

COLLEGE AVENUE STREETScape & PEDESTRIAN IMPROVEMENT COMMENTS

December 5, 2006

Broadmor Elementary

1. Circulator bus on College – library to downtown
2. Likes: -want neighborhood circulator in our neighborhood; - no need to calm traffic cause there really isn't a problem. Dislikes: - speed humps; -no traffic circles.
3. Need more education of the Adults about using other methods ie. walking, circular buses; - shorten the route: But do it!; small circular buses are a good idea; make stop at McClintock H.S.
4. I'm not a fan of footballs; I am a fan of the circulator; 4-way stop at College & Encanto; could be useful and cheap – or circle (to reduce traffic cutting straight through from/to Apache-Broadway) and make access onto College from side streets easier.
5. Address: Concerns: love the circulator!; don't give in to cranky people; concerned about traffic near Broadmor & McKemy due to the President's house development.
6. Hooray for circulator along College!; Broadway traffic is noisy! – sound wall in north side should be part of 2010 plan; wider sidewalks – good notion.
7. I love the idea of a neighborhood circulator route.
8. like the circulator!; want more trees and art!; cut through problems! – Palmcroft – Mill to College & 14th Street – Mill to College.
9. Wider sidewalks on College; trees please; circulator sounds great!
10. Yes Buses
11. This is a visionary alternative to couple with and all others modes of transportation to light rail. I support this idea. I lived 6 years over where flash route was incorporated and it was fine.
12. Likes: The idea of footballs or mediums on College; the circulator routes
13. I support the neighborhood circulator as shown. Anything to get people out of their cars, and help kids and seniors get around town is a positive thing. Concern about safety of buses is overblown. The bus drivers are the safest drivers on the road.
14. I think there should be regularly spaced stops for the circulator, preferably with the possibility of getting out of the traffic lane, at least it some of the stops. The circulator can, I think, reduce the car traffic somewhat, and therefore is a good idea.
15. I strongly support the neighborhood circulator route on College. For those who don't drive, it is a godsend. I like things like bulb outs and footballs. I prefer them to speed humps.
16. I like the circulator idea, so far.
17. Intersection: Southern & College – frequent red light running. Suggestion: Any elements on any list on design team. Like idea of circulator bus, Widen bike lanes.
18. Pedestrian areas: I walk every day from Apache to Cairo, along college. I would like very much to have the circulator route go along College and also have trees every 5 years along the side walks. The rides in the circulator should be limited to no more than 5/person/day.
19. (would like to be able to get to work at Holdeman Elem School safely and directly on a bike or the circulator . . . would that be possible?. I currently drive – A. Broadway to Hardy – neighborhood; B. Broadway to College to Apache to 13th to Hardy. 13th is great!
20. Issues between Alameda & Southern – more pedestrian friendly (ASU, public school students); plant trees – sidewalk &/or center; widen sidewalks; traffic calming – not speed bumps!; educate bicyclists!; alternative transportation – bus that's not ½ mile away; - reduce parking – ASU (anticipated) – permits??

21. Like the idea of the circulator bus – this ay help to reduce traffic and thereby enhance safety. College Avenue between Southern and Alameda – the road has a middle turn lane which should be eliminated. People routinely drive 50-60 mph. Also, increased traffic enforcement will help. Photo radar, even a day or 2 per month, would have a huge deterrent effect.
22. Because the circulator buses will tie into light rail, we are concerned that commuters from outside our neighborhood will park and take the bus for light rail.
23. I like the idea of circulator buses. I like the various traffic calming devices. *There is some traffic on La Rosa from Broadway to Broadmor (we have small kids on the street); *will reducing College traffic increase traffic on La Rosa? Thanks for the meeting.
24. Use alternatives to speed humps! The routes for the circular buses need to be free of speed humps – use alternative solutions! There are a lot of parking spaces lost and terrible traffic flow proposed with the Daley Park redesign. The neighborhood was sorely misinformed about this. What is the reason for the circular bus to go all the way south to Ped. Bridge. Anyone going there will have a bike to continue. It hits the most speed humps! – Dorsey Lane is covered w/speed humps. UGH!
25. Maybe all the people who are clogging the roads could take the bus!
26. Bring to relevant meeting statistics on effects of mini-buses on traffic volume (doesn't it reduce traffic?)
27. circulator route – will people park in the neighborhoods to catch the circulator route to the light rail?
28. When will the neighborhood circulator be in service from Southern down College to Aepli St by Broadmor School?
29. Have lived here almost 40 years and have never felt College had a problem. If Alameda is “calmed” with bumps – or cut off it will increase traffic on Mill and Rural. Those are really crowded. This valley area is now growing urban area with growing density. Some of these solutions is just moving the problems around. Buses up & down College is really going to irritate those who already don't like the amount of vehicular traffic.
30. Will there be parking restrictions in the neighborhoods vise a vie the circulator.
31. Some people want fewer buses. This is contrary to reason as buses get people out/off of their own transportation.
32. How long are the circulator buses and how many people do they seat? Are they wheelchair accessible?
33. Problem: People from outside the neighborhood will get “as close as they can drive & park,” then take circulator. Where will they park? PS – already wheelchair accident at new light at Broadmor & Mill.
34. I do not want speed bumps on College and on Alameda Drive. I need more info but as of now I wonder if that amount of shuttle buses on College would actually reduce traffic. Also I question the safety of picking riders up as it would interfere with bike riders and walkers.
35. more information regarding the proposed neighborhood circulator route. Concern: will there be pull outs? How will children be protected? Is this route really needed? Who are the proposed riders on the buses? How will this calm the traffic? What is the price to ride the bus?
36. Have you considered signs that display the posted speed and clock the actual speed and display it? Do circulator buses run concurrently with bike lanes?
37. Where will students park if they use circulator to get to campus? Library lot? Supermarket lots?
38. College Avenue between Southern & Alameda. 1-no parking on College in front of residential homes; 2-no neighborhood circulator!; 3-no parking in neighborhood for light rail traffic.

39. Circular buses just bring More traffic, NOT less!! This is NOT a calming traffic measure but part of the city light rail project and has nothing to do with helping our neighborhood.
40. I am concerned about the number of buses proposed by the circulator route. Also, who are the riders? Where will the stops be? What about ASU students who park in the neighborhood and take the bus to ASU? The cost to the neighborhood is not worth the benefit – I am against the circulator.
41. College Alameda/Southern – circulator route concern too many buses will not calm traffic; too much traffic – students using streets as park & ride; waste of money, people don't sue the bus system now; no stop suggested.
42. FAULTY ASSUMPTION: That people who live in the neighborhood will use the circulator route. Only ASU students or an individual who has a light rail destination may use it. It doesn't stop at any other practical locations and why would elementary students get on it? Will they stop in the bike lane?
43. Are these handicap accessible? If so . . . that time for loading and unloading will really clog up traffic. I think this will cause many problems with schools – and we have 2 with young kids straight down the street. How young of kids will be picked up?
44. no neighborhood circulator - into College Ave south of Broadway; decrease not increase traffic between Broadway & Southern
45. Buses on College will back up traffic when they stop if there are no pullouts. This would be a disaster on the section of College between apache & Alameda. These comments relate to the circulators. If we have room for on street parking, why room for bus stop pull-outs?
46. No buses.
47. A free ride will bring the wrong kind of people into our neighborhood, and take (or provide a way) for the kids to leave it. How will we stop that?
48. I am worried – you were saying that the transportation will help children get around. Since this goes by two schools I am worried that kids will be going to places that they should not. They could leave school, or not even go much easier. How will this be organized with the amount of children affected?
49. Please don't put any more buses on College. It's already too crowded – It's too dangerous for everybody – walkers, students, bicyclists, buses – All. It's too dangerous now. More buses will only make it worse.
50. Not in favor of the circulator route down College; I am not sure how adding a bus every 15 minutes, 7 days a week will calm traffic. Bus stopping on College will increase the madness; close off College to thru-traffic. Long ago College was not a thru street.
51. We are already having problems with riff-raff in the area. (bugging us, ringing doorbells, asking to come in & will not leave) I am worried that free transportation will attract the wrong people to the area. Will these “people movers” decide who to pick-up and who not to?
52. College between Alameda and Southern; Do NOT want circulator route; Do NOT want parking spaces on College! (neighbors do not need it!); Do NOT want people parking in my neighborhood to catch a free bus!
53. Dislike circulator route on Hermosa Drive (narrow residential street). Due to: high volume bus traffic from Carminati already exists 15 minute 2 way would increase it greatly.
54. I am concerned the buses will 1) increase congestions 2) tie up traffic with the stopping to pick up passengers or drop them off during peak time 3) concern for student and biker safety 4) loading and unloading bikes and wheelchairs from/to bus will increase congestion at peak times 5) parking for people picking it up at various points – problem in area 6) what type of people will it attract – homeless/riff raff into our neighborhood?

55. Too many accidents on College – pedestrian and bicycle traffic is huge; put a barrier at Broadmor; put a barrier at Alameda; add picture (photo) radar – for speeders; 5th Street turned out awesome, but does it help calm the traffic? If so, how much?
56. bike vs. cars on College – constant problem with cars passing a car trying to exit College (individual drew of picture of the scenario) (basically picture shows one car trying to turn left off of College and another vehicle passing it on the right veering into the bike lane)
57. Unfortunately I can't stay but I would like to see PowerPoint or website
58. I like the idea of island style calming. If we take away the wide "run way" feel I believe it would slow traffic. The landscaped islands will create a more aesthetic street as well.
59. I have some experience regarding RR crossings. I would like to talk to those involved in the "quiet train" question, and be myself involved.
60. visibility for cars entering from side streets crossing the bike lanes sometimes cars must pull into bike lane to see oncoming traffic. Dian Palmek – 5th Street.
61. Bikes, mostly in AM crossing and some in PM crossing, speeding thru crosswalk and almost 1/3 of them running my stop sign when children crossing. I have pulled children out of the way of bikes at least twice a week and have to jump out of the way of bikes almost every day even though I 'm in the crosswalk with my stop sign held high! PS – policeman on duty one day said they don't ticket bikes!
62. This may be related to "M" Alameda Drive – traffic calming request. The crossing guard is here during school hours. Off Hours kids walk down the alley and along College to Broadmor & McKemy. Cars speed along College from Broadway to Alameda & down the alley south of our house often. This is dangerous to pedestrians/bikers. Any humps or calming techniques planned to help this?
63. Can you provide statistics to pre & post 5th Street improvements and traffic and pre & post 13th Street improvements and traffic? (& then compare to College)
64. Please consider blocking Apache and Normal to through traffic. Unnecessary traffic is caused by cars using Normal as a by pass.
65. Restricted southbound traffic from ASU onto College Avenue is a good idea. Thank you.
66. Want a quiet street for walking & Biking (& safe.)
67. More shade trees.
68. used to live off of 13th Avenue and the changes made on that street really made a big difference on how fast the traffic moved along the street. I like all the ideas that will slow down traffic, especially between 5:00 and 6:00 in the evening.
69. Address: 218 E. Fairmont. Concerns: high speed traffic on College South of Alameda. (particularly southbound traffic); pedestrian /bike safety crossing Broadway.
70. What happened to Daley Park? Please don't take away one of the softball diamonds. The parking is a mistake – single file to a dead end!?
71. COLLEGE – put up safety measures @ school bus stop @ 14th and College.
72. problems: 1) safety of Broadway/College intersection – more visibility, widen bike lane 2) fix intersection /alignment at Daley 3)slow traffic – Apache to Alameda add stop signs.
73. I like the train whistle.
74. not loving Daley Park re-do – wasn't that broke – parking solutions are horrible dead end – yuck!
75. Daley Park: I don't like the College student parking; I hope that there is a plan for Daley Park parking to eliminate ASU parking.
76. students parking in neighborhoods/park; have ASU lower parking permit fees so students won't park I neighborhoods; safety on College ped & cyclists – more radar – PHOTO radar
77. Cut through on Encanto is very bad . Officer's study was on a "good" day. My 9yr old grandson was almost hit by a car crossing Encanto. He watched traffic too.

78. Broadway & College intersection is very dangerous for bikers and pedestrians. (alley & blind spots). I have had near misses with cars here several times. (close Broadway lane).
79. 1) bicycle on College – require usage of lights, especially in the evening; 2) trees along College from Apache to Broadway or down to Southern; 3) eliminate parking along Daley Park to Encanto Drive.
80. 1) where along College will recycle bins be placed so they don't block sidewalks for the blind and visually impaired, & wheel chair users; 2) improve intersection of Encanto & College for blind & visually impaired & wheel chair users.
81. more lighting on College for bike people & pedestrians at night! No one wears light colors or reflectors and have come close to hitting several people.
82. please put speed humps on College to calm traffic.
83. Broadway & College intersection needs major redesign for safety! Top priority please!
84. There are 2 cut-through traffic streets: Sierra Vista and La Rosa between Broadway and Broadmor. There needs to be a turn signal on Southern & College – very difficult turns. Visibility is a problem w/in neighborhood streets approaching College and Broadway, ie. Sierra Vista & Broadway, Broadmore & College – reduce cars on campus.
85. Thank you, thank you, thank you traffic engineering staff!! YOU ARE AWESOME!
86. Increase time of traffic light @ College & Broadway to allow for pedestrian & bicycles going north & south on College.
87. Keep Broadway Lane closed – it has made a huge change – THANKS
88. College - \$have ASU pay for some of these improvements – because the bulk of the traffic is ASU-related.
89. Turn signals at Southern & College – the stop light on College & Southern should have turn arrows (signal) because of various congested (area) 1) bikers 2) cars speeding on Southern 3) post office clients.
90. Consider semi-permanent speed camera w/automatic ticketing – try the van 1st.
91. Please decrease speed limit on College south of Alameda; Alameda north to Apache = 25 (people to 30); south of Apache to Southern is 30 (people go 35). Please put speed humps the entire length of College = keep speed down this would stop cut through traffic.
92. 1) Thank you 2) traffic calming on College 3) bike-handicapped friendly 4) pedestrian friendly 5) beautification w/functionality.
93. I fully support permanent closure of Broadway Lane from College to Bonita. I bicycle commute to work along this road to connect to College Ave. Before the closure, cars were frequently using this as a cut-through. The closure makes Broadway Lane much safer for pedestrians and cyclists.
94. I am concerned that the closure of Ventura Drive will increase an already busy street and makes my front yard more dangerous for my and other young children.
95. Traffic Engineering – Tempe should expand “intelligent” traffic lights (sensor-controlled light changes) costly, eh?!
96. new style signals at Broadway & College for visibility; like the re-routing of traffic coming out of ASU garage – no southbound.
97. 14th Street – wider sidewalks to slow down traffic; lost of kids on 14th Street ; the cars go too fast – these are cut-through cars, not neighbors.
98. Bicyclists do not follow traffic rules – ride on wrong side of street (against traffic); no lights at night; police do not seem to enforce laws.
99. Do not stop Southern flow from Broadway from ASU. Put speed bumps – that will deter traffic and decrease speed. Please use the bumps – Chandler used these and saved \$\$ and lives. Use photo radar on College.

100. please do something more to address speedy cut-through traffic on E. 14th Street; the speed bumps aren't enough; maybe 4-way stop on Forest; close off 14th @ Mill; make 14th unattractive to speeding cars.
101. Landscaping that is done for traffic calming needs to be maintained and replanted as it suffers from use (ie: what has evolved on west 13th – Mill to Hardy). There are drainage issues with the use of speed bumps and traffic calming in regards to monsoon rains.
102. Parkway Blvd traffic is a problem – dust and speed – Mill to College.
103. Where will traffic coming south off College from ASU go? You may well create more cut through traffic on 14th Street. How will residents near Daley Park go south on College to get home? Are there more people coming from the parking garage that are students or employees?? The officer on 15th Street and College was very effective – more than blocking College or traffic calmers.
104. The consequence of prohibiting southbound traffic on College at the College-Apache intersection will cause greater congestion on both Rural (busiest north-south street in Tempe) and Mill. This proposal strikes me as a bad idea.
105. Crossing Apache at College eastside: bikes & peds crossing Apache is different because of cars coming from garage, turning southeast on Apache. Your plan will increase this risk by encouraging left turns.
106. I work at AUS and park in structure 1. Traffic ? structure can be routed different ways say along ?/Lemon to exit onto ? then to Mill. Also the Apache/? Intersection is very confusing already. I like the idea of not being able to exit and drive south on ?.
107. I have been walking from Geneva to Broadway or Apache every day since 1966. I see traffic problems only during prime school hours and ASU game times. Blue bins on the sidewalks and bikes also on the sidewalks are a real problem. Anything that obstructs the drivers view on any roads is unacceptable – this includes trees, bushes, etc.;
108. We fully support restricting southbound traffic across Apache on College, and allowing pedestrians and cyclists. We propose creating a permanent concrete structure that would allow left turns off of west-bound Apache but disallow traffic south across College.
109. Signage should be added for traffic coming south on Mill – specifically designating curve overhead signage at 10th St would help.
110. bus stops need to be off the road.
111. We need the speed bumps located at Malibu and at Laguna. They are indicated on map, but are non-existent.
112. Don't widen Southern.
113. Broadmor & College: problem Aepli with school kids on bike, foot & in vehicles. Must minimize # of bus stops so kids know where they are and how to react.
114. School buses occasionally go fast thru the neighborhoods – empty – near Broadmor school on residential streets where they are not picking up kids.
115. In the past two years the presence of police on south College has diminished dramatically in the past year. I have hardly seen police. I drive twice each morning and folks are becoming more impatient.
116. Traffic problem/bike problem – dangerous to cross Broadway north and south- especially difficult to see to your left as you are heading north on College. Traffic south of Alameda – north of southern needs to be slowed.
117. More trees would be nice, shade softening.
118. Please do not put vegetation in medians. Chandler made this mistake and removed them – this really hinders your ability to see traffic (cars – bikes and people). Remember many of our residents are elderly and this reduces visibility.

119. Broadmor School – crosswalk across College needs to be safer; maybe Broadmor pick-up and drop-off can be relocated. Now it is very congested on Aepli and La Corta during pick-up/crop off; bicyclists on College don't obey the laws. They are a danger to the kids.
120. College & Broadway – Problem: dangerous for bikers, walkers going to school.
121. College and Broadway – dangerous for peds and bicyclists crossing Broadway; the bus stop on west bound Broadway is very small.
122. Thank You! For the open process and allowing everyone to participate.
123. put rope/chain across crosswalk, when children are crossing
124. I taught at Scales (west of Hardy) on 5th Street for years. What happened to traffic and safety for children after the 5th Street project has been great. Tempe Elementary District #3 is very active in working to provide for safety at school arrival and dismissal times and works very hard to educate school communities concerned parents also need to contact the schools and the district.
125. traffic travels too fast on College between Southern & Broadway. There is too much south bound traffic between Apache & Southern. Drivers avoiding major arterials use College which has a negative impact on Alameda.
126. I'm Australian – circles in intersections are widely used and are very successful at slowing traffic. Some spots are perfect for this.
127. Bicycles need to obey laws going thru crosswalks & slow down. I think skateboarding should have safe routes also and a safe place locally to skate – not in the streets when the sun is in the drivers eyes.
128. College Ave between Southern & Alameda – the street is College Ave between Southern & Alameda – the street is way too wide. A few years ago, speed limit was reduced form 35 to 30MPH, yet the speed of vehicles has only increased. There is little or not speed enforcement. Why? College needs to be narrowed as it is people use this stretch as a freeway/speedway. Photo Radar!
129. I would like to see traffic coming from Broadway on to La Rosa to a. Stoppppppppp!!! B. Slow down on La Rosa from 3:30 pm weekdays to 6:45pm . a. traffic zooms down (south) on La Rosa; b. it is “impossible” to turn left (west) on to Broadway off of La Rosa & difficult to go East.
130. Good ideas – you have it nailed. THANKS FOR ALLOWING THE INPUT.
131. police enforcement on ASU bicyclists who endanger themselves and pedestrians.
132. At McKemy Middle, cars back up, parents become impatient – there is constant confusion here AM & PM. Sometimes the police is there, by either on foot speaking with parents in the school driveway or on a motorcycle hiding (which is much more effective).
133. College between Alameda & Southern: dislikes – too wide; too much cut through; speeding; needs traffic calming. Likes – bike/pedestrian friendly.
134. Like: bike routes that exist; walk/jog routes/ ped bridge @ US60; neighborhood parks of Tempe.
135. College Ave from Alameda south to the freeway is wide enough for any kind of median program, isn't it? We residents on College Ave (3500 block) need a down sizing of street width in this area.
136. College & Alameda – needs better lighting; 4-way stop/traffic circle more appropriate than stop light; turn lanes not necessary
137. 1) Palmcroft traffic is to fast, people cut through, school buses SPEED through. Between Mill and College. 2) College and Broadway is a deathtrap. Drivers run a red on Broadway and send College drivers on to the side walks. Peds @ risk.
138. PROBLEM: fast traffic has increase so much in the 3 years we've lived @ College & Fairmont Drive that we can hardly find an opening in the traffic flow for our

children to cross College to bicycle north up to McKemy & Broadmor to attend school safely. Very few people drive 35 mph or less & the speed limit is 30 mph (south of Alameda).

139. Make sure changes do not put bicyclists closer to the auto traffic. What about off street bike/pedestrian paths? Maybe wider sidewalks.
140. College narrows at Alameda (traveling north). This is a safety problem for bicycle riders as they are funneled into a smaller area with cars.
141. vote for tree lined street on college
142. Bicyclists should use lights at night and should make themselves visible to drivers.
143. Bicycle safety – especially education at the local schools – don't wait until there's a death!
144. This section is hot, ugly, with a narrow sidewalk – please widen the sidewalks.
145. College Ave between Alameda & Southern is too wide. People speed up here and pass in bike lane, street is 6 lanes wide. I would like to see a traffic circle or barrier closer at College and Alameda. No thru traffic n/s & e/w. barrier or right turn only may be a good idea.
146. Alameda & College are essentially “half-mile” streets. They are not “neighborhood streets” as the cross-streets (Del Rio, Fairmont, etc) are and should not be treated in the same way as neighborhood streets.
147. Geneva Drive – vehicle traffic cut through traffic from Mill to College.
148. Palmcroft Drive between Mill & College – traffic calming on Palmcroft between Mill & College to restrict cut-through, speed, volume, school buses; make street into parkway; 2-3 landscape medians; block off end of Mill and Palmcroft east of alley with collapsible barriers for emergency vehicles; on street parking with landscape bulb-outs; wider sidewalks.
149. traffic calming – street is too wide, encourages speed College – Alameda & Southern. Anything but speed bumps!
150. Glad to hear plan would not encroach on existing curbs and current perimeter landscape. Concern about not being able to get into our neighborhood going south on College at Apache. Traffic is already extremely congested on Apache. This project should not be done or be greatly modified unless it will really improve problems discussed.
151. Traffic calming on College south of Alameda; further enforcement in this same area; Broadway & College intersection unsafe; more trees/shade on College south of Alameda.
152. traffic calming on College with speed humps – NO!!! 13th Street traffic calming is a failure – don't repeat it on College.
153. Don't waste money on “ART” in the median. Don't waste money moving sidewalks and light poles. Use the money for traffic barriers, landscape, bike lanes and for crosswalks. Cut-through traffic from Mill & Rural is a huge problem. I can't get in my neighborhood off of Rural to turn on Loyola or Geneva due to backed up traffic on Rural. Mill & Southern/Southern & Rural – congestion problem.
154. Traffic is too fast at all times day & night on College; the amount of traffic has increased greatly over time; 2 school located between Broadway/Southern on College and I don't feel safe having 4 kids in the area.
155. Palmcroft Drive between Mill & College. Problem: speeding cars, school buses, cut-through cars, wide street on Palmcroft Drive between Mill & College. Problem: parking cars on Palmcroft to use neighborhood circulator.

156. Arthur Cantrall. Large number of traffic accidents at College and Southern. People entering and leaving post office. Left turn appear to be issue. Large number of vehicles and bicycles going up and down College to ASU.
157. Dislikes: too narrow of sidewalks; lighting (poor); too high of speeds on College; vehicular cut-throughs.
158. Enforce speed limit on College Ave!! Photo radar was suggested. Good idea.
159. College Avenue is fine as it stands. A few people drive too fast, but if anything, the speed limit could be increased from Alameda to Southern with no significant risk. "Calming" measures interfere with the efficient flow of traffic and should be avoided on all of College.
160. Traffic Problem: Southbound traffic on College turning west on Pebble Beach at high rate of speed. Pebble Beach is narrower than the other side streets so drivers tend to swerve around the corner into the eastbound "lane" of Pebble Beach. Pebble Beach also has a lot of cut-through traffic from College to Mill.
161. Pedestrian Issue: There is not designated location for peds to cross College between Southern and US60. a mid block crossing at La Jolla would be helpful. There is a lot of pavement to cross and with the high speed of traffic it is not safe to cross.
162. 1) The more shade the better for bikes & pedestrians. (aesthetic appearance) 2) Leave space between sidewalks & curbs (for safety).
163. Traffic Problem: Drivers regularly exit the post office leading south on College, then use our residential streets to cut through to either Mill or Rural. This is particularly an issue on Pebble Beach between College & Mill.
164. At Southern & College. College is two lanes north of Southern that narrow to one lane. In the two lane area there is no bicycle lane. As a regular bicyclist on College, I'd like to see bike lanes start & finish @ the intersection instead of 100' from the intersection.
165. Traffic – left turn arrows for drivers on Southern turning N/S on College would be helpful.
166. College Avenue between Southern & Alameda – Likes: 1)bike lanes 2)pedestrian sidewalks.
167. College Avenue between Southern & Alameda – Dislikes: 1) too much speeding 2) too much cut-through traffic 3) street is too wide 4) middle turn lane used as a passing lane 5) proposed traffic bus circulator 6) too much total traffic!
168. Spike the punch and popcorn. Have the meetings at fish markets. It will solve all you "people complaining" problems. Trust me, it will.
169. 1) Do not widen sidewalks 2) traffic from ASU going south should use College Ave if they want to. College Ave is a street, not only pedestrians & bicycle route! Why force all traffic to Rural & Mill? 3) Keep recycle bins off sidewalk.
170. Landscaping in middle of College Ave a bad idea & especially concerning safety of children & bicyclists.
171. or be greatly modified unless it will really improve problems discussed.

Comments received via email, internet or in letter between Dec. 5, 2006 and Feb. 28, 2007 meeting:

172. Every morning I walk on College Ave. My husband has very bad eyesight and he also walks on College Ave. with our dog. I am concerned about College Ave. between Southern and Alameda. I am very concerned about changes on College Ave. that would include parking and an outside bike lane. Children going to both McKemy and Broadmor as well as many ASU students use the bike lanes. I think it is very unsafe to have bikers between cars moving along the street and parked cars. The beauty of College between Southern and Alameda is that it is

open and wide. There is only one house that faces College and it appears to have enough parking. I am concerned about the families that have to back out of their garages onto College because parked cars will be a hindrance to their ability to see as they are backing out. My husband's macular degeneration means that he cannot see cars except when they are close – having parked cars along the street would be very inhibiting. As it is, he is limited to the quadrant between College and Rural and Alameda and Southern as he cannot see well enough to cross a major street. He has to be exceptionally careful in crossing streets like Del Rio and Fairmont, etc. and parked cars would be a hindrance to his sight. I am against speed bumps. We deliver Meals on Wheels from Tempe St. Luke's all over Tempe and believe me there are enough speed bumps. While I drive slowly enough, my car has taken a beating. I would ask for another type of calming if there has to be any at all. I appreciate your consideration of these concerns.

173. I am not in favor of the buses running up and down college for several reasons. The benefit of living close to schools is that we can walk or ride bikes to and from school, why put our children in danger of getting hit by a car or a bus. Why make our neighborhood streets a park and ride for college students. With the free passes that will be handed out to all college students whether they live in the neighborhood or not, this will just encourage anyone (not just residents) to park on our streets and get a ride on the bus. Could this cause more rentals in our area. We live close to College which makes us concerned. As of right now there are no bus stops. How is the bus going to pick up people? Where will the bus stops be placed? Won't this cause more traffic problems than we already have? Who will be riding the bus on Saturday morning at 7:00a.m.? The buses are going to be running 7 days a week from 7:00a.m to 8:00 p.m , who will be taking advantage of this service? What a waste of money to run the buses with no one on them. Our goal is to calm the traffic on College, we don't know how much of the traffic problem is caused by people cutting on to College to get to other streets. Don't you think there needs to be some research done before this plan goes forward? Yes, it could be a good idea but let's make all the neighbors aware of what is really going to take place and call a bus a bus and not confuse people with calling it a circulator. Finally, our neighborhoods should not be burdened by the parking problems at ASU.

174. I personally am in favor of the FLASH going up College every 10 minutes. The reality is that the students are already living in our neighborhoods because it is off-campus housing that is close enough to bike to ASU. If free bus service was available, there might actually be less bikes and pedestrians on College. The FLASH bus is less dangerous than the parent talking on the cell phone while driving their child to school. The reality is that we are a large metro area and need mass transit. With the FLASH, you are actually reducing the number of cars/bikes/walkers by at least 15 every 10 minutes. I actually think we will need special FLASH buses that can handle 5-10 bikes since many people could take the FLASH to ASU and use the bike to get around campus. I also see that we need traffic calming. When I have been on College, the cars are going much faster than the 15 mph or 25 mph that is posted. Not everyone has the privilege to drive. I had epilepsy for 10 years; 5 of which I could not drive. I challenge you to go 3 months with no car and no family to drive you to work, groceries, etc. The current law is that you if I have a seizure, I cannot drive for 3 months...even if I am NOT driving a car. Imagine if you had one glass of wine with your supper and were not allowed to drive for the next 3 months. The bus was my only means of transportation. ASU attracts students with handicaps who may not be allowed to drive. In addition, the cost of parking is becoming unaffordable for many of the staff at ASU. The College Avenue FLASH would be perfect for one of my friends who works at University &

Mill. Even though she works in information technology, the cost of gas and parking is starting to take too much of her budget. The planned route for the FLASH Would enable her to take that route to connect to a bus that could drop her near her house.

175. We are residents in the Brentwood Cavalier neighborhood (Southern to Alameda, Rural to College) and attended the meeting on Tuesday regarding traffic calming on College, as well as the circulator meeting a few weeks ago. Thank you for scheduling that meeting and for being responsive to our neighborhood's concerns. Our neighborhood association has always had concerns about traffic calming and a few years ago we formed a traffic calming subcommittee and met with Larry Shobe and his staff about our concerns for our section of College (Alameda to Southern). We understood that we just needed to "wait for the funding to come in" and we have tried to keep informed. But I fear that we may not have followed an aggressive enough protocol as I see that our section of College was not even mentioned in your traffic calming and street-scaping proposals presented at Tuesday's meeting. Rather, it seems that any projects related to this section of College would need to come from the \$3 million allotted for the entire section (Apache to I-60) and I fear there may not be enough for what this section needs. I want to understand better the process that is in place for our input: Will the February meeting be a realistic chance for us to actually petition for aggressive street narrowing and traffic calming features for our particular section of College? I'm sensing that this whole project may be under-funded at \$3 million in 2008 dollar value. What can we do to get more money allotted to Tempe's largest neighborhood and premier biking and pedestrian route, accommodating a vast amount of elementary/middle school children twice A day? My opinion is that it is this very section of College which encourages the cut-through traffic. It is the widest collector street in the City and it does not need to be. I truly hope that your staff is aware of and committed to our section of College and its unique challenges and needs. Let me know what your suggestions would be for our neighborhood to be "heard" enough to secure some solutions. Again, thank you. I trust that we will be able to work positively together to create winning solutions for our neighborhood. Tempe is a great place to live!

Also submitted from household above:

perception: too much traffic for a neighborhood street with school zones and park

Use: All of the above

Favor: Yes

Concerns: Would like traffic calming street scaping btw. Alameda & Southern (don't make it a parking lot by creating parking there!)

ProblemAreas: extreme speeds and traffic volume between Alameda and Southern; loud noise from drag racers and motorcycles late at night.

Comments: We do not want a bus every 15 minutes down this street. Please park & ride and put the buses down Mill or Rural. Don't want parking in our neighborhood or free service in and out of it. Will encourage student housing here.

176. Couldn't stay until 8:30, but what an interesting evening. I am very excited about the improvements projects. A public art element would be dandy, but even without, it, I love the idea of the circulator bus.

177. Thanks. It will be easier to understand when the consultant actually brings forth ideas/graphics to comment on. I am assuming that the bike lanes will stay.

I oppose speed bumps. Definitely want the Circulator bus to go from Library on College to downtown and to run the same hours as the special events. Lots of shade trees....boulevard effect. Thank you!

178. A few of my neighbors, very few, think that College Avenue needs "calming." I disagree. Traffic on College Avenue is usually light and serves local schools and ASU. There may be some noisy kids on Friday night high school football game evenings. I walk and also drive almost every day on College Avenue. I have never had any problems. We can't expect all cars traveling north or south to use Mill Avenue or Rural Road. A neighborhood circulator bus is a good idea, especially when the light rail system is completed. A 10-15 minute schedule is perhaps more frequent than would be necessary. College Avenue doesn't need "enhanced streetscape." I think the sidewalks are adequate. I plan to attend the meeting Tues., Dec. 5 at 6:30 at Broadmor School.

179. I was unable to attend the meeting at Broadmor. I am not confident that the idea of circulator buses will be successful at a reasonable cost. On special occasions they would be practical, but not on an everyday basis. It seems to me it would be exorbitant in cost, but I am sure you have that calculated out and perhaps have enough money to fund it. I believe spending money for education is more valuable in the long run. In regard to "calming traffic" on College Avenue, I feel that is catering to a few at a great expense. Can't you put up a sign for much less money saying "local traffic only?" After enforcing it in the beginning a few times, and educating those leaving ASU after work, traffic will be under control with lots less cost and inconvenience to those who live on that street and that area. Speed bumps, etc. punish people who live on that street because they have to go over them everyday. No one will want to buy a house where they have to go over speed bumps, so house evaluations will go down. I vote for no circulator buses and no "calming traffic."

180. Also, I'd really like to get some information about the proposed shuttle bus and the traffic calming measures for College Avenue. In particular, how to address concerns over people parking all over the neighborhood and taking the shuttle to the university daily. I could see that being a concern. Sorry I didn't make the meeting at the school. I had to work that evening. I live near Rural on Loyola but dogwalk on College nearly daily. I also use it as a shortcut driving Mill and Southern but would be in favor of completely closing it to traffic except for a shuttle to campus and downtown. I'm certain that's not a popular stance but that's my personal view. Rural is a nightmare and we should have some safer, quieter place to travel without a vehicle in the area.

181. These are my official comments in response to the Broadmor meeting on the neighborhood shuttle and traffic calming. Could you please forward them to the appropriate office? Neighborhood shuttle: I strongly support the idea of a shuttle from downtown Tempe, down College, and to the public library. The shuttle will make the streets SAFER for children and teenagers, by taking cars off the road and by giving young people a safe form of transportation: better to have a 16 year old on a bus than driving a car. It will also make the streets safer for cyclists by reducing cars on the road, even if only a small fraction of drivers switch to the shuttle. It will be especially good for encouraging the many people in our neighborhood who work and drive to ASU to use the shuttle instead, especially on hot or inclement days. Traffic calming: I support any form of traffic calming on College EXCEPT speed bumps. However, I think that traffic calming is only really needed between Southern and Alameda: the width of the street encourages speeding. Diversion of traffic from PS1: I have mixed feelings on this. It would move traffic off College, but would increase the real problems on

Mill and Rural, and would certainly inconvenience people who live off of College. I hope neighborhood views will be solicited after the experimental phase.

182. I will direct my comments to the Southern to U.S. 60 section of the College Avenue Improvements Project, in as much as that is the quadrant that we live in. Three million dollars for two miles of traffic reduction and calming will not serve to satisfy all citizen concerns and wishes, particularly if it is distributed equally along College Avenue. Therefore, it seems reasonable that reduction of traffic volume and speed should be the main focus and receive the bulk of the funds available. My comments are as follows:

Traffic reduction: Ideally, I would like to see Hermosa and La Jolla closed at Rural Road, and Hermosa and Pebble Beach closed at Mill Avenue. Our neighborhood has the post office at Southern and College which attracts considerable transient traffic. In addition, we have considerable cut through traffic from people trying to avoid the Southern/Mill and Southern/Rural intersections. This scenario would also help reduce crime in the neighborhood by virtue of more limited ingress and egress. It would also help property values and most likely attract more owner occupants and pride of ownership. As an owner of a corner lot on College, I may regret the increase in traffic that street closures would cause on College Avenue but, overall I believe it would benefit the neighborhood greatly. Speed/Noise reduction: College Avenue from Southern to the Freeway is a wide one half mile long speedway. There have been numerous one car accidents on College mainly due to excessive speed. The speed humps haven't had much affect on speed and actually create more noise. Therefore, I would like to see a 4 way stop on College and the Pebble Beach, La Jolla and Hermosa intersections. It would be nice to see a traffic circle at these intersections as well. At a minimum, La Jolla should have one as it is half way between Southern and the freeway. The best way to reduce speed and traffic volume on College Avenue will be to create numerous stops and constrictions that force a slow pace

183. 1. Do not allow parking on College Avenue 2. Keep the bike lane, and widen it if possible.

184. perception: A safe road to no where.

Use: Bicycling

Favor: No

Concerns: We don't need them. Spend money on Southern.

ProblemAreas: During normal bussiness. Close down College during normal bussiness days.

Comments: How many bicycle/ped. accidents/deaths have happened on this legal street when laws obeyed? How many on your other suggested improvements? Is Southern safer than College? How about Baseline? The only option you have for college is to shut it down from motor-vehicle traffic. Because it is 96 percent safe already

185. perception: Very safe to bicycle on. So much so it encourages wrong way riding.

Use: Bicycling

Favor: No

Concerns: That improvement money should go to real problem streets like Southern, etc.

ProblemAreas: Too may wrong way cyclists. Bike Lanes should end 100' before intersection to encourage cyclist to line up with cars instead of to their right where they can be right hooked.

'Bicycle crossing' buttons on curb also encourage this unsafe positioning.

Comments: Comments noted above.

186. perception: This a dangerous and potentailly deadly street

Use: All of the above

Favor: Yes

Concerns: I am afraid that someone is going to get hurt or worse by all the fast moving traffic. If a bus route is added, It will be more dangerous for people trying to cross the street with a large bus block drivers views.

ProblemAreas: College Ave has too much traffic that is moving to fast. Traffic calming devices need to be placed between Southern and Alameda. It is unsafe for bikes and pedestrians. It is also too dark.

Comments: Why does Geneva from College to Rural have speed bumps but not any where else? The cars using that street use all of our other streets also. Why don't we all have bumps?

187. perception: Relatively good method for biking from home to work (ASU)

Use: Bicycling

Favor: Yes

Concerns: none

ProblemAreas: northbound narrowing at Alameda can always be a little sketchy on a bike

Comments: I would be in favor of a FLASH shuttle running on College up to ASU.

188 perception: low traffic, better for biking, better for local access

Use: All of the above

Favor: Not Sure

Concerns: The bike lane sensors often don't work or appear not to work especially on weekends.

ProblemAreas: speeds between Apache & Broadway, reckless access to the post office by the mail-obsessed, right turns hazardous to bicycles at Broadway and at southern

Comments: Bike lanes need to be wider, especially between Apache and Broadway

189 perception: A very pleasant street, quiet with little traffic (except during rush hours).

Use: Bicycling

Favor: No

Concerns: Keep it open for bicycles in all directions at all times.

ProblemAreas: none

Comments: I don't see any need to change the street. It is fine as it is.

190. perception: It's an excellent and safe southbound route from ASU for both vehicles and bikes.

Use: Driving

Favor: No

Concerns: I live at College and Baseline. Using Mill or Rural has become too backed up, and so has College. However, I still prefer College as it moves faster. By restricting College, you force more traffic on to Apache, Rural and Mill, which can't handle the evening rush hour as it is.

ProblemAreas: More traffic, and the speeds are fine. I know it's posted at 25 for part of the way, and most people do 30 in that area. This is fine with me. The biggest problem are the people who try to pass you on the section that is south of Alameda. It's not two lanes, but people in a hurry try to treat it like two because the street is so wide. Perhaps more lanes should be added, especially since ASU's population and workforce are expected to grow by thousands each year. Light rail will not help the majority of commuters because it doesn't pass by many residences at all. Additionally, with all the highrise buildings and condos that the city has approved, the gridlock in Tempe is going to become more unbearable and simply unmanageable.

Comments: I love College Avenue, and don't want restrictions. It's an important south bound alternative because Mill and Rural are so backed up. Also, it's nearly impossible to make a southbound turn on to Mill from 13th due to west bound traffic. There needs to be an arrow installed there. Also, you need to install an arrow at College and Apache now that you have

restricted Southbound traffic from ASU. Without the arrow, major gridlock and accidents will occur there.

191. perception: I live just off College avenue and use it daily for travel to work at ASU it is the safest street for bicyclists in the city.

Use: Driving

Favor: Yes

Concerns: Auto traffic moves too quickly a lot of the time. motorists who are traveling through this area often use it as an alternative to Rural or Mill due to the traffic load on these two arterials.

ProblemAreas: South of Alameda impatient drivers pass other cars using the designated turn lane or alternately the bicycle lane. Many people speed in this area and my perception is that local cars (neighborhood residents) usually travel the speed limit. Tailgating is also an issue mostly for southbound traffic.

Comments: I would like to see some landscaping and islands or similar methods to slow down traffic while providing a safe barrier for bicyclists. Do not just restripe the street and use the bicycle lane to slow down traffic as was earlier proposed. A lot of children and adults use this street for bicycling and they do not need to be put at any greater risk to their exposure to automobile traffic.

192. perception: major north/south route for cycling

Use: Bicycling

Favor: Yes

Concerns: N/A

ProblemAreas: On my bicycle, I have noticed much excessive vehicle speeding, especially on the stretch closest to the University.

Comments: I very much support and appreciate these traffic calming measures. Thank you!

193. perception: Could be a lot nicer, easier to navigate, more friendly for bikes & pedestrians

Use: All of the above

Favor: Yes

Concerns: Your budget isn't adequate to do a good job. Afraid it's going to turn-out half as good

ProblemAreas: Turning left onto College from Broadway or Southern is dangerous from both East and West. Could do without stoplight at College & Alameda (stop sign or traffic circle instead). Wider sidewalks, better visibility from sidestreets, and improved lighting should be priorities.

Comments: You could REALLY improve neighborhoods and turn this into a REAL revitalization project by undergrounding utilities, adding medians or narrowing the roadway South of Alameda, widening sidewalks and bike lanes, and adding nice light fixtures (like on Apache or Mill). Pullouts for city and school busses would be nice. Landscaping should be simple and allow for better visibility. Should also look at replacing or adding lights at Mill/Broadway, Mill/Alameda, Southern/McAllister intersections.

194. perception: College Avenue is one of the most pedestrian/bicycle-friendly streets in Tempe. As an ASU student of long ago, I still love traveling on College as it leads closer to the University. It's always refreshing and energizing to see the mix of eager face, both young and older, as they make their way to and from ASU. I also enjoy passing through and adjacent to the fine older neighborhoods along College, and always think that I would enjoy living there.

Use: All of the above

Favor: Yes

Concerns: Please design improvements with the high quality that such a special street deserves.

ProblemAreas: Car traffic on southbound College at Broadway can get backed up quite far during afternoon rush hour, and pedestrians/bicyclists need to be extra careful at those times.

Comments: It sounds like an exciting project and I would like to follow its progress through public meeting, mailings, etc. I would also possibly be interested in joining a Project Citizens Advisory Committee, if you are thinking of forming one.

195. perception: it is a collector street that is well used - it is NOT a residential street

Use: Other

Favor: No

Concerns: Question #2 = drive & bike. College should be posted at least 30 MPH. Tempe has a tendency to reduce speed limits on major roads, narrowing or taking away traffic lanes (Mill Ave, Univ to Rio Salado) , build center medians and smaller left turn only bays to discourage drivers using the road and to cut through traffic even though we don't have many other choices and these roads are collector streets, exemple: 13th Street, W. of Mill. Calming a minor collector doesn't make sense. If speeding is the problem, maybe the speed limit is too low or they should have a van for enforcement.

ProblemAreas: When ASU staff/students get out at Apache/College; College backs up southbound. The intersection at Apache/College is very busy. The westbound left turn only lane backs up = sometimes 3 signal cycles passes before we can make the left turn during peek hours.

Comments: It is very hard to get in & out of Tempe without being stuck in traffic no matter what roads are taken: Rural, McClintock, Mill Ave. Traffic "calming" projects in Tempe are creating more bottlenecks - calming is supposed to affect the speed, not the capacity. However, when Tempe calms a road; they include 3 way or 4 way stops and build short left turn only bays at major intersection (like 13th St & Mill)

196. perception: improvements are crucial

Use: Driving

Favor: Yes

Concerns: parents picking children up after school impede traffic

ProblemAreas: traffic comes to a standstill infront of McKinney Middle School

Comments: Is it not illegal to impede traffic regardless of the good intentions

197. perception: It's a very popular, relatively safe route for bicyclists to get to and from ASU

Use: All of the above

Favor: Not Sure

Concerns: None at this time

ProblemAreas: There's stretches that are not well-lit at night (between Broadway and Alameda), Also some drivers drive way too fast, especially with schools on both sides of the street.

Comments: None at this time

198. perception: Some parts too wide, others just right.

Use: All of the above

Favor: Not Sure

Concerns: Speed humps. A major pain to those who use the street the most. And they are not the problem.

ProblemAreas: traffic light at College/Alameda. Inappropriate for traffic volume, especially across Alameda during off-peak times.

Comments: I suggest the city looks at replacing the light at Alameda/College. A 4 way stop with a roundabout would continue to discourage traffic from using Alameda or College as a bypass, while being more appropriate for the traffic volumes. It would also provide an opportunity for public art or landmark in the center, which could help tie the adjacent neighborhoods together.

199. perception: Speeds are far too fast along much of College. Drivers routinely exceed posted limits.

Use: All of the above

Favor: Yes

Concerns: No.

ProblemAreas: I often cross College on foot at Encanto and find it dangerous at times. An obvious pedestrian crosswalk would be very helpful. It's also my hope that traffic calming measures on College will lower volumes and speeds on my street, Bonita, which at times seem excessive.

Comments: I am very much in favor of the proposed Neighborhood Flash routes proposed in the above materials. This would be a great way for the residents (especially disabled residents) to access ASU and Mill Ave. without having to drive. This should alleviate some parking issues at ASU and on Mill, and reduce traffic volumes on College.

200. perception: Drivers do not heed speed limits. They also speed and pass through the school crosswalk.

Use: All of the above

Favor: No

Concerns: ASU is increasing its parking fees while less and less parking space becomes available. I can't believe that our streets will not become parking lots for the ASU students. We already suffer from the number of rentals in the neighborhood that have 4 or 5 cars parked on the streets. I don't believe the City of Tempe is concerned about the quality of this neighborhood. It is expensive to purchase a home here and the people who live here deserve to have the city support their desire to have a calm and secure neighborhood. The concerns of these people should come before ASU's need for transportation and parking.

ProblemAreas: I see not effort by the city to enforce the speed limit on College between Southern and Alameda. I am on that road daily as a pedestrian and driver. I also see no attempt by the city to enforce traffic rules at the school crosswalks. I will be stopped at the crosswalk and a car will pass me from behind. There are children in the crosswalk. Why have the guard there at all if the rules are not enforced. The safety of the children is far more important than the speeding, impatient driver who must get to where they are going immediately.

Comments: I would like the City of Tempe to show some concern for this neighborhood and not just concern in accomodating the needs of ASU.

201. perception: -

Use: Bicycling

Favor: Not Sure

Concerns: -

ProblemAreas: -

Comments: a FLASH route on college ave is a great idea!

202. perception: Excellent bicycling route, widely used by commuters to ASU. Problem in narrowing/widening at Alameda.

Use: All of the above

Favor: Yes

Concerns: In calming the traffic, please keep bike lanes straight and safe. Perhaps having the "bulbs" coming out from the curb at intervals, with the bike lanes inside them (i.e., with the bulbs between the bike lane and the curb). Please do not use speed bumps.

ProblemAreas: Speeding between Alameda and Southern. This spills over into neighborhood streets. Also, there is too much traffic at certain times around the two schools.

Comments: I strongly favor the proposed project, especially the circulator. This will decrease traffic, increase safety, and connect us with the light rail system.

203. perception: For the most part good, but can have a large volume of traffic during rush hour times

Use: All of the above

Favor: Not Sure

Concerns: No concerns at this time

ProblemAreas: high volume of traffic on College

Comments: A circulator route down College would be great--I would use it on a regular basis and it would help reduce traffic on College

204. 1. N'hood Circulator: ok to provide the service, but don't put "no opinion/neutral" comments in with "positive" comments. Separate neutral, positive and negative.... for the percents...

2. Leave College Avenue alone. "No mayhem occurring now"

3. No landscaping, especially non-native trees

4. Repave with rubberized asphalt

205. My name is Matthew Bowles, I was born and raised in Tempe, Currently I am a Senior at ASU. I was not able to attend your neighborhood meeting at Broadmor School Last Night. I just want to say that I am in favor of both the Neighborhood Circulator route and the traffic calming/streetscape project. Though I understand some of the opposition points, I think that in the long run this is the right direction. This does not mean that some of the complaints of local citizens aren't based on valid points. Such concerns need to be addressed. Hang in there!

COLLEGE AVENUE STREETScape & PEDESTRIAN IMPROVEMENT COMMENTS

FEBRUARY 28, 2007 – BROADMOR ELEMENTARY

206. Regarding improvement project "G". Please retain "the 8' high wall from Mill to Rural on the north side of Broadway" as a part of the plan for improvement of the Broadway Road streetscape. This is ESSENTIAL to maintaining the health and peace of the Daley pk neighborhood, considering the increasing traffic flow on Broadway. Regarding "C" – please put a "green wall" up, separating the new ASU DPS station from College corridor – keep College vegetated and non-business in look. Regarding "A" – keep the new traffic flow. It really reduces traffic and helps bicyclists going s-bound.

207. The restricted southbound movement @ College/Apache has drastically cut the 5pm traffic backup on College. Good work!! Your data do, however, show traffic speeds on College are ~ 10mph over the posted speed limit. It would be great to reduce traffic speeds. Hopefully, we could do this without use of the annoying speed humps. I like your pictures of bulb-outs w/landscaping and narrowing. I would love to see trees planted along College. I think even trees in the median would be great; but trees shading the sidewalks is better. Avoid shrubs, because they reduce visibility. Also, we

still need the bike lanes. One great idea our group came up with is: eliminate the passing lane, and put medians between the traffic and the bike lane/sidewalk.

- 208.** more policing of bicycles – especially night usage – get them to utilize some lighting/reflectors; 2) creating environmental landscape along College; 3) eliminate “university” parking along our streets like Encanto, 14th, 15th St, others; 4) utilize means to lower speeds!
- 209.** Restricting traffic down College to Alameda and to Rural is NOT WORKING – either morning or late afternoon; Speeding on Alameda is constant. Anyone driving the speed limit will be roared past recklessly; Speed humps are VERY effective if people would drive 20mph! Street speed humps are NOT like the speed humps in parking lots set for 10-15 MPH!
- 210.** Leave College as it is – maybe add landscape to the side parking areas and maybe place speed tables on some of the areas where there are already speed humps in place or narrowing areas of the streets while removing the speed humps would probably work best.
- 211.** Remove speed humps or do nothing.
- 212.** Traffic modification @ College & Apache has made a huge difference in reducing traffic on College. As someone who rides into and out of campus daily, I am concerned about the frequency w/which cars violate the traffic restriction and think that better enforcement is necessary. An excellent solution would be to place a median to prevent traffic from going straight – speed table or traffic service @ Encanto.
- 213.** Lay off the “Speed Humps”. Your own speed data for College from Southern – south to US 60 (where there are “humps”) don’t slow the expected reduction in 85th percentile speed, i.e. it’s still 9-10 mph above posted limit.
- 214.** If at all feasible, I’d like College Avenue closed to cars and open to bus, bicycles, & pedestrian traffic only. I would like to see a round-about at Alameda & College Ave (round-about == traffic circle)
- 215.** I am in favor of traffic calming on Alameda (where I live) and on College. Please have some citizens from streets with traffic calming come and give their testimonials, pro or con (choose them at random). I favor two-way chokers and speed tables on College and Alameda. 4 way stop signs on Alameda and College should be considered.
- 216.** please no more speed bumps; the light at Alameda/College needs better timing.
- 217.** Keep center lane – possible narrow streets – no speed humps – more enforcement.
- 218.** Teach children in both schools the correct side of the street to ride their bikes. Keep center turn lane. I am concerned about off street parking in front of my house – the college kids.
- 219.** My primary concern is the speeders on College Avenue (Southern to Alameda). Ideally, I’d like to see the street closed and converted to a very long park from

Southern to Broadway. Unfortunately, I doubt that will happen. That said, narrowing of and adding curves would be a positive step. And also adding a substantial number of “trees”.

- 220.** I do not want any change to College Ave from Alameda to Southern. I see no problem with traffic or safety as it is. I would like the speed bumps removed from Geneva Dr.
- 221.** Ideas for traffic calming: 1) speed tables like on 13th street are good; 2) traffic circles on residential streets are not good. There are hundreds of these in Seattle. They certainly do slow traffic but we don't have the rain that Seattle does. Also I don't think people in Seattle like these; 3) I like proposed that Ernie Nickels is proposing for College between railroad and Encanto.
- 222.** 4-way stop w/circle at Alameda sounds great. Indigent traffic to Daley Park. Demographics of neighborhoods is diverse – we have senior citizens but we have young families moving in with pre-schoolers. Speed table at Broadmor & College.
- 223.** For Christine – red lights set much too long on College at Apache, Broadway and Southern. No excuse for it. They have always been too long. It causes people to cut through the neighborhoods to bypass the long lights. It would not cause problems with the major streets because the east/west traffic often clears quickly and no cars pass for the rest of the long green light. Call if you get a chance to discuss (Note causes undo north/south build-ups on College).
- 224.** I do not want college kids parking in front of my house.
- 225.** Keep no parking on College; – put in traffic calming areas on College; – no roundabouts @ intersections.
- 226.** We appreciate your efforts! Let us know how we can continue to help. Our family would like to see: keep Broadway Lane closed @ College (NW corner); a median down College w/xeriscaping; if functional, perhaps the median could be in a wavy line instead of a straight line, like on Galvin Parkway.
- 227.** Look at a traffic study for a light at McAllister & Southern. Consider stop sign at McAllister & LaJolla N/S not E/W.
- 228.** Consider adjusting the timing of traffic lights @ College and Alameda. Green light @ College is quite long, resulting in many cars speeding along College between Southern & Broadway. This is a real problem on weekend nights. Long red light @ Alameda is frustrating for left turns onto College or Alameda thru traffic.
- 229.** Please no traffic circles – speed tables are good. Keep the school children on bicycles away from the traffic. Intersection of Alameda & College is dangerous for children on bicycles. I like chockers and separate bike lanes.
- 230.** No parking on College Avenue anytime!
- 231.** Excellent session. It's about time we did streetscape & pedestrian improvement on College. Please keep the meetings a time neighbors can attend – 6:30pm was good.

Next time have plenty of handouts – several neighbors (me included) came in a few minutes late with none of handouts available. Good work overall!

- 232.** Don't have a dashed line on College from Alameda to Broadway. Passing should NOT be allowed on a street with a 25mph speed limit. I have often been passed – even when the 15 mph school signs are out. Making this a no-passing zone would help with the traffic calming. Cars going the 25 mph speed limit would force those behind them to also go 25 mph.
- 233.** NO SPEED HUMPS.
- 234.** Need to address ped safety at College & Broadway – crossing guard and better site lines.
- 235.** We are in strong support of this program.
- 236.** We are in strong support of this program.
- 237.** It is really necessary to not allow southbound traffic from Apache (At ASU parking structure). I attend Gammage events and now can't go south on College when exiting the parking structure. Was southbound traffic really an issue from the ASU parking garage? Did it really reduce traffic? I live off College Avenue and would like to go south @ that intersection. From what I've seen, most traffic going south on College comes from vehicles turning south from Apache not the parking structure. It is very easy to go either east or west and then do it u-turn to curtail this obstacle.
- 238.** I think we should have traffic calming on College from Alameda to Southern. Narrowing it with bike ramps and landscape. The bike signs should be changed to be enforced every day not just M-F, ie. M-Sunday. Chockers are great where bicyclist can go and narrow the street!
- 239.** #1 – College is fine the way it is – it's not broken, so don't fix it. #2 – SPEED HUMPS ARE EVIL – 50% of adults have bad backs and speed bump HURT. Trust me on this. #3 – “Chokers” – look like an accident waiting to happen. #4 – DON'T NARROW COLLEGE – the wide streets themselves are calming to look at and drive down. Our neighborhood is conducive to pedestrians, bicyclists, dog-walkers, joggers. Let's keep it that way. Also: lack of a southbound lane from ASU is a HUGE inconvenience. I pick up my son several days a week from ASU's agribusiness parking lot, and have to go out of my way to get back on College to go home.
- 240.** The restricted southbound @ Apache/College is a real inconvenience and not very beneficial in reducing traffic on College.
- 241.** Due to large number of college kids in rentals think need parking permits as often there are as many as 8+ vehicles parked overnight some houses. Need turn control on College-Southern traffic light ASAP a there are increasing accidents at this intersection. The traffic on College Ave at 4:30-6:30pm daily does not seem to have been reduces by any noticeable amount. I am not sure the people leaving ASU has slowed much.

- 242.** I am the crossing guard at Broadmor school and I also cross McKemy middle school! I am still having many problems every day mostly during the morning crossing with bikes running my stop sign while in the street with the sign held up. At least one time a day I am almost hit by a bike. I am blind when cars are stopped, many in a row, and then the bikes go thru in the bike route coming close to the crossing children, not to mention close to me! I have had to grab and pull children out of the way. Thank God the cars are almost always stopped, in control, and almost never speed thru the stop zone at school!
- 243.** I am concerned about the parking restriction permit. You must get a majority vote in your neighborhood for these permits to be issued (just like speed humps). I have friends in the Daley Park area and one street passed and the other street didn't. So, they still have ASU students parking on their street. It didn't pass because some of the houses are ASU rentals. I did like the fact that ASU can have a bus pass anywhere (I didn't know that). You did a good job explaining the circulator process. However, I still have some concerns but I did like some of the information that you presented. Thank you for coming out and listening to our concerns. P.S. I wish that you had specific stops not just raising your hand! However, it sounds like you've tested this????
- 244.** Get up the circulatory – pros far out way any cons. Thank you. Traffic calming + shade + sideways widened + shaded medians w/bulb outs – maybe chockers.
- 245.** Very much in favor of the circulators. Consider neighborhood-only parking if warranted. The idea that circulators will bring criminal elements or transients into the neighborhood is goofy. They're here and won't be more or less with a circulator – They will be more visible if riding the circulators, so probably will not.
- 246.** I am in favor of a circulator/neighborhood flash shuttle on College to make using light rail to work in Phoenix/feasible from where I live (about ½ mile). 2) If this is not off the subject, I would like to see bus pullouts on Broadway. My morning commute is terrible near Broadway and Mill and Priest and Mill. If off the subject, disregard #2.
- 247.** I think seniors should support the neighborhood circulator – especially after they no longer drive but are able to walk to bus stops.
- 248.** ITEM G. Broadway Road streetscape should include a 8'0" high wall to protect Daley Park neighborhood from Broadway. This wall have been promised by the city council for the last 25 years. It is very important to include this wall in all publications. 2) Why did you put the circulator on College and not on Mill and Rural Roads?
- 249.** Although seniors seemed to be predominate at the meeting, they are the minority in my neighborhood! I am now in the minority senior group in my neighborhood. It is a shame that too many seniors are ignoring the needs of the young families. And blend to the needs they might eventually need. That a feeder bus would make children unsafe makes no sense. It is paranoid and shows a frightening lack of understanding the dangers to children. A regular bus presence would be safer for all along the route. I am for the feeder bus.

- 250.** Keep center lane (Alameda to Southern). Buses using bike lane – safety issue?
Please – no speed humps. Concerns about off-street parking.
- 251.** We love the bus idea! It is sorely needed especially since our populations is aging. Unfortunately, many of the nay-sayers are folks who need to give up their keys and they find this very threatening. The cut through traffic seems to be from east bound Apache which turns down College going south to Alameda and then east to Rural. If Alameda is jammed, they proceed to Southern, however, without a left arrow at Southern, this becomes less than desirable.
- 252.** Myself and my family will be adamant supporters of the circulator and overall project.
- 253.** Seems like the main issue is to determine if the community really wants the circulator or not. You need to determine some method of accurately polling the community then publish the results and all the comments – pro & con.
- 254.** I'm in favor of the circulator – with the understanding that neighborhood parking would be implemented if necessary. Be careful of reducing bike lanes with traffic calming devices – don't make the bike lanes more dangerous! (A dangerous bike lane is @ the northeast corner of College and Apache).
- 255.** I strongly support the circulator! In controlling traffic on College between Alameda and Southern, attention should be paid to the effects on bicycles. College is important bicycle route. On the other hand, there needs to be some slowing on College. I would favor a median, rather than interfering with straight bike paths. Or, have the bulbs that provide pullouts for the circulator and which remain outside the bike paths. (Many here tonight came because of a circulator distributed last week with alarmist objections to the project. I do not think the opposition tonight was representative.)
- 256.** Yes, yes on the circulator bus Southern to Apache!! We want it. No speed bumps, no bulb outs on College. Maybe medians w/trees. Landscape on College OK but not too much narrowing. The notion of undesirables from the circulator is racist talk. Late circulator hours.
- 257.** I wonder if this will get the local people to drive less. It's time to drastically cut auto traffic. I'm getting elderly – maybe I will need public transportation soon. I like the idea of being able to access the light rail – without having to drive to it – and then pay for parking wherever. I worry about users parking on my street. Can we get “guest” passes for in front of my house? How will bike traffic be affected by the buses stopping to load/discharge passengers?
- 258.** I totally support the circulator bus. Medians are best option – naturally slows traffic w/o irritating drivers, while adding possibility for greenery.
- 259.** The traffic change at College and Apache is a huge inconvenience. Traffic is calm enough and as a bicyclist, walker and driver who has traveled the length of the road hundreds/thousands of times, I have never had a problem. I think a circulator is a good idea but maybe it should be rerouted from College and Mill. It would reduce the “criminal element in the community” and improve transportation to the high school. Plus, there are already bus stops along that stretch.

- 260.** Change timing on light on Alameda. I'm all for the circulator! What a great idea! What to do to prevent parking on streets for circulator? I think having the circulator stop for people will discourage people driving on College! It won't stop in the bike lane, right? Make bike lane wider.
- 261.** I am very interested in seeing this project happen (circulator). Is circulator for neighborhood use? Concern: people using neighborhood at parking facility (then ride free local bus downtown) Suggestion: issue cards for ridership.
- 262.** With the main purpose of this project focusing on traffic calming and pedestrian improvements . . . I like traffic circles, but they could push cars into bike lane. I like chokers and medians if they don't push cars into bike lane. I would like to see 4-way stoop signs at Broadmor and College (near crosswalks) and near Daley Park, at Erie and College w/speed tables. People will run a stop sign without speed table. I think that the commuter bus needs to have designated stops so that it won't block traffic. College should be bike and pedestrian friendly, putting bus routes along college seems contradictory. I think that bus route is a good idea that would reduce some traffic. I would like to see lots of stops signs or make College a non-through street. (from Southern to Broadway & Broadway to Apache), Lots of trees and agaves too.
- 263.** For traffic calming –remove speed humps. Use bulb-outs or football type median with landscaping (nice shade trees). Neighborhood circulator should run to 11 pm. On portion south of Southern bulb out to designate parking (with shade tree), and widen sidewalks.
- 264.** College should not be narrowed consider choker at LaJolla & College. Maybe a landscape median/entrance just past post office parking before Laguna. I'm not in favor of speed bumps. 7am – 8pm M-F is favorable time for circulator. Being on the corner of McAllister & LaJolla I don't want late night or early noise/traffic. Later on weekends but not every 15 minutes – It would be nice to leave Gammage at 10 or 11 and get home – like every 30-60 minutes after 8pm until 11:00 or 12:00 would be an idea.
- 265.** Buses OK as long as there is adequate use. Leave the road alone or only slight mods to it. Landscaping is not necessary.
- 266.** 4-way stop or speed table @ College and Encanto. Make sure bike lane is clearly defined along the entire length of College, especially clear @ intersections. Full support of circulator! Landscaping/art along roadway. I support chokers, speed tables, humps, medians, etc.
- 267.** I like the concept of circulator on College. I like the concept of calming medians on College. I don't like idea of traffic circle at the corner of Alameda and College – 4-way stop sounds good! Circulators are wonderful. The help aged people. I can't understand those seniors who don't like circulators. I don't worry about the circulators bringing in bad elements.
- 268.** I like the railroad whistles. Leave crossing whistles along. Likewise, I hate traffic bumps. Take them out. Please allow traffic to resume flow south on College from the ASU parking garage to our neighborhoods south of Broadway. Please open up Broadway Lane again east and west from Broadway – at least for bicycles. I'm all in

favor the circulator traveling N & S on College. As for College, put in a landscaped median.

- 269.** Bicycle crossing underpass at NE corner of Daley Park – pave alley suitable for bicycles E of Daley Park. 2) 4-way stop signs (instead of light) College and Alameda. 3) circulator – good idea.
- 270.** Can you insert footballs every block? That would be great fun with my MX-5! – but it wouldn't slow me down. If you propose bulb outs w/landscape – please maintain a minimum of 120 sf of planting area (like the zoning a development code requirement) to allow for adequate root/air space to give trees a better chance of survival. Bring on the bus – but I will likely not use it. I'll keep walking. Was the speeding statistic a school zone violation or 25/30 zone?
- 271.** Great job! I lived in this neighborhood for over 30 years – and I think the neighborhood circulator route along College is a great idea.
- 272.** Please do not allow parking along College Ave during week days (from Southern north to Apache). Very few houses face College. Also do not narrow the wide bike lane on College from Southern north to Daley Park (many children on bikes to Broadmor and McKemy as well as ASU students). I will use the neighborhood bus. P.S. I hate the southbound College restriction. This causes more problems on Apache. It's particularly stupid on weekends and evenings. Also it is not marked very well! No traffic circles – no 4-way stop and College and Alameda.
- 273.** What about more fuel efficient buses? Hybrid buses? No stranger parking on streets.
- 274.** No speed humps. . none. Not as effective (nor visibly effective) a landscape medians. As an ASU student (between Alameda and Broadway) I know I and my roommates would use it. Also, would prefer t head south from campus/parking to College and have seen people run straight through. . don't think it is as effective nor needed. Neighborhood circulator is good idea.
- 275.** Is there a way we could have only the electric/alt fuels buses driving down College? Is there a way to find out from each residence if they would use this service?
- 276.** During most of the day and night, College Ave seems to be a very safe roadway. There is not doubt that due to more families moving into our area traffic has increased. The school areas act as calming measures, as well as the light at Alameda & Broadway. I'm in favor of the circulator buses – a great idea – and I will look forward to using the eservice – anyone who has tried to find parking in downtown Tempe or Temped beach should be very happy about a free bus service.
- 277.** My suggested bus hours: Monday-Friday every 15 minutes only from 7am to 10am and 4pm to 6pm. Then, from 10am to 4pm every 30 minutes and from 6pm to 10pm every 30 minutes. Saturdays 7am to 6pm every 30 minutes – no bus on Sunday. 20 Please implement parking permits (like in Ash area). 3) try to get electric or gas buses! 4) do not let a few irate voices stop your good programs. 5) no speed circles! Speed humps are ok. 6) I am a senior (USA) citizen and am very thankful about getting FREE public transportation. 7 0 to avoid criminal elements in the circulator

shuttle, ask for identifications and distribute tickets for the shuttle (may be a limited number).

- 278.** I think “traffic calming” devices should be designed to minimize potential damage to cars. I have seen several of these devices with scrapes and rubber marks on them indicating that cars have collided with curbs on them. I like the idea of bus stops College at church parking lot and similar locations that would not be directly in front of houses. It would be nice to also have shaded seating areas at these stops. To deal with the objections that criminals might use the shuttle to enter the neighborhood, perhaps people who want to use the shuttle could be issued identity cards that they slide through a recording device when they get on the bus. There would be a record of who was going through the neighborhood on the bus.
- 279.** I would try the flash bus on College. It might reduce traffic volume (and pollution). Should the Flash generate new neighborhood parking problems, permit parking should help. I would expand Flash hours if possible. I don't like traffic circles and am mixed on the speed bumps. The traffic speeds between Alameda and Southern are sometimes too fast, occasionally very fast. As for the comment about problematic new visitor sign in the neighborhood due to the Flash, I don't see why this would occur anymore than with existing bus service on Mill or Rural. And if it did, again permit parking would limit this. I think the "undesirables" comment is occasionally racist fear-mongering. I do take the Tempe bus on Mill now and then and definitely would take the Flash. Like many residents, I work at ASU and the Flash would be great. Finally, the southbound calming on College is inconvenient when leaving campus, but I understand its goal.
- 280.** I think you should go for it.
- 281.** Leave College as is – limit buses on College.
- 282.** Pollution is bad enough – we don't need additional bus pollution. Our neighborhood should be surveyed for usage – before you move forward. Our city services have been inconsistent because “their trucks are blocked or limited on College so they postpone services”. Our senior citizens “in my neighborhood” “Del Rio and Cairo” walk in the am and early evenings for health. I don't want to inhale the pollution put out by buses, nor hear the noise. They are also afraid of cars parking on the street to ride the bus. Crime from South Phoenix is a real issue. Our students are good, but some take the bus to Tempe for crime.
- 283.** We live in this neighborhood for 30 years – our neighbors including myself will not be riding the buses. The majority of citizens are older. We do not appreciate foreign cars parking on our street to ride the bus. Bring in strangers in our family neighborhood. Security problems with our grandchildren playing in yards.
- 284.** I bike to and from ASU daily. My greatest concern is that buses stopping in the bike lanes will force cyclist into the street. I would wager that College has the most used bike paths in the city. The data on Flash in the northern circuit has shown bike accidents nil. The situation is different – are there even bike paths on that route? There are some many kids using the bike paths – the bus would be too dangerous! Secondly, this will open the neighborhood as a parking lot for ASU students. I don't

buy the argument that free bus passes let students ride in from anywhere. The ASU parking fees are skyrocketing; the students are not going to quit driving their cars, we will be the closes free lot for them to use, and w/free shuttle service out streets will become filled with parkers. I am against the whole concept of the circulator!!

- 285.** I have not seen a need for this bus service. I'm very concerned about outside parking i.e. maybe students (or others) parking in our neighborhoods instead of paying a parking fee at ASU. I'm concerned about pedestrians, smaller children and moms' w/children in strollers. Keep the center (turn) lane. Keep the bike lanes!
- 286.** My concern is the safety of the young children at Broadmor with the buses going by (8 every hour).
- 287.** My condo is directly College Avenue, which gets a large amount of pedestrian and bicycle traffic, in addition to the enormous amount of vehicle traffic. I do not support the implementation of the circulator project as it will add another vehicle passing my home an additional 128 times a day. This is crazy!! Children & adults use College to walk and bike and is it really the smartest thing to add another vehicle driving down the road 128 times a day. It's easy to implement this when you don't live right on College as I do.
- 288.** I see no need for a circulator route along College Ave. Do not like speed bumps or 4-way stops.
- 289.** No on bus.
- 290.** I don't want college students parked up and down my street to take a "free" bus to avoid parking fees at ASU, 8 buses an hour 7 days a week!!? How many students actually use their free bus ticket to get to school, probably not many! So they will park on my street only 1 ½ miles to school on a free bus.
- 291.** where will all these students park in order to catch the bus? 2) safety for the elementary and jr high students w/the buses? 3) a budget is allotted from who's budget and why do we need add additional neighborhood participation in funding. I do not want my taxes going up. 4) why narrow College? What does this prove or help. 5) why do we have public busing on Mill and Rural to take students to ASU? Why not walk or bike (aren't we promoting good health to all who live in AZ?) 6) there must be other avenues (or ideas) to be looked at rather than this! 7) are there any monies for the upkeep of these so called medians?
- 292.** remove restriction of southbound cars from ASU onto College. 2) your numbers how traffic has been stable over the last 10 years. I see no reason to change traffic flow. 3) do not bring a circulator bus down residential streets or deep into neighborhoods. This will bring undesirable elements in to the community. 4) do not implement traffic calming measures. We are comfortable with the amount of traffic and speed. 5) speed humps and speed bumps are hard on older people. 6) students parking in neighborhoods are an issue, but neighborhood permits are not the solution. These restrict legitimate visitors from parking. 7) use two-way stop on Alameda at College.
- 293.** I wish that we had known beforehand that the meeting would function primarily as a workshop on street calming and improvements. Most of use were ready to discuss

the circulator busses. My main concern is the quality of the neighborhood and that it be maintained.

- 294.** The process looks well thought out. I don't know if I'll like the result, but the communication and the openness are pleasant. I would say that I would look negatively on the bus system. The possibility of reduced traffic seem minimal for the cost.
- 295.** NEIGHBORHOOD CIRCULATOR – **NO!** We have bus stops on Rural, Southern Mill and Broadway. Bus tops are within walking distance of all but the handicapped – and there are other transportation options for them. COLLEGE AVE CALMING – **YES!** This road is dangerous for kids going/coming from school. What about New Jersey dividers to separate the sidewalk form the street? These would really calm traffic, narrow the street, and improve safety.
- 296.** With no pull-outs for circulator traffic stops – danger to bikes, pedestrians & cars.
- 297.** I vehemently appose this plan! I have young children that attend Broadmor elementary. This plan will “mainline” the criminal element right into our neighborhood and turn our streets into a defacto parking lot for ASU!
- 298.** No parking on side streets. No parking on College put speed tables on College and Alameda and thru side streets. We do not need students parking on our side streets. We have too many cars parked on our streets now. Speed tables will stop speeding on College. No buses on College, they will cause accidents when they stop. They will also stop traffic. I live on a short cul-de-sac on Del Rio. We have enough cars parked on Del Rio by people that live here. At times our cul-de-sac is full of cars. They park in front of our driveways.
- 299.** We hope it doesn't increase parking on our streets. We already have too many cars parked on the street due to renters (7 cards at one house – corner of Huntington & College). Save for underground utilities. We've had 2 cars stolen from our driveway – locked, clubbed, motion light. So we aren't anxious to have indigents from Highway 60 more than we have now. Daley park is a concern about indigents. Keep it and College Avenue as it is.
- 300.** We are very concerned about the increase traffic on College. The “buses” will generate more traffic, not reduce it. The neighborhoods will become a park-and-ride for college students. People attending events near ASU, etc. The increase traffic will greatly affect safety on College, such as to pedestrians, bicyclists, etc. We are also concerned about cost. It seems very expensive to buy and staff enough buses for 4 an hour each direction. This money would be better spent elsewhere.
- 301.** Maybe medians would help calm down College or chokers – no circles or median barriers – that blocks driveways for people going across to their homes. No speed humps – tables, I don't know. The circulator is not school child and neighborhood friendly – can bring people that do not belong into our neighborhood and brings more traffic congestion which is dangerous for children on bicycles and walking going to school – it's already dangerous enough. This idea transforms (the circulator idea), transforms our neighborhood into more like the downtown Tempe city style – hustle and bustle – busy- not a residential neighborhood.

- 302.** good meeting. 2) fix roads first, then consider circulators/ arrow College, increase green space, reduce speed limit, decrease the amount of traffic. 3) still opposed to the circulators. . safety issues must be worked out . . . still prefer that the circulators use Mill or Rural. 4) ensure safety of pedestrians. 5) flagging down a bus at a location, turns that area into a temporary bus stop. 6) have comments on display for all to see (eliminate names for privacy issues).
- 303.** Circulator presentation: didn't address safety concerns. Not the safety of the bus. Buses create a more congested thoroughfare. Other safety issues bringing people into our neighborhood that don't belong, theft, etc. Don't see the 5th Street and Escalante neighborhoods as similar to College.
- 304.** No one has discussed what bicycle riders are to do when a bus stops in the bike lane. When this occurs, cars tend zoom around the buses. This is dangerous for the McKemy and Broadmor children who ride their bikes to school. Why is the circulator service going down College rather than Rural and/or Mill – where there are bus stops?
- 305.** Garage backs into/or on to College. Right now it's hard to navigate bike riders and cars and walkers. It will only get harder with buses. Could you also put "green arrows" at College and Southern!! Another concern is SAFETY. House broken into with people who are not part of our neighborhood.
- 306.** I'm very sorry I had to miss the community meeting earlier this week at Broadmor School I hope there were good ideas put forward and discussed. At the first meeting you solicited comments from those of us who were present, and these were pasted on a big poster on the wall. I wanted to make sure my comments were registered, so I am writing them again. Closing off 14th Street at Mill, as the increased traffic on College has generated a large amount of cut-through traffic on this street, heavily populated with families and kids. To this end, Mayor Hallman had a number of suggestions when a smaller group of us met at his office late last year to address our traffic issues. Some of the ideas discussed were, among other things, putting up something called "porkchops" or putting up a type of barrier that allows for passage of large city/utility vehicles, but not regular cut-through traffic. I believe we also discussed at that meeting the alternative of putting in a rotary or 4-way stop at 14th and Forest to slow down the speeders. Putting in rotaries at some of the intersections on College, such as 14th Street, 15th Street, and especially Encanto. Creating clear and solid barriers and decreasing the width of College so the student cars can't pass us when they get frustrated that we're going 25 mph. They routinely do this, either by going into the bike lane, or crossing the lines to the other side of traffic. Increasing the width of the sidewalks and bike lanes, which are heavily used, so that they are not so dangerously close to the steady stream of cars. Please let me know if these issues were brought up this week, and when the next meeting will be held on this project. Again, I'm sorry I couldn't be there; this process is very important. Thank you,

Comments from Feb. 28 to May 30

- 307.** perception: Loud with too many buses
Use: All of the above

3/3/2008

Favor: Yes
Concerns: It is not pedestrian friendly with so many buses
ProblemAreas: Buses speed on the street
Comments: Huge opportunity for a pedestrian friendly environment if buses are controlled

308. perception: Mixture of kids & cars & bikes make it rather dangerous for all.
Use: Driving
Favor: Yes
Concerns: Possible accidents with speeding traffic
ProblemAreas: People speed through school zones by McKemy School & Broadmor School
Comments: More vigilance on the part of the police may help

309. perception: Improvement would be appreciated by residents, we want it to look nicer
Use: All of the above
Favor: Yes
Concerns: Waiting for traffic light at southern and college north or southbound takes too long, this encourages people to cut through post office. There must be a way to make it change faster.
ProblemAreas: no major problems i see
Comments: I hope with any changes, this will beautify the area, green trees, landscaping, art, etc. are encouraged by me

310. perception: too much cut-through traffic, high speeds
Use: All of the above
Favor: Yes
Concerns: decrease the width between Southern and Alameda, but keep the traffic away from the homes (i.e. no medians); beautify the neighborhood; protect its solitude and make it inviting for bikers and pedestrians
ProblemAreas: rush hour AM and PM - high volume and speed
Comments: Please protect our neighborhood's solitude and encourage its use for bikers and walkers, joggers, etc.

311. perception: It's a neighborhood road, not designed as an alternate for nearby overcongested streets.
Use: Bicycling
Favor: Yes
Concerns: Danger to cyclists
ProblemAreas: Cars regularly drive in to the bike lane on College between Broadway and Apache. This is especially true for those cars intending to turn right on Broadway going southbound
Comments: This street is a great choice for buses! I wish there was a bus/bike lane on College which would improve the congestion that affects buses on the major roads. Cars should be restricted to local access only.

312. perception: I like it just the way it is.No buses required.
Use: All of the above
Favor: No
Concerns: The bus you want to put on our street.IT IS A TWO WAY STREET!We don't need it.I'm 13,and I'm worried abouot the amount of people that will take this bus.I DO NOT want to live in fear of my souroundings!Another of my concerns is that my peers will begin to misuse this system.They will use it to go about 10 feet or so.The youth of America is already lazy

enough, we need the fresh air and exercise!!! This bus will only cause problems in our community! As a young person, I will do everything in my power to stop this!!!!!!!!!!!!!!
ProblemAreas: There are no problems. As a person living here, I find it perfectly fit.
Comments: Do Not Put That Bus On Our Street! We have young children living here, and they love playing in their yards. Putting a bus here would endanger their safety! It may also lead to crime!

313. perception: It is the only safe bike route that goes north and south through Tempe. Nice place to walk the dog.
Use: All of the above
Favor: Yes
Concerns: Neighborhood circulator stopping randomly to block bike lane and back up traffic. Speeding through school zones.
ProblemAreas: Speeding cars, too many cars, and impatient drivers on whole length of college.
Comments: College Ave is the perfect place for this kind of project.

314. perception: School zones are really danger zones.
Use: Bicycling
Favor: Yes
Concerns: School zones are dangerous. How will you address them?
ProblemAreas: School zones!
Comments: Your targeted Apache to the 60. What about from 60 south and Apache north?

315. perception: It's a collector street with a fair amount of all kinds of traffic (car, pedestrian, bike).
Use: Driving
Favor: Yes
Concerns: I want them to be similar to those finally implemented on 5th street in downtown. Earlier efforts there were failures, but the current traffic calming is excellent and beautiful.
ProblemAreas: The biggest problems I see are where streets and schools/post office meet. The area around Broadmor and McKemy gets congested as does the entrance to the post office off of College.
Comments: I am very much in support of traffic calming in the area. I prefer this to the speed humps that are currently in existence on College from Southern to US 60.

316. perception: It's a pleasant wide street. I feel safe biking and driving. I live just one block from it and I use it all the time.
Use: Bicycling
Favor: No
Concerns: No
ProblemAreas: The width of street and the bike lanes make the speed limit OK
Comments: none

317. perception: Needs traffic calming and a circulator bus from Broadway to Southern
Use: All of the above
Favor: Yes
Concerns: Nasty vocal minority that is distributing false information and robbing the majority of us of something positive for the neighborhood.
ProblemAreas: From Alameda to Southern where I walk my dog it can not only be congested but cars are passing in the left turn lane and roaring down the street.

Comments: Please control the public meetings better. The personal attacks and screaming down of speakers caused people in favor to just leave in disgust.

318. perception: Surface needs improvement, especially rail crossing..

Use: Bicycling

Favor: Yes

Concerns: Construction zone at College and Broadmor is hazardous for bicyclists.

ProblemAreas: Slow light at Southern & College (northbound). Pedestrian traffic in bike lane and unwilling to yield to bike traffic.

319. perception: It is one of the most heavily used bike lanes anywhere in Tempe

Use: Bicycling

Favor: No

Concerns: Traffic on College already moves at a reasonable speed, and I would rather see more work in other areas of Tempe

ProblemAreas: I see no problems in any particular locations, aside from the need for a slightly lower speed limit (30 mph)

Comments: Compared to other parts of Tempe, College Ave is already a safe place to bike and does not need as much improvement as elsewhere. Tempe's time and effort should be invested in other projects.

320. perception: Nice relatively quiet street running through nice quiet neighborhoods.

Use: All of the above

Favor: No

Concerns: I happy with College Avenue as it is

ProblemAreas: Actually the traffic volume is not a problem considering an elementary and middle school on the street. Most of the traffic is only for a few short periods during the day.

Comments: College Avenue is fine as it is. There is no need to calm a traffic issue that doesn't exist.

321. perception: It is a busy traffic corridor that serves multiple users that could use some calming and safety improvements

Use: All of the above

Favor: Yes

Concerns: the intersection of College and Broadway is dangerous

ProblemAreas: speeds need to come down

Comments: the traffic control change (no longer allowing the ASU garage north of Apache to empty out onto College) has significantly decreased the southbound volume on College, especially during the after work peak

322. perception: Its a nice Quiet street.

Use: All of the above

Favor: No

Concerns: There is no need for circulator buses. The buses will turn our streets off College into offsite parking for ASU. Its a WASTE OF OUR MONEY!!!. You are trying to fix something that is not broken.

ProblemAreas: There are none! Leave well enough alone!

Comments: We already have empty buses running all over the city. The answer IS NOT more empty buses running through our neighborhoods.

323. perception: Oddly Used. and the Train Crossing needs to be improved.

3/3/2008

Use: All of the above

Favor: Yes

Concerns: My only concern is how the Circulator buses will interface with the bike lane and if that will create accidents.

ProblemAreas: The Crossing of Broadway at College takes too long at times.

Comments: I am opposed to the NIMBY people just being against changes to College and the Neighborhood Shuttle without trying to help improve it.

324. perception: Local street with history and a great view of 'A' mountain

Use: All of the above

Favor: Yes

Concerns: non-local aggressive traffic cutting through the neighborhood at rush hours

ProblemAreas: The long straight wide-open run draws higher speeds

Comments: Drivers unfamiliar with the street are not provided with adequate speed control signage or slowing devices. Additional trees or decorative paving would emphasize the historic feel of the street and neighborhood

325. perception: off peak no problems, rush hour congestion

Use: All of the above

Favor: Yes

Concerns: posted speed limits not obeyed (city data showed this already!)

ProblemAreas: traffic speeds Broadway-southern

Comments: I see speed as primary problem, photo radar enforcement or simple lighted "your speed is X" sign reminding speeders to slow down would be simple without choking the street by physical barriers. secondary problem is peak volume where traffic backs up a long way making it difficult for left turns into residential streets (e.g. college northbound from southern, left on Geneva). looking forward to circulator so we can more easily be "park & riders" while parked at home!

326. perception: Generally positive.

Use: All of the above

Favor: Yes

Concerns: Cut through traffic on Pebble Beach Drive, from College to Mill

ProblemAreas: Vehicles turning onto Pebble Beach from College at high rate of speed. Have almost been hit backing out of my driveway on multiple occasions.

Comments: Looking forward to seeing the design.

327. perception: Bland but pleasant. Important bicycle route. People drive too fast, as your data indicates.

Use: All of the above

Favor: Yes

Concerns: 1) Keep College a major bicycle route. I think that goal precludes parking on College. 2) Don't block off 14th at Mill: the measures in place now have been quite effective in making 14th an acceptably quiet street.

ProblemAreas: Children at the bus stop at NE corner College & B'way (usually after school) are VERY close to high speed traffic on B'way. Sometimes they sit on the curb w their feet sticking out onto B'way. I worry for their safety. 2) When my son biked to McKemy I was very concerned about his crossing B'way on a bike. 3) Generally traffic goes too fast on College, ignoring the speed limit signs, which don't seem to be enforced.

Comments: 1) Berkeley CA implemented many of these changes decades ago. Do you have any data from their experience? 2) From driving in Berkeley often, my view is that circles are

dangerous because everyone (especially bicyclists) seems to feel they have the right of way. All intersections with significant bike traffic should have 4-way stop signs. 3) Although I think other forms of landscaped constrictors (such as the bulb-outs on 13th St) are attractive and probably effective, I think it is important to give as much space as possible to bicycle lanes. This is an issue that has to be thought through carefully.

328. perception: From Alameda south I think it's too wide making it susceptible to speeding and cut through traffic.

Use: All of the above

Favor: Yes

Concerns: Traffic count, safety and speeding in the area

ProblemAreas: In the 10 years I've lived in the Brentwood Cavalier neighborhood, I've seen a large increase in speeding down College south of Alameda. The street is so wide that I have actually witnessed people tear around a slow moving car during rush hour by use of the middle turn lane.

Comments: In the Cherry Creek area of downtown Denver there is a street not unlike College. The city has taken the street and removed the open middle section and planted landscaping. They have also removed many of the feeder street intersections to deter cut through traffic from the nearby University. Having done this, they have successfully reduced traffic count and speed, while enhancing the neighborhood by producing a wide park like green belt which is used by the neighborhood constantly.

329. perception: We love it as it is.

Use: All of the above

Favor: No

Concerns: Parking in the neighborhoods, children walking to and from school during the same hours that many will be trying to park their cars in that area, although the vans are small they are still larger than most vehicles and can create problems for people seeing around them while biking, walking, crossing the road, etc.

ProblemAreas: I think it's good near Broadmore and McKemy but farther south people speed up.

Comments: I feel we should just leave it as is. I don't feel this will decrease traffic as much of the traffic is people going to and from their homes or school. I think Mill or rural would be a better route and there are parking lots there to accommodate cars (large lot behind Mervyns that has done nothing for years).

330. perception: We love it as it is.

Use: All of the above

Favor: Yes

Concerns: I was ill informed in my earlier concerns. My only real concern in two words are safety and parking

ProblemAreas: south of Broadmore on College only

Comments: After reading entire project scope and others comments, I think it might be an asset to residents in the area. Sorry for the dual comments but I changed my mind in favor of.

Comments from Oct. 18, 2007 until present

331. Please practically plan the placement of trees. Trees do not belong in the middle of the sidewalk. Apache has trees in the middle of the sidewalk that look very nice, but are now creating an unsafe environment for bikes and pedestrians. The trees prevent bikes and pedestrians from going down the sidewalk because they have not been trimmed. The trees also

prevent cars from seeing bikes and pedestrians prior to pulling into a parking lot. How the trees will grow and proper maintenance should be considered prior to planting.

332. The presentation on October 18 was very informative and well done. Thanks. My question is about the train whistle quieting program. What is the man's name who talked about that? I would like to email him. How sure is the City of Tempe that a majority of people want the train whistle stopped? I overheard one woman say she loved it and did not want it to stop. I, too, love the whistle and find it a defining characteristic of our neighborhood. My vote is to keep it. Has there been a study or survey of the effected residents if they would like the train whistle eliminated completely? Perhaps most people would just like to modify it... That's my question/concern. If you could forward it to the appropriate person, I'd appreciate it.

333. I question whether College Ave. is wide enough for all of this – bicycles, circulator, bus, ?, traffic circles, chokers, landscape strips, etc. I am still concerned about the school children from Broadmor and McKemy and the bicyclists on these? Narrowed streets. Safety and congestion should be your priorities. I don't understand how a traffic circle especially, would fit with the traffic lanes & bicycle paths, cars and buses.

334. · Like the median / gateways for traffic calming but also for landscaping & public art opportunities improving the aesthetics & neighborhood feel.
· Shared concerns w/other neighbors regarding speed table @ parkway & traffic on parkway
· No parking between Apache & Broadway. ASU's responsibility to create their own parking facilities.
· Improved visibility @ College & Broadway so college southbound has better visibility.

335. · I like the proposed speed table *** at the intersection of College & Parkway***
· Landscaping at proposed medians is great
· No parking on College between Apache & College, let ASU find their own parking
· I would like to see signage on parkway to stop cars from driving on parkway when trains come thru.
· Improve visibility at College & Broadway so traffic heading southbound on College can see when making right (west) on Broadway

Love the concept in general & is of the efforts. Like the football traffic elements on College. Also like some sort of a "gateway" near Apache. All I can say is do it faster! And No speed bumps!

336. The section proposed for Apache to Broadway looks awesome! Favorites (in order) Gateways / medians, speed table, traffic circle, football. Not sure at this pt what Broadway improvements will look like, but anything that can be done to help motorists on Broadway slow down & pay attention @ the intersection of College would be great.... Different pavement? Signage? Also maybe greater timing / priority for College traffic – longer light for crossing bikes & peds. *not in favor of the turn restrictions @ 14th not sure there's consensus. Good Job Guys!

337. NO SPEED BUMPS OR SPEED HUMPS!!!!

338. How can the neighborhood come together to write a grant?

339. How will medians affect orbit buses and the flow of traffic?
340. Great Job, love the plan for College. I am interested in traffic calming measures on E. Campus from Alameda – Rural. I want to reduce cut-through, high speed traffic and make street safe for children.
341. I'm very excited about the coming improvement project for all of College Ave. I know first hand what a difference the calming on fifth and 13 th streets has made – in traffic volume and speed. I like what is planned for college from Southern to US 60 and look forward to the completion.
342. Ventura Drive Closure, 14 th St. Noise, Railroad quiet zone "Mark" by 10/08, Orbit starting 01/08, more shade trees, College closure out of ASU Parkway, Water harvesting – capture turn-off, next meeting 03/08, website. 1. I like the intersection design at College / Encanto and N to Apache – Good Job 2. Please control the bikers on College many drive at night w/o and lights or reflectors. 3. More trees!!!!
343. I have been to all the meetings – This was the very worst. The leader did not talk loud enough and all the people at the table talked about what they wanted to Poor
344. Very pleased with Apache to Broadway
345. Apache Blvd garage traffic channeling is an improvement. Ventura partial closure is great! Encanto partial closure is great!
346. I don't understand the reasoning behind the median/Gateway. What about folks who live on College and need to park on College? The chokers look to be very restrictive. How can there be enough room for a traffic circle – a bike lane, median island, and a bus route?
347. Restricting corners (?) seems like a bad idea. Clear cars out of intersections. Speed tables (bumps) will slow down traffic bikeway lane closure by St. Augustine reduces parking. Eliminating parking between Alameda & Southern deprives houses facing College. There is also a lot of cars from Morman Stake Ctr along College on Sundays (where will they go)
348. I fully support the proposed additions between Broadway & Alameda. All of it. In fact make more more more. Traffic?????
349. Generally approved of plans proposed between Broadway & Alameda. Would prefer that traffic signal at College & Alameda NOT be replaced.
350. Do not remove the traffic signal at alameda & College
351. I like the idea of temporary circle- like barricade at Alameda & College
352. What are the traffic counts for Southbound movement at College / Apache intersection Before & After implementation? Add more speed bumps. Add a speed bump between Aepli & Broadway. Add a or 2 speed bumps between Aepli & Broadmor.
353. R.R. quiet zone can't come soon enough! Will be very happy to see it finally done. I would like to see built- B. Median / Gateway F. Footballs in front of the park will be very nice. D. Speed table (possibly) A. Traffic circle B, F & A are very important to slow traffic & enhance our neighborhood.
354. Apache to Broadway Priority 1. Traffic circle & Footballs/ New Daley Park entrance 2. Gateway & Apache 3. Traffic table George ditch. 4. Football 15 th St.
355. The traffic calming @ Daley Park entrance is priority. The traffic circle @

Encanto would be great. As much traffic calming from Apache to Broadway as can be fit in the budget. Plant “trees” not tall shrubs at the landscape areas on the N curbs of Broadway Road.
356. Slowing traffic with Daley Park road closures will seriously impede access during high traffic times.
357. 1. The double football @ the north Daley Park Entrance is great. 2. If Ventura & Broadway / Encanto & Rural Road modifications falls, I think the circle @ college & Encanto is great. 3. Add island w/ neighborhood art pieces something like 13 th Street.
358. My garage backs on to College. Please don't place an island in front of it. Thanks (likes medians & landscaped edge) Ditto Cindy Bowles.
359. Street improvements on College between Alameda should be the landscape strip to beautify the street move the traffic farther into the center of the street and farther away from the homes.... Especially w/the circulator bus running early am to late pm. This will also slow down traffic removing turn lanes leaving cars & buses to stop & wait for the vehicle in front to turn left or right onto side streets, etc. I am concerned that the elimination of the College / Alameda signal light w/ traffic circle & 4-way stop will cause congestion & accidents during heavy traffic times, evening Sunday a.m.
360. First priority is landscape strips with as much green as possible both on edges and in center medians. Traffic circle at Alameda would be great!
361. 1. Install a “curb” between bike lane and car lane, not just a stripe? (Not sure) would it be safer? 2. Install drip water capability to median islands when the street is torn up. (even if budget won't cover immediate landscaping.) 3. Landscape strips between Alameda & Southern are top priority. 4. Remove traffic light at College & Alameda (it encourages right turn on red into College Ave from Alameda) 4-way stop with circle is a great improvement 5. No speed bumps! Ever!
362. I like the concept of slowing traffic. ??????
363. I think the plan for college is pretty terrific now Please do same on Alameda between College & Rural.
364. Leave stoplight at Alameda / College, but adjust for always green on College. Put sensors in on Alameda that will trip the light. Do not put in traffic circle at Alameda or Loma Vista Drive. Put in speed humps on Alameda east and west of College, also put in speed humps on Broadmor west of College make this college speed limit 25 mph from Apache to the freeway. Narrow College between Alameda and the freeway.
365. Speed humps work – much better than speed “tables” or platforms. The cops say it would make their job more efficient. Medians filled with rocks are ugly, if planted used more water than we can pay for Widening sidewalks make more hat concrete. Out streets are utilitarian, to get from place to place – not sightseeing tours through the neighborhood. Let residents beautify their property.
366. The traffic circles being proposed (as shown) are potentially very dangerous with respect to the bike lanes (as shown). Unless the bike lanes are striped in an arc (around the circles) then vehicles will be forced into the straight line of travel

<p>of bikes. Deaths have occurred in Scottsdale due to vehicle vs. bikes @ traffic circles. Safety, Safety, Safety. The concept of water harvesting from street runoff in our community will be useless. The frequency between storms is sooo long that normal irr will be required to keep landscaping alive. Any openings installed for water harvesting will actually work in reverse, allowing L.S. water to back flow into the street.</p>
<p>367. How will blind and visually impaired pedestrians be accommodated when crossing intersections with a traffic circle in place? Blind lane users and guide dog users' travel across intersections in a straight path or travel.....the cars do not, when a traffic circle is present.</p>
<p>368. The Apache / Daley Park Improvement project "map" misidentifies Parkway Blvd. and merely shows "George Ditch" which has alley access to both the north and south sides of the ditch (presumably for access by SRP for maintaining the ditch and for city of Tempe refuse trucks to pick up trash and garbage. Suggestion: Egress from the north side of the ditch ingres from College on south side making each of the ditch "streets/roads/alleys" ONE WAY with speed humps to control for speeders driving from the Mill Avenue rental houses.</p>
<p>369. Broadway-Apache Segment sidewalks paired with the new medians etc. I cross w/my kids a lot and I feel much more safe crossing in a crosswalk. 1. Circle at Encanto = love it, but where do people (think mom w/toddler & stroller) cross the street safely? 2. Footballs in front of Daley Park – love it, but do not take out green median w/trees on west side. Other medians very important to slow traffic use trees w/shade canopy not bushes (which impede visibility) in the medians.</p>
<p>370. Please do not close off Broadway Lane on the east side of College Ave at our church, St Augustine's Episcopal Parish! We depend on this access to church, and some of our parishioners' park along the south side of our church on Broadway Lane. Hearses depend on this parking when there is a funeral at churches as well. Please consider this seriously. Thanks!</p>
<p>371. The light at College Apache – the restriction to cross Apache from ASU is not working to reduce p.m. traffic because ASU traffic can exit at the light at the hotel turn left & then right on College. We need a no left turn at the light at Apache & hotel from 3-6. This would be an easy fix.</p>
<p>372. Highest priority for College between Southern & Alameda: Landscape Strips · Create needed buffer between homes, pedestrians, school children & autos & busses · It narrows the road to reduce speeds. · Safer for pedestrian w/ bus pulling over</p>
<p>373. Section of College Ave from Alameda to Southern. My first priority for traffic calming improvement would be the installation of the landscape strip, narrowing the street from the outside in. The green area marked on the map provided at the meeting.</p>
<p>374. 1. Pros & Cons each element? Water harvest /reduce heat. Shade auto traffic [speed] ped/bike friendly 2. Highest priority? 3. ? other proposals in order of importance? #E landscape strip best for combo of ped/bike friendly screen for homes adds shade & green water harves 2. get concrete improvements & then if need be (i.e., not enough \$) find other funds for plant materials & labor to install them. B & C (median/chokers) A. traffic O 3. G bulbout.</p>

375. The Buzzer for the blind at the intersection of College and Broadway is very loud and is even more piercing at 1:00 AM through 6:00 AM because the surrounding noise is lower. I beg that it only be activated only when the button is pushed for the cross walk AND the decible level be reduced significantly. A more plesent bell would make it much less annoying. This sound BUZZES INSIDE my home day and night. I can no longer sleep in my bedroom. The sound of this buzzer is harsh and blarring and much too loud.
376. College Ave. between Apache and Southern, runs by a beautiful City park, a pre-school, an elementary school and a middle school. Yet it gets so much traffic that many families are afraid to let their children ride bikes or walk to school. When I was a kid, College was one of the best bike-riding places in town. Because it leads to ASU, College gets a huge amount of ASU walkers and bike riders as well. With a little work, it could again be a beautiful and safe place for all ages to walk, push strollers, ride bikes, and skate. Please support good and effective traffic calming and landscaping measures on College. This is a wonderful opportunity to turn a traffic problem into a scenic, safe, and healthy asset to our community. I want to comment more specifically on the traffic calming measures proposed for that stretch of College between Apache and Broadway, involving two median/gateways between Apache and 14th Street, a raised intersection/speed table at 14th Street, a median/gateway at 15th Street, and traffic footballs and a traffic circle at Daley Park: I love them all. Please keep them! I also love the speed tables and traffic circles along that stretch by Broadmor Elementary and McKemy Middle School.
377. As a bicyclist that frequently uses College to go both north up through Tempe and south (as far as Guadalupe) my major concerns with the improvements and changes are making sure that cyclists stay **VISIBLE, UNIMPEDED** and have enough **ROOM** to **SEPARATE** themselves from traffic (5th street improvements squeezed bicyclists and cars closer together in smaller lanes). I have serious conerns that art installations may distract drivers and fancy landscaping may hinder drivers' view of bikes and peds (bus drivers too). I also feel these two things (art and fancy landscaping) are a waste of money when it comes to roadways. Keep visibility **HIGH** for the entire road/bike lane/sidewalk area. I have read many comments complaining about bicyclists breaking the laws and riding improperly or unsafely. I see this happen all the time. Why? Because we do **NOTHING** to educate bicyclists. Tempe needs to begin **EDUCATING** and **WARNING** bikers and then after a warning period **ENFORCING** the law for bike riders and peds (wrong side riding, not obeying road rules, jaywalking, lack of lights, etc). I could give you a huge list of complaints I have regarding cars on College in relation to bicyclists, but we do nothing to educate drivers regarding cyclists either. I personally feel less safe biking on 5th street since the changes. The streets have been narrowed so much that there isn't much room for a bike and car in a given lane. I bike defensively and am an educated biker therefore I feel safe on College because I can stay well away from traffic due to the wide lanes. Whatever improvements are made, **BIKES MUST NOT BE PUT CLOSER TO CARS OR GIVEN LESS ROOM AND THEREBY FORCED TO RIDE CLOSER TO CARS**. I feel much safer with cars going 40mph and having 8 - 10 feet between me and them, than cars going 25mph and 3 - 6 feet between me and them (as it is on 5th street). I am concerned that this landscaping that is replacing "5 feet of pavement" will mainly affect bicyclists, reducing the bike lane widths and putting bikes closer to cars. **SUBMISSION WAS CUT OFF HERE**. We need to **KEEP** the wide bike lanes on College. Please keep in mind as you squeeze cars into narrower impeded roads to control speed that you're not inadvertently squeezing out

bikes by reducing lane size and putting them closer to cars. One of my favorite things about the wide College ave bike lanes are being able to ride NEXT TO my friends on bikes and talk with them as opposed to having to ride single file (like on 5th street). **Perhaps a possible option for the bike lanes would be to raise them like a sidewalk and/or delineate them with SOFT curbing?** With any changes needs to come EDUCATION for drivers, peds and bikers. College students in cars are another problem waiting to happen after these changes are made. First of all these kids are bad (or inexperienced) drivers. Throwing these major traffic flow monkey wrenches into their driving routine will lead to more dangerous situations than already exist. Also, I do share the same concerns as other comments (asu students parking to catch the circulator, light rail riders parking in neighborhoods, etc). What will be done to prevent that? ASU needs to be involved in this both planning-wise and financially as part of the traffic problem is coming from their students.

378. I'm a bit concerned about interactions between bicycles and cars at intersections with traffic circles, mostly for the sake of bicyclists seeking to turn left at any intersection. It seems to me that the traffic circles will reduce wrong-way riding at key intersections (e.g. College and Encanto), but I'm not sure that the current measures will make it safe for bicycles to merge with traffic while going around traffic circles and making left-hand turns. Will bike lanes fade out at the traffic circles, and will signage indicate that bikes and cars should merge? This could be especially problematic during peak traffic hours. Several traffic circles in Phoenix seem to have already handled this situation well and should be used as examples (e.g. along 12th Street). My impression is that the other traffic calming measures should slow speeds enough to make merging maneuvers less dangerous, but it seems like the relationship between cars and bikes is still too ambiguous with the proposed plans along College Ave, especially at intersections. I would personally prefer to see a more clear transition to a better shared street space (perhaps "sharrows" should indicate where cars and bikes need to get along with each other?) which would encourage cars to slow down and bicyclists to see themselves as vehicles instead of speedy pedestrians. Narrowing the street could have two positive effects: it could slow down cars enough to prevent the most serious accidents between cars, pedestrians, and bicyclists (accidents above 30 mph are potentially fatal); and it could force cars to be more careful when passing bicyclists (wide lanes encourage passing when there really isn't enough room for it to be safe for the cyclist).

379. I really like the speed table idea at parkway

380. I live in a cul-de-sac off college, as do many residents between Alameda and Southern. These changes and adjustments to the streets will definitely put us in a tough place while construction is taking place - what are plans to keep our way of life as is? Also, what are the statistics on accidents due to the addition of round-a-bouts, 4 way stops, and other "calmers"?

381. I hope you are listening to the local citizens. They say they do NOT like speed humps, yet you show them on the map on College Ave. I used to teach at ASU, and I rode my bike every day from Southern/McClintock to campus on College. It is such a lovely neighborhood street. PLEASE DON'T WRECK IT.

There are plenty of alternatives to speed humps. Don't go the route of Tucson where we have speed humps everywhere. You've GOT to have more smarts than that.

382. I am a big fan of all the traffic calming/street scaping plans for College between Apache and Broadway. I particularly like the use of medians, narrowers, and landscaping to constrict the flow of traffic and make it a better place for pedestrians and bikers. My only concern is cut-

through traffic on neighboring streets such as Encanto and 14th Street. We get hit with rush hour traffic in a big way, especially when ASU is in session. Please talk to us about plans for side streets so that the wonderful plans in place for College carry over to the neighbors on the feeder streets. These medians and traffic constrictors could be used on 14th and Encanto, as well as 3-way or 4-way stop signs along those streets, and a pork-chop type traffic divider at the entrances of 14th and Encanto from College and Mill.

383. As a bicyclist that frequently uses College to go both north up through Tempe and south (as far as Guadalupe) my major concerns with the improvements and changes are making sure that cyclists stay **VISIBLE, UNIMPEDED** and have enough **ROOM** to **SEPARATE** themselves from traffic (5th street improvements squeezed bicyclists and cars closer together in smaller lanes). I have serious concerns that art installations may distract drivers and fancy landscaping may hinder drivers' view of bikes and peds (bus drivers too). I also feel these two things (art and fancy landscaping) are a waste of money when it comes to roadways. Keep visibility **HIGH** for the entire road/bike lane/sidewalk area. I have read many comments complaining about bicyclists breaking the laws and riding improperly or unsafely. I see this happen all the time. Why? Because we do **NOTHING** to educate bicyclists. Tempe needs to begin **EDUCATING** and **WARNING** bikers and then after a warning period **ENFORCING** the law for bike riders and peds (wrong side riding, not obeying road rules, jaywalking, lack of lights, etc). I could give you a huge list of complaints I have regarding cars on College in relation to bicyclists, but we do nothing to educate drivers regarding cyclists either. I personally feel less safe biking on 5th street since the changes. The streets have been narrowed so much that there isn't much room for a bike and car in a given lane. I bike defensively and am an educated biker therefore I feel safe on College because I can stay well away from traffic due to the wide lanes. Whatever improvements are made, **BIKES MUST NOT BE PUT CLOSER TO CARS OR GIVEN LESS ROOM AND THEREBY FORCED TO RIDE CLOSER TO CARS**. I feel much safer with cars going 40mph and having 8 - 10 feet between me and them, than cars going 25mph and 3 - 6 feet between me and them (as it is on 5th street). I am concerned that this landscaping that is replacing "5 feet of pavement" will mainly affect bicyclists, reducing the bike lane widths and putting bikes closer to cars. We need to **KEEP** the wide bike lanes on College. Please keep in mind as you squeeze cars into narrower impeded roads to control speed that you're not inadvertently squeezing out bikes by reducing lane size and putting them closer to cars. One of my favorite things about the wide College ave bike lanes are being able to ride **NEXT TO** my friends on bikes and talk with them as opposed to having to ride single file (like on 5th street). With any changes needs to come **EDUCATION** for drivers, peds and bikers. College students in cars are another problem waiting to happen after these changes are made. First of all these kids are bad (or inexperienced) drivers. Throwing these major traffic flow monkey wrenches into their driving routine will lead to more dangerous situations than already exist. Also, I do share the same concerns as other comments (asu students parking to catch the circulator, light rail riders parking in neighborhoods, etc). What will be done to prevent that? ASU needs to be involved in this both planning-wise and financially as part of the traffic problem is coming from their students.