 - Educate our residents

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

\$187,000 (Highway User Revenue Funds) would include removal of old signs, fabrication of new signs, installation of new signs, installation of flashing lights (at high school zones). Sufficient funding is available in the Capital Improvement Program and operating budget.

ATTACHMENTS:

1. PowerPoint
2. Public Comments
3. Public Involvement Plan

Setting Speed Limits

Vision Zero

Transportation Commission
May 26, 2020





Safe & Secure Communities

1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.





May 2018: Presentation made to Council recommending changes to speed limits

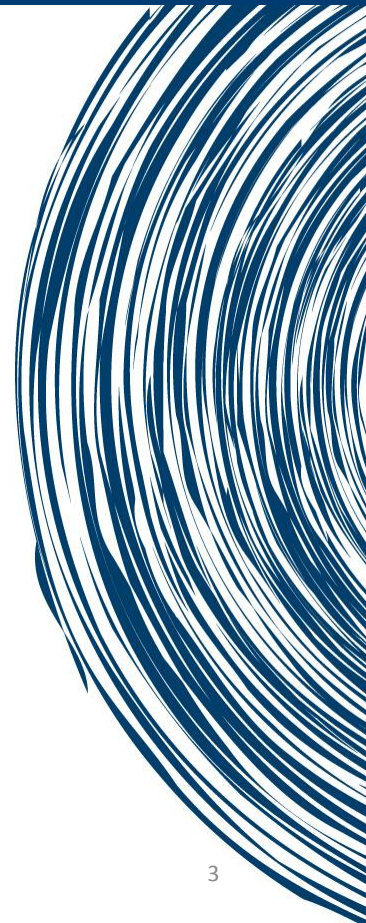
- Criteria for recommended changes was limited to:
 - 35 mph high school zones
 - Locations with inconsistency/discontinuity
 - Arterial midblock changes
 - Recently completed streetscape projects
- Council requested outreach to the effected schools

May 2019: Vision Zero Action Plan approved by Council

- Includes strategies related to speed

August 2019: Presentation made to Council recommending changes to speed limits

- Criteria for recommended changes was “safe systems” approach
- Council requested public involvement (4-public meetings and online)





- Meetings were held on Nov. 16, 21, Dec. 11 & 14, 2019
- Online comment was taken Nov. 16 to Dec. 28, 2019
- Outreach included social media, paid advertising (online radio and digital ads), Tempe Today, Emails
- Media stories by ABC 15, AZCentral, KJZZ, Wrangler News



Setting speed limits: info sessions Dec. 11 or Dec. 14

Tempe is looking to lower speed limits in an effort to make our streets safer for all road users. Lowering speed limits reduces the chances of injury when involved in a crash. In Tempe, one in five high-severity crashes are attributed to driving too fast for road conditions. Residents are invited to join us at two informational sessions to discuss proposed speed limit changes and provide feedback. Both meetings are in the lower level Meeting Room A of the Tempe Public Library, 3500 S. Rural Road. They are Wednesday, Dec. 11, from 5:30-7:30 p.m., and Saturday, Dec. 14, from 9:30-11:30 a.m. For more information, or to provide online input Nov. 16 through Dec. 28, visit tempe.gov/VisionZero.

Tempe Today, November 2019

We Talked about how Speed Relates to Safety



As speed increases:

- It takes longer to stop.
- Crashes have more force.
- There is a greater chance of being in a crash and injured.
- The injuries are likely to be more severe or fatal.

SPEED (MPH)	STOPPING DISTANCE (FT)*	CRASH RISK (%)†	FATALITY RISK (%)†
10–15	25	5	2
20–25	40	15	5
30–35	75	55	45
40+	118	90	85

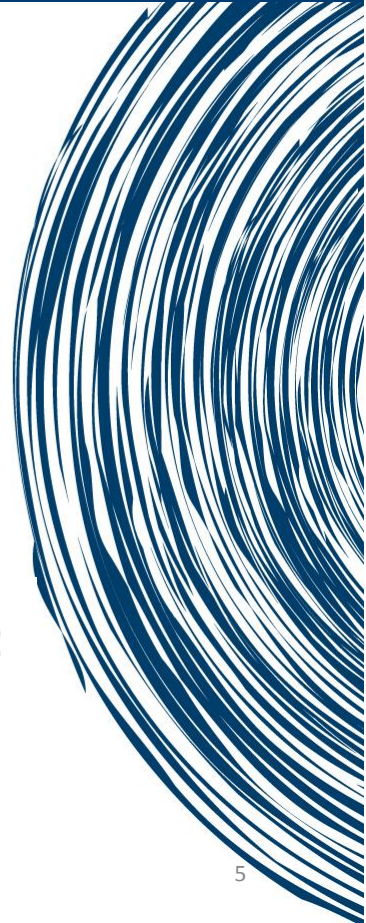
* Stopping Distance includes perception, reaction, and braking times.

† Source: Traditional Neighborhood Development: Street Design Guidelines (1999), ITE Transportation Planning Council Committee 5P-8.

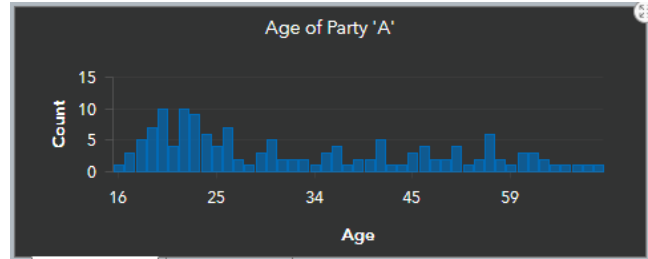
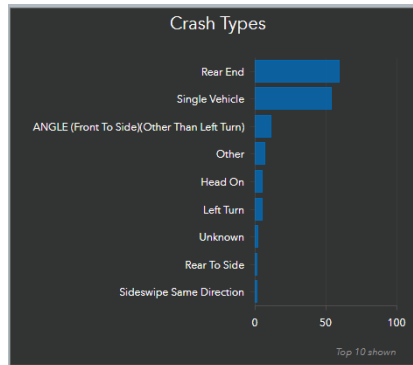
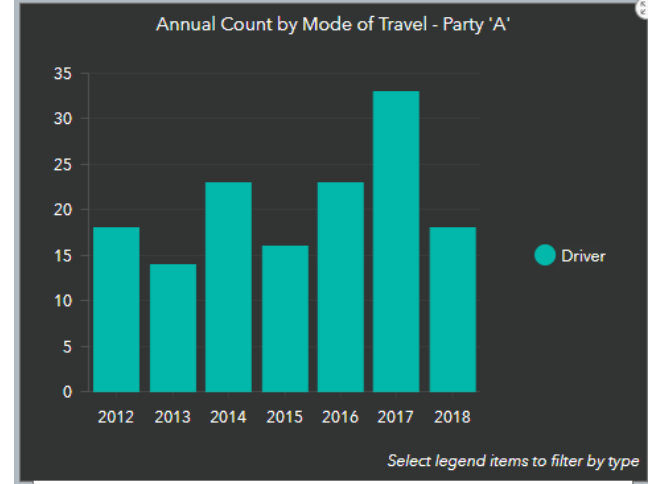
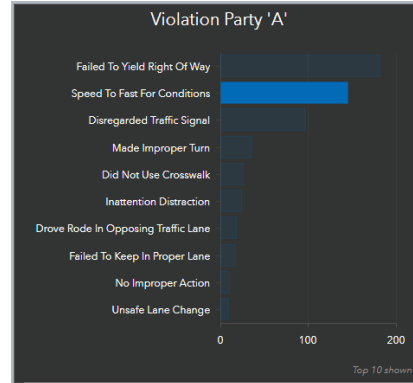
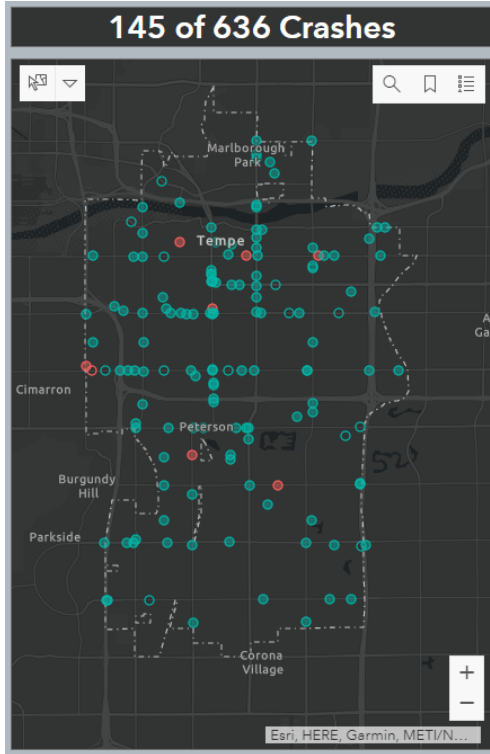


Initial Kinetic Energy

$$\frac{1}{2} mv^2$$



We Talked about Data



Tempe Crash Data (2012-2018), available at tempe.gov/visionzero

We Talked about the “Safe Systems” Approach



Vision Zero brings a *safe systems* approach to transportation planning, priorities, and implementation.

A *safe systems* approach recognizes that humans are going to make mistakes, and seeks to design a system that allows for them rather than expecting perfect behavior.

With a *safe systems* approach, speed limits are set according to the crash types that are likely to occur, the impact forces that result, and the tolerance of the human body to withstand these forces.



Top Discussion Topics



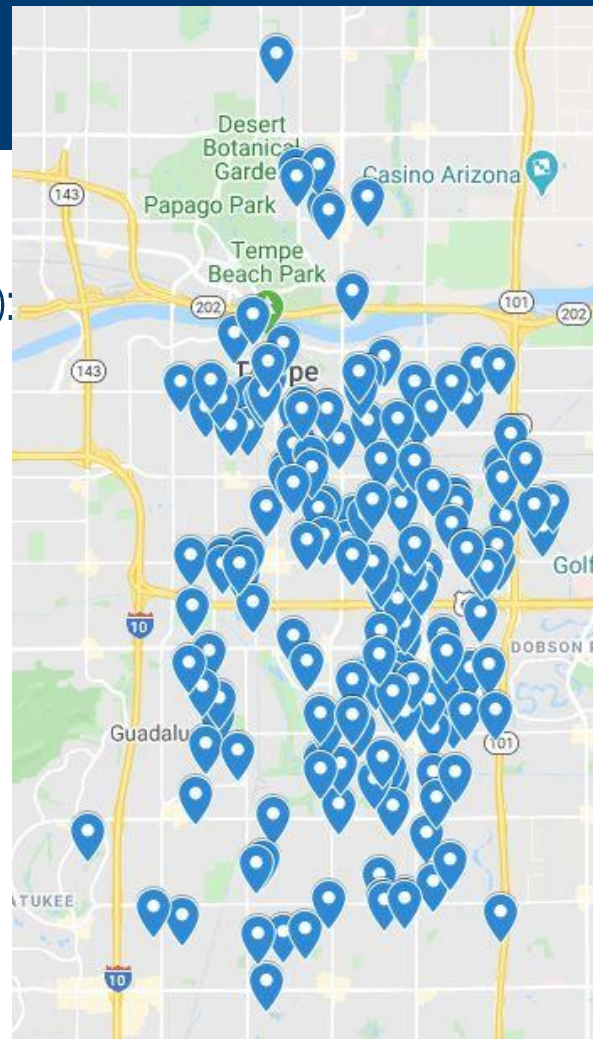
- Will lowering speed limits increase congestion & pollution?
- Will lowering speed limits significantly increase travel time?
- Can a small reduction (5 mph) really make a difference?
- Is the city just trying to increase revenue (ticketing)?
- Why isn't the city doing more enforcement?
- Why isn't the city using automated enforcement (cameras)?
- Will driver behavior really change?



Public Involvement Response



- 233 unduplicated responses received
- Responses included support and opposition to lowering speed limits
- Some of the more common themes included (most common **bolded**):
 - Increased congestion/pollution
 - **Good idea for pedestrian and bicyclist safety**
 - Good idea around ASU, downtown
 - **Will only slow and annoy drivers**
 - Don't reduce speed limits in south Tempe
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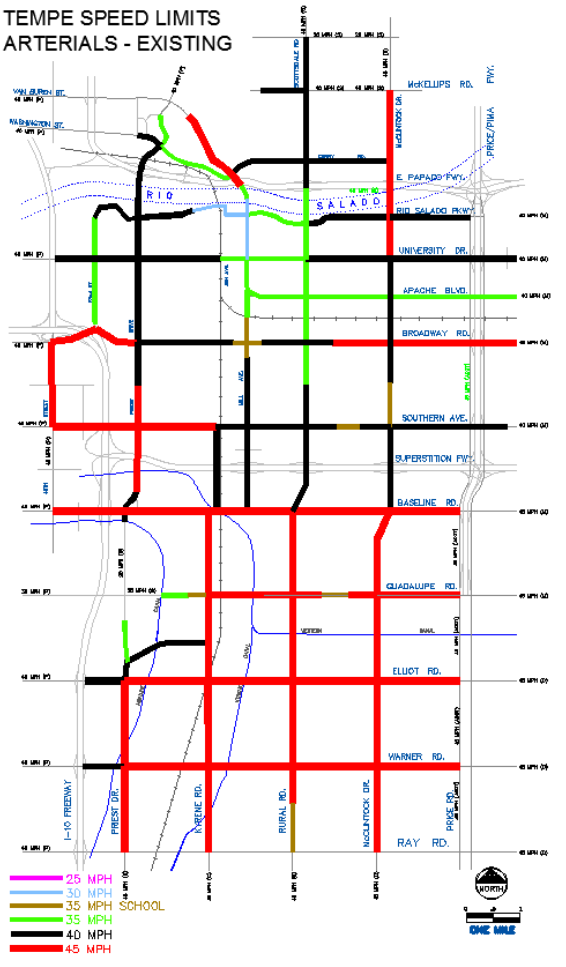


- Alternative A – Change speed limits citywide
 - Citywide arterial changes
 - High school zones by time of day
 - College Ave: Alameda to US60 (Correction to Tempe City Code)

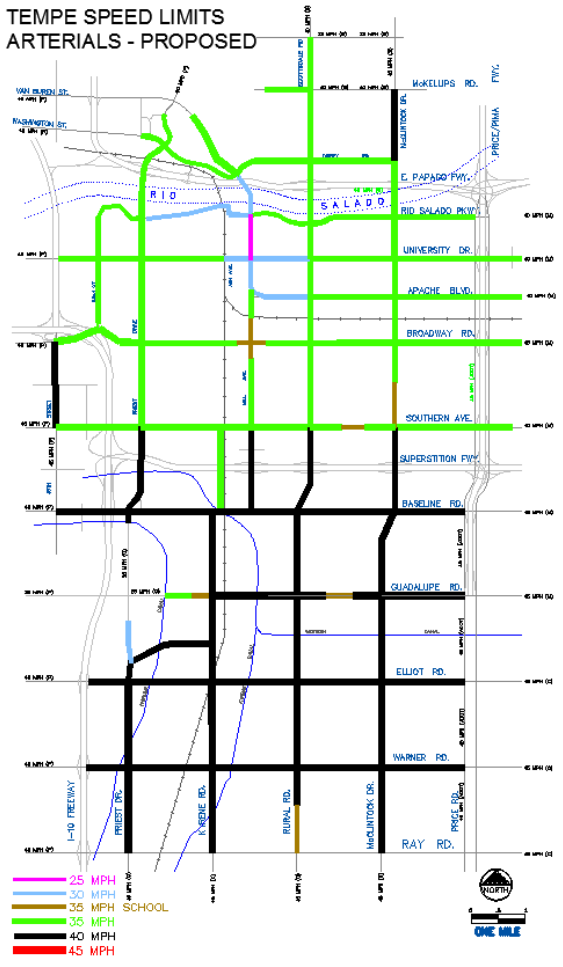
- Alternative B – Change speed limits in northern portion of city
 - Arterial changes north of Baseline Rd
 - High school zones by time of day
 - College Ave: Alameda to US60 (Correction to Tempe City Code)

- Alternative C – Change speed limits in high school zones
 - High school zones by time of day
 - College Ave: Alameda to US60 (Correction to Tempe City Code)

TEMPE SPEED LIMITS ARTERIALS - EXISTING



TEMPE SPEED LIMITS ARTERIALS - PROPOSED



Alternative A



- Citywide arterial changes
- High school zones by time of day

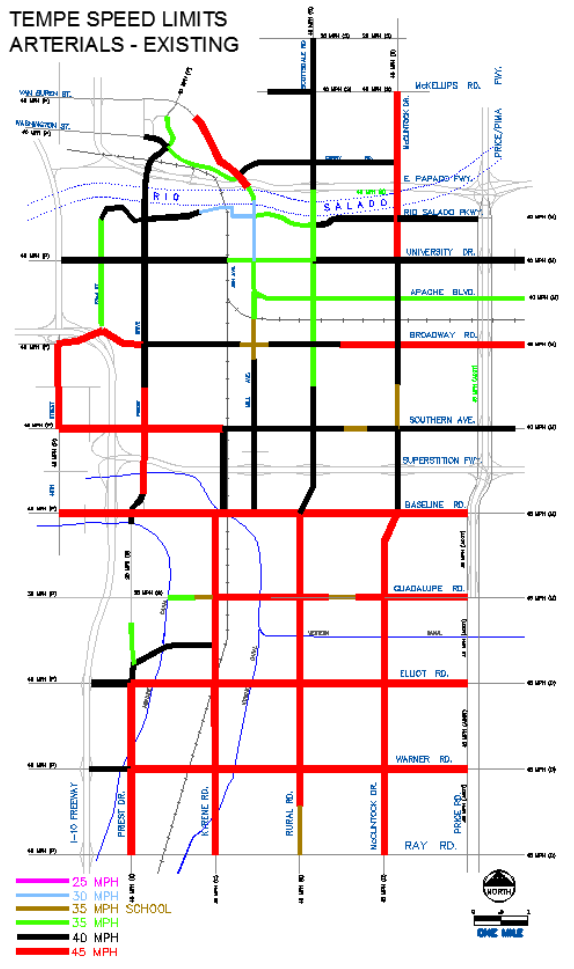
Location	Current Speed Limit (MPH)	Proposed (MPH)
Broadway Rd (Tempe HS)	35	35
Mill Ave (Tempe HS)	35	35
McClintock Dr (McClintock HS)	35	35
Southern Ave (Tempe Prep)	35	35
Guadalupe Rd (Marcos de Niza HS)	35	35*/40
Guadalupe Rd (Compadre HS)	35	35
Rural Rd (Corona Del Sol HS)	35	35*/40

*Recommend Limiting Hours of Speed Reduction to Specific Hours

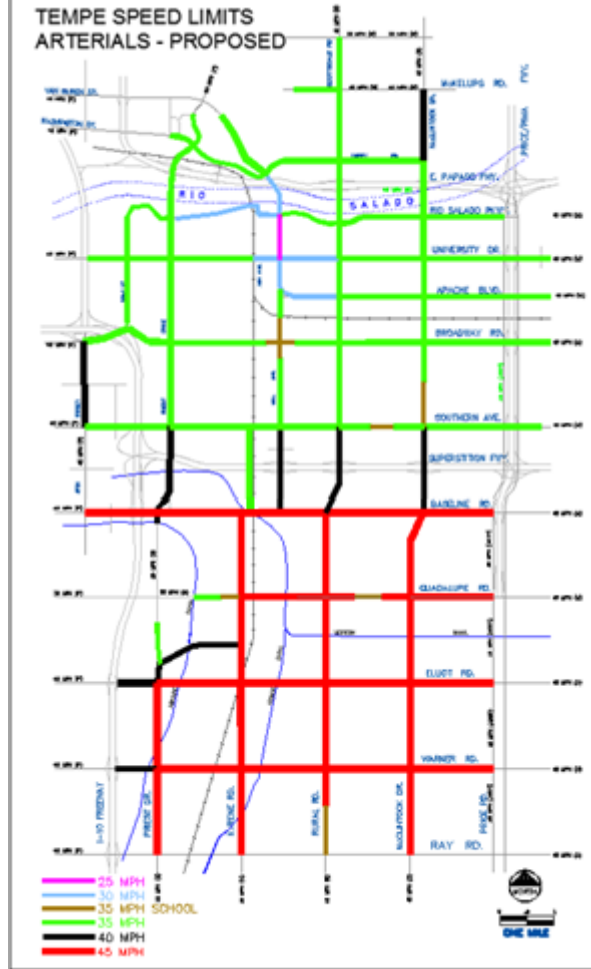
- College Ave: Alameda to US60

- 25 MPH
- 30 MPH
- 35 MPH SCHOOL
- 35 MPH
- 40 MPH
- 45 MPH

TEMPE SPEED LIMITS ARTERIALS - EXISTING



TEMPE SPEED LIMITS ARTERIALS - PROPOSED



Alternative B



- Arterial changes north of Baseline
- High school zones by time of day

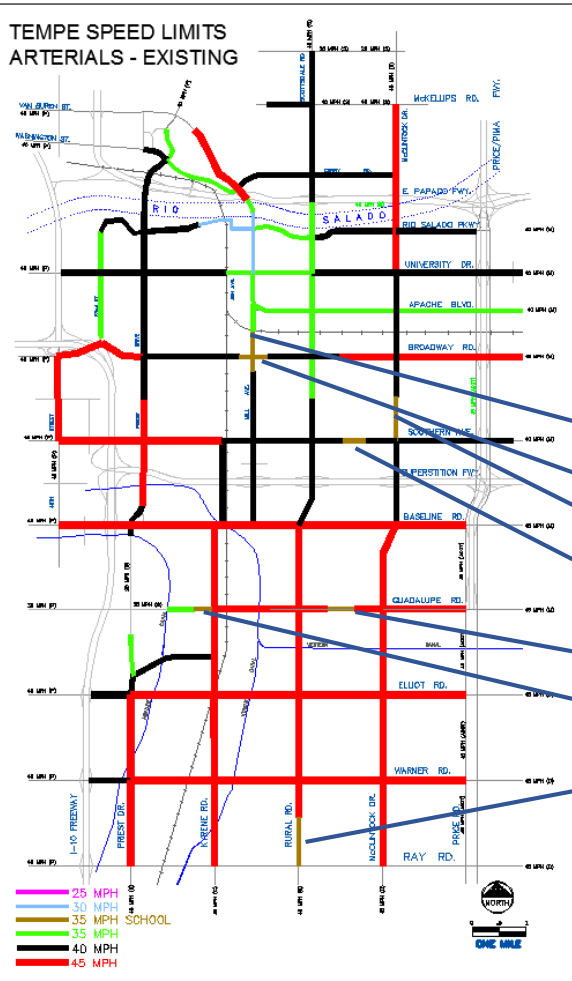
Location	Current Speed Limit (MPH)	Proposed (MPH)
Broadway Rd (Tempe HS)	35	35
Mill Ave (Tempe HS)	35	35
McClintock Dr (McClintock HS)	35	35
Southern Ave (Tempe Prep)	35	35
Guadalupe Rd (Marcos de Niza HS)	35	35*/45
Guadalupe Rd (Compadre HS)	35	35
Rural Rd (Corona Del Sol HS)	35	35*/45

*Recommend Limiting Hours of Speed Reduction to Specific Hours

- College Ave: Alameda to US60

- 25 MPH
- 30 MPH
- 35 MPH SCHOOL
- 35 MPH
- 40 MPH
- 45 MPH

TEMPE SPEED LIMITS ARTERIALS - EXISTING



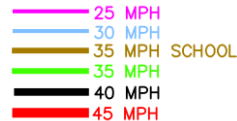
Alternative C



- High school zones by time of day
- College Ave – Alameda to US60

Location	Current Speed Limit (MPH)	Proposed (MPH)
Broadway Rd (Tempe HS)	35	35*/40
Mill Ave (Tempe HS)	35	35*/35/40
McClintock Dr (McClintock HS)	35	35*/40
Southern Ave (Tempe Prep)	35	35*/40
Guadalupe Rd (Marcos de Niza HS)	35	35*/45
Guadalupe Rd (Compadre HS)	35	35
Rural Rd (Corona Del Sol HS)	35	35*/45

*Recommend Limiting Hours of Speed Reduction to Specific Hours



Next Steps



- Receive Council feedback on changing speed limits
- If Council decides to modify the speed limits:
 - Amend the City Code
 - Hold two public hearings (as required for modifications to the City Code)
 - Notify residents of changes
 - Fabricate and install speed limit signs
 - Educate our residents



Setting Speed Limits: Public Input Summary, December 2019

I. Background

Between May 2018 and June 2019, staff and the community actively developed the Vision Zero Action Plan. A part of the plan identified two speed-related strategies utilizing the safe systems approach that focuses on all types of road users including bicyclists, pedestrians and motorists. The safe systems approach acknowledges that people will make mistakes and seeks to design a system that allows for these mistakes, rather than expecting perfect driving behavior, to minimize death and injury. The city hosted public meetings and opened an online forum to gather public input on lowering speed limits in the city.

II. Outreach

Four public meetings were held on Saturday, November 16 (16 attendees), Thursday, November 21 (14 attendees), Thursday, December 11, 2019 (34 attendees) and Saturday, December 14 (41 attendees). The topic was posted online from November 16 - December 28, 2019 on Tempe Forum and received a total of 233 unduplicated survey responses.

FACEBOOK	NEXTDOR	TWITTER	DIGITAL ADS
<p>11/13 – public meetings Reach/Impressions: 3,122 Engagement: 603</p> <p>12/5 – public meetings Reach/Impressions: 3,269 Engagement: 759</p>	<p>11/13 – public meetings Reach/Impressions:14,915 Engagement: 603</p> <p>12/5 – public meetings Reach/Impressions:10,378 Engagement: 117</p>	<p>11/13 – public meetings Reach/Impressions: 3,341 Engagement: 48</p> <p>12/5 – public meetings Reach/Impressions: 5,143 Engagement: 62</p>	<p>11/1-21 public meetings Reach/Impression 168,604 Engagement: 200</p> <p>12/1-14 public meetings Reach/Impressions: 262,043 Engagement: 387</p> <p>12/15-28 public input Reach/Impressions: 60,771 Engagement: 238</p>
STREAMING	PRESS	ENEWS	
<p>Pandora ads Impressions: 104,851 Click rate: 44</p> <p>IHeartRadio ads Impressions: 47,248 Click rate: 0</p>	<p>10/30 – public meetings Emails sent: 1,489 open rate: 27.8%</p> <p>12/05 – public meetings Emails sent: 1,551 open rate: 30.9%</p>	<p>11/14 – Tempe this Week: Emails sent: 3,774 open rate: 33.8%</p> <p>12/12 – Tempe this Week: Emails sent: 3,764 open rate: 35.5%</p>	

III. Survey Input

Respondents were asked to share input on lowering speed limits. Pinned locations represent households that completed surveys.



Total responses: 233

Question 1: Please share your input on this topic.

1. It seems the city is installing new traffic lights at virtually every intersection. We don't need lower speed limits to further increase the congestion.
2. While I support Vision Zero, I highly disagree with converting major arterial roads to 35mph. This is unacceptably low, is not what these streets were designed for, and does not meet driver expectations. The only benefit to this extreme reduction is increased cash for the city as they hand out unnecessary speeding tickets.
3. Changing the speed limits is a nice of doing something without really doing anything. Further reducing speed limits around Tempe would slow and annoy those already inclined to follow the rules without slowing the most egregious offenders. It seems to me that the majority of drivers are already practicing safe and good driving. Why are we changing the regulations to adjust for the outliers when we don't enforce the regulations on them now? The aggressive and reckless few are still going to drive 50+ no matter what the speed limit if the risk of enforcement stays as low as it is now.
4. There is absolutely NO need to reduce South Tempe speed limits to 40mph. I just attended a city forum and still hear mostly statistics about how dangerous our roads are near campus. There is not and will never be the density in south Tempe as we have downtown. And PLEASE, stop with this crap about how larger cars and SUVs are more dangerous. Families drive larger cars to take their kids to school, sports, band, church, parks, etc. Some of you talk like cars are evil. It is clear that there is a desire for some to eliminate cars in some parts of the city. Please stop this talk about the entire city. It is just nonsense. Maybe compromise and lower speed limits downtown and leave the major roads south of the 60 alone?
5. I agree with the proposed speed limit changes. Also suggest: No Right Turn on Red on freeway entrances and exits; No UTurns at traffic lights; Fully protected left turn green arrows; designate McClintock, Rural and Mill as "safety zones" where speeding fines would be double; more roundabouts (along with educating drivers); build more medians to minimize accident exposure where multiple ingress and egress exist; build some barriers on "two way lane for turning" to prevent drivers from treating this lane as an additional driving lane; minimize wide bike lanes on major streets such as McClintock and Rural and rather build them on Lakeshore and Country Club. Regarding school zone

speed limits, flashing lights should also be used when school is having an event such as concert, sporting event, practices etc. not just during classtime hours.

6. Nothing but a Knee-Jerk reaction and a way to say you are doing something and worst of all it's nothing but a Cash Grab by reducing speed limits that are already too low in most areas.
7. I strongly oppose the proposed speed limit decreases proposed - particularly for South Tempe (which I will define as south of Baseline). The safety argument really doesn't wash in South Tempe - the safest driving speed is 0 MPH (no driving) - not 40 or 35. This proposal will slow already congested traffic, cost the people of Tempe more money in fines, along with increasing avoidable police encounters with drivers in order to enforce the new limits (both residents of Tempe and those simply passing through) not to mention diverting police resources towards traffic enforcement at the cost of protecting our citizens and preventing/investigating real crime in Tempe. This is nothing more than a well-cloaked attempt to drum up more revenue at the annoyance and expense of people who live here. Just as important - there is ZERO public demand for this across the entirety of Tempe. I challenge you to put your proposal to drop speed limits by 5 mph across Tempe to the people via the ballot - the upcoming 2020 election is a great opportunity to find out whether the community really backs this. Even if the people of Tempe really do universally support this, the slide presentation shows that ticketing enforcement is not necessary if there is voluntary compliance - great idea - let's not make it legally enforceable! Has the council considered erecting an optional speed limit (yellow speed limit sign) and encouraging voluntary participation? Surely if enough drivers go the reduced speed limit, the flow of traffic will largely ensnare the drivers who do not wish to participate any way...

If the city wants to reduce speed limits near ASU to protect pedestrians and bicycles - go for it - but leave South Tempe out of it. It's just more unwelcome governmental intrusion in the name of safety. We don't need it, and we don't want it.

8. As with many of the mayor and council proposals, this one is ignorant. rid the city of the unused and unsafe bike lanes. the north korean style city gov might try spending tax dollars appropriately and not continuing to give our taxes to corporate sponsors of the corrupt council and mayor.

9. This is another example of Council making policy for the whole city based only on issues that North Tempe has. In South Tempe we don't have a problem with fatal crashes or excessive speed, and we don't need the speed limit lowered. Those that speed will continue to speed no matter what the speed limit is. If speeding is a problem in North Tempe, increase enforcement in that part of the city.
10. I support reducing speed limits on streets that get high volume of pedestrian traffic if data show they are a root cause of the problem. Would these reductions be more impactful if we can somehow reduce the number of cars that: a) go through yellow lights, b) turn without fully stopping to look to the left and to the right, c) drive in the bike lanes, and d) contain distracted drivers?
11. The problem on Tempe streets isn't the speed limits. The main issue is distracted driving while texting or holding a phone- I see other drivers doing this nearly every time I drive or ride a bike in Tempe. If the city would simply enforce the existing speed limits and distracted driving laws the vision zero could be realized. Please do not lower the speed limits in South Tempe, just enforce existing laws.
12. This is not good policy. The City streets were designed for safe driving speeds. Arbitrarily setting speed limits that differ from design does not improve safety. Increased delays, and driver frustration will not improve safety. If this is aimed at pedestrian safety, then consider ways to limit vehicle interaction between pedestrians and bicycles. Better utilize non-motorized canal paths instead of adding bike lanes to already congested roads. Provide better pull offs for City buses so they aren't partially blocking roads. Put bus stops at official crossings instead of mid-block, which drives individuals to cross where there are no crossings.
13. Why can't the police just enforce the speed limits that are shown now? Tempe doesn't have that many straight through streets and it seems that they are always crowded. Plus there are so many schools and high schools on a lot of the roads. Just enforce the speeds now posted!
14. I'm in favor of setting speed limits based on the Safe Systems Approach. If Tempe is going to be a leader in the march towards zero transportation related fatalities, this is a key step in that direction. A few suggestions to help others see the value in this change: 1) Provide a demonstration of the throughput of vehicles all traveling at a lower speed vs. high-speed to a red light. 2) Suggest

showing the reduction in the gas used and emissions of proposed changes. 3) Complete a thorough review of signal timing to ensure it matches proposed speed limits. Demonstrate the positive impacts of speed limit changes systemwide. 4) Provide supplemental signage on arterial streets to notify motorists that signal timing is set at XX MPH to motivate motorists to follow that speed to achieve optimum travel time. If timing changes throughout the day make it a dynamic sign so motorists are provided optimum signal timing information.

15. 100 Americans die to cars every day, so it's high time our cities actually DO SOMETHING. You're not going to get speeds low enough for safety with only traffic signs. You need to narrow car lanes. You need protected bike lanes that are wide enough to be shared with micro-mobile vehicles. I'm very happy to see the city council try to make the city safer for pedestrians and cyclists, but I wish the council didn't take half measures to appease motorists.
16. I definitely support this. The higher the speed, the more dangerous the crashes. I implore the city to not just lower the speed limits but to fix the design of roads. We need road diets and traffic calming elements as well as a reduction in the number of lanes. Putting up a sign won't be enough on its own although it is a good first step. Design of our streets is key. I would also like to see our streets be made safer for pedestrians and bikers. Protected bike lanes would greatly improve the streets in t2he city.
17. Speeding in Tempe is rarely the problem, but rather the symptom of the problem. Lowering speed limits will not change that fact. Here is one example: A few years ago residents in my Tempe neighborhood bounded by Southern Ave, Broadway, the Tempe canal and Price Rd asked the city to stop speeders in our neighborhood. The city's response was to suggest they should block Balboa at the Tempe canal to stop cars from cutting through the neighborhood rather than using the main streets (thankfully saner heads prevailed and that move was called off). The real problem here was that the City of Tempe, the City of Mesa, and the Department of Transportation did not communicate with each other resulting in Tempe doing serious roadwork on Broadway at the same time the City of Mesa had Dobson Rd and Southern Ave torn up, at the same time the Department of Transportation had Price Rd torn up to work on the ramp to the 101 freeway. This caused a 4 mile back up of traffic around our neighborhood and frustrated motorists would cut through our neighborhood to

try and escape the craziness. The City of Tempe's solution would have resulted in frustrated drivers entering our neighborhood at 35mph, getting exasperated when they reached the blocked canal and leaving the neighborhood at 70mph. Also, the neighborhood school for this Tempe neighborhood is on the Mesa side of the canal as Balboa becomes 8th st. This would have resulted in an additional 4 mile trip for all the families trying to get their kids to and from school (so much for that trip reduction thing). Bottom line: Before ANY speed limit is lowered it would be helpful to determine if speeding is the problem, or just the symptom of the real problem. Tempe already has a reputation for generating high levels of driver frustration. Examples include narrowing McClintock from Baseline to Broadway to provide unnecessarily wide bike lanes, instead of using leading or lagging left turn signal uses a "loopy left" system such as McClintock and Southern where drivers cannot figure out when they will get the left turn signal, and finally making Mill Ave from Southern Ave to the Rio Salado River totally impassible with a trolley system hogging space needed to move traffic.

18. In short, I am against this proposed measure. For a more detailed explanation of why, continue reading. First things first, if Tempe thinks that putting lower speed limit signs in is going to slow people down, they've got another think coming. Just go drive Hardy between Southern and Guadalupe at 30mph and watch people pass you in the two-way left turn lane because they can't be bothered to go the speed limit. I set my cruise at 31 or 32mph once a day on Hardy on my afternoon commute, and I get passed at least once a month by someone going 20+ over using the TWLTL as a passing lane. Cars that are ahead of me pull ahead at 10+ faster than me on a regular basis. If you drive less than 35mph on that road, you're a hindrance to the rest of the vehicles on the road. Why? Because no one cares what the sign says. Tempe gave them a 48'-50' roadway to drive on in the middle of a neighborhood and tried to slap a 30mph speed limit on it as if that was going to deter people from driving any faster. I submit SEMS requests for Hardy regularly, and I have seen one police officer patrolling for speeders in the past year. They could pull someone over every minute if they wanted. I've brought this up with Tempe several times, and the answer is always "there's nothing we can do," and frankly, that's just not the right response for a public agency that purports to have public safety at the forefront of its transportation mission. I can think of plenty of ways to improve the speeding situation on Hardy. For instance, narrowing the lanes would cost a

few thousand dollars for a couple miles, but would have a far more profound impact that putting up a sign and it wouldn't interfere with the emergency vehicle operations on that stretch. Bottom line, putting speed limit signs up doesn't slow people down. People will drive how they feel comfortable driving. Whether the Safe Systems Approach is a good or bad idea, the claim is that Tempe is interested in a "data driven" solution to minimizing injuries. "Speed too fast for conditions" is unscientific and often just a lazy way of writing a ticket that most likely has to do with "the driver just wasn't paying attention or wasn't being cautious enough" (which are also unscientific and not quantifiable). "Speed too fast for conditions" is lazy, and I'd argue this is not a "data-driven" approach. If you just want to use Safe Systems globally, fine. But don't pretend it's about data. In reality, there is hardly any data available for actual crash speed, driver attentiveness, driver behavior, or anything that actually contributes to collisions. Speed obviously has a correlation to collision severity. No one can or will argue that. So, if you want to say that the "data driven" aspect is in the fact that lower speeds = lower severity, I can accept that. However, a huge portion of severe collisions in the city occur in areas with speed limits already lower than 45mph. Over 100 of the 145 severe collisions attributed to "speed too fast for conditions" occur north of Baseline, and much of that area of Tempe already has speed limits lower than 45. Most roads around ASU are 35mph or lower, yet that is the hotspot for severe collisions. So, that begs the question, "how will lowering speed limits further help when lower speed limits are already not working?" It also begs the question, "how is this actually a 'data driven' solution?" When about two thirds of your high severity crashes happen in areas with <45mph speed limits, how would the data suggest that lowering speed limits is going to work? To me, this whole idea seems like it hasn't been fully vetted by enough people with different viewpoints. I am not necessarily against lowering speed limits. What I am against is doing so without the right premise.

19. I am against this approach. This is a revenue enhancement ploy and nothing else - and this strategy is doomed to fail. Tempe speed limits are already set by engineering methodology which is the standard in the United States. Here is a quote from this DOT document about exactly this topic:
https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa12004/fhwasa12004.pdf "The injury minimization approach to speed limit setting results in speed limits

that are lower than those traditionally used in North America (which are generally set by engineering and expert system methods). Thus implementing an injury minimization approach to speed limits would be problematic. The road authority cannot simply lower the speed limit and expect immediate or substantial compliance. Drivers are unlikely to fully respond except in the face of almost constant enforcement."

20. The proposed speed limit reduction on arterial streets, especially those south of Southern, is unnecessary and will fail. These streets are engineered to enable a 45 mph speed limit and are safe at that speed. They are 2-3 lanes in each direction with center turn lanes. Some are boulevards. The roads are straight as an arrow, well-lighted, with limited access and great visibility. Tempe is not an island. The real danger will appear when drivers react poorly to the changing speed limits as they cross the Valley. This effort will likely backfire in terms of a lack of compliance and will eventually lead to political repercussions.
21. I would like to see the speed limit lowered on Priest Road in between Warner and Ray Road. There is a large apartment complex with families and a new home development. Pulling out left or right is difficult because people travel even faster than 45 per hour. More like 60. Please take a look at this road. Thanks
22. I read all the arguments and tend to agree that the speed limits are currently adequate. What I think is inadequate is the enforcement. There is a significant lack of enforcement all across the city. Many drivers believe the speed limit +10 mph, so a 45 mph zone becomes 55 mph. Many ignore school speed zones, which should be zero tolerance. A good example is Southern Ave between Dorsey and Terrace where a school zone reduces the speed from 40 to 35 - at all times. Yet many drivers stick to 40 mph + whatever overage they feel is their entitlement. That stretch is a cash cow for the city, yet it goes unenforced. More important than the cash benefit, that stretch, and others like it, should be rigorously enforced for the safety of the children, but they are not. Maybe drivers don't pay well enough attention to the signs. Perhaps for those school zone areas the roadway might be painted with the speed limit - no excuse then for not knowing. On traffic signal timing, I understand there is some programming which times the light favorably for drivers doing the speed limit. I'll hit that timing sometimes, but on other streets, I'll hit one light after another - and I'm doing the speed limit. I get frustrated, so I see why others will

accelerate and speed. In the end, a blanket approach of lowering speed limits everywhere may not be the best solution.

23. Bad idea! Lowering speed limits throughout Tempe will only increase traffic congestion. This entire effort by the council shows Zero Vision and complete tone deafness to you constituents!
24. I oppose any reduction of speed limits. It will result in further congestion. Additionally, people do not obey the current speed limit. I regularly see people doing 60 on McClintock. what makes you think they will drive slower.
25. I live and work in North Tempe as well as run errands and travel throughout the city on a daily basis and think it's a good idea to lower the speed limits as proposed. As we are surrounded by freeways, there is an option for a "speedy" detour around the city. With all the recent building and thus population increase, the days for a "quick" drive through Tempe are gone. Maybe the lower limits will decrease the number of accidents and/or their severity as well as stabilize our ever increasing Automobile Insurance premiums. By the way, it would be helpful if the soccer folks placed their directional signage on McClintock and 202 closer to game time rather than hours in advance. I've driven by that area as early as 3 p.m and the game time is not until 7:30 pm yet the signage is already out and traffic is needlessly a mess.
26. I believe that all speed limits through out the valley, including all state and federal highways should be reduced in the name of public safety. I fully support the Tempe City Council in considering this matter. They are showing great political courage and most importantly they are making an attempt to protect us all from the mayhem of our very heavily traveled roadways.
I live along the Tempe boarder in Ahwatukee, but I transverse through Tempe daily by automobile.
27. I disagree with lowering the speed limits particularly on the main arteries of Broadway Rd, Southern Ave and Baseline Rd. I don't think that lowering the speed limits on these roads will help in any way.
28. Tempe Mayor & City Council need to PASS this proposal.
29. Lowering speed limits is a great idea - just need to teach people how to read.
30. Tempe Transportation Commission approved this plan. Speed limit enforcement is crucial. TDM and transit are essential for reducing congestion. Thank you Julian, TaiAnna and Marilyn for spending your Saturday morning here.

31. Reduce East/West speed limits to 35 mph where there are several access/egress. P.S. Eliminate bicycle lane on McClintock between Broadway and Southern. People use the sidewalk to ride their bikes. The bike lanes are dangerous.
32. Please do NOT change the speed limits! We need the consistency of uniform speed limits. The roads are designed for the higher speed limits, with wide roads and no houses facing the arterial streets. Many will not abide by new speed limits (witness the so-called Safety Corridor on US 60) resulting in wide discrepancies of speed that make the road more dangerous to drive on.
33. yes by all means lower speed limits as long as they are going to be policed, lowering speeds without more police present and or speed cameras defeats the purpose, im a uber driver and i see speeding all the time, you state that 1 in 5 accidents involve speed, i would beg to differ, 4 in 5 are caused by speed, please protect the public from themselves, while youre at it get people off their phones, i see near accidents everyday and have witnessed cars driving through red light only to catch them at the next red and WOW they are on the phone, stop the carnage now.
34. I am a regular motorist, pedestrian, and bicycle rider on Tempe streets. I strongly support this plan to reduce speed limits to improve conditions for all three uses. For example, currently, I am often afraid to walk on the east side of Rural Ave. between University and Apache because the sidewalk is immediately against the road and cars are often traveling 40 MPH or faster through that area. Reducing the speed of traffic would make me feel much safer to be a pedestrian in that area and other areas of town. Given the number of students walking in this area, I expect the risk for serious accidents is very high. I currently do not ride my bicycle on Broadway or Rural because I do not want to be so close to fast traffic. This is especially true on the stretch of Broadway between College and Rural, where the new brick walls don't give bicycle riders many options to avoid a serious problem should a fast moving car cut into the bicycle lane. I have seen several high speed crashes at College and Broadway in the last couple years. When I am waiting to cross that intersection as a pedestrian, I no longer stand near the intersection, but stay back about 20 feet because I have seen collisions where cars could easily hit a pedestrian on the sidewalk and even where a car have ended up in the yard of a house at the intersection. As Tempe continues to pursue its Vision Zero plan, I also

recommend zoning changes to move sidewalks at least three feet away from roads on all new construction and development.

35. As several other responders have indicated reducing speed limits does not change drivers speeds. Roads particularly South of Baseline are designed for the speed that is currently set 45. From my experience many already exceed that speed. Reducing speeds on roads designed for a specific speed capability will only frustrate people and cause road rage with people trying to get around law abiding drivers. I would think it would require more enforcement than we currently have and thus more frustration. leave speed limits as they are.
36. Terrible idea. Back off Tempe.
37. I believe that we should lower the speed limit around ASU, where there is heavy pedestrian traffic. I also believe that major streets such as Baseline and Southern should remain at 45 mph. There is already so much traffic on those streets with everyone going 45, imagine what would happen if we lower the limit to 35 mph. We should leave all major streets at 45 mph.
38. I could not find and decent map to see the specifics of where the speed reductions would be made or currently. You need to post a far better resolution map on this website so we can see it. However it seems that the reductions are all over to 40 mph and Broadway and to the north at 35 mph.
I can understand that the city engineers and perhaps consulting engineers have done their best. But the site suggest that general "most nation wide" data was use to justify the reductions. I do not think that data was used for the major reduction areas to life and property loss in and round ASU and downtown. However, I really like the school zone light warning and probably with cameras like Mesa has in a lot of there zones but I feel the limits should be 45 mph until the warning light would indicate 35 mph. I feel that the 40 mph limits will lead to a lot of tickets and probably are not issued for the 45 mph. In most of the areas you have shown reduced limits traffic were congestion that exists and will continue to exist and will automatically make the traffic flow at 40 mph or lower. I understand that perhaps the traffic around ASU is probably prone to young student speeding and inattention. I feel that you downtown and around ASU speed limits probably need to be reduce. I recommend that limit reductions be consolidated and more concentrated around using Apache and north at 35 Mph which would include ASU and downtown not Broadway and

north. Leave the rest of the city untouched except of the school zone warning lights.

39. This is a fantastic idea. As a regular cyclist and pedestrian, I think speed is perhaps one of the greatest changes the city can make to ensure the safety of pedestrians, especially with the influx of people downtown and surrounding the ASU campus. My only concern is that the speeds won't be enforced heavily enough, which is very important, especially given a change. And as long as speed limits are being changed, a protected bike lane on Rural Rd. would also be fantastic.
40. I don't think this is a necessary change especially for the areas not immediately around the university or Mill Ave. Speed limits are already very low around the congested areas but I assume the high occurrence of accidents are due to the congested population. Our streets are small around the university and older and too many people driving. With this many vehicles traveling especially during rush hour you're going to have more accidents. I really don't like the idea of lower speed limits south of Broadway. The roads are much wider than north of Broadway and have more lanes to travel. Lowering the speed limit would be confusing and I believe it would give police officers even more work focusing on speed violations instead of more important issues at hand. I don't think this will help with drag racing which I hear often nor do I think it will help reduce accidents. People will drive this way no matter what is posted. I live within an elementary school zone and its chaos in the mornings between the streets intersecting, school parking lot and neighborhood cars with no speed limit sign posted nearby. I've had two accidents in front of my house within the two years I've lived there and have never seen a police officer patrolling during school hours. I think it is way more important to enforce speed/reckless driving to reduce accidents and protect pedestrians in school zones than an overall decrease to ALL Tempe speed limits.
41. This city and council have a responsibility to provide a safe environment for all right of way users. This is especially true now that council is requiring all people riding bikes and scooters ride in the roadway when there is a bike lane present. I appreciate the lowering of speed limits to a maximum of 30mph on collector streets. This 30mph speed limit makes those roads much more safe as well as pleasant to ride in an unbuffered bike lane. Please reconsider using red light/speed cameras as an enforcement tool. Considering that a person is twice as

likely to die if hit by a truck/suv than if hit by a car, please recognize the increased danger posed by trucks/suvs when making enforcement choices.

42. I am highly in favor of lowering the surface street speed limits in Tempe. There are multiple, easily accessible freeways with Interstate 10, US 60, and the loops 101 and 202's that provide high-speed access for those who want to get from one point to another quickly. The surface streets should not be used for high speed traffic. Drivers routinely exceed the speed limit on major through streets with 45 mile speed limits, with the normal driving speed being from 50-60 mph. This is unacceptable. Tempe should be walkable, bikeable, and driveable for all citizens. Additionally, we really need to crack down on distracted driving. I still see so many drivers on the phone or with phones in their hands while driving. I saw a driver on Warner road checking her facebook while driving the other evening! Slower means safer for everyone!
43. Please lower the speed limits. Cyclists need this!!
44. The speed limit change would be best utilized north of the US60 as this appears to be where there are multiple traffic issues around speed in that area plus there is more of a cyclist and pedestrian population within this confines. With that said there needs to be better enforcement of traffic laws, red light running is chronic at all junctions and speeding in school zones continues even from official school vehicles.
45. I'm a Public Policy graduate that specializes in transportation. It is a mistake to think that lowering speed limits will be beneficial for reducing traffic deaths. It sounds nice on paper as a catch-all solution, but most drivers set their speed according to road conditions and not according to posted signs. The only benefit I see is that the city would accrue more revenue from speeding tickets than before. What would actually help would be a full systematic review of intersection light timings and more traffic police enforcing existing regulations against distracted driving. Distracted driving is a much greater contributor to traffic deaths than speeding, as most drivers who speed actually have to pay attention to what they're doing. The current proposal will only infuriate city residents and increase commute lengths without providing solutions for current infrastructure and enforcement problems that are leading to accidents.
46. Seems quite the overreach. Why not just focus on the problem areas/intersections. Maybe like the top 10 problems areas and see what the results are after a year.

47. Speed limits are the LEAST of our problems. Having Southbound McClintock essentially having one thru traffic lane and one right turn lane is a major issue. This is where I see the most daily occurrences of accidents/near misses. The other issue I see, and just came in to contact with, is pedestrians/bikers on their phones. For example, yesterday a man on bike with headset in, looking at phone, doodling along where I needed to make a right turn. I was about to be rear ended because I had to come to a complete stop, honk, get bikers attention, and communicate I would be turning. He had ZERO situational awareness. Also, no clue how close he was to having been run over by me or face serious bodily harm cycling in to the side of my car. We need to stop punishing responsible drivers and focus more on pedestrian/biker education. Pedestrian/Cyclist laws need to be enforced more so than going 5 over in a 40mph when our winter drivers are all going 35mph and creating a moving roadblock. Please don't get me started about the 20 pedestrians I encountered just last week. Saw jaywalking, darting in to traffic, crossing the street with their faces in their phones! Please consider focus on other participants than drivers already stuck in our non moving city!
48. I moved here 8 years ago from Northern California. California had vastly more traffic, but Arizona has vastly more accidents. My wife has been rear-ended twice, both due to phone use of the guilty culprit, I have been rear-ended, the only time my car went to a body shop in 54 years of driving. I live near Kyrene and Ray, and there are intersection accidents around there constantly, mostly due to people running/clipping lights. In Tempe, I occasionally witness people street racing, passing me going ~20-30 MPH faster than I am going. Lowering speed limits is a cop-out. It makes it look like you are doing something positive, but it won't have any effect on street racers, phone users or just rude people that think red lights are for some other sucker, and it will increase tickets given to basically safe drivers who are just going with the flow. The speeding drivers that cause accidents were obviously speeding and exceeding the speed limit, and lowering the speed limit will have little effect on scofflaws that exceed speed limits by large margins. Another issue somewhat related to speeding is vehicles with exhaust systems modified to produce extraordinary amounts of noise. You hear them in Tempe, near campus regularly. It started with Honda Civics, Acuras and Subarus with modified exhausts, but now it has spread to V-8 Mustangs and Mercedes AMG and Corvettes with straight-through exhausts

emitting ear-splitting volumes of sound. I am motorsports enthusiast, and the sound is fine for the track, but not on city streets. Of course nearly EVERY Harley Davidson motorcycle has the mufflers removed, and also pickup trucks are getting into the act, along with 'rolling coal' add-ons for the diesels. I am sure it's all illegal, easy to detect, but why is there no enforcement?

49. I think lowering the speed limits in North Tempe is a good idea and will increase safety for pedestrians and cyclists.
50. I am a huge proponent of this effort to reduce speed limits in Tempe. I think this will help to keep residents safer and increase pedestrian and bicycling activity. Research suggests that lowering speed limits is critical for reducing fatalities from cars - for both pedestrians/cyclists and those in the cars.
51. I support the City of Tempe's decision to lower speed limits as a means to increase safety for pedestrians and cyclists. I am an ASU alumni, and a common joke among students my age was that getting hit by a car while biking was a "right of passage" to being an ASU student. The acceptance of getting hit by a car is pretty sad. Lower speed limits are obviously going to make a lot of people angry, but it is the right thing to do. Lowering speed limits will make it less convenient to drive a car, but this can help make it more appealing to ride a bike, walk, or take transit. I am proud that this is something that Tempe is considering. We so often consider automobile accidents just a part of life, when in reality this is something that we can take active steps to prevent. Might not be fun to drive 10mph slower, but it sure is safer. Good job Tempe.
52. Using science and analytic techniques to optimize speed limits is a no-brainer. Lower speed limits often improve traffic flow and move more cars further, faster. Tempe must retain and continually improve and promote cycling. Designated routes like College are great- speed limit adjustments elsewhere will expand the effectiveness of Tempe's efforts to promote biking.
53. Please lower speed limits across the city! Streets should be safe for all users, not just cars! Fully support the implementation of the proposed speed reductions.
54. Please leave the speed limits as they are.
55. I would recommend the city leave speed limits at the current levels. I travel Rural or McClintock daily on my way to and from work in Scottsdale and during rush hour excessive speed is definitely not an issue due to the amount of traffic. I think lowering the speed limit would just slow down people driving during non peak times and weekends. From a safety perspective, I am guessing that the

serious accidents involve people going well over the posted speed limit as opposed to going the speed limit so lowering the posted speed limit would not necessarily help for those situations. I would prefer the city to put funds towards fixing streets rather than lowering speed limits. In addition, I think focusing resources on limiting the impact of unexpected stops (construction, accidents, bus stops without cut outs) would help with traffic flow and safety more than lowering an already low speed limit.

56. I would highly recommend the city leave speed limits as is. I travel Rural or McClintock daily excessive speed is definitely not an issue due to the amount of traffic. The ability to travel across Tempe quickly is already a significant problem. Lowering the speed limits would only make this worse. Changing speed limits would also be a costly endeavor, I would prefer the city to put funds towards fixing streets or finding way to facilitate efficient automobile travel across Tempe.
57. Tempe's own statistics show the vast majority of accidents are caused by drivers aged 17 to 27. Lowering speed limits will not slow down the drivers in that age group. Most are probably ASU students just passing through town for a few years. The Vision Zero resolution is ridiculous. The program has been around for years. After Los Angeles implemented it, traffic deaths INCREASED.
58. Speed is not the issue, it is distracted driving. Try enforcing drivers to put down their phones and crack down on that. That is where you will see increased safety. Lowering already slow speed limits will actually just encourage people to drive faster, have more road rage, etc.
59. I don't see a problem with changing the speed limits, there's too many car crashes and accidents and I hope lowering the speed limits can fix that. But, even with lower speed limits, it does not guarantee that people will obey them.
60. Honestly its more moral busy bodies trying to find something to do. Ultimately it will end up in a revenue scheme by the tempe Pd under the guise of "public safety".
61. As both a resident and an Arizona State University student, I am opposed to reducing speed limits on arterial roadways. The speed limit is already posted lower than the flow of traffic moves. If this motion is passed, it creates further need for police enforcement man hours. This is an increased cost to the city, and pulls LEOs away from other more important tasks. For fiscal and practical reasons, I do not support further reductions in speed limits.

62. I think lowering speeds on roads is very good step to increasing the safety of all road users (people walking, bicycling, driving and using transit). This and other tools in the Vision Zero plan are good to help lower the likelihood of people dying. As a regular traveler into Tempe for work and recreation, I welcome these efforts. Lowered speed limits are good, but I also encourage the city to begin looking at locations where the road can be redesigned to encourage lower speeds.
63. Instead of jumping on the feel good "VisionZero" bandwagon that has had poor results everywhere in the world it has been implemented (including Sweden where it was developed 20 years ago) why not work on solving specific problems we have in Tempe. It has been shown in a number of studies that changing the numbers on a speed limit sign does not significantly change the average speed of drivers on that stretch of unlimited access road. If Tempe believes it will then they should test their theory. Set up speed data loggers on a few streets and determine the average speed for various times of the day. After 6 months reduce the speed by 5 MPH and continue monitoring the speeds. After an initial "change learning curve" compare the average speeds with those at the higher limit. THEN make a decision if the sign changes are a good solution. If there are accidents that involve high speed and/or impaired drivers at night and early morning why not program the street lights at the most dangerous intersections to become 4 way stops after 10 pm until 5 am. It may not stop a driver from blowing through the flashing red light but it will stop other drivers and allow them to look before entering the intersection instead of simply cursing through a green light feeling safe and getting hit. Providing more speed indication signs, particularly right before school zones, will help maintain a drivers attention to the task of driving. And if one of these signs records excessive speeds (i.e. 20 MPH or more above the posted limit) approaching an intersection flashing lights on the cross street can alert drivers to possible problem. If bicycles being hit in the bike lanes is a problem a possible solution would be to put sections of 100 foot long red blinking LED strips between the bike lane and traffic lane. Sensors would activate the LEDs when a bicycle enters that section of roadway and turn off the LEDs after a minute or so. Continuously lit LEDs would become commonplace and ignored. Again, the idea is to alert drivers that something is going on and bring their attention back to driving. In pedestrian congested areas where J-walking is an issue install

decorative railings that prevent pedestrians from stepping in traffic mid block, forcing them to use the crosswalks. At the crosswalks do not illuminate the walk sign if no one has pressed the button to cross the street. This would help stop people from darting out into the crosswalk at the end of cycle. It would also allow warning lights such as flashing lights on the light arms or LEDs on the pavement either side of the crosswalk to be displayed when an actual person wants to cross the street. Also, a warning light facing the right hand turn lanes to alert drivers that someone is crossing the street they are about to turn onto would help prevent the all too common "looking left and turning right" issue. Furthermore, if it is dark (even overcast) bright overhead lights illuminating the crosswalk only when being used so drivers can see the pedestrians would help alert drivers to a potential issue. There are ways to address specific problems we have in Tempe without using the blanket "VisionZero" approach of which arbitrarily reducing speed limits is a part of. I feel this will probably have undesirable results and actually increase accidents and overly aggressive driving.

64. The accidents are caused by drivers physical, drugs, drinking conditions. Lack of attention (cell phones) is a big problem. I shop at Fry's on Dobson and Ray and I like Chandler's solar speed sign along this (Ray) road. There should be yellow flashing lights when speed changes along the route.
65. I don't favor reducing the speed limits. I think reducing the speed limit will cause people to change lanes more frequently and do more reckless behaviors behind the wheel. I've seen this first hand in Albuquerque where speed limits are lower and drivers are not more cautious. I think we should do other actions to reduce crashes before speed limits are lowered across the city. More analysis of where crashes are taking places should take place and safety at intersections needs to be analyzed. It isn't proven that lowering speed limits will reduce crashes. Data analysis of causes of crashes needs to take place and safety at intersections needs to be analyzed. It isn't proven that lowering speed limits will reduce crashes. Data analysis of causes of crashes needs to take place before speeds are reduced. Possibly monitoring existing speed limits by radar could be experimented by.
66. Lower speed limits within the city and consider making downtown motor vehicle free.

67. Seems just, not important or pressing? Seems like it'll be frustrating for people to get used to. Benefit is unclear, and so are drawbacks.
68. Please do not lower the speed limits in Tempe. I do not agree with the vision zero approach. Let's explore other methods to promote safety.
69. Please do not reduce the speed limits. There is no proof that this actually works for safety. It's already hard enough to get around without people going slower. Please research other ways to increase safety
70. Why don't you analyze the distribution of the rates of speed drivers are already traveling. I'm sure that when the streets aren't congested, a very large numbers of drivers are exceeding the current limits. Tempe could be the one city in Arizona where speed limits are actually the limit. Changing this bizarre sociological syndrome where we regularly drive 10 MPH over the limit is dangerous and allows disparities in enforcement. I'm sure that cutting the rate of speed of the fastest drivers will do more for safety than getting everyone whose going 40 to slow to 35.
71. I am not in favor of lowering the speed limits. Some of the traffic decisions that have been made are frustrating. We live off McClintock, where traffic lanes were reduced to two lanes because "the traffic was judged as lighter." I wonder if anyone who made such observations had ever been on McClintock during rush hour. Now you want to lower the speed limits? I just do not agree. It feels like we are in a retirement community instead of a thriving city.
72. Please reduce speed to improve safety for all. Our current high speeds promote aggressive driving and make it more dangerous for autos, bikes, and cyclists. Auto drivers that are against bikes on main roads should aggressively support our side road bike system. With a few improved connections, like N/S UPRR train track crossings, bikes could largely avoid the main roads.
73. Yes, PLEASE, lower the speed limits throughout Tempe! I'm a bike commuter, pedestrian & bus rider and slower traffic would improve feeling of safety and well-being. I live near Southern & Kyrene. Southern is a frightening and unpleasant road for people on bikes and on foot. In the 2019 Places for Bikes City Ratings, Tempe scored only a 1.6 out of 5 stars. We can do better than this! One of the five factors used in this rating was Safety, which includes accidents, fatalities and the perception of street safety. Lowering the speed limits throughout the city would be one step toward making our streets safer and

seem safer. I'm in full support of lowering speed limits and if you want to drop them another 5 mph, I'd support that too!

74. There is already congestion and this will just make it worse. It also sounds like a way to collect more money from speeding tickets for the new unusual speed limits.
75. I agree with changing the school zones to only have reduced speed during the time school is in session, it is ridiculous to have the lowered speed in evenings and weekends, when school is not in session. I don't think lowering the speed limit on Mill Ave. will make any difference, we'd be LUCKY to go 25 mph, we can't get through lights during rush hour. They need to enforce existing laws, like citing drivers who block the intersection and park on the light rail tracks because they've waited through 3 lights and force themselves into the intersection on a yellow. I disagree with random lowering of speeds on arterials and collectors, although beneficial to pedestrians and bicyclists, the signal timing concept does not work with side streets and ped crossings; there are very few timed signals that allow drivers to drive at the speed limit without having to stop....at every light; the flow of side traffic triggering the light stops the flow. I am also concerned that slower speeds will encourage more texting and driving, since drivers will falsely feel safer and more in control. We have a serious problem with texters in Tempe, and I think this issue is more serious than the speed limits. But in heavily pedestrian and bicycle trafficked areas, lower speeds, separated bike lanes and sidewalks can help add comfort to the other modes of transportation, by not having cars speeding by within feet of them. I also wonder what impact the busses and street car will have on the street flow, its hard enough on Mill with busses, has there been any modelling of how traffic will flow with street car added? I am curious how the lower speed will impact all of the streets that currently rated as D through F in terms of congestion and operational function. Do computer models show a street that once allowed 45 mph going to 35 mph functioning at a better letter grade, or worse? I see this as a great money maker for speeding tickets! Although I appreciate the desire for safety, this seems a bit extreme. Considering a street cyclist may pedal 12 mph, (and they don't follow the street rules as they are supposed to), we are now limiting vehicles in neighborhoods to 20 mph and trips to the store to 35mph?! When you add in signals, this could significantly lengthen a trip from north to south Tempe. It took me 45 minutes to commute

from downtown Tempe to the Escalante Community Center during rush hour, with no accidents and it's taken 20 minutes some days on Mill to get to Rio Salado...idling in traffic, waiting for texters to wake up at signals....this does not seem fuel efficient or good for the environment. There is a lot to consider before making this decision.

76. The current speed limits were designed to align with the speed at which most people feel comfortable driving on a particular road, given the area and road conditions. Arbitrarily reducing the speed limit by 5 mph, as much as 25%, will not affect one's perception of how fast they can safely maneuver down the road. Studies have shown that when people drive down a road with an arbitrarily low speed limit, they experience greater stress and frustration when driving, which leads to an increase in impulsive, dangerous driving behavior and a greater disregard for speed limits generally. Additionally, if one looks at pedestrian fatalities that this measure seeks to reduce, they most commonly occur at night when the pedestrian and/or the driver is intoxicated. We should not lower the speed limits for everyone going about their daily affairs in a futile attempt to reduce the likelihood of an impaired person being injured when they accidentally stumble off the curb in the middle of the night. Thank you.
77. Statistics and data show most accidents are due to inattentive / distracted driving, Case in point a self driving vehicle hit and killed a woman in Tempe NOT due to speed, but distracted driving. Even though we have a law supposedly banning phone use while driving, I see many, many people still staring at their phone while driving out city streets, especially around the ASU area. Please have our law enforcement people enforce laws already on the books before putting into effect more laws which the public will ignore. Before the city council makes another ill informed decision like the narrowing of McClintock, please do your research and data gathering and study it BEFORE another feel good law is passed.
78. 30 as speed limit
79. I am against lowering speed limits across the entire city.
80. If speeding is illegal, and speeding leads to increased fatalities, then how does making more people qualify for speed illegality reduce fatalities? Are police unable to detain and ticket speeders currently? The answer is, of course they are able, and fatalities still occur. Those that speed will continue to speed, and those that drive the speed limit will become speeders when the limit is dropped.

We, who follow speed limits, are not sheep. Our desire to arrive at our destination expeditiously will not be reduced because a sign now says 3 where it once said 4. Learn from the failure of the speed trap cameras throughout the valley. Design our roadways in ways that will reduce congestion rather than attempting to wring money out of the people as punishment for their productivity.

81. YES! Drop all speed limits and aggressively start enforcement. Issue tickets, especially along University east of Price and southbound down Mill from University.
82. I completely understand the instinct to lower speed limits in order to increase road safety, but I think the whole concept is a bit flawed. Yes, it is certainly true that, if a vehicle impacts a person, bike, or another vehicle at a lower speed, the odds of significant injury or death do decrease. That's physics. The issue is not with the plain physics, but with the issue of driver behavior. In general, evidence suggests that people drive the speed at which they feel comfortable, and not the speed limit. That is why good traffic engineering suggests speed limits are set at the 85th percentile of recorded driving speeds on a given roadway. Most people will drive the speed they drive, and some will drive the speed limit. If those speeds are close, hence the 85th percentile guidance, then the difference between the speed of vehicles on the road is minimal. Drivers going significantly different speeds likely produces more danger on a roadway than all drivers going faster. When the speed variance is high, drivers execute more passes and encounter more vehicles. It is also more difficult to evaluate driving maneuvers as a driver when speed difference is greater. This is not to say that lowering speed limits is a bad idea, but to say that the effect of ONLY lowering speed limits, without addressing the reasons that people speed in the first place, and that pedestrians and bikers are hit in the first place, might not have the desired outcome. A more effective way to reduce roadway incidents doesn't even need to involve directly reducing posted speed limits. Approaches that have shown positive effects include traffic calming measures, increasing visibility at crossing areas, and improved bikeways. For example, if Tempe wanted to take seriously the task of increasing roadway safety, the City could buffer or protect all bikeways, which has shown to be very effective in increasing biker safety. To provide the space for this, travel lane widths could be reduced, which would also serve to lower the speed at which drivers feel

comfortable and thus travel at. Together, these provide for a shorter crossing distance for pedestrians. Adding measures to increase pedestrian visibility and to increase the distance between stop lines and crosswalks would likely add to the additional safety achieved by these measures. This is just a simple concept the city could embrace. So, bottom line, the simple reduction of speed limits is unlikely to achieve the objectives of this program. More comprehensive measures are needed to truly increase roadway safety. I suggest that Tempe use the funding available for this speed reduction program and begin selectively implementing these more comprehensive measures on segments of roadways that are most problematic, and increasing the deployment of these measures as funds are available. I think that simply lowering the speed limits is a half measure with no assurance of results, and that the adoption of measures backed by significant evidence to increase road safety is the way a smart city would move forward.

83. There are several hundred (maybe pushing 1000) more automobiles than bikes travelling up and down McClintock every day, yet we have 2 auto lanes and one bike lane. When the ratio is HUNDREDS to one of actual usage, seems silly to have lanes be a 2-1 ratio. I appreciate the cyclists desire for safety (and they deserve to be safe), but changing roads and creating laws that negatively impact at a hundreds to one ratio is not a way to run a city.
Tempe should follow the lead of our neighboring cities and make school zone speed limits decrease only when school is in session. Dropping 10 mph for a few hundred yards and then speeding back up is inefficient (and dangerous when people aren't paying attention- or don't expect speed limits near schools to drop in the middle of the night).
84. 100% yes! If the goal is make our streets safe for everyone, then lowering the speed limits is critical. I commute by bike, take the light rail, walk, and share a car with my wife. If it takes me slightly longer to get to places in our car, then so be it.
85. Southern Tempe streets are just fine at 45 mph. No need to lower them. I strongly feel that school zones should be at 45 when NOT IN SESSION. There is no need to drive at 35 mph when students are not around.
86. I fully agree with lowering the speed limits on Tempe streets as proposed.
87. A situation I see that may be the result of reduced speed limits is the differential of speeds that will occur between the conforming citizen and the speeders.

Speeders in my mind have already shown that they are not driving at a posted limit but at a speed they determine as safe and adequate for the conditions. The drivers that reduce their speed to comply with the new speed limits now have opened up the difference in vehicle speeds. This I feel will create a safety issue between the two types of drivers. Of course the sensible introduction of these changes will have to come with a flurry of "warning" citations for the general public to adjust. Otherwise the change only increases the number of violators of the speed limit. How costly will this be for the PD ?

88. The speed limits that we have are just fine.
89. Regarding the presentation, slide 2 is just ludicrous; fatal driving statistics in Tempe do not reflect a severe enough trend that a 'look to your neighbor' exercise would reflect an accurate representation of deadly crashes. It's simply fear-mongering with poor intentions. The report itself is riddled with spelling and grammar mistakes, as evident on slides 6, 7, 13, and 19, inferring that it was hastily put together and a true study/analysis of the negative impacts of these proposals was not conducted. Also the claim that there are so many fatalities that Tempe has to reduce its speed limits isn't even backed by the data displayed on page 5. The charts also do a poor job of explaining much of anything at all, let alone reinforcing the argument in favor of reductions. Slide 8 has the most irrelevant contributions to the whole presentation; What does that page set out to accomplish? Automotive vehicles have long been capable of exceeding 13 mph, and legislators over the past century have effectively addressed safety issues in vehicles by mandating lights and signals, seat belts, crash safety standards, airbags, etc. Page 17 makes the argument that lowering speed limits 5 mph is going to help us dodge and navigate all of this and all these "disabled vehicles" just laying about everywhere, as if our roads were littered with potholes and junked cars. Not to mention pages 17 and 18 set out to "dispel" rumors only to say "our proposals shouldn't do these things" rather than confirm they will not enact these exact negative consequences (which they will). It is the equivalent of a doctor saying "I know you have an infection in your right ear, so I'm going to have to remove your tonsils because the bacteria there shouldn't travel into your ear again." Slapping a 'quick fix' solution to placate voting blocs rather than addressing the root problems will not solve the issue of making Tempe's streets safer. The true issue here is not one of speed, but distracted driving, which the council has already chosen to address. To give

real-world examples, each of the three times I have personally been rear ended, my vehicle was A) never in motion, B) the offender never exceeded 15-20 mph, and C) all three times the driver of the offending vehicle was texting or making a call. If the council does not feel their recent distracted driving legislation has been effective at reducing accidents, then address the shortcomings in enforcement outlined on slide 20 of the presentation, since 11 motor officers are apparently not sufficient enough to patrol and enforce the new ordinances throughout all 42 square miles of Tempe. Additionally, if the safety of bikers/pedestrians, and improving the flow of traffic are two genuine concerns for the city council, then look to Hamburg, Germany for an effective infrastructure plan. Rather than place bike lanes in the street where bikers are at risk of being struck by inattentive drivers, a 'bikes only' lane should be created on, or adjacent to sidewalks, off the major thoroughfare to maximize safety and enable streets to be used more efficiently through the opening of more lanes for traffic. Ask anyone who lives on McClintock Drive between Baseline and Broadway what a nightmare the restructuring of the road turned out to be when the council wasted time and money on reducing lanes and adding bike lanes.

90. Vehicular safety is very important to me as a driver, cyclist and pedestrian. I support the proposed speed limit reductions.
91. I am all for this initiative. It is unfortunate that drivers do not take their responsibility seriously and put others at risk with their careless driving. I live at Broadmor Place (corner of Mill & Broadmor). Drivers frequently drive down Broadmor from Mill to College and vice versa in order to avoid traffic on Mill. I have witnessed these drivers flying down Broadmor at speeds of 50 mph. What's appalling is that parents who drop off their kids at the Tempe Academy are guilty of speeding, as well. The speeds on College, especially on the weekends, are out of control. Would soft bumps along Broadmor (similar to those on the stretch of Broadmor east of College help? Not related to speed but a serious concern nonetheless are those drivers making right hand turns who do not even look to see if a pedestrian or bicycle is coming who have the green light; they only look to see if there is a break in oncoming traffic. I have learned to always look before crossing but have seen many close calls when someone does not. We appreciate you looking into this very serious matter.

92. We don't need to lower speed limits, we need to enforce the ones we already have. Those "35 at all times" zones? Yeah, nobody goes 35 and I've never seen a single person pulled over for whipping through there at 45 miles an hour. Let's start with enforcing existing laws before enacting new ones.
93. I think the speed limit should be 45 mph on all streets except school which should remain @ 35 mph. I feel that will be nice to have all outer streets should have the same speed limit and the residential should remain @n 25 mph. The delay in traffic lights is a good idea. It won't make a difference if the driver is drunk. I like the idea of traffic cameras. If don't have them we should
94. One of the conveniences of living in Tempe and the valley in general is the maintained traffic corridors. However they have been under attack by the Tempe city council. Bike lanes, light rail and trolley lines continue to strip away needed road surfaces built to handle motor vehicles. Autos are much safer than they've ever been and growing safer each year. Speed limits are already restricted by congestion on roads that were built to handle current speeds. At times when traffic allows drivers will continue to set their speed at current limits regardless of what the city decision is. But it will send us back to the past when citations were flowing heavily to support revenue at city hall.
95. I support the speed limit reductions. Current speed limits of 40 or 45 mph means that many drivers will actually drive 45-55 mph, and many of our 3-lane arterials can accommodate these high speeds. Reducing them citywide to 35 mph means that some people will still drive 40-45mph which is the intended speed for the roads, but even this is a huge improvement of speeds 50mph or higher. The current proposal essentially has 35mph speed limits on the north half and 40 mph speed limits in south Tempe. My one real comment on this is that it should be the same across the whole city. This is basically signaling to people that Tempe values pedestrian and bike safety less in south Tempe than the rest of the city. The logic of fewer pedestrians in south Tempe is irrelevant where safety is concerned. Lowering the speed limit to 35 city wide will mean that fewer people will drive over 50mph. And there will likely be more people in south Tempe that choose to exceed the speed limit because there is less traffic, but maybe this will mean that there will be additional police/enforcement presence in this part of the city. I lived in the south side of Tempe for 6 years and rarely saw any police, while now I live in central Tempe and there are literally police everywhere As for neighborhood streets, please lower each and

every one of these to 20mph. This will help make these streets safer for people who walk and bike, particularly because the sidewalks are so narrow and there is no bike infrastructure. It will also make streets safer for kids. And again, do this in recognition that currently with 25mph speeds, many people go 30-35 mph, sometimes even faster. 20mph speed limits will likely lower the maximum speed at which people speed. In addition to speed limits, the city really needs to address roadway design. Most people see posted speed limits as merely a suggestion, and who can really blame them when a 3-lane arterial street can allow you to travel 60mph or faster. Part of this is because everything is so far apart, a more compact land use pattern would help reduce why people speed. Perhaps an even bigger area where this can be applied is on neighborhood streets, which are often so wide to allow cars to speed excessively, and these streets are not policed for speeding. EVER. Sidewalks are inadequate and a lack of bike infrastructure on arterials means that many cyclists use neighborhood streets to get around (though challenging because they rarely connect in an effective way to where you are going). In some neighborhoods, speed humps help, but cars still speed. Even with lowering speed limits to 20 mph on neighborhood streets, more efforts at traffic calming are needed. Most of my neighborhood is 50ft ROW with 5 foot sidewalks on both sides (completely inadequate), parking allowed on both sides, though NEVER full, which means that often there is a 30-40 foot wide "lane" for a car to drive on... so no wonder people speed. IMO, slightly wider sidewalks and trees would be the best way to make neighborhood street not only safer, but more friendly for people walking and biking. This can easily be accommodated by only having street parking on 1 side of the street and 18 feet of pavement to travel on (25ft of pavement total) leaves 25 feet to widen sidewalks and put in trees. While this would obviously be an expensive fix, I hope it is something the city is at least thinking about if it is serious about Vision Zero AND the 20-minute city concept.

96. I support the recommendation to lower speed limits in Tempe. It is a reasonable measure to increase safety. Even more importantly, I would also like to see red light cameras reinstated.
97. I have been a Tempe resident for the past 20 years, I have been an Arizona resident my whole life. You cannot legislate people into anything they have to want it. I see 63 response on here and none of them correspond to what I want. I have watched the city council and mayor make moves that appease the

smallest minority. The bike lanes the metro wasting millions for few to use. No one knows the speed of Tempe streets because the college kids are in their phone and the working ones are trying to get to work or home from work with a phone head killing them. You want to stop accidents 100% enforce the cell phone law. Make it a felony to jay walk, that way when an idiot gets hit he has no precedents to sue the driver. Last make walkway and bike paths separate from the roadways. Fences and curbs do a pretty good job. If your people are right and there is global warming were supposed to all be dead or underground in 12 years anyways. Stop installing concrete and asphalt which adds to the global warming. The only thing you're going to accomplish by changing the density and height requirements of Tempe is more congestion and crime. The governing body is serious about making Tempe into Compton, instead of Bel-Air. We are a land locked city and this is why I bought here. I planned on my house rising in price before I retire. So my advice or request would be; that when the Tempe government want to make a change it should be placed before the people. I find that this group of governing body are not good Stewards of the tax payer money. After the fiasco with repaving McClintock my trust is nil in this group. What did that repaving cost us 8? 9? Million after it was done then redone. You all know I coach little league in the juniors division. You had parks a recreation make us a baseball field to major league dimensions for the kids to use. It was half heartily thrown together and used for spring and fall ball. Neighboring community's teams came to Papago Park to play and could not get over the terrible ghetto conditions we were playing in. 15, 20 bums sleeping in the park. Drug paraphernalia in the bushes. Every time there was rain, or irrigation the field was flooded. No tools were supplied to clean it up field for games. The home plate and batters boxes did not line up with the pitcher's mound and second base. This is how Tempe operates if it does not have backers paying for it then it not taken care of, and not done to the best of the communities' assets and ability. Serious let the voters make the decisions you guys are not able too. You're getting paid at both ends.

98. No to the arbitrary speed limit blanket! The problem is that you sell Tempe as bike friendly when it really isn't. There are so many spots that need improved bike maneuvering, including most intersections (very important!) and sidewalks that have a very small ramp where it is sloped at intersections. Not good for walkers, handicapped, groups, etc. I know a lot of these were recently installed!

Why aren't they wider? You should team up with our favorite neighbors, ASU, and see what they come up with to fix these issues. Some of the brightest young minds in the country are there, and they experience these problems daily. When you permitted all the high-rises and large businesses like State Farm to build, we were told they were all going to ride bikes, rideshare or walk to light rail?? That was an empty promise from the city. The single person cars pour out of there at 5:01pm M-F! I rarely see a bike or walker coming out of there. I predicted a traffic nightmare and you would have to have known that. Now we have to live with it (it's my hood, but I try to stay away). Let's build bridges & tunnels at very high pedestrian/bike crossing streets. Expensive? Yes. But aren't you trying to impress all our new high end residents? FYI: I have driven on the circle, the future DT trolley, and it was scary when the track caught my car tires more than once! It jolted my small car to the side. Please spend any speed limit sign money fixing the real issues! I also think making sure there are clearly marked arrows in bike lanes to help bikers who are going the wrong way in their lane and may end up causing an accident. It's sad that you spent so much money on McClintock bike lanes just to rip them out! They were pretty nice. Again, lowering ALL speeds on our streets is not the solution to this problem! If you lower speeds, you will be undoing those in the future, also (after a massive backlash)! Go back to the drawing board. This is not an easy fix, if there even is one for the gridlock we are quickly entering as we build out.

99. I agree speeding is a terrible problem in Tempe but I am not sure setting lower speed limits will have any effect as drivers routinely ignore the current speed limits. I think enforcement with attendant fines and other censures (eg loss of Drivers License for multiple offenses) would have a much greater effect than simply lowering already -ignored speed limits. Or, bring back the speed cameras!
100. I am not in favor of reduced speeds. I find City of Tempe's speeds are already lower than neighboring municipalities. I feel that the greatest safety benefit would come from an increased effort to enforce of the current speeds and traffic signals/stop signs.
101. I dislike the idea of changing speeds and also having school zones all the time speed limits.
102. I could see lowering the limit from 45 to 40 wherever it's currently set at 45. I'm thinking of Broadway between Dorsey and the 101, which I drive often. I would

also make speed limit changes only on one mile intervals, not at half mile intervals, as occurs in some places. I do feel pretty strongly that the blanket change to 35 in the vicinity of the downtown area and ASU campus, as shown in slide #16 of the Speed Limits Presentation (<https://www.tempe.gov/home/showdocument?id=78315>) is excessive. I could definitely see 35 as the max limit on the following streets and the other streets enclosed by the boundary they form: Rural, Mill, Broadway, and Rio Salado. I do think the city should replace speed limit signs in school zones. Instead of 35mph 24/7, install lights which flash during the 35mph enforcement periods and signage that says the 35mph limit applies when the lights are flashing on weekdays during school hours. This is also shown in slide #13 of the pdf linked above. With Tempe's landlocked growth, it seems like, intrinsic to increased population density in some parts of town - especially the area around ASU and the lake shore, traffic accidents will be ever-more-likely as a result and that the best we can accomplish with Vision Zero is to mitigate that. The other big variable is increased use of mass transit and bicycles. Those would both help improve traffic safety, as long as cyclists respect the rules of the road and motorists respect the cyclists' right to use them.

103. Hello and thank you for the forum on this very important topic for input on public safety. This is not an easy topic and Tempe has grown large enough so there is not one easy fix. What works in what part of town, may make no sense in another part of town and lower speed limits are an example of this. Both cars AND bicycles need to pay attention to existing laws and follow them. Although vehicles more commonly cause severe injury and death if they do not, there are many bicycle riders putting themselves at risk by not following traffic laws or not paying attention. Safety is a major concern of The League of American Bicyclists and they have some great guidelines on how to improve bicycle and pedestrian safety while maintaining traffic flow. Key to this is protected bicycle lanes, clearly marked intersections and implementing Vulnerable Road User (VRU) laws. Tempe has grown to the point where congestion is a way of life, there are just too many people that want to drive wherever they go, and most often with only one person in each vehicle. We have already reached the point where adding more lanes and taking away public spaces for vehicles will not fix the problem. Citizens should not blame the City of Tempe for congestion, it is the citizens lifestyle that is causing the

problems, the City is just trying to best deal with the problem. The uncongested roads of yesteryear are a thing of the past as the growth of Tempe and the surrounding area continues. Remember, you are not stuck in traffic - you ARE traffic. Here is a summary of key points in my experience:

Enforce the existing laws and speed limits and distracted driving laws!

Protected bicycle lanes and clearly marked intersections. Concentrate bicycle routes on residential streets, canals and multi-use paths. (Tempe already does a very good job of this - thank you and keep it up!) Focus on bicycle and pedestrian safety so that our beautiful community can be enjoyed safely. Do we want to be a destination city or a city that people speed through on their way to somewhere else? (Obvious answer to me.) Different rules of the road (for bicycles and cars) are required in different areas of Tempe. For example, existing bicycle lanes may be adequate where traffic is moving slowly such as downtown Tempe near campus but unprotected lanes are very dangerous where the flow of traffic is 50 mph or faster in South Tempe. Slower speeds in congested areas and dangerous intersections. Well defined traffic, bicycle and pedestrian laws. Educate the public. Bicycles, pedestrians and cars can co-exist but all must follow best practices. There are too many bicycles not even slowing down at Stop signs and not obeying basic traffic laws. Bicycle specific traffic laws in some conditions. For example, bicycles may not need to come to a complete Stop at Stop signs if there is no traffic, but they do need to slow to a walk to get a good look before proceeding. This is a common international traffic rule for bicycles as many riders are clipped in to their pedals. Implement the international Vulnerable Road User Law.

104. I don't agree with reducing current speed limits on major & feeder streets. But I DO think existing speed limits and traffic laws should be enforced more for both cars and bicyclists -- especially in areas where there are known and obvious issues with excessive speeds and lots of mixed traffic types. If people aren't obeying the existing speed limits, lowering them further won't change that behavior. But more rigorous enforcement might.
105. My concern here is that we seem to be "punishing" the drivers and leaving the pedestrians and bicycle riders with no responsibility in the matter. How many vehicle/pedestrian accidents are there in which the pedestrian never looked or took any notice of where they were and just walked out in traffic? Or cyclists, scooters, or skate boarders, who simply rode out in front of oncoming traffic

because they "know" the law is on their side and if they get hit it will not be their fault (not a totally true statement but I use it to get across a point)?

Granted drivers in Tempe do not adhere to the posted speed limits, so that is a problem that needs to be addressed. But, let's not forget the other users of the street system. They also need some sort of rule of law to govern how they enter into the flow of traffic (e.g. cross streets at corners not in the middle of a block). Texting and walking is as deadly as texting and driving. This is my point everybody needs to pay attention to their surroundings, respect the other person, and be defensive no matter what the mode of transportation.

106. A moderate decrease in speed limits is a reasonable strategy to reduce the number of fatal and serious crashes on Tempe streets. Infill and vertical development projects in the city have altered travel significantly in recent years. Both the number of access points to Tempe roadways and the number of pedestrian and bicycle users have increased. These changes, brought about by policy decisions, are compatible with lower travel speeds. For the revised limits to be effective in reducing fatal and serious crashes, voluntary compliance must be encouraged by active enforcement for all modes of travel. In a city where the workday population exceeds 250,000 people trade-offs are necessary. Well monitored reduced speeds are a reasonable response to policy decisions that have altered travel behavior in the city of Tempe.
107. I don't think slower speed limits should be enforced, the area around southern and McClintock has already been dropped from 45mph to 40mph. Slower speed limits do not equal safer roads, and it isn't the speed that's causing accidents. It's reckless drivers who will speed regardless and aren't aware as well as people under the influence. A study done by Florida Department of Transportation says "accidents that were caused by speeding is actually 2.2%" which is a wickedly low percentage compared to other driving offenses. If speed limits are actually raised the roads become safer and traffic starts to flow evenly, the main issue with traffic is people's difference in speeds. There are numerous studies and a plethora of information regarding this so before we jump the gun and do something that won't have any effect we should work together for a different, more efficient alternative.
108. Enforce the traffic laws already in place to make a real difference. Speed limit reductions would be ignored by the drivers who are most dangerous on the road.

109. No major objection to lowering the maximum speed limit from 45 to 40 MPH. In principal is sounds good. In reality, drivers will continue to go the speed they wish to go. The real problem is those drivers who choose to go 55-60 MPH on the major streets regardless of the speed limit. Unfortunately there are a large number of these drivers on the streets and the ability of our police to control this is very limited. It would require a significant increase in police staffing in order to make a dent in this problem. I don't think that the Vision Zero plan addresses this at all. Bottom Line, just leave the speed limits alone and hire additional resources to address the speeding above 45 MPH issue.
110. I want to see the data that lower speed limits (below the 35-45 mph we already have in place) results in fewer traffic injuries/fatalities. I don't think that data exists. Therefore, I seriously doubt lowering speed limits will result in less injuries/fatalities. I think if you study the data, you will see that most accidents do not occur due to the speed of the vehicle involved. It's usually due to following too closely or being distracted.
111. I do not agree with reducing speed limits throughout Tempe. I would suggest better enforcement of current limits. I have lived in south Tempe for 17 years. I rarely see police and never see traffic enforcement. I live near 2 high schools that have 24/7 30 mph. It's rarely followed. Actual enforcement of the current speed limits, along with enforcement of bike laws would be a more practical way to reach your goal of safer streets. Short of required drivers ed, there are also a lot of people on the roads that are basically bad drivers. Reducing speed limits won't change that.
112. As Chandler/Gilbert/South Auwatukee continue to build out, the streets of Tempe have become more congested in essence pseudo highways for commuting. Especially with the 101 under construction. Coupled with Tempe purportedly now being the most densely populated city in Arizona (that's the city chasing revenue sharing from the state). It's no surprise the main thoroughfares have become more than a challenge to residents no matter what your mode of transportation. Exacerbated by being bordered and bisected by major highways with drivers coming off the highways at 75 and those preparing to enter them doing 65+. Coupled with non-existent traffic enforcement, especially in the high school zones and around ASU, and it's no wonder there are traffic/bicycle/pedestrian challenges. I have lived in the McClintock /Guadalupe area since 1983 and recently retired from the city after 18+ years as a field

service technician. Primarily north of the 60. Averaging 75 miles on the northside roads per day. Commuting, mostly by bike to/from work, 0500 start time, and am well aware of the challenges faced by bicyclists and pedestrians. Distracted drivers and speed being the most pressing challenge to the riders and walkers. Sure you can narrow some of the major thoroughfares to make it safer for modes of transportation other than cars/trucks. Though that may make the roads, and some side streets, even more congested. You need to lower the speed limits on these major roads and have a modicum of speed enforcement to keep traffic in check.

113. Mustn be strong but there's a truth to neva having a commute as best more workers right here in town
114. Speed limits on streets south of US-60 should not be changed. A lot of traffic uses the East-West roads to get from Ahwatukee to Mesa and beyond. Any decrease in speed limits will add to the congestion as average speeds will now be lower. Also, the data cited for the speed reduction does not support the rationale. The pareto chart for accidents shows inattentive drivers at top result, followed by inappropriate speeds. Actual speeding is 2nd to last on the list. Inappropriate speeds \neq speeding. This is caused by bad following distance, weather, etc.
115. Speed limits would not be an issue if traffic lights were synchronized. Overdevelopment of the downtown area is creating congestion problems that speed limits won't solve.
116. According to ADOT, motor vehicle crashes resulted in \$19.3 billion in economic losses in 2018. An average of approximately 2.77 people were killed in accidents each day. A total of 1,010 people lost their lives. 53,376 people were injured. Sun Devil Stadium can fit up to 53,599 people, so imagine everyone on game day being injured. That is a lot of people in only one year. I was injured in a motor vehicle accident in 2016 and I still live with daily chronic pain to this day. My life was radically changed by a negligent driver and I am only one person. It is hard to wrap my mind around thousands of other people having a similar story each year. This is a real problem. Human lives are in the balance. It is simple logic that the faster a vehicle is going, the more likely it will cause damage or death to someone in the event of a crash. If we truly care about making our city a safer place to live and commute, lowering the speed limit is a no-brainer. We simply cannot continue the status quo.

117. I am mostly opposed to this measure. Despite wanting to encourage alternative modes of transport, such as bicycles, the reality is that we live in a suburban, vehicle oriented, society. Tempe has done an excellent job of creating dedicated bicycle lanes through lower speed areas. Tempe is already slow enough to move around at times as it is. Please keep the speed limits where they are at and increase officer based enforcement for speeding violations. I live near Hardy Rd between Southern Ave and the US60. The speed limit on this road is 30mph, there is a bicycle lane here, and when I travel at that speed on that road I typically end up being tail gated. I have rarely ever seen any police presence on this stretch of road as an example.
- The areas around the Arizona State University campus and Mill Avenue North of Apache I would have no issue lowering the speed limits in this area. Having casually spoken about this measure to friends and co-workers who live outside of Tempe, they all unanimously commented that a lower speed limit in Tempe would make them be less likely to want to travel to Tempe for anything so there could potentially be a draw back with regard to less outside money coming in over the long term.
118. A car will kill a person at any speed. The problem is distracted driving. Enforce the current laws, don't change speed limits. Driver paying attention is safe at 45 or at 25. The opposite is also true.
119. Not only does Tempe need to lower its speed limits, it needs to do so *much* more than is currently being discussed. At 45 mph, a pedestrian hit by a motorist has a >90% chance of dying; at 25 mph, a pedestrian hit by a motorist has a >90% chance of survival. Arizona has been consistently ranked among the deadliest states for pedestrians in the USA, and the design of our roads is the single biggest contributor to that. We need to not only lower the speed limits to 25 mph, but lower the design speed of roads to 25 mph through extensive road diets: narrowing lanes to 10' from the more ubiquitous 12'-14' status quo, remove car lanes, widen sidewalks, add fully-protected cycle tracks, install more and safer crosswalks mid-block, and add additional traffic-calming measures such as hard curbs and bulb-outs.
120. I personally feel the speed limit is fine the way it is, traffic is already bad enough so why make it worse
121. First, it isn't so much the absolute speed of travel that causes car accidents, but the speed differential between the fastest and slowest cars that causes people

to get into accidents as they misjudge how fast others are traveling. Moreover, I have noticed that many people speed because they want to make sure that they get through that next intersection before the light changes (because it is time- and gas-wasting to sit at a traffic light at every major intersection, which is what tends to happen in Tempe if you drive sanely and don't exceed the speed limit). Essentially, many people will drive whatever speed they need to so that they don't have to stop at all of the lights--regardless of what the speed limit is. Changing the speed limit will not change the speed at which people travel if the speed at which they have to travel to avoid sitting at traffic lights does not change. Far fewer people would be inclined to speed if you would hire some traffic engineers to figure out a way to time the traffic lights so that if people travel at the speed limit, they will catch most of the lights green (stopping only every five miles or so) but if they speed or if they go substantially below the speed limit, they will end up stopping more frequently. This would encourage people to travel at a uniform, safe speed and would substantially reduce accidents. In fact, I have noticed that almost no one speeds in downtown Phoenix where the lights are timed so that if you drive the speed limit, they are all green when you get there and you don't have to stop frequently. Also, having turn lanes for most intersections would help keep things moving safely (so that the people traveling straight ahead aren't surprised when the person in front of them suddenly slams on the brakes to turn right (or left)).

122. Unless there's enforcement, changing speed limits won't make any difference. (I drive 35 in the school zone on Southern east of Rural, & I'm nearly run over.) Lowering main street's (Southern, Broadway, University, Rural, McClintock) speed limits to 40 doesn't bother me. I'm fine with that - IF it's enforced. Otherwise, It doesn't make any difference to those who ignore present limits. -install more of the lighted signals which tell you how fast you're going
123. Yes, please lower the speed limit. 5 miles lower is better than nothing, but 10 miles lower would be best!
124. I am FOR this plan to lower speed limits. It will be a big step in moving towards Vision Zero. We also need to keep redesigning our streets so that they naturally aren't conducive to speeding. Safety for pedestrians and bicyclists NOW.
125. I do not think most speed limits should be so drastically changed throughout the city. I support the concept of Vision Zero, but find it's historical

implementation to be lacking. I highly disagree with converting major arterial roads to 35 mph. The reality is people will travel at speeds based on lane size and street width. You won't change behavior. There are better ways to spend money in a more targeted fashion to achieve these goals.

126. This is a worthy and important effort. People in this city drive too, and the speed limits encourage that behavior. A reduction in speed limits would be a good thing in general, and particularly in areas where there are bicycles, scooters and pedestrians. That means north of the 60 in particular. It would be acceptable if some roads were higher speed and there were easy, nearby alternatives for biking, etc. But as it stands, the major thoroughfares in Tempe are, almost across the board, treated like quasi-freeways, not like surface streets. So, yes, reduce speed limits-- and then enforce those limits. However, simply changing the speed limits is not going to solve the problems of traffic congestion and reckless driving that comes from the need to rush to make the light, etc. Stoplights should be synchronized to make traffic flow effectively along major arteries. And the city needs to take seriously the need to think through problems of traffic congestion for the growing number of commuters trying to make their way to ASU, downtown Tempe, etc, during rush hour. I live near ASU and the traffic has become terrible. And yet I do not feel I can safely allow my kids to bike to school or soccer practice. Not because they are incapable or distances are too far or anything like that. They could easily bike and it would be great for them. But they cannot bike because the roads are so unsafe for children-- no protected bike lanes (and often, simply, no bike lanes) and cars go wizzing by at high speeds. We have lived in other cities in which buses and cyclists (including my children) share much smaller streets perfectly safely. Safely because traffic moves more slowly, and there is a culture of sharing the road such that everyone is attentive and respectful. Tempe should take steps to engender that culture. Reducing (and enforcing) speed limits would be an important first step, but the city should think through and seek to implement the subsequent steps as well. This place may have been built around the automobile, and many people are reliant upon (and addicted to) their cars. But things have to change and are going to change, because the grown urban density here simply cannot accommodate all the cars. It can be an orderly change or a disorderly one. Best to plan for it and make it orderly, safe and

organized around a strategy to make Tempe living more pleasant and sustainable.

127. I do not support lowering the speed limits in the city of Tempe.
128. Tempe needs to consider lowering speed limits to save lives and simply change behavior and dangerous intersections. I see on a daily basis debauchery that if a pedestrian or biker was in the way there would definitely be fatalities.
129. Tempe needs to enact lower speed limits to save lives as well as change driving behavior to adapt to a changing city with more pedestrians and bikers/scooters/skateboards due to more dense population areas
130. When I clicked "survey" I thought there would be a survey rather than just a comment section. Without knowing exactly what you are proposing, it's hard to share my thoughts about specifics. I want to reduce car fatalities to zero, I think the average citizen has that goal every time they get into their car. But I also want to get places in a timely manner, so there has to be a balance. You could have all the speed limits be 25 mph and that would probably eliminate nearly all fatalities, but that would increase driving time significantly. I live at McClintock in the 60, and it's unusual for me to see someone who is excessively speeding on the streets of Tempe. In fact, there are several areas that I think the speed limit should be increased from 35 mph to 40, and other areas that are 40 could be 45 mph safely. Again I'd be curious what you were proposing, to me it would make more sense to target the areas where fatalities more commonly occur and address signage, street light timing, and potentially photo radar in those areas. I do not propose decreasing the speed limit all around the city where it's not needed. I spend a lot of my driving in Tempe and heading north on McClintock (in general) the light timing is such that you can hit a red light at every intersection unless a person speeds. So perhaps addressing the light timing could help. Thanks for caring about our opinion. I hope you'll send out a survey with specifics about what you're proposing.
131. Not sure the speeds are the problem. The red light runners are the big problem. I see them all the time here in Tempe. I believe the speed limits we have now are just fine.
132. Speed kills.....so crack down on drug pushers and get users help. I'm not kidding! 16 months ago we were rear ended on Southern & Country Club Way while stopped at a red light. The driver that caused the accident stated to the police "Why are cars stopped on the freeway". Yes he was extreme DUI! NO

amount of laws are going to stop people that ignore laws, regardless of their state of mind....DUI or sober. This was the guys 5th accident while DUI, yet he still walks free. And I'm sure he's still driving. So work on the cause of the problem, don't put a band-aid on it and pat yourself on the back. Bring back red light cameras - they are PROVEN to reduce accidents. Speed cameras also work! Just because a few politicians and power brokers were caught, most have gone away. Next - Put the 35 MPH lettering in the traffic lanes near schools. And put up flashing yellow to remind drivers to slow to 35 MPH in these school areas. Cannot count the times I've missed the 35 MPH signs near schools. When you are paying attention to the other drivers / pedestrians / bicycles around you, it is very easy to miss a sign posted 2-3 lanes away. Especially when the "school" is not a traditional campus that is easy to identify as a school. Other cities have implemented this, time for Tempe to do so.

Lastly, Do lagging left turn arrows really lower accidents? I do know that they encourage drivers to run red lights! Almost every time I'm at a light I see 1-4 drivers run the red left turn light. Why is this.....pretty simple the left turn drivers figure oncoming traffic are stopped so very little change of them being a hazard! So it trains drivers to ignore red lights.....how is that working out?

133. I feel that the root cause of accidents on the roads of Tempe is not due to posted speed limits being too high. Rather, it is due to distracted driving, drunk driving, or overly aggressive driving (road rage). Thus, reducing speeds will not solve the problem, it will just exacerbate traffic. Please seek a different solution, such as traffic barriers, landscaping protecting pedestrians/bikes from vehicular lanes, or speed bumps. Also, please note that the width of roads naturally induces drivers to drive at a certain speed. A 30-foot wide, six lane road, such as Elliot, encourages 45+mph driving. A two lane road with a landscape median and a bike lane, such as College Ave, encourages 30mph driving. Trying to impose 35mph on Elliot, for instance, is futile. Roads should be designed thoughtfully to encourage the desired speed.
134. I fully support the proposed speed limit reduction; safer roads and less pollution. Now if we could also address the red light runners..
135. I have not encountered any problems with present speed limits but I have encountered several incidents where drivers exceeding the limits have created dangerous conditions. I suggest stricter enforcement measures or ideas of the present limits. A far greater concern of mine is the constant red light violations.

These incidents occur at all most all red lights (especially during rush hour traffic) and present more opportunities for serious accidents and damage. I would also suggest that the narrowing of lanes on various streets (like between Apache and Broadway on McClintock) causes more traffic congestion and opportunities for accidents. Enforcement of present laws and road analysis/improvements in congested areas would be more beneficial to most community patrons.

136. Tempe govt has destroyed the character of this city by bowing down to ASU in everything they want. It is ASU students that have made the city create everything from bike lanes to traffic restrictions and now lowering speeds. The council is trying to make this into another Palo Alto, which it is not. ASU has become a sprawling creature which is dictating to the cities what it wants, and the cities are giving it to them. Its time to stop!
137. Rather than a general lowering of speed limits everywhere in town, target persistent problem areas. Also, traffic calming techniques should be used first. You've already missed the chance to install articulated facades on Scottsdale Road and Rio Salado but I notice that traffic is pretty slow through "old" Tempe where there is a sense of city. Trees especially in medians might help. Raised road beds work on Hardy and College. I suggest installing more of this type control rather than a general lowering of speed limits.
138. Speed limits seem to be just a suggestion to motorists these days, even off-duty law enforcement leaders. I think reducing the posted speed limits will help lower the speed where drivers exceed that posted speed. This should increase safety, especially as texting while driving and electric scooter enforcement increases and overall auto insurance prices continue to rise. I also HOPE that reduced speed limits get more people to drive around Tempe rather than through it during rush hours.
139. I support the citywide speed limit reduction effort
140. I don't support lowering the speed limits, but I do think more focus should be on distracted driving and enforcing the no texting while driving. The other thing that I think would help reduce accidents and red light running, is replacing all cross walk signals with the red light countdown version. I feel that gives drivers a better understanding of light timing and the ability to be more aware of red light changes.

141. I support reducing speed limits across the city. Especially in areas in or around Downtown or the Urban Core. One area in particular is Broadway Road, between Priest Drive and Mill Ave. This area was highlighted in the Vision Zero plan as being one of the most dangerous streets in Tempe for pedestrians or cyclists.
142. I am in favor not changing speed limits. I heard a council member say that a high percentage of accidents were caused by speeding. I assume that these speed collisions were extreme speed. I don't think that some driving 50 in a 45 zone is much more likely to crash compared to someone going 70 in that same 45 mph area. If speed is the cause, can you look at how much over the limit? If you lower the limit, we will still have criminals speeders.
143. Do not lower speed limits. Speed is not the cause of accidents or crashes.
144. Reducing peak speed should be your top priority if the goal is to reduce traffic collisions. Note that reducing peak speeds does NOT increase congestion -- congestion is a function of intersection capacity, not mid-block speeds. Please take the advice of your professional staff when they state:
There is often a misconception that lowering speed limits will result in increased congestion. This shouldn't be the case because congestion is mainly a function of delay, not speed. Traffic signal timing is based on a progression speed that is equal to or slightly less than the posted speed limit. As a result, it is common for drivers that speed between signals to consistently get stopped at each signalized intersection along a corridor. Most recurring delay (congestion) occurs at intersections and is a function of demand exceeding capacity and inconsistent signal spacing. Most non-recurring delay is a result of crashes, work zones and other "blockage." Lowering speeds should result in less crashes, which reduces congestion.
145. As a former commissioned police officer, I do not agree with lowering the speed limit throughout the city as the solution. Training and removing impaired drivers from behind the wheel, including cell phones or similar devices, improper drug and alcohol use and failure to remove these drivers from the road should be addressed first. Speed does not stop wrong way drivers from creating fatal accidents. Just because you lower the speed limit does not mean that people will obey them. Ultra slow drivers create hazards and need to be addressed. Please do not blame speed for everything. Did the WAYMO fatal

accident involve speed or inattention by the driver? Please do not leap till you look and create a bigger problem than you solve.

146. I support lowering the speed limits on all roads with high pedestrian/bike/scooter traffic, as outlined in Vision Zero plan. I commute every day to work at ASU so this is a constant issue for me. I would bike more for shopping and recreation in Tempe if the streets had more bike lanes and slower vehicle speeds.
147. Speed limits
148. The streets around ASU seem to be the most congested and dangerous. Therefore, adjust the speed limits in that area as you feel necessary, but leave the speed limits as they are now for those streets south of Broadway and east of Priest. Thank you.
149. Most of the speed limits in the older parts of town are "legacy" limits dating back to before there was so much traffic from the university and surrounding businesses. Even though it might slow down my daily commute a bit, I think safety concerns outweigh other factors. Adjusting to sensible speed limits based on current usage is a good idea.
150. I believe that anything you can do to slow traffic down is a good idea, Reducing speed limits is a good start.
151. I think the new proposed speed limits are a good idea, please implement them.
152. I do not support this plan at all. The streets are already slow and over-congested. This plan will make traffic worse, which will increase the number of accidents due to increasingly crowded roadways. Better stop light management would have a more meaningful effect on both traffic AND traffic safety. There's a great article on the topic of speed limits I'd encourage everyone to read: <https://priceconomics.com/is-every-speed-limit-too-low/>
153. I think the speeds are fine and don't need to be lowered. With all the traffic and construction we go slow enough. More accidents are from distracted driving and people not paying attention.
154. Given the statistics on accidents and how deadly they are on our major streets especially, I believe it is critical to lower speed limits in Tempe. There are many more issues that need to be addressed including stricter rules on distracted driving, independent, not developer purchased, City-required traffic studies for large projects, determination of limits on development, with its increased traffic concomitant, that are viable in the various character areas of the city, increased

study of traffic reduction, alternative transportation improvements and perhaps a citizen advisory board dedicated to these issues specifically in addition to the Transportation Commission. There are many steps in this direction that you as Councilmembers have already committed to. As a city we have been on the forefront for decades as supporters of multi-modal transportation. As Councilmembers you have undertaken Tempe Vision Zero, decreased parking availability based on data, tightening rules on motorized bikes, skateboards and scooters, incentivizing leaving the car at home, and creating committees to oversee traffic and parking in the Downtown. This topic absolutely needs to be a part of the Urban Core Masterplan if that document is to be taken seriously. I realize based on McClintock bicycle lane discussions in the past that speed limit reduction may not be a popular position for councilmembers to hold. However, this needs to be a vote of mindfulness and sensibility. It is unconscionable not to take the hard steps required to reduce traffic deaths and serious injury accidents. Since our Council states that safety is an utmost priority in this city I hold the mayor and every councilmember responsible for voting to make our city streets safer.

155. I fully support efforts to increase safety on the streets. I would think it's hard for anyone to argue lowering speed limits when you look at the data, especially when you consider how much of a factor distracted driving has become. I would support increased enforcement of hands-free laws as well.
156. I am against lowering the speed limits within city limits. Lowering the speed limit will only take away one tool that actually helps to lower accidents and poor driving. The current speed limit allows a safe flow of traffic.
157. Personally, I feel that enforcement of the current speed may be more helpful. For instance, the stretch of Kyrene between Southern and Baseline has a 40mph limit, but a typical speed is 50-55. For a number of years we had periodic patrols of that stretch, and this really cut down on the problem - but I haven't seen an officer there in several years, and you can tell. If we lower the speed limits and have no more enforcement than is currently being done, I feel we're likely to have the same problem, since drivers are already used to going the higher speed, and the road isn't being patrolled anyway!
158. I am a bike rider. I also am in favor of public safety. But I have to say that I continuously see people riding bikes without lights (at night), not using crosswalks (pedestrians and bikers) (especially at night), not staying in the bike

lanes, not watching when crossing streets, etc. I am extremely cautious when I ride my bike-and while I recognize lower speed limits might help to some extent, we need to do a better job on having pedestrians and bikers follow the rules. Just last week I watched a man and two small children cross Rural Road in an area with no lights and no crosswalk (at 7:30pm). I was riding my bike along Rural at the time. I would suggest a pilot project. Identify the areas with the highest number of accidents and implement a lower speed limit in those areas. Monitor what happens and see if accidents are reduced. I am NOT in favor of a blanket change at this time-I would like to see the data of it being implemented on a small scale and see how it works.

159. Why spend money on speed signs when the traffic is already super slow due to a number of factors; 35mph speed already in effect throughout the city, too many vehicles traveling through Tempe (excessive due to lanes decreasing each way and constant construction), driver's looking at their phones while driving (please don't make things better for them to use their phones while driving), driver's who obviously don't know how to drive nor are respectful to every one else using the road, not to mention all the driver's under the influence of some kind and the scared driver's. Why not focus more on enforcement since that's where a lot of money is spent already, start holding driver's accountable for their actions on and off the rode. I see so many cars driving in the bike lane and I know it's against the law because a Tempe officer left my daughter and granddaughter in the side of the road after towing her car for riding in a bike lane. Anyways, there are better things to allocate the funds for instead of reducing speed in Tempe (period).
160. You are solving the wrong problem. How much will this cost? Speeding is not the biggest problem!!! 1. Distracted drivers are the biggest problem! Ticket them and gain revenue for the city. Texting and talking on phones. Pollution of our air??? 2. Tempe says they want to be sustainable. We are a "pass through" city where people drive through to get somewhere else. Lowering speed limits increases the pollution as cars spend more time in our city. 3. DUI - Impaired drivers are the problem!! Ticket them and make \$\$ for the city. 4. Jay walkers are the problem!! How many of your statistics are confirmed by people speeding while impaired or distracted!! You can make statistics say anything. Why are you wasting taxpayer money by changing the signs for traffic. I vote. My friends vote. They do not pay attention so they listen to my advice

about who to vote for. The REAL problem is distracted drivers. Impaired drivers, jaywalkers. How many accidents were caused by this? You are inconveniencing millions of drivers a year for 18 crashes?

161. I am opposed to this proposal. Currently Tempe is one of the only cities in the valley to have a permanent 35 mph speed limit in school zones (which I disagree with). This limit is routinely ignored with no slowing of traffic in these areas and enforcement is lacking. Lowering the speed limit in other areas would also be ignored and would not result in safer streets. Enforcing the existing speed limits and catching red light runners would result in greater safety.
162. Instead of reducing the speed limits on all the streets, why not pick the most dangerous intersections and reduce the speed limit just prior to the intersection. This would be like approaching school zones where a warning sign alerts the driver to a reduction in speed, followed by the new speed limit sign.
163. I am a Tempe resident and voter for a little over 20 years. I DO NOT support the lowering of speed limits. I do not feel that this will reduce accidents. I feel that it will only further the traffic congestion that this city faces.
164. I believe slower speeds save lives, but I also believe that police enforcement largely fails to limit driver speeds to less than the posted limit. If we wish to feasibly slow car drivers down below the posted speed limits on a reliable manner, we should instead prioritize repainting/redesigning the streets to psychologically induce slower driving.
165. I am not in support of lowering speed limits within the City of Tempe. Tempe already has lower speed limits than neighboring cities. Also, a majority of the crashes take place during rush hour when the speed limits are irrelevant because speeds are already reduced due to traffic volumes. This change would making driving during off peak hours cumbersome for Tempe residents.
166. Decreasing the speed limits is simply NOT the solution to reducing accidents and collisions, which can occur between two or more vehicles traveling at any rate of speed. If bringing the speed down from 45 mph to 40 mph reduces accidents (and fatalities) by 15%, then what speed should drivers drive at to bring the collision rate down to zero? 0 mph, of course!!! But, that's obviously not possible. What is needed are improved driver education, enforcement, better traffic light synchronization (so people driving at the posted speed limit don't have to keep hitting their breaks at traffic lights) and better (frequent and

extended) public transportation options. And, of course, a lot of common sense from drivers to implement good practices like not driving distracted, not driving too slow/fast.

167. Slide 3. The goal as stated is unachievable unless you reduce to zero. Put something reasonable like reduce the number of fatal injury crashes. Slide 5. Seems to present data that introduces the types of crashes and ages. The data has no statistic for impairment. How many of the 636 crashes were due to impaired driving. That is a different problem to solve. As for rear end collisions of which constitute a majority number, reducing speed will not help. Slower speeds may contribute to more distracted driving. Slower speeds, as far as rear end collisions are concerned do not provide for more stopping distance as presented on slide 6. Assume you have 120ft stopping distance at 40 mph. Now at 30 mph you assume you have more stopping time as the distance remains the same. I state that at slower speeds cars just tail gate closer so the distance does not remain the same. Also breaking down by age groups seems to indicate we have a youth problem, how about raising the driving age to 21 as for drinking. As for collisions at intersections, any thought to intelligent lights. How about a delay so the lights are red in all directions for a couple seconds before going green in one direction. Slide 8. Its cute but not relevant to anything. Slide 9. Mentions increased revenue as a possible motive, this would only apply if increased enforcement also followed. But if revenue is not a factor how about donating all revenue to charity. Slide 13. Improve compliance by a school zone change. I have lived over 30 yrs in Tempe, some years ago the school signs limited slower speeds to during school hours and although compliance was not 100% it was better than it is now. Then suddenly they were changed to "all the time", compliance is terrible but that could be due to the situation. For instance I rarely see speed violations around middle schools or lower but for high schools it is more frequent. This could be due to the fact that high school students themselves drive and should be responsible by that age. Slide 21. States that many drivers would comply with the new limits. Why the word "many", you have the data, put the numbers in for the speeds that the vehicles actually do and the percentages. My observation is that most violate the speed limit, but of course I do not have the data to support that. Bottom line: I am opposed to raising the limit because I am of the opinion it will not do

any good for a large capital expenditure. People drive the speed at which they believe is safe, not what they are told is safe and the safe speed is an opinion.

168. I don't know if this will be effective. Based on my admittedly anecdotal experience, the greatest danger to safety doesn't appear to be the average person who may be speeding 5-10 mph over the limit, but the small number of people who use Tempe's roads like a racetrack and don't respect the speed limit whatsoever (they usually have a performance vehicle with an aftermarket exhaust and such). I am an ASU student, and I walk and drive in Tempe quite a bit. I would be disappointed if my mobility with a car had to be sacrificed for the few people who won't care about your speed limits anyways. And, full disclosure, I have never been cited for speeding myself.
169. I attended the fourth meeting on Dec. 14: 9:30-11:30 a.m. at the library. Feed back in mostly the order I wrote it down for myself during the presentation. When presenting to the general public explain acronyms or shortened job title descriptors. PIO I think is a Public information Officer? Too much heath string pulling was attempted to sway people. There was mention of 37 strategies for Vision Zero or at least I think that was the number I heard. #1 problem is the condition of the streets. (Potholes, sink holes, divots , asphalt shove, sidewalk cracks and other holes or voids in the asphalt and concrete) Another huge problem is the decision to open lanes of traffic back up in lieu of safety. If there are several metal plates covering voids it is unsafe for the most vulnerable users of the street motorcycle and bicycle riders. The bicycles are faced with issues of their wheel being swallowed up by the cracks between plates and both users face the risk of stopping safety on the VERY SLICK steel plates. Distracted driving law is ludicrous ok to use your phone at a light. Enforcement is NOT high enough. What is the current lane minimum/maximum width for city streets with more than two or more lanes in a single direction. Please tell me there is a standard or minimum/maximum. What else is being done to make the streets safer? If Safety is really the concern is 35mph with or with out a flashing light LOW enough in high school zones? No is the answer. What data is used determined to determine low or high bike pedestrian counts? Progression speed was not really explained. If I start from zero at a red light and in a reasonable amount of time get up to the posted speed limit or just below will I conceivably make the next light?
- The 16th slide showing existing and purposed speed limits looks like the city is

afraid to upset the Southern (highest Voting portion) Tempe residents. My guess is it lawsuits are dictating a change to minimize the risk Tempe has with the lowest risk of upsetting the delicate Southern residents and incumbents chances of being re-elected. I love the fact that the General Election is March 10 2020 and the report back to Council will be 9 days later. Safety is not really that important I guess. The slide show references 11 officers with 6000+ pace accidents this year. Which to me looks like each officer is responding to 545 plus accidents per year. How do they have time for enforcement of distracted driver laws? I believe the tipping point for vision zero was when Xiaoying Wen was killed. I did not feel like the city really cared before then. When or if the changes happen will they be communicated in a water bill mailer? Street stripping is not sufficient during rain. The stripes are practically invisible when it rains. FIX the stripping. When or if the changes happen and the speed limit will be lower then the neighboring city you are driving from I recommend signs posted to let drivers now slower speed ahead. and maybe a small blinking orange light above/below the sign.

170. I believe this has been a thoughtful well researched approach to making our streets safer.
171. I have only lived in Tempe for a couple of months so far, but I have noticed a lack of speed limit enforcement. I moved from Peoria, AZ where there is a heavier enforcement presence. I believe that hitting drivers in their wallet curbs behavior more than changing speed limits. It's a behavior problem, lowering the speed limits will only create a larger speed gap between those who obey and those who excessively speed. Those who seed will continue to do so no matter what the sign says. As I write this I hear cars accelerating and revving their engines.
172. City of Tempe can make our pedestrians and drivers safer by implementing reduced speeds in high accident and traffic zones. I would like to have a better understanding of where speeds would be reduced. As a driver in Tempe, I already am faced with reduced speeds due to the continued construction happening on most of our main arteries- Southern, Mill, Rural and McClintock south of Guadalupe. Question: is there a need to enforce speed limits within school zones? I frequently drive east on Southern from Rural to McClintock, and rarely do I note drivers obeying the speed limit. I would like to see school zone

speed limits enforced. If these are not enforced, how will reducing speed limits in other areas be enforced?

173. There appear to be several holes in the City of Tempe's "data driven plan". The Vision Zero plan has the stated objective of reducing traffic fatalities, yet the city is not targeting the primary cause (by their own analysis) which is "failing to yield the right of way". Instead, the City is highlighting the second leading cause: "speed too fast for conditions" as the basis for their action. However, the city does not clarify what "speed too fast for conditions" means. In most assessments, "speed too fast for conditions" means exceeding the speed limits under normal conditions or going the speed limit during inclement weather. Given that inclement weather is a rarity in the Phoenix Metro Area, it is probably safe to assume that the majority of these "speed too fast for conditions" accidents actually involve drivers exceeding the current posted speed limits. If this is the case, then lowering the speed limits will not improve the fatality outcome, as the drivers in questions are already not following the existing law. A more effective plan of action would be to address the cause of speeding; people running late due to congestion, which is not addressed anywhere in the plan. Looking at the high severity heat map provided by the city of Tempe's vision zero presentation an obvious trend becomes apparent. The vast majority of the high severity accidents and fatalities occur in areas with the worst congestion and traffic. I personally avoid driving in most of the high severity areas because the traffic there is so bad. The City of Tempe has repeatedly implemented changes that have increased congestion in multiple locations. These bad policy practices have led to the increase in fatalities recorded since 2013 and reported in the vision zero plan. Taking away vehicle lanes to add bike lanes (that are underutilized), taking away vehicle lanes to allow space for light rail and streetcar tracks, and adding bus stops without lane pullouts all increase congestion. With the Phoenix metro area's increasing population the # of people on the road will continue to increase and the City of Tempe needs to look for mechanisms to increase the vehicular capacity of its streets if it wants to reduce serious accidents and fatalities. Reducing congestion will also address the claimed cause of fatalities "speed too fast for conditions". Most people who are speeding are doing so because they are late and they are late because the traffic was worse than anticipated. By reducing traffic and congestion, the City of Tempe will reduce the incentive for people to

speed and accidents and fatalities (due to this cause) will be reduced. There are also some inaccuracies and important points in the “Dispelling common misconceptions” section of the presentation. The section points out that lower speeds only effect commute times to the tune of 48 seconds for a 5 mile trip. However, they (cleverly) note that their calculation does not include any stops or delays. In the entire 8 years I have lived in Tempe, I have never managed to travel 5 miles without a stop or delay of some kind and I expect that most Tempe residents have similar experiences. The reality is; with stoplights, the time needed to accelerate/decelerate to the speed limit, and traffic, most trip times will be significantly increased by a reduction in speed limits. This section seems to be a deliberate understatement of the negative impacts of the proposed speed limit reduction and attempt to get people to approve of bad policy. As pointed out in this section, most reoccurring delays are the result of demand exceeding capacity or non-ideal signal spacing. Yet the City of Tempe has made no proposals to address these issues and is planning to make the situation worse by further reducing capacity without addressing existing capacity issues. If the City of Tempe goes forward with the proposed plan to reduce speed limits, I anticipate the following effects: Increased congestion in all areas with already congested areas having the most pronounced increases, Increased # of accidents, again concentrated around high congestion areas, Increased incidents of “speed too fast for conditions” as more people will be running late and speeding where they can to try to make up the time. All of this will eventually reduce the attractiveness of the City of Tempe as a place to live.

174. I support the overall approach. But the biggest problems are: *distracted driving, especially drivers using cell phones and texting; I see this every day!
* electric scooters not using bike lanes and / or driving against the traffic direction and / or driving on the wrong side of the road* aggressive drivers not allowing for bikes or scooters. All of these need stronger enforcement and higher penalties for non-compliance.
175. I attended part off the public meeting held at the library on Saturday, 12/14. My primary area of concern and recommendation appears to have been summarized in suggestion #2, “Improve driver compliance by converting ‘24 hour’ 35 mph high school zones to time of day with flashing warning signs.” I have seen similar flashing signs in school zones in Mesa on major thoroughfares and, if I’m not mistaken, this included not just high schools but middle schools

as well and perhaps even grade schools. I'm not sure if there are any Tempe middle schools or elementary schools on major thoroughfares; however, if there are, I believe the same suggestion and signage should apply there also and not just be limited to just high schools. If there are charter or private schools on major thoroughfares, the proposed change should apply there also. For a long time, it has seemed ridiculous to me that the city currently has 35 mph speed limit signs posted that state "At All Times" when the schools are not in session at all times. For example, in general, schools are only open approximately 12 hours per day, say from 7 am - 7pm, with some exceptions. They are also not open on weekends--that 52 weekends x 2 days = 104 days of no school. Add in roughly 60 days for summer break and 2 weeks for fall/winter break and another week for spring break and you are looking at roughly 180 days of no school, and school occupancy only 12 hours per day on the other 180 days. Yet, you expect all drivers to reduce their speed "At All Times," i.e., 24 hours per day, 365 days per year. That is ludicrous and totally unnecessary. Therefore, I support your idea of "time of day with flashing warning signs" as a reasonable solution that should be implemented. My other area of concern is enforcement. Will there be better enforcement of the proposed change when lights are flashing than there is under the "At All Times" current signage? As it is currently, next to no one pays any attention to the posted speed limit; rather, they travel at or above the posted speed limit with little likelihood of being pulled over for speeding. I don't recall in all my many years living in Tempe that I have seen one person pulled over and issued a citation along Southern Ave in the school zone by Grace Community Church or along Guadalupe Rd. near Marcos de Niza HS or along McClintock Rd. by McClintock HS. Without proper enforcement, the lack of compliance with whatever speed limit is posted is likely to continue. I trust you have a suggestion for that as well. All in all, I appreciate your recommendation and believe it deserves implementation, since I have been going to write you on this matter for a long time.

176. In general the proposed speed limits sound fine. It would be great to replace the 24-hour school zones with speed limit zones that have flashing lights when applicable.
177. Lowering the speed limits on major arteries is a terrible idea. 1. The cause of most accidents is inattention, especially inattention due to texting. Enforce the texting rules. 2. Lowering the speed limits will cause frustration, and more

accidents. Drivers will use interior streets to avoid the main arteries. 3. I haven't seen any causation between speeding and accidents. 4. Speeding and accidents may be a problem in North Tempe but it's not in South Tempe where I live and travel. Because of ASU North Tempe has a lot of young and relatively inexperienced drivers. 5. You want to apply policies that may be appropriate for North Tempe, but are not appropriate for South Tempe. One size does not fit all. Stop burdening South Tempe with solutions to North Tempe problems. 6. Your data is out of date.

178. I've commented before about the many, many accidents on the Ash\Rio Salado curve under the light rail bridge. Rio Salado is a race track for the Challengers, Corvettes, Mustangs, etc. They go as fast as they can down Ash, and slide around the curve, and go as fast as they can, westbound on Rio Salado, past Hardy. Same thing going eastbound. I live in the area, and it happens all day and night. Violations of speeding, exhibition of speed, excessive noise, etc. I have lots of pictures of accidents in this area. There is very rarely any law enforcement in this area. We need police, and speed tables in this area on Rio Salado, before these many crashes turn into a fatalities!
179. There are several basic flaws in the arguments to lower the speed limits as outlined in this proposal. While I understand the concern about saving lives, there is no data provided to compare us to other similar size cities - It is not possible to determine based on this report of data how we compare to the other cities outlined. It would seem that the presentation assumes this is better without benchmarking and testing the theories laid out here. It smacks of a similar process that was used to reduce traffic lanes on McClintock for the limited number of bicycle trips while increasing congestion and also impacting health by adding more particulate matter from idling cars - we spent thousands of dollars as taxpayers for this change only to reverse and return to the previously configured streets. Let's not make that same mistake here; if the city believes this is approach is better, then do a pilot test where it will have the most impact in North Tempe near campus. Why not test it there first? That area has the highest incidence of pedestrian traffic; while testing the theory we should also look at the impact on the environment by requiring a test of particulate matter to see what the impacts truly are; an Environmental Impact study should be done since our air quality is already bad and I fear more idling cars will make it worse, but without the impact study we won't know. we are

not like many of the cities mentioned in the Vision Zero map - many of those cities are much larger and none have extreme high temperatures as we do here in the Valley. This is designed where there is more walking year round which is just not the case here in AZ from around June until late September as folks go from A/C in their car to their A/C in their home. Given that it is not a valid comparison to other large cities mentioned and also if we as one city do this with Tempe as a crossroad for many cars traveling between cities and out limits are different than other cities I would suggest that without enforcement we will surely confuse the public. This is a more appropriate discussion for MAG to have to look at it from that point of view as opposed to one city, I suspect there is no interest in moving it forward as the premises laid out here are not really comparable for our environment. One last point regarding school zones at 35 at all times. I was a part of a group that lobbied council for that change and it was due to the death of some students at Marcos de Niza and the rationale for at all times was because at high schools across the valley there are activities after hours and usually involving student drivers without as much experience and it is not solely an issue just during school hours - hence the at all times approach. We should not change that policy if this is truly about saving lives as these folks do not have near as much experience at driving. This is not the way to move this forward in Tempe alone; our traffic flows through many Valley cities and I fear we may be adopting something that was designed for our other environments not ours with the extreme heat and limited pedestrian traffic. We should focus on an acceptable engineering approach that encompasses all of the MAG government entities, not just one city as it will not have the correct impact without setting standards for all that drivers would then have some consistency across the Valley. Lastly; while I understand the goal is zero lose of life, without rational benchmarks to compare and stated goals for the program it will be difficult if not impossible to measure results. This would be a waste of taxpayer dollars with little change in results; test the hypothesis first and provide valid stated goals for similar size cities to see where we truly stand today before embarking on this process.

180. I do not support the many proposed speed limit reduction through Tempe. Reducing the maximum speed from 45 to 40 is completely unacceptable. I do support other options to reducing auto accidents such as no texting and time specific speed reduction in school zones. The best option to keep pedestrians,

bikers and scooter riders safe is to provide sidewalks and allow them to ride on it instead of a bike lane in the street.

181. I found the data part of the presentation to be flawed and I am hoping the City Council does not fall for what has been said by the Tempe traffic engineering department. We had several eloquent and knowledgeable people present differing views than the presenter at the meeting I attended. My first thoughts as I heard the presenter speak was that he gave no acknowledgement to the “Me First” attitude of the society that we live in. The thought of lowering the speed limit to make the roads safer is laughable since as I drive about the city at the posted speed limit, I feel like I am sitting still with cars continually passing me. Lowering the speed limit will not cause people to reduce their speed. The presenter made the comment that a properly set speed limit provides a safe consistent reasonable speed to protect people. If the speed limit is lowered traffic will be backed up more than it is now, and as it is now, many times you cannot make it through the green light within 1 to 2 cycles. People want to get to their destinations not sit in traffic (which will cause additional pollution) so will speed to make it through lights and other transportation problems. Tempe has blocked traffic from moving through the town with it’s constant digging up the streets for light rail, buses, construction, to put in trees, and plantings which are not properly trimmed so you can see the opposing traffic. Yet somehow, the City can’t put in the bus pull-outs throughout the town which would help keep traffic moving. For years Tempe has been the bottle neck on US 60 and at times still is. If you are driving downtown, you are impeded by students who have their eyes on their phones and do not look up to see what is going on around them. There is no respect for anyone else and nothing matters to them except themselves. The streets have been narrowed in an effort to stifle traffic movement. The value of expectation should be that drivers should be looking at speed limit signs not ignoring them. New cars even have the posted speed limit shown on the vehicle’s GPS. There is more to Tempe than downtown and the university. As someone who has attended a church in the downtown area for more than 30 years and has a hard time even getting into its parking lot, I am appalled at what the city has been doing. The City Council has approved the building of too many high rises in order to obtain more income, which has contributed to the awful traffic. Certainly if the City Council approves lowering the speed limits throughout town, the income from speeding fines will increase.

182. When I attended the presentation by the Tempe traffic engineering department concerning proposals for lowering speed limits throughout Tempe, it struck me that it was based on a number of false assumptions. One such assumption, I believe is that all drivers are concerned about safety for everyone on the road. There are many drivers weaving in and out of traffic lanes far above the speed limit who show regard for themselves only as though nobody else counts. Lowering the speed limits will not stop the speeding and dangerous drivers. Certainly, there is a problem with distracted drivers, as well as very deliberate fast drivers who feel that the road belongs to them. Lower speed limits will likely do nothing to address this problem. The presenter at the meeting said that the traffic light along major arteries like Rural Road are set based on the posted speed limit, so that, if a driver is going the speed limit, he should be able to make most of the light. From my experience of driving frequently on Rural Road both northbound and southbound, this is patently not true. In my experience, the stop lights might be timed for about five miles per hour over the speed limit or more, but definitely not for the posted speed limit. In the most congested parts of town, by which I mean near ASU, the decisions by the Tempe City Council to “slow” traffic by reducing the number of traffic lanes and adding medians with trees in places has caused longer drive times and added to driver frustrations. This seems like a poor choice if we want fewer mistakes made by drivers. Also, in these congested areas, even though there are bike lanes, they are so narrow and the car lanes so narrow that it is impossible for cars to obey the “three feet rule” when passing a bicyclist. The driver of a car would have to cross lane lines to the left to allow the desired three feet from a bicycle. This is not likely to change by having a lower speed limit.
183. Spend the money on fixing the streets not making new speed limit signs. And make the speed limit signs near schools like Mesa and Chandler. flashing lights when school is in session. And do something about the terrible traffic conditions on our streets. 5 miles an hour less is not going to stop rear end collisions.
184. I lost two friends (one was a pedestrian, one was in a wheelchair) due to speed rated crashes. Please walk the talk of Vision Zero and show leadership. Vote Yes.
185. Tempe has given residents this forum to voice our concerns regarding “Vision Zero” a fabricated appeal to safety intended to justify switching the method used by the City to set speed limits. It suggests a poorly defined interpretation

of “Safe Systems” to unilaterally reduce speeds instead of remaining consistent with the national standard Engineering method. The City has promised for decades to embrace the Expert System approach, which this poor plan further abandons. There is almost a consensus of objection to this proposal in the responses. Will the City Council treat this process as a formality and proceed regardless of public concerns? The City Powerpoint is presented through severely bias blinders. Correlation does not imply causation, yet the powerpoint relies on poor correlation alone. Your powerpoint defines the “Safe Systems” approach as relying on crash data as causation to reduce speed limits. It then emotionally exceeds this methodology by proposing Citywide changes including all areas where no crash history supports changes. Reality: Red light stops and passive slower speed limits demand less driver focal attention while increasing stress and frustration, granting drivers instinctual justification to entertain distractions such as eating, smoking, car-mounted electronics or handheld devices. They INCREASE distracted driving. Many Tempe publications discuss the use of physical design for active traffic calming such as traffic diverters, chicane curves and Pedestrian crossing curb extensions to reduce speed while maintaining driver attention. Tempe already proved them to work. A passive sign alone does not accomplish this, nor does a traffic stop to enforce the sign. Why are active physical traffic calming methods being superseded? When you look at the crash history accident map with familiarity, you see that all the focal points are at intersections where traffic clusters get stopped by red lights in all directions. These intersections are deliberately not synchronized with the lights encountered by traffic clusters approaching them, causing stop and go traffic that results in accidents. This is the accident causation-not speed. Instead of claiming to be “anticipating human error” why not change the conditions that cause human error? The answer to these accident hot spots is to synchronize traffic lights to enable traffic clusters to move from one end of the City through to the other at the present speed limit unimpeded by red lights which blatantly cause accidents. Failing to do this while using these accidents as correlation of unsafe speed limits is absurd. Your powerpoint mentions the expert systems approach to setting speed limits and outright ignores it in favor of a method fueled by emotion over technology. Why does the City Council refuse to follow through with their Traffic Signal Optimization Program (TSOP) and the Intelligent Transportation Systems (ITS) by investing in the technology

to properly control traffic? This technology has been promised in City plans to Tempe residents since the 1990s. Instead the Council burdens the City with “new, innovative” BAD decisions such as reducing numbers of lanes, reducing speed limits, dimming street lighting, increasing Policing and stigmatizing residents as erroneous bad drivers worthy of fining for not adapting to these ignorant decisions. Safety of bicyclists claims to be a focal point, citing “human injury tolerance.” If so, why has Tempe not legally required adult bicyclists to wear helmets? Would this safety law somehow violate freedom more than “safety” laws to reduce speeds to below what the nationally accepted Engineering method has already determined? Your powerpoint cites “Physics” claiming that traveling at slower speeds will decrease mechanical braking distance, as if this is an influencing factor causing crashes. It is not. At slower speeds, trailing distance between cars decreases and tailgating increases. This greatly reduces both attention and reaction time, making mechanical braking distance irrelevant to the accident. Does severity of injury change if a car traveling at 45 begins braking and hits a pedestrian or bicycle at 30mph, compared to a car traveling at 30 mph who never brakes? Should this hypothetical really be the method used to set speed limits? Your powerpoint included “Dispelling misconceptions- increased revenue.” If increased police interaction (and resulting revenue) is not anticipated, why is hiring additional Officers part of this proposal? Hiring additional Police Officers seems like a bad idea while the City Council and Mayor consistently refuse to address Police excessive (and lethal) use of force, racial disparity in enforcement methods and several other ongoing complaints regarding Tempe Police Department. Perhaps addressing those very real public safety issues should take priority over adding manpower to fuel those problems in this fabricated appeal to safety.

186. Try it! 35 mph city wide for 6 months see what happens. If people go 10 miles over speed limit then they'll be going 10 mph slower. We don't know until we try. I think for all the money put into it - 10 mph slower would be better than 5. Also more crosswalks and signs need to be put up between stop lights esp at Kyrene & Baseline to Kiwanis Park and at McClintock & Hayden Ln before university. Around the ASU University we/all the thousands of students bikes & pedestrians the speed should be 25! Bike lanes need to be wider & more prevalent & rules for bikers need to be made available. And PLEASE make a Pluto Orbit bus to run up and down at least Baseline and the less travelled

Kyrene Rd. There is no to the library which runs between Rural and AZ Mills! I first moved across the city. I used to take the Orbit all of the time and now have to walk a mile - 1/2 past to catch it. We NEED ORBIT city wide! Also for heavy turns make those intersections (drawing of a roundabout). Please enforce pedestrian/bike right of way! I am constantly fighting cars turning when the walk lights is on for me!

187. I support the lowering of speed limits - provided the city develops the means to enforce them. I also see a need to educate. Driver's education should be required for all new drivers and should be brought back to the high schools. As a cyclist that frequently travels College Rd, Orbit & city busses should not be allowed to on residential streets or where traffic calming (ie narrowing of the streets) has been employed. Those busses frequently cut into bike lanes & pull out causing real safety issues.
188. Yes to lowering speed limits as a first step. 2. Also need enforcement, either more traffic officers or cameras. 3. Why not lower speed further below Southern to 35, at least for one N-S & E-W arterial. 4. Narrower car lanes needed and other speed reducing design, wider bike lanes (6', not including the gutter please). 5. This is about saving all lives not just about convenience and efficiency for cars.
189. More enforcement is needed. Stiffer penalties will deter and change behavior. Protect our schools. Enforce these areas more stringently. Despite all attendees sharing a desire to make Tempe safer, there was heavy tension in the room due to different opinions on how to solve the problem. Redesign of streets will help.
190. Lower speed limits don't fix distracted driving, the real cause of accidents. Context is key. The # of accidents won't change with lower speeds.
191. Is traffic speed enforcement addressed in costs for this program?
192. I am concerned about the speed and safety for bikes. Many people in cars do not obey the 3-foot law no matter what speed. When a bike is involved in a crash with a car we are lucky to walk away. I hope more education is provided to drivers and the speed limits lowered. Thank you for the presentation.
193. I think lowering the speed limit is a good idea I am all for it. :)
194. On 8th St between Rural Rd east and west to Dorsey Lane North & South. To 8th St. to McClintock North and South on McClintock: There is excessive speeding well over the posted 30 mph. TPD has been continually contacted. Former traffic control Officer David Karal & current Traffic Control Officer

Michael McCormick. On 12-11-19 a traffic control trailer was put near Dorsey Lane & 8th St. But was removed after dark, which is when the majority of the speeding occurs. The community is trying to persuade TPD. to assist in getting speed bumps put in all down 8th St. since moving to Valor on 8th in January 2018 this problem has been happening. 11-20-19 Log of Speeding on 8th St. Between Rural Rd to N/E on 8th St. Continuing N/W to Dorsey Ln. and/or East to McClintock. Began log in October after getting in contact with traffic enforcement officer David Karal #20703 via email on April 25, 2019. I informed officer Karal that speeding is an all day, every day occurrence. To which he replied that he needed more information. I informed him that there are cameras on the building of Valor Apartments facing the street. These three cameras capture foot, bicycle and vehicle video. The video obviously captures the color and possibly the make of a speeding vehicle. To which he replied he needed more information. Frustrated I decided to drop the matter. Until the issue started becoming a bigger problem. On October 5th 2019 I began this log. 10-05-19 23:50 Excessive speeding on 8th St. Approx. 80 mph eastbound 10-06-19 00:08 am Excessive speeding on 8th St eastbound to Dorsey Ln. approx. 55mph 00:45 Same. 10-08-19 23:56 Same excessive speed as on the 6th of October westbound to Rural Rd. 10-31-19 1:00 pm Excessive speeding approx. 80 mph. All day til 0400. 11-01-19 Varied speeds over posted 30mph 11-02-19 0000-0935 excessive speeding east and westbound 0936 approx. 45mph x 5 (number of vehicles going over the posted speed of 30mph). 11-03-19 1030 excessive speeding. Approx. 45-80mph east and westbound; 16:56 Approx. speed 90mph westbound to Rural Rd.; 22:15 east and westbound; 23:55 excessive speeding between 45-90 mph east and westbound. 11-12-19 2358 and earlier. All Day Long over the posted 30mph on 8th St. between Rural Rd. and McClintock, east and westbound. 11-17-19 2358 Excessive speeding on 8th St. East to Dorsey Ln. then north to University then westbound on University toward Veterans Way. 11-20-19 0146 Worst incident by far. Loudest vehicle; fastest speed yet, didn't bother trying to guess the approx. speed. East to Dorsey Ln. North on Dorsey Ln. then engine stopped or they pulled into a driveway along Dorsey Ln.

Possible drag racing on University. Possible use of 8th St. as a "test run" for drag racing on University. For the roughly two years of living at Valor on Eighth speeding on 8th St has been a commonplace occurrence. 24/7.

Unknown how long before 2018 speeding has been going on. There are children at Valor apartments. There are children living in multi-housing units all along 8th St. 8th St is a high pedestrian, bike, e-scooter, jogging, and skateboard area.

Cars are also parked on the north side of the street from Rural Rd to 100 yards east of Dorsey Ln. To me, it is a certainty that eventually there is either going to be a collision into a parked car; a speeding vehicle losing control, possibly rolling over and crashing into either anyone on the sidewalk or colliding with a building resulting in serious injury or death as well as property damage. On November 18, 2019 at 15:30 I sent officer Karal this log. He replied informing me that he no longer handled complaints like these. That he cc' d the log to an officer McCormick. As of this writing I have yet to hear from officer McCormick.

195. Watched presentation. Rural & Broadway would be too slow at 35mph, but 40 would be reasonable. The same for Scottsdale Rd North of the freeway. These roads are far enough away from ASU to not need 35 mph. Separate Note: Intersection of Don Carlos & McClintock - far left lane ends up being a 1/2 mile long turn lane for Apache and we personally have seen 6-7 accidents at 5pm rush hour with northbound turns onto Don Carlos and then being hit by the speeding "turn lane" vehicles who don't see them turning. Thank you for changing southbound McClintock back to 3 lanes of Southern. It has made a lot of difference.
196. Reducing speeds in Tempe will only increase traffic. More traffic will cause an increase in the number of accidents.
197. Issue: Crossing street at night wearing dark colors. Issue: Left turn signals not consistent before, some after green. Issue: Progression speed signals do not exist. Lights timed to stop traffic with long delays in change. Issue: Intersections with high accident ration is McClintock & Baseline need barriers to prevent mid-street crossing Target to Frys. Issue: Distracted Drivers - Drivers doing everything except driving. Issue: Entitled drivers only concerned with themselves - other people do not matter Issue: Narrowing lanes cause distracted drivers lesser area so now they move into other lanes. Issue: Slower speeds mean people will speed to make up time. Issue: Low to no enforcement of current speed limits - so what would make lowering the speeds any different.

Issue: 11 officers for traffics is not viable to maintain control of the current population and roadway traffic now. If you think that people will self monitor their speed - people in general only slow down if they believe they will be caught speeding. Pedestrians and bicyclists are just as distracted by their tech toys as drivers. Few look up when crossing in the middle of the road or a crosswalk.

198. $E = 1/2 mv^2$ $m = \text{mass}$ $v = \text{velocity}$ (initial kinetic change). Proposal 45 to 35 mph on N. Scottsdale Rd. Q: does this align with City of Scottsdale ordinance? Is Tempe working with adjacent municipalities for compliance? In general, lowering speed limits will be beneficial in many facets that will enhance the liveability - Tempe. Thank you for considering this issue and implementing "Vision Zero"
199. Don't lower my speed limits. Raise 40 to 45. Don't put any more speed bumps, islands or calming things in the road. Don't lower my speed limits.
200. I attended the final public meeting earlier this month. Mostly, I agree with the proposal to lower speed limits in Tempe. I don't think 45 mph is appropriate for any surface streets within the city. I suggest thought that more money needs to be spent on enforcement efforts. I also support traffic-calming measures. I live in a condo complex on Weber Drive between College Ave. and Scottsdale Road. I would like to see the speed limit on that part of Weber Drive reduced from 35 mph to 30 mph. I have a few non-speed limit comments that perhaps can be passed along to the appropriate people. Either a 4-way stop with crosswalk markings at the intersection of Weber and College, or just crosswalk markings alone would be helpful. There are times of day when it's difficult to cross College Ave. at that intersection as a pedestrian. Also, more education is needed regarding the fact that crosswalks exist at intersections even when they're not marked. Regarding night driving safety, I find the new LED streetlight helpful and wish they could be retrofitted at a faster rate. There are a few places where I drive at night where raised median visibility is an issue. Particularly on Scottsdale Road at SR202. There's at least one median nose sign missing. Solid yellow striping outlining raised medians would help with visibility as well. I think the use of single yellow reflectors to highlight yellow double-solid pavement striping is insufficient. Glendale, where I moved from one year ago, used pairs of yellow reflectors, and they are more visible. I suggest the city-wide use of high-visibility crosswalk markings. I was recently

visiting Oahu, Hawaii (Honolulu). There, island-wide, all the crosswalk markings consist of wide transverse stripes which are more visible than the two longitudinal stripes typically used in Tempe and neighboring cities. Thanks.

201. I am no expert on this subject but as a regular commuter driving from my Tempe home to ASU Tempe campus, I would say that accidents happen at intersections because people make decisions trying to avoid being stopped by a red light, plus driving distracted. I do not think slowing the speed limit would change this issue, based on human behavior I would guess that it would increase distracted driving. I read about traffic lights with a countdown timer that let motorists know when a traffic light will go from green to yellow or from yellow to red and so forth, have shown to lead safer responses from drivers. Changing the traffic lights to this system would make a big change.
202. More offices in Tempe and reduce commute times not speed limits. Have narrow travel lanes allow for more easy traffic signal and traffic crashes. What can we do in the meantime. Along with emissions do a safety check requirements state sponsored. No more driving over legal limits at night known as "ok" only IN neighborhoods. No more drinking then driving drunks home. Accelerate ADA 70% isn't prioritize around high seats. Enforcement through be # monitoring of safety check eyes checks. Reroute through school zones after crashes. Highs 20 mph school zones constantly. Until 18 miles up to summer schools. Reckless at 5 ora. Signs can't lap seen. Free tickets to Bondurant. Free giveaways related to Vision Zero. "Snack" for walking to a public meeting. Red light runners felony. Restaff 3 cops at each crash or trash heap just car 7. Invest in better construction signage.
203. Lowering speed limits will only provide more revenue in speeding tickets, not change the way people drive here. We have some of the worse drivers in the nation, and to really reverse that, try educating drivers and new drivers with rules of the road, courteous driving, and tips for driving in different scenarios. Make it mandatory learning for license renewals and for new licensees. Then if that doesnt work, lets talk about lowering speed limits
204. I support the Vision Zero initiative and want to see traffic fatalities decrease in Tempe. I think updating the intersections at University and Rural and at Rio Salado and Rural is a good idea, especially to improve pedestrian walkways and transit stops. However, I don't see how adding turn lanes will improve safety. Generally, adding road lanes creates more car traffic. Increased car traffic

seems like it would increase pedestrian fatalities. I would also like to see better bike lanes along Rural Road. I cycle to class in Tempe several times a week. Cycling along Rural Road feels dangerous.

205. Summary There is no evidence presented that a reduction in speed limit would reduce the number of accidents nor is there a data driven plan to increase compliance of posted speed limits. Without enforcement this will only lead to wasting money and not address the root cause of the problem, bad and distracted driving. NO POLICY IS EFFECTIVE WITHOUT COMPLIANCE, VOLUNTARY OR OTHERWISE. Data analysis 1. Your Data Visualization data shows that in 2018 Southern and further south had only 8 "serious" accidents related to excessive speed. Excessive speed generally means over the speed limit which means that the posted speed limits are not already being followed and there is no plan for increased compliance. 2. There is no category for distracted driving, a leading cause in traffic collisions. 3. It seems disingenuous at best to not break out the data by time of data or traffic volume considering this is from traffic analysis data. The analysis to me seems like a halfhearted attempt at appeasement to push policy without actually deep diving in the real root causes. 4. Your own projections state a 12% increase in transit time through the city. This will directly affect the capacity of the road system and once capacity is reached the delay is not linear with traffic but exponential (due to your own cited bad driving habits). 5. Why is the city not working with groups like insurance companies who have crunched all the data and already deemed what is and isn't important correctly since they make money off of it.
- a. The only question I am asked for insurance policies is whether I use my phone while I drive. This is the only special factor that insurance companies deem important enough to even ask. 6. Accidents, especially in southern Tempe are clustered around intersections. 7. A 12% increase in transit time has a non linear increase in traffic once the critical volume threshold is reached. It is an outright lie that increased transit times will not increase congestion significantly over what is already experienced. Policy 1. There is no data or evidence quantifying a reduction in accidents. 2. The people already committing speed related accidents are already breaking the law and there is no plan for increased enforcement. a. There are 11 traffic officers for the whole city. b. I have never seen someone pulled over for speeding or any other driving infraction c. There is no evidence that the city will be able to improve speed limit compliance. 3.

The city is once again lumping the ASU area in with the rest of the city instead of acknowledging the separate issues each area has. 4. Why is the city obsessed with biking? The greater phoenix area was not designed for pedestrian and biking use. Tempe is trying to fit a square peg in a round hole.

206. Though data does show that lowering speed limits gives more time for vehicles and pedestrians to see each other, lowering the speed limit from 40 mph to 35 mph seems like a weak solution. If the speed limit is 35 mph, drivers will most likely go 5 mph over, which is legal, so it doesn't solve the problem. Your own data shows that 1 in 10 survives a collision at 40 mph. Lowering it 5 mph will do nothing. Especially since speed limits do not seem to be strictly enforced anyway. According to the map, most accidents are isolated to a few areas, located around Broadway and Mill. What is going on in these areas to cause more accidents? Do we need more traffic lights? More stop signs? Roundabouts? Green ways and walking paths for pedestrians and bicyclists to use instead? The data shows that cyclists who use the sidewalk are more likely to get in an accident. The new laws are strict for cyclists as well, but lets give them an alternative. ASU has many students who use bicycles. Green ways and bike lanes should put them in less harm. Lets make our streets less congested and therefore safer for our students. By and large, left turns in daylight hours have caused the most accidents. Why is this? Lets problem solve solutions for that problem specifically and see if the number of accidents reduce.
207. Traffic is already a nightmare in the City due to the constant construction and our "seasonal visitors." Reducing the speed limits is not going to fix this. Better enforcement of red light runners, adding roundabouts, "protected" right and left turns, and adding traffic calming (such as has been conducted on Hardy between University and Broadway) are better than reduced speeds. Additionally, the opening of the South Mountain freeway should be evaluated for it's impact on traffic prior to reducing speeds.
208. Most speed limits in Tempe are too high, especially where they are above 40 like they are on Priest. People often go 50 or more. I think it would be just fine if the major roads had limits of 35. I support lowering all of them.
209. I think 35mph is too slow on the east/west roads of University and Broadway roads.
210. I am in favor of reducing the speed limits, but the problem is that the road was not designed for a lower speed limit. Wide roads are correlated with higher

speeds because of cues provided in street designs taken from highways. People who drive cars feel safe driving faster because of space between other vehicles, curbs, trees (or lack thereof). Reducing the lane width would do more to decrease the speed of people who drive cars and here is why: The Green Book by the American Association of State Highway and Transportation Officials explains that 10-foot wide lanes are just fine for signalized roads (ex. Rural) and "Relationship of Lane Width to Safety for Urban and Suburban Arterials," conducted by the Midwest Research Center concluded that "the lane widths in the analyses conducted were generally either not statistically significant or indicated that narrower lanes were associated with lower rather than higher crash frequencies." Florida DOT found that "there is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet." Reducing lane width would provide the opportunity to add a bike lane in on Rural, where bike infrastructure is needed. Overall, reducing lane width would do more towards Tempe's Vision Zero by encouraging people who drive cars to drive slower by redesigning the road.

211. I am against the proposed change in speed limit. I have been a resident of Tempe for twenty years, and it is my belief that a greater emphasis on enforcing current traffic laws will be more beneficial than arbitrarily reducing speed limits.
212. I am opposed to the proposed speed limit reductions. I feel that they will be ineffective to combat the issue of traffic fatalities. Poor adherence to current speed limits, distracted/impaired driving, and extremely dense driving conditions are issues that ought to be addressed before lowering speed limits or removing traffic lanes in order to create room for bike lanes.
213. I disagree with the idea that setting lower speed limits will help with fatal injury. We have a problem with people driving in excess of the speed limit. You can not fix this problem by simply reducing the displayed number on a sign. Without enforcement of the speed limits the point is moot. I have heard in the presentation that increased revenue is a factor. Again, you need to enforce the speed to generate tickets to make financial gains. I have lived in Tempe for just over 10 years and in that time I have seen a reduction of police visibility on the streets. It used to be that you would see police vehicles parked along major streets. I don't know if this was just as a deterrent and they were simply police assigned to other tasks outside of traffic filling out paperwork or if they were actual traffic enforcement but the point is they were visible and it would remind

people to slow down. In my experience if the goal is safety you need more of a police presence to help people remember that there are speed limits. However if the goal is to increase revenue you still need to increase police presence in order to enforce the laws and create the tickets. Both would go further towards the goal of 0 fatalities. As for the possibility of reducing the times of school zones to just school activity times, I would be against it. Schools like McClintock High have areas open to the public at times that school is not in session such as the pool, tennis courts and sport fields. Children of all ages go to and from the school all through the day and that area as a center of the community needs to retain it's reduced speed even when school is out for recess.

214. I'm against lowering speed limits. You've already narrowed streets and there's so much congestion I don't see a benefit from lower limits. Where I see speeding is within my residential neighborhood where the limit is 25 and people drive 40+ regularly--but there's no fatalities on your map within neighborhoods so no one cares. There's also never any enforcement around--I haven't seen police pull anyone over in ages and the speed cameras make more money for private contractors than the city and just become nuisances for those of us driving safe but startled by the strobing light. And if this is all for the benefit of bicyclists, start enforcing laws with them too--no more riding wrong way in bike lanes, use lights at night, follow traffic laws.
215. Thank you for considering lowering speed limits in Tempe. I was injured in a motor vehicle accident three years ago by a negligent driver and I've been living with chronic pain ever since. My life has been radically changed, as I can no longer do many of the things that I used to be able to do. I also have a DUI (thankfully there was no accident and no one was injured). So I've been on both sides of the equation, both the offender and the victim when it comes to road safety. Therefore, this is something I care deeply about and I hope to see change in our city.
216. According to ADOT, in 2018 there were over 1,000 people killed and 50,000 people injured in crashes in our state. For comparison, imagine filling Sun Devil Stadium with people and then imagine them all getting hurt in crashes on the way home from the game. Then imagine that happening yearly. The economic and social impact is hard to calculate. I am only one person but my injuries have

had a ripple effect that affects those in my life. Motor vehicle crashes kill and destroy.

217. There are many things that could be done to make our roads safer. Lowering the speed limit is one of them. Logically, the faster a vehicle is moving, the higher likelihood it will cause significant damage or death when there is impact. Slower moving vehicles means safer roads. I know others have voiced a complaint and stated that we should rather concentrate on enforcing existing speed laws. This brings up a fascinating observation. It is generally understood by most people that speed limits are not enthusiastically obeyed. Whenever I have driven under the speed limit, most cars pass me and often drivers become irritated or angry with me. This is because most people drive over the speed limit. However, this speeding is always relative to the posted limit. If we lower the speed limit, people will likely not completely obey it. However, they will generally "speed" relative to the limit, meaning that overall vehicles will be moving slower on the roads. Slower vehicles mean safer roads.
218. The biggest argument I've heard against lowering speed limits is mostly about convenience. People are upset about traffic congestion and do not wish to remain on the roads longer than they already have to. I completely understand that sentiment. However, the common good and human safety should heavily outweigh the desire for convenience. Thank you for taking the time to read my mail.
219. I am not in favor of the proposed reduced speed limits. Lower speed limits often lead to more driver inattention. The locations and suggestions of speed limits create inconsistency throughout the region, and only serve to create a potential revenue source with no valid data to show that there is a correlation with the slight change in speed and reduction in number of accidents, but it would create a greater bottle neck. Cars would be on the road longer creating more pollution in the inner city areas, due to the reduced speed limits and nothing appears to show a specific problematic intersection, having had accidents that were caused by the "speed limit" and that would be reduced, had the speed been lower.
220. While this may be well intentioned, it is not well designed. Please encourage our city council members to vote no on this proposal.
221. I attempted to go to the forum and put a comment, but kept getting error messages. Also thought I would mention that the neighborhood services

announcement about this on nextdoor.com is getting a lot of comments also that are not in favor of this proposal, but not sure you guys get to see the dialog, so thought I would mention same.

222. Reading in the Tempe Today the proposed reduction to speed limits within Temp, I believe that this change is a good idea. The results should be positive in the reduction of accidents and resultant decrease in injury. My concern is the enforcement of these new lower speed limits in all parts of Tempe. I live in north Tempe on College Ave and with the increase in traffic over the past 5 years there has been a corresponding increase in speed in excess of the posted limit.(enforcement of existing speed limits is periodic at best) I would hope that if the speed limits are reduced that a period of more strict enforcement would be forthcoming and regular in nature.
223. Thank you for continuing to make Tempe a safer place to live and work.
224. CAMERAS red light & speed Enforce existing laws Not being done now. Drive Southern including school zones going 60mph plus Stop the law breakers-keep existing speed limits & free up officers for more important things
225. I AM OUT AT 4:30 AM, MIDDAY, AS WELL AS 4:30-5:30 EVERY DAY. THERE IS NO NEED TO HAVE SPEED LIMITS AS VERY FEW PEOPLE OBSERVE THEM. I AM AMAZED THAT THERE ARE NEVER ANY POLICE AROUND WHEN PEOPLE ARE TEARING ALONG AT 55 AND 60 MILES AN HOUR. BELIEVE ME, PEOPLE KNOW THERE IS A 90 PER CENT CHANCE THERE WILL BE NO POLICE OFFICERS TO STOP THEM. THEY ARE LIKE LITTLE KIDS IN SCHOOL. IF THE TEACHER IS NOT WATCHING, THEY WILL GET AWAY WITH WHAT THEY WANT TO DO. RATHER THEN CHANGE SPEED LIMITS, MAYBE YOU NEED TO ADD MOREPOLICE, OR AT LEAST HAVE THEM OUT AT MAJOR STREETS.
226. Mayor and Councilmembers, Exactly how soon after your four desired public meetings on automobile Speed Limits will the Council vote Yes or No to lower speed limits and thus potentially save lives and Tempe becoming a more coherent and sane environment? I hope that the vote does not get kicked down the road until AFTER the municipal elections in 2020, that would look shady. The best leadership would place this vote in mid to late January 2020... don't you all agree? I argued that two public meetings was acceptable but it was forced upon us lower speed advocates that "we need 4 public meetings".

Seeing that City Manager Andrew Ching and Police Chief Sylvia Moir are in dereliction of duty keeping our streets safe, it is incumbent upon the Councilmembers to take charge... don't you all agree? Please make Tempe streets AGAIN.

227. I do not believe that lowering the speed limit is the best answer. It is already 25 or 35 mph...there are just very few speed limit signs that are visible - especially going up the main streets like Apache. I also think enforcing the speed limits is a practical step. More speed limit signs and enforcement. I see cars disregarding the speed limit all the time on Apache and University ... except during rush hours where you have to sit thru three lights to make it to the next light...now that creates driving frustration - you can hear it from the comments from drivers as well as the pedestrians. (Especially on University and Apache). And the construction all the time on every street is frustrating in itself. I am not sure if Tempe is the city becoming car free but it is headed in that direction, too many people in Tempe at the same time...you should do something with the grid like when there is an Iron man marathon... somethings gotta work. Michele
228. Lower speed limits" are you nuts? We already have enough pollution accidents and traffic mess. We don't need more laws Just enforce the ones already on the books. The cause of almost all city street accidents is speeding and red light running. Enforce.
229. Council members; I've recently noticed a lot of information on the City's new "Vision Zero" program, (as you know, an international program to eliminate pedestrian deaths caused by vehicle drivers). Maybe it's just me, but "Vision Zero" is the LAST thing that I want associated with vehicle drivers. Obviously, this is a case of the "Branders" and "PR People" not thinking this through.... We can do better.
230. Good morning! I read your opinion piece in the Republic regarding reducing speed limits in the city of Tempe. I WHOLEHEARTEDLY agree with this plan. I also have specific concerns regarding my own neighborhood. My intersection has plenty of cut-through traffic, speeders, people who ignore the stop signs, and illegal parking. I have contacted city services before, but nothing really was done as far as I can tell. These are the specific issues that need to be addressed outside of my home, which is located at the corner of 9th St and University (424 W 9th St, 85281): 1. Cut-through traffic: angry drivers, seeking to escape backup-up traffic on University, regularly speed down Wilson from University.

This problem is acute during rush hour, in particular afternoons. In the process of speeding, they often ignore the stop signs at 9th St and Wilson. In one 5-minute span last Friday at 5 PM, I watched THREE drivers plow through the intersection without stopping. Three additional drivers were at a high rate of speed and came to rolling stops (not actually stopping, but slowing) during that same time frame. I was walking my dog at the moment, and I was terrified of being run over and killed. 2. Plenty of ASU students and construction workers (non-residents) are using a 1-block stretch of 9th Street, east of Wilson, for all-day parking. This parking usually backs up to within 4 feet of the stop sign located at the SE corner of the intersection, further blocking drivers' view of a stop sign which is set back from the street. Twice last week a car on 9th Street was backup up all the way to the edge of 9th Street blocking views from all directions. I am requesting the following services from your office and the City of Tempe: 1) Place traffic counters on Wilson to assess traffic flow during peak times and consider long-term changes to slow down traffic. 2) Re-visit the placement of stop signs, the sign on the SE corner is not very visible, as-is. It should be moved closer to the street. Or the sign should be retro-fitted with blinkers. 3) Consider placing a temporary stop sign system IN the center of that intersection. 4) Require the property owners at the NE and SE corners to keep vegetation from obstructing signage. 5) Consider installing a no-parking sign (residents only) on 9th Street, south side. 6) Send traffic enforcement to issue tickets for illegal parking that blocks the view of stop signs. Thank you for your attention to this matter. I normally wouldn't complain so much, BUT this intersection has become very dangerous for me and my family.

231. I do not want to attend the scheduled sessions. My input would be, enforce the current speeds. Rural south of Baseline becomes a race track. The current speeds are appropriate for a city this size. Commercial areas are spread far apart so residents no longer travel a short distance for services. Enforcement is the answer!
232. Reading in the Tempe Today the proposed reduction to speed limits within Temp, I believe that this change is a good idea. The results should be positive in the reduction of accidents and resultant decrease in injury. My concern is the enforcement of these new lower speed limits in all parts of Tempe. I live in north Tempe on College Ave and with the increase in traffic over the past 5 years there has been a corresponding increase in speed in excess of the posted

limit.(enforcement of existing speed limits is periodic at best) I would hope that if the speed limits are reduced that a period of more strict enforcement would be forthcoming and regular in nature. Thank you for continuing to make Tempe a safer place to live and work.

233. I oppose the lowering of speed limits such as the reduction to 40MPH from 45mph in Tempe. For many years, and possibly still now, the legal enforceable standard for setting speed limits was the 85th percentile of speeds being driven on that roadway segment. Has that changed? Yes, doing things to reduce accidents and fatalities is a good thing in general, but not in the case of arbitrarily lowering speeds limits - such logic would result in a speed limit of "0" ensuring no vehicle accidents. The proposed lowing in all likelihood would NOT reduce the actual travel speed because most drivers will drive at what they believe is a reasonable speed (hence the 85th percentile standard). What lowering the speed limit will accomplish, unfortunately, is more police traffic stops (which are themselves dangerous for both the other motorists as well as the police officer), more irritated drivers, and possibly more traffic ticket revenue (if the new speed limit is upheld in court which is yet to be seen). Please oppose the speed limit reduction. Do things to lessen potential conflicts with vehicles and other modes of transportation - such as keeping bikes, e-bikes, scooters, an e-scooters in separated, designated bike paths rather than on-street bike lanes where the only possible collusion outcome is a bad one for the smaller, unprotected device. Do not sacrifice safety for short term "trendy" transportation mode alternatives.

1. PROJECT DESCRIPTION/BACKGROUND

On May 3, 2018 staff made a presentation to the City Council that proposed changes to posted speed limits on nine arterial street segments, nine collector/local street segments, and six “35 mph school zones” near high schools. The criteria that was used for those recommended changes was limited to:

- 35 mph school zones near high schools,
- Locations with inconsistency/discontinuity,
- Arterial midblock changes, and
- Recently completed streetscape projects.

Following that presentation, staff reached out to the affected schools and school districts to gather feedback on whether they would support converting the “35 mph at all times” to “35 mph when lights flashing.” The idea is that drivers would be more likely to comply with the regulations if the regulations better reflected times of the day that high volumes of students are present. All the affected schools and Tempe school districts were supportive of the proposed changes.

Between May 2018 and June 2019, staff and the community were actively developing the Vision Zero Action Plan. Once finalized, the plan identified two speed-related strategies utilizing the safe systems approach. The safe systems approach focuses on the types of users of any street, bicyclists, pedestrians and motorists. It acknowledges that people will make mistakes, and seeks to design a system that allows for these mistakes, rather than expecting perfect driving behavior, to minimize death and injury.

2. PUBLIC INVOLVEMENT OBJECTIVES

The City of Tempe values public input and believes that community members should be informed about decisions that affect them. The purpose of the Public Involvement Plan (PIP) is to create an open and transparent process to inform residents as to how speed limits are determined.

The scope of the PIP is to:

1. Provide objective information to assist the public in understanding the process for determining lower speeds.
2. Provide stakeholders with the opportunity to share input with staff.
3. Provide timely information as to the process for how speed limits will be implemented.
4. Seek and encourage the involvement of all community members.
5. Provide a variety of opportunities for the public to contribute ideas and provide feedback through the process.
6. Make the process accessible and engaging to interested community members.

3. STAKEHOLDER ANALYSIS

An early step in the Public Involvement Program is to identify the internal and external community members that have an interest in the process.

Internal

Mayor and Council
City Departments
Vision Zero Steering Committee

External

Residents
Businesses
Neighborhood and Homeowners Association Chairs
ASU
Tempe Bicycle Action Group
Transportation Commission

4. INVOLVEMENT TECHNIQUES & COMMUNICATION APPROACH

Public involvement and communication techniques will vary. The approach will be to facilitate working directly with the public and stakeholders throughout the process to ensure that public issues and concerns are consistently noted, understood and considered.

While traditional methods (meetings, presentations, etc.) still play an important role in public engagement, new participation and communication tools will also be extensively used to disseminate information and broaden outreach.

The following dedicated websites and online URLs will be used to share information and to collect feedback throughout the process:

Website	http://www.tempe.gov/visionzero
E-mail	neighborhoods@tempe.gov
Facebook	http://www.facebook.com/CityofTempe
Twitter	@tempegov
Nextdoor	www.nextdoor.com
Newsroom	http://www.tempe.gov/newsroom
Comments	www.tempe.gov/forum

The following methods will also be used to achieve broad and continuous public participation:

1. Public meetings will be held to inform residents about the overall intent of the process, scope and timing.
2. Documents will be posted on the project website.
3. Information will be distributed at meetings.
4. Handouts will be directly distributed at city centers

The communication methods used will include:

1. Direct email to all Neighborhood and Homeowners’ Associations with meeting and public input information
2. Press releases
3. E-news distribution
4. Social media posts on City’s Twitter, Facebook, Instagram and Nextdoor accounts
5. Tempe 11 slides with meeting and public input information
6. Digital screens at city community centers
7. Public meeting dates posted on online calendar
8. Project website regularly updated
9. Handouts at city events and meetings
10. Handouts at neighborhood meetings
11. Handouts at city centers
12. Paid advertising
13. Tempe Today

5. PROJECT TIMELINE

The following information provides an overview of the public engagement time line for proposed speed limits.

April 10, 2018	Transportation Commission
May 3, 2018	City Council Issue Review Session
May 2018 - June 2019	Developing Vision Zero Action Plan
Aug. 13, 2019	Transportation Commission
Aug. 27, 2019	City Council Issue Review Session
Sept. 20, 2019	Council Friday Packet
Nov. 16 – Dec. 28, 2019	Public Comment Period
Nov.16, 2019	Public Meeting at Arizona Community Church
Nov. 21, 2019	Public Meeting at Arizona Community Church
Nov. 23, 2019	Outreach at ASU Homecoming Block Party
Dec. 11, 2019	Public Meeting at Tempe Public Library
Dec. 14, 2019	Public Meeting at Tempe Public Library

May 26, 2020	Transportation Commission
June 4, 2020	City Council Issue Review Session
June 25, 2020	First public hearing at Regular City Council Meeting
July, 2020	Second public hearing at Regular City Council Meeting
August, 2020	Effective date of new limits (at least 30 days after the resolution is adopted)

6. PUBLIC and STAKEHOLDER MEETING SCHEDULING, LOCATION & ACCESS

There will be four public meetings held to gather resident feedback on setting speed limits.

Public meetings will be scheduled at times that help maximize attendance. Meetings will be held in locations accessible to persons with disabilities and will be held as near as possible to transit routes when possible. With 48 hours advance notice, special assistance will be provided for persons with sight and/or hearing impairments; a Spanish translator will be made available for the meeting.

Public meetings include:

1. Saturday, Nov. 16, 2019 at 9:30 a.m. at the Arizona Community Church
2. Thursday, Nov. 21, 2019 at 5:30 p.m. at the Arizona Community Church
3. Wednesday, Dec. 11, 2019 at 5:30 p.m. at the Tempe Public Library
4. Saturday, Dec. 14, 2019 at 9:30 a.m. at the Tempe Public Library

7. RESPONSIBLE DOCUMENTATION

Documentation of all phases of the process will occur for future use and understanding which comments were received and how the results of the public involvement were used in setting speed limits.

Documentation will include:

- The Public Involvement Plan
- List and samples of outreach and communication documents
- Database of participant contact information
- All public comments made

8. PROCESS EVALUATION & CONCLUSION

The City of Tempe seeks continual improvement of all of its activities. An evaluation will be performed throughout the public involvement process to ensure the PIP is meeting participation requirements mandated by state law. Feedback opportunities related to public



involvement techniques will be provided through the website and meetings and continuously reviewed.

This Public Involvement Plan may change as conditions change or additional resources become available. The most current information about upcoming meetings and comment opportunities will be available on the dedicated website.

For further information about the process, please contact the following City of Tempe staff:

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480-350-8854
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Brenda Clark
Neighborhood Services Specialist
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MEMORANDUM

TO: Tempe Transportation Commission
FROM: Shelly Seyler, Deputy Engineering & Transportation Director, 350-8854
DATE: May 26, 2020
SUBJECT: Future Agenda Items
ITEM #: 4



PURPOSE:

The Chair will request future agenda items from the Commission members.

RECOMMENDATION OR DIRECTION REQUESTED:

This item is for information only.

CITY COUNCIL STRATEGIC PRIORITY: N/a

BACKGROUND INFORMATION:

- June 23
 - Operating & Capital Improvements Project Budget Update
 - Priest Drive Bike Lanes
 - Transit Shelters
 - Open Streets
- July 14 - CANCELED
- August 11
 - Transit System and Security Update
 - Ash and University Intersection
 - Transportation Demand Management/Association
- September 8
 - Scottsdale Road Bike Lanes
 - Valley Metro Outreach Plan for I-10 Corridor Construction
 - Vision Zero Update
 - BRT Study
 - Annual Report
- October 13
 - Annual Report
 - October Service Changes
 - Transit service Reductions
 - Entitled Development Projects
 - Priest Drive Bike Lanes
- November 10
- December 8
- January 12:
 - Commission Business
- TBD: Starship Project
- TBD: North/South Rail Spur MUP Phase I
- TBD: Commuter Rail Study
- TBD: Country Club Way Streetscape

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES: N/a

ATTACHMENTS: None