



## PUBLIC MEETING AGENDA

### Transportation Commission

**MEETING DATE**

Tuesday, June 13, 2017  
7:30 a.m.

**MEETING LOCATION**

Tempe Transportation Center, Don Cassano Room  
200 E. 5<sup>th</sup> Street, 2<sup>nd</sup> floor  
Tempe, Arizona

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
<b>1. Public Appearances</b> The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	Don Cassano, Commission Chair	Information
<b>2. Approval of Meeting Minutes</b> The Commission will be asked to review and approve meeting minutes from the May 9, 2017 meeting.	Don Cassano, Commission Chair	Action
<b>3. McClintock Drive Street Configuration</b> Staff will provide information about the public input findings, design options and data related to the McClintock Drive Street Configuration Project.	Julian Dresang, Public Works	Information and Possible Action
<b>4. Road Construction Traffic Mitigation</b> Staff will provide information about the Tempe traffic barricading program to mitigate traffic congestion, and Tempe's road construction policies and procedures in comparison with other Arizona jurisdictions.	Julian Dresang, Public Works	Information and Possible Action
<b>5. Department &amp; Regional Transportation Updates</b> Staff will provide updates and current issues being discussed at regional transit agencies.	Public Works Staff	Information
<b>6. Future Agenda Items</b> Commission may request future agenda items.	Don Cassano, Commission Chair	Information and Possible Action

According to the Arizona Open Meeting Law, the Transportation Commission may only discuss matters listed on the agenda. The city of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 48 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-4311 (voice) or for Relay Users: 711 to request an accommodation to participate in a public meeting.



## Minutes City of Tempe Transportation Commission May 9, 2017

Minutes of the Tempe Transportation Commission held on Tuesday, May 9, 2017, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

**(MEMBERS) Present:**

Don Cassano (Chair)	Lloyd Thomas
Ryan Guzy	Susan Conklu
Shereen Lerner	Kevin Olson
Brian Fellows	Cyndi Streid
Charles Redman	Shana Ellis
Jeremy Browning	Paul Hubbell
Nigel A.L. Brooks	Bonnie Gerepka

**(MEMBERS) Absent:**

Charles Huellmantel

**City Staff Present:**

Sue Taaffe, Public Works Supervisor	Joe Clements, Transportation Financial Analyst
Chase Walman, Transportation Planner	Laura Kajfez, Neighborhoods Services Specialist
Robert Yabes, Principal Planner	Mike Nevarez, Transit Manager
Amanda Nelson, Public Information Officer	Mackenzie Keller, Public Information Officer
Shauna Warner, Neighborhoods Program Manager	Julian Dresang, City Traffic Engineer
Eric Iwersen, Principal Planner	Tony Belleau, Transportation Planner

**Guests Present:**

John Federico, resident	Gary Tenney, resident
Steven Voss, resident	Kate Borders, DTA
JC Porter, Arizona State University	John Reynolds, resident
Amy Unciarrence, resident	Robert Herz, resident
David Richardson, resident	

Commission Chair Cassano called the meeting to order at 7:31 a.m.

**Agenda Item 1 – Public Appearances**

John Reynolds spoke about the intersection of Rural and Broadway roads. Specifically he addressed the difficulty of making the turn movement from westbound Broadway to southbound Rural. The left turn lane westbound only allows for four cars to stack and because of that, cars trying to go straight get backed up to Terrace Road.

Steven Voss spoke about First Street, Ash Avenue, Rio Salado Parkway Realignment Concepts. He is in favor of Option #1 (leave as is) and encouraged the Commission to support that option. There has been no staff input from a

safety perspective or understanding as to what is driving this issue. He stated that he has property near the intersection and that there is currently full access. Any option other than #1 will impact that access.

Gary Tenney spoke about First Street, Ash Avenue, Rio Salado Parkway Realignment Concepts. He is in favor of Option #1 (leave as is) because there is no other viable option and Option #1 complements the Streetcar. Other options would force employees and guests to not turn left but rather back into the downtown area.

David Richardson spoke about First Street, Ash Avenue, Rio Salado Parkway Realignment Concepts. He owns property at Ash Avenue and believes that Option #1 is the only viable option. The studies seemed incomplete with regards to traffic delays.

### **Agenda Item 2 – Minutes**

Chair Cassano introduced the minutes of the April 11, 2017 meeting and asked for a motion. A motion was made to approve the minutes.

**Motion:** Commissioner Nigel A.L. Brooks

**Second:** Vice Chair Ryan Guzy

**Decision:** Approved

### **Agenda Item 3 – Downtown Tempe Association Update**

Kate Borders with the Downtown Tempe Authority spoke about downtown Tempe. Topics of the presentation included:

- DTA Geographical Boundaries
- Business Improvement Districts
- Parking
- Traffic
- Downtown Living
- Mobility
- Homelessness
- Placemaking
- Looking Forward

The Commission asked the following questions, and Kate responded as follows:

- Where did she find the placemaking images for the slides? The images are from the internet.
- Is DTA part of the city budget? No, DTA is privately funded through an assessment area.
- How does DTA deal with future needs and growth other than conducting surveys and focus groups? DTA works with Neighborhood Services to see why residents come to downtown or why they don't. It's difficult to reach people who aren't already in Tempe.
- What is the current residential population in downtown? 1,500 to 2,000 people not including students live in the downtown area and that number is estimated to increase to 15,000.

### **Agenda Item 4 - First Street, Ash Avenue, Rio Salado Parkway Realignment Concepts**

Eric Iwersen made a presentation about the design concepts options for the First Street, Ashe Avenue and Rio Salado Parkway intersection. Topics of the presentation included:

- Project Background
- Alternatives/Options
- Traffic & Cost Analysis
- Public Input

The Commission asked the following questions, and staff responded as follows:

- Does the Streetcar operate in the left turn lane? Yes.
- Is there a signal for westbound travel in Option #2? The green symbols on the maps are signals. There will be multiple signals instead of one.
- In Option #2, with the enhanced westbound access how do pedestrians get across the street? There are crosswalks, but the bicycle and pedestrian access will not be enhanced.
- In Option #3, does the Streetcar travel through the traffic circle and is it paint only in the traffic circle? This would be part of the design which has not been determined, but the traffic circle could have landscaping.
- In Option #3, what do pedestrians do to get across the street? Typically the pedestrian crossings will be in advance of the intersection.
- Have traffic studies been conducted? There is some information about traffic counts, but not much. On First Street and Farmer Avenue there are new businesses and that has increased traffic. Traffic on Rio Salado is anticipated to increase.
- What is really driving this project? Consideration to revisit the project as a concurrent effort with Streetcar was reintroduced with City Council approving funding for design in the CIP FY 2017 budget.
- With Option #1, has staff looked at just improvements bicycle and pedestrian access?? Yes staff can explore.

The Commission made the following statements:

- The best way to address issues at the intersection is to provide for more signal time for pedestrians to cross the street since cars are not always looking when making the left hand turn.
- As a resident who lives near the intersection, a review of the traffic signal timing would be helpful. It is dangerous for bicyclists and pedestrians and confusing for motorists. The Commissioner also noticed that there was no accident data in the presentation.

A motion was made to support Option #1.

**Motion:** Commissioner Kevin Olson

**Second:** Commissioner Shereen Lerner

**Decision:** Approved

### **Agenda Item 5 – Streetcar**

Eric Iwersen provided an update on the Tempe Streetcar project. Topics of the presentation included:

- Project Timeline
- Off-Wire Operating Costs Risks
- Current Off-Wire Design
- Off-Wire Design Alternatives
- Mill Avenue Configuration
- Public Involvement
- Federal Funding
- Construction Schedule

The Commission asked the following questions, and staff responded as follows:

- Is it possible to build the system wireless and retrofit it later to be on-wire? On the Gammage curve it depends on how it is designed, but staff believes it is possible.
- What is the plan for battery failures? The Streetcar would be towed back to the maintenance yard.
- Do these alternatives take into consideration summer temperatures? Yes, the scenarios take into account heavy traffic and high temperatures.

- What happens to the Streetcar when there is an event on Mill Avenue? The train will use Ash Avenue in both directions.
- Is it possible not to have small segments of wires like on University at Ash and at Mill? Having the Streetcar be on the wires, even in short segments, allows for the battery to recharge.
- Have any park and ride lots been created? There are two park and ride lots on Apache Boulevard that can be used. There are no plans to build additional park and rides.

A motion was made to keep the current off-wire configuration.

**Motion:** Commissioner Kevin Olson  
**Second:** Commissioner Susan Conklu  
**Decision:** Approved

A motion was made to support Option #1, Shared Lane on Mill Avenue.

**Motion:** Commissioner Jeremy Browning  
**Second:** Commissioner Ryan Guzy  
**Decision:** Approved

#### **Agenda Item 6 – Maricopa Association of Governments Design Assistance Grants**

Chase Walman presented the three projects identified by staff for the Maricopa Association of Governments Design Assistance Grants. The three projects included:

- Upstream Dam Pedestrian Bridge over Town Lake at the Dorsey Lane Alignment
- Tempe Canal Multi-Use Path from Union Pacific Railroad to US 60
- Dorsey Lane Bicycle Pedestrian Improvements/Streetscape

The Commission asked the following questions, and staff responded as follows:

- How much money has Tempe historically received. In the last two years Tempe received? \$82,500 for the Country Club Way Streetscape design and \$52,000 for the Western Canal MUP extension.

The Commission made the following statements:

- The decision should be made based on which project provides the most bang for the buck.
- The bridge would score high at the Maricopa Association of Governments because it connects four cities, and the Dorsey Lane Streetscape would score next best because of the population density.
- The bridge has been put off for several years and it seems like an obvious choice given the connections.
- There is a new soccer stadium to the north of the lake and the Rio Salado Path between Indian Bend Wash and McClintock will be constructed soon providing more connections.

A motion was made to advance the Upstream Dam Pedestrian Bridge over Town Lake at the Dorsey Lane Alignment project.

**Motion:** Commissioner Brian Fellows  
**Second:** Commissioner Ryan Guzy  
**Decision:** Approved

#### **Agenda Item 7 – Tempe Involving the Public Plan**

Shauna Warner presented the Tempe Involving the Public Plan (TIP) and explained the history of the TIP and the City Council approval process.

The Commission asked the following questions, and staff responded as follows:

- Is private development public involvement handled by the city? No, but private development projects are required to use a similar process as the city.
- Does the city follow up to make sure that private developers conduct a public input process? Yes.

**Agenda Item 8 – Department & Regional Transportation Updates**

Sue Taaffe reminded the Commission that the opening of the Bike Share system would occur Monday, May 15.

**Agenda Item 9 - Future Agenda Items**

Commissioner Paul Hubbell requested that “Maintenance Procedures for Sidewalk Shade Trees near Overhead Power Lines” be added as a future agenda item. The following future agenda items have been previously identified by the Commission or staff:

June 13

- McClintock Drive Street Configuration
- Road Construction Traffic Mitigation

July 11

- Autonomous Vehicles
- Western Canal Expansion MUP Final Design
- Highline Canal MUP Final Design

August 8

- Leading vs. Lagging Left Turn Signals
- Bus Security Program
- Plan for Expansion of Bicycle/Pedestrian Paths
- Streetcar

September 12

- Fifth Street Project Update
- Annual Report
- North/South Railroad Spur MUP

October 10

- Annual Report
- Alameda Drive

November 12

- Bike Share Update
- Streetcar
- Speed Limits

December 12

TBD: Bicycle/Pedestrian Signal Activate Operations Update

TBD: Small Area Transportation Study

TBD: Prop 500

The next meeting is scheduled for June 13, 2017.

The meeting was adjourned at 8:55 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen

**STAFF REPORT**

---

**AGENDA ITEM 3**

**DATE**

June 6, 2017

**SUBJECT**

McClintock Drive Street Configuration

**PURPOSE**

The purpose of this memo is to provide the Transportation Commission with traffic data and resident feedback gathered over the past 20 months for the section of McClintock Drive between Broadway and Guadalupe roads.

**EXECUTIVE SUMMARY**

Traffic Engineering has continued to collect data and feedback following the striping changes that removed vehicular traffic lanes and added bicycle lanes on portions of McClintock Drive. The data includes vehicular traffic volumes, bicycle volumes, vehicular travel times and crash data. Staff also collected feedback from residents and stakeholders through public meetings, comment forms, e-mails and phone calls. The following is a brief summary of the findings.

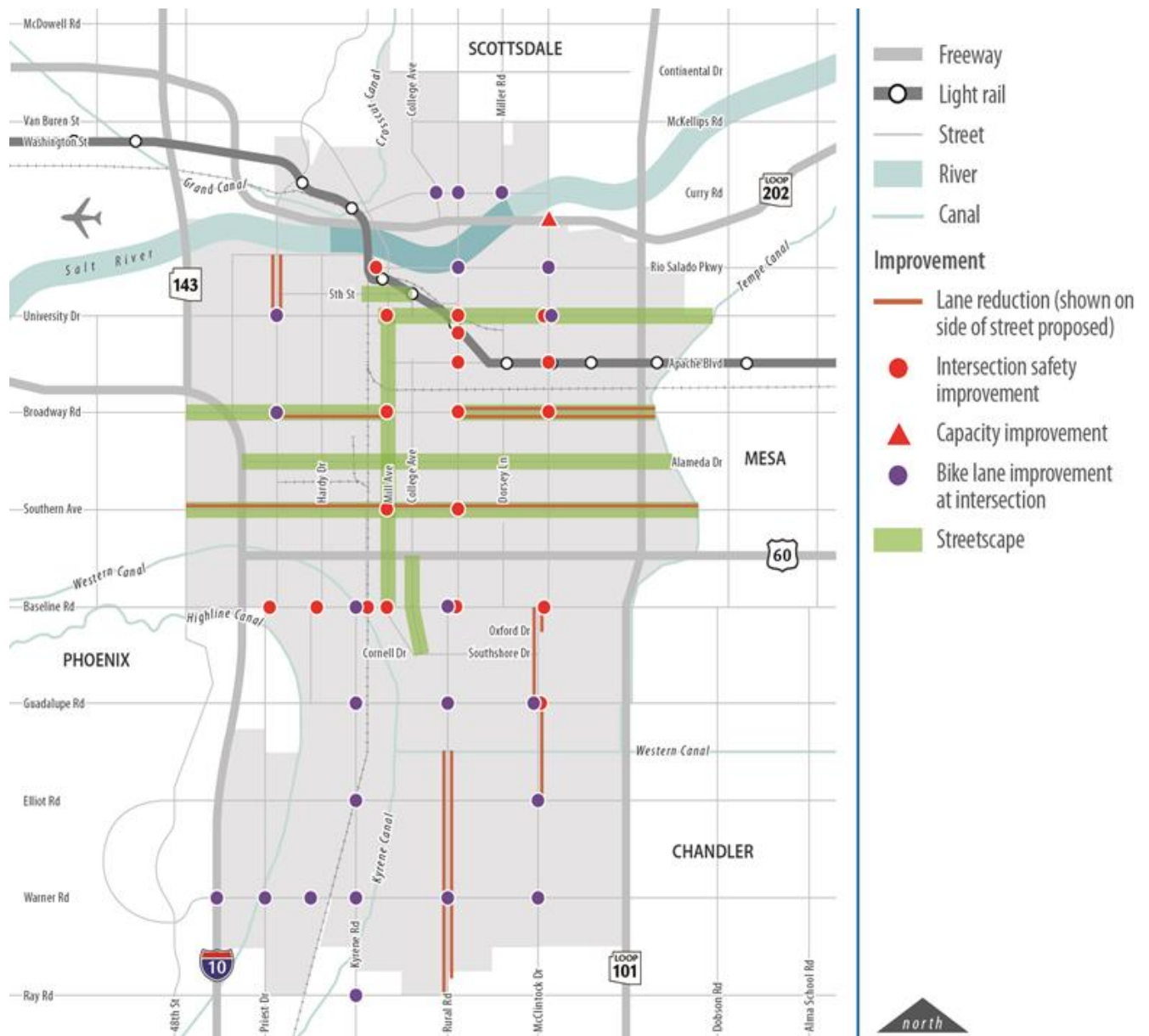
- **Traffic Volumes:** Traffic volumes in 2016 and 2017 continue to measure in the range of approximately 25,000 to 35,000 vehicles per day along the corridor. Traffic volumes in 2004 measured in the range of approximately 35,000 to 45,000 vehicles per day along the same corridor.
- **Bicycle Volumes:** Bicycle volumes remain low, when compared to vehicular volumes, but appear to be increasing based on estimated volumes of 55 daily bicyclists in 2016 and 72 daily bicyclists in 2017.
- **Travel Times:** With the exception of southbound McClintock Drive during the afternoon peak hours, travel times have remained relatively consistent for most of the corridor. Travel times for southbound drivers in the afternoon have increased the most between University Drive and Broadway Road (three additional minutes), followed by Broadway Road to Southern Avenue (one and a half additional minutes) and Southern Avenue to Baseline Road (one additional minute). Travel times south of Baseline Road remained consistent.
- **Crash Data:** With 17 months of before and after data, crashes continue to show minimal changes at the major and minor intersections, but continue to show potentially **significant decreases** at the midblock locations (-28%).
- **Public Comment:** Public feedback continues to be split. Based on feedback received following the recent public meetings, approximately 51% of respondents support reverting back to the original striping, 15% support keeping the current striping and 34% support modifications that would add back the third southbound travel lane while also preserving bicycle lanes.
- **Stakeholder Feedback:** Staff met with representatives from McClintock High School, Tempe Fire Department, Tempe Police Department, the Arizona Department of Transportation and the City of Chandler. None of these stakeholders expressed any major concerns resulting from the striping changes. Tempe Union School District bus drivers stated that they do not like the plastic bollards. Average total response times for Tempe Fire have increased slightly (+4 seconds) at Station 3

(compared to +1 second at other stations). The City of Chandler will be adding bike lanes on McClintock south of Knox in 2018.

### PROJECT HISTORY

The removal of vehicular traffic lane(s) in order to accommodate bicycle lanes is consistent with the Transportation Master Plan as shown in Maps 1 and 2, which identified McClintock Drive as a candidate for bike lanes and was approved by the City Council in January 2015. As expressed in their adoption of the General Plan 2040 as shown in Map 3, Tempe City Council and the Tempe community support managing our transportation future by, whenever practical, getting people out of their cars so that we are not committed to an endless strategy of building bigger, wider roads and parking facilities.

Map 1: Transportation Master Plan 2020 Improvements





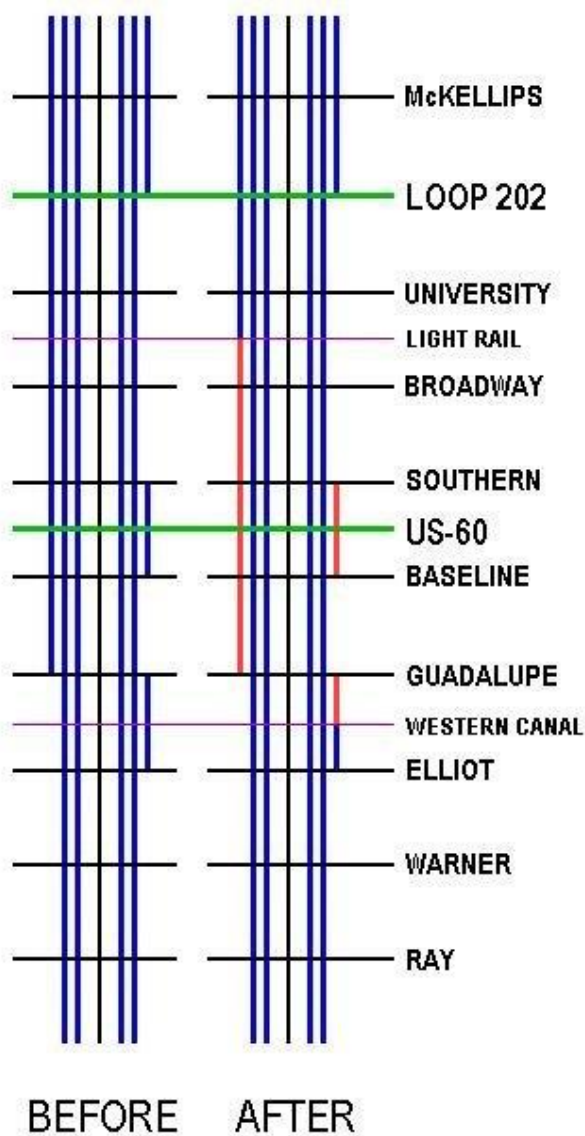
Map 2: Transportation Master Plan 2040 Improvements





In July 2015, McClintock Drive between Broadway and Guadalupe roads was repaved as part of Tempe's ongoing Asset Management Capital Maintenance Program. As part of this repaving project, McClintock Drive was reconfigured to include bicycle lanes on each side of the street, which required the removal of at least one vehicle lane on McClintock Drive. A minimum of two vehicular lanes, northbound and southbound, and a middle turn lane was maintained, as well as medians/center turn lanes and formal turn lanes at the signalized intersections. Diagram 1 illustrates of the number of lanes in each direction prior to the reconfiguration and after the addition of the bicycle lanes. For the entire McClintock corridor, between the north border with the City of Scottsdale and the south border with the City of Chandler, the vehicle lane mileage was reduced from approximately 45 to 40 and the bicycle lane mileage was increased from three to 10.5.

Diagram 1: McClintock Drive Vehicular Lane Configuration



On November 3, 2016, Staff presented the City Council with follow-up data regarding the performance of McClintock Drive. Council requested that staff develop a process to procure a consultant to evaluate McClintock Drive for inclusion of bicycle infrastructure while restoring vehicle capacity. On December 15, 2016, Staff provided the City Council with the proposed process for moving forward to explore and develop concepts to achieve the Council’s goal of keeping the bike lanes, improving traffic flow and decreasing congestion. The City then procured a consultant, Dibble Corporation, to evaluate McClintock Drive for inclusion of bicycle infrastructure while restoring vehicle capacity. Below is a list of the deliverables.

<b>Task/Deliverable</b>
Data Collection/Research
Survey and Base Mapping
Develop alternative design concepts for each one-mile segment along McClintock Drive from University Drive to Elliot Road
Internal Progress Meeting
Refine Alternatives/Prepare Rendering Graphics
Public Meetings on March 25 and 28, 2017
Online public comment period from March 25 to April 5, 2017
Internal Progress Meeting/Debrief from Public Meetings
Refine Alternatives, Collect Data, Analyze Comments
Meet with Tempe Union High School transportation representative and McClintock High School principal on May 3, 2017
Internal Progress Meetings (including meeting with Fire and PD on May 10, 2017)
Meet with Tempe Elementary School District #3 transportation representatives on June 7, 2017
Transportation Commission Presentation on June 13, 2017
Sustainability Commission Presentation on June 19, 2017
City Council Meeting Presentation on June 29, 2017

Staff continued to collect the following data on McClintock Drive between University Drive and Elliot Road:

- Vehicular Traffic Volumes
- Bicycle Volumes
- Travel Times
- Crashes

Staff also collected travel time data on Mill Avenue from University Drive to Baseline Road. This provides the requested comparison data for a parallel north/south corridor with two vehicular travel lanes in each direction.

### VOLUME DATA

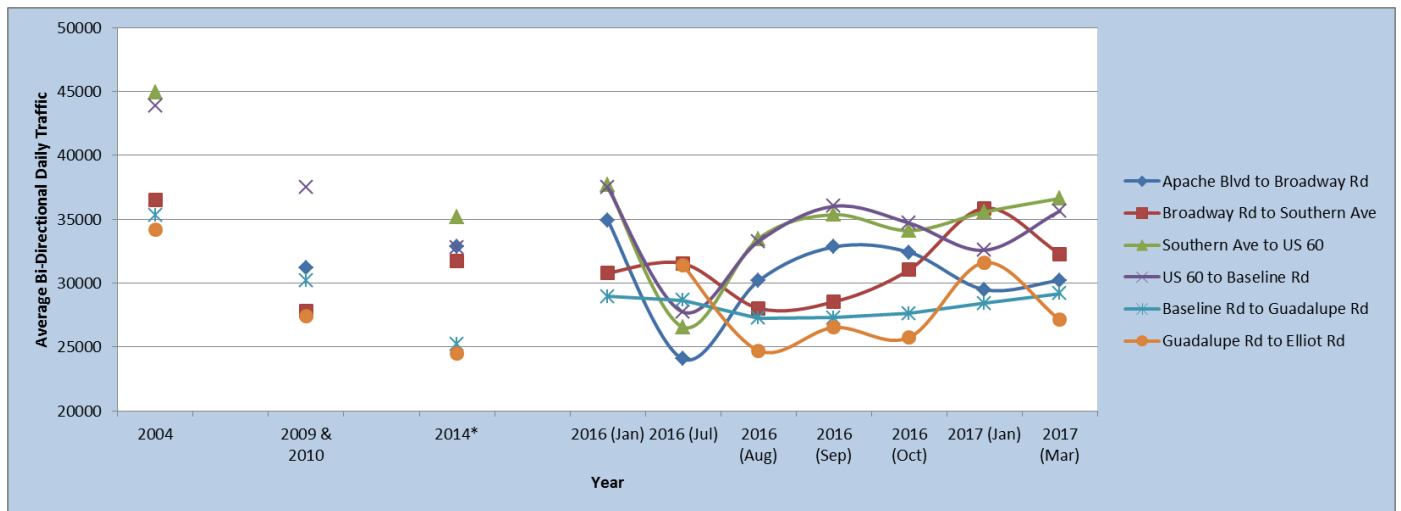
McClintock Drive between Broadway and Guadalupe roads continues to show decreased traffic volumes compared to 2004. This decrease is largely attributed to the completion of the urban freeway network and an increase in the number of commuters choosing alternative modes of travel. Table 1 and Chart 1 provide the traffic volumes on McClintock Drive collected in 2004, 2009/10, 2014\*, five months in 2016 and three months in 2017. (\*NOTE: It was discovered that some of the 2014 data was mistakenly taken while Arizona State University was on spring break and likely under-represents normal traffic conditions). **Traffic volumes continue to be considerably less than levels measured in 2004.**

Table 1: Traffic volumes between 2004 & 2016 on McClintock Drive between Apache Boulevard and Elliot Road

	2004 (Nov)	2009 & 2010 (Sep/Oct)	2014 (Mar)	July 2015 – Striping Change	2016					2017		
					Jan	Jul	Aug	Sep	Oct	Jan	Mar	May
Apache to Broadway	-	31,175	32,863*		34,913	24,055	30,175	32,828	32,410	29,488	30,209	
Broadway to Southern	36,487	27,807	31,722*		30,782	31,527	28,034	28,529	31,041	35,863	32,283	
Southern to US 60	44,951	-	35,167		37,670	26,551	33,472	35,348	34,101	35,559	36,628	
US 60 to Baseline	43,842	37,496	32,755		37,470	27,732	33,260	36,012	34,692	32,572	35,643	
Baseline to Guadalupe	35,326	30,170	25,208*		28,945	28,656	27,260	27,274	27,607	28,414	29,175	
Guadalupe to Elliot	34,189	27,418	24,510*		-	31,392	24,714	26,524	25,747	31,605	27,108	

ND - No Data Collected; \* ASU on Spring Break

Chart 1: McClintock Drive Vehicle Volumes 2004, 2009/10, 2016 and 2017



### TRAVEL TIME DATA

Travel time data was collected in 2014 on McClintock Drive between University Drive and Baseline Road as part of a signal timing optimization project. The portion of McClintock Drive south of Baseline Road was outside the limits of that project and thus no 2014 travel time data is available for this section. Travel time data was collected during five months in 2016 (January, June, July, August and September) and three months in 2017 (January, March and May). Since the striping changes were made in 2015, the 2014 travel times can be used for comparative purposes as the “before 2015” data and the 2016 and 2017 travel times as the “after 2015” data. Table 2 and Chart 2 list the average 2016 and 2017 travel times, both during the morning (AM) and afternoon (PM) peak travel hours, for the entire section of McClintock Drive between University Drive and Guadalupe Road. Midday (MID) travel times are also shown for 2017 for comparison purposes. Table 2 illustrates that during high-traffic conditions (January, March, September and October) on average it takes approximately 10 to 10 ½ minutes to travel northbound between Guadalupe Road and University Drive during both the morning and afternoon peaks. Southbound it takes an average of 13 to 14 ½ minutes during the afternoon peak and approximately 8 minutes during the morning peak. As expected, travel times decreased during the summer months (May to August).

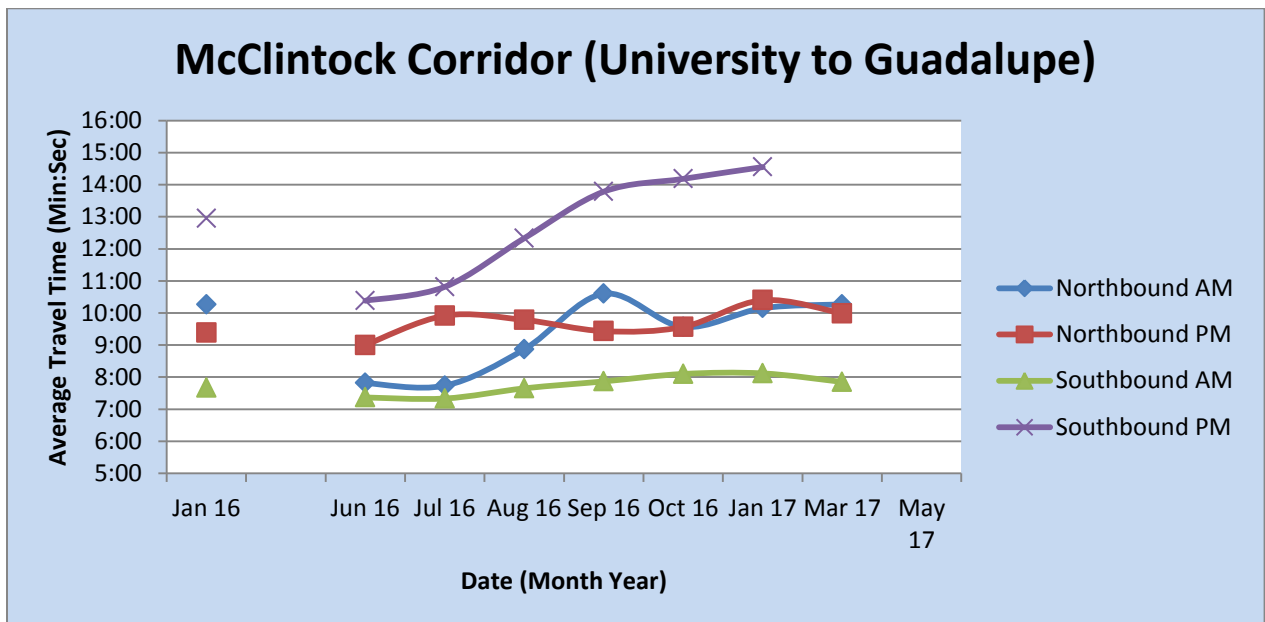
Table 2: McClintock Drive Travel Time Data 2016 and 2017 – University to Guadalupe

Average travel time in minutes and seconds.

	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sept 2016	Oct 2016	Jan 2017	Mar 2017	May 2017
<b>AM Peak (7-9 AM)</b>									
McClintock NB	10:16	7:49	7:44	8:52	10:36	9:34	10:09	10:16	
McClintock SB	7:40	7:22	7:20	7:39	7:52	8:06	8:07	7:51	
<b>PM Peak (4-6 PM)</b>									
McClintock NB	9:23	9:00	9:55	9:47	9:26	9:34	10:24	9:59	
McClintock SB	12:57	10:23	10:49	12:20	13:47	14:11	14:33	-	
<b>MID (11 AM-1 PM)</b>									
McClintock NB	-	-	-	-	-	-	7:49	9:17	
McClintock SB	-	-	-	-	-	-	7:55	-	

Chart 2: McClintock Drive Travel Time Data 2016 and 2017 – University to Guadalupe

Average travel times in minutes and seconds.



Tables 3 - 6 and Charts 3- 6 compare the average travel times in 2014 to the average travel times in 2016 and 2017; broken into one mile segments.

Table 3: McClintock Drive Travel Time Data 2014, 2016, and 2017 – University to Broadway

AM Peak (7-9 AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sept 2016	Oct 2016	Jan 2017	Mar 2017	May 2017
McClintock NB	3:07	3:24	2:06	2:09	2:41	3:12	2:47	2:42	2:59	
McClintock SB	1:58	2:03	1:58	1:56	2:02	2:01	2:15	2:24	2:18	
PM Peak (4-6 PM)										
McClintock NB	2:38	3:25	3:15	3:36	3:25	3:38	3:34	3:36	3:38	
McClintock SB	3:11	4:43	3:51	3:57	4:00	5:18	6:00	5:16	-	
MID (11 AM-1 PM)										
McClintock NB	-	-	-	-	-	-	-	2:38	3:11	
McClintock SB	-	-	-	-	-	-	-	2:08	-	

Chart 3: McClintock Drive Travel Time Data 2014, 2016, and 2017 – University to Broadway

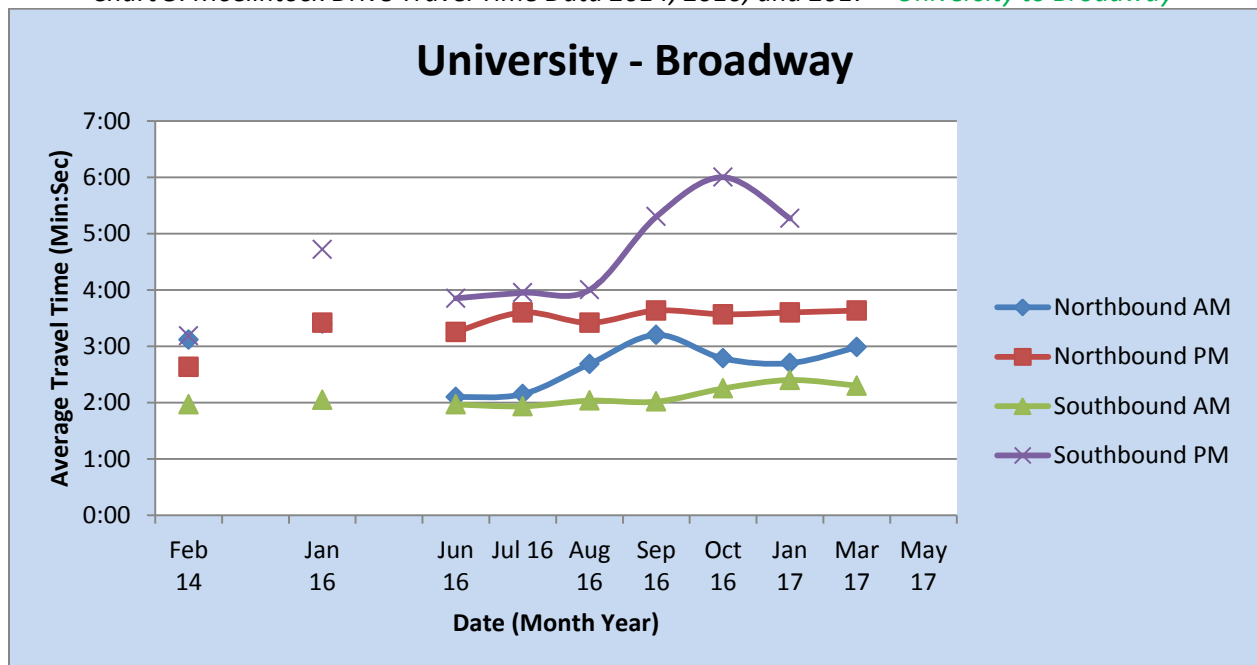




Table 4: McClintock Drive Travel Time Data 2014, 2016, and 2017 – *Broadway to Southern*

AM Peak (7-9AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Jan 2017	Mar 2017	May 2017
McClintock NB	2:14	2:01	1:44	1:41	1:56	2:14	1:55	2:17	1:53	
McClintock SB	1:56	2:11	2:04	2:03	2:03	2:12	2:08	2:06	2:01	
PM Peak (4-6 PM)										
McClintock NB	2:08	2:00	1:59	2:00	1:54	1:53	1:58	2:05	2:04	
McClintock SB	2:12	3:05	2:07	2:11	3:26	3:03	3:06	3:47	-	
MID (11 AM-1 PM)										
McClintock NB	-	-	-	-	-	-	-	1:44	1:46	
McClintock SB	-	-	-	-	-	-	-	2:18		

Chart 4: McClintock Drive Travel Time Data 2014, 2016, and 2017 – *Broadway to Southern*

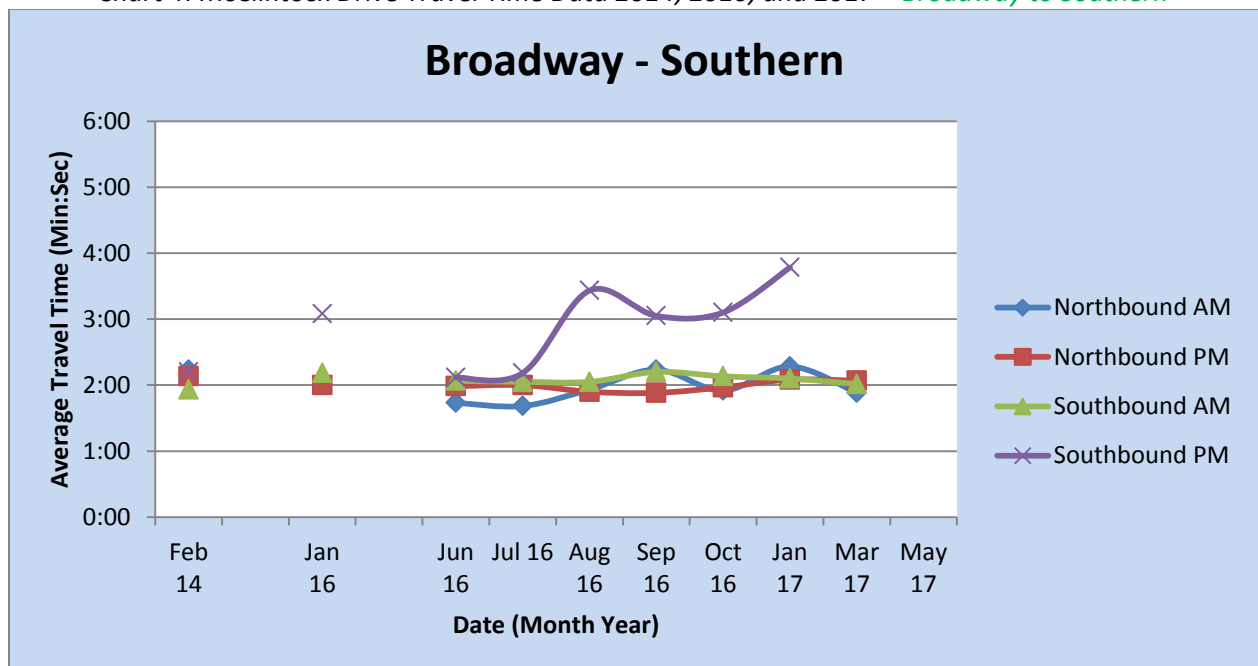


Table 5: McClintock Drive Travel Time Data 2014, 2016, and 2017 – Southern to Baseline

AM Peak (7-9 AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Jan 2017	Mar 2017	May 2017
McClintock NB	1:51	2:36	2:01	2:03	2:07	2:25	2:44	2:48	3:04	
McClintock SB	1:45	1:36	1:36	1:35	1:45	1:47	1:54	1:49	1:48	
PM Peak (4-6 PM)										
McClintock NB	1:53	1:49	1:39	1:57	2:18	1:47	2:05	2:17	1:48	
McClintock SB	2:03	2:58	2:10	2:33	2:31	3:11	3:14	3:10	-	
MID (11 AM-1 PM)										
McClintock NB	-	-	-	-	-	-	-	1:41	2:26	
McClintock SB	-	-	-	-	-	-	-	1:51	-	

Chart 5: McClintock Drive Travel Time Data 2014, 2016, and 2017 – Southern to Baseline

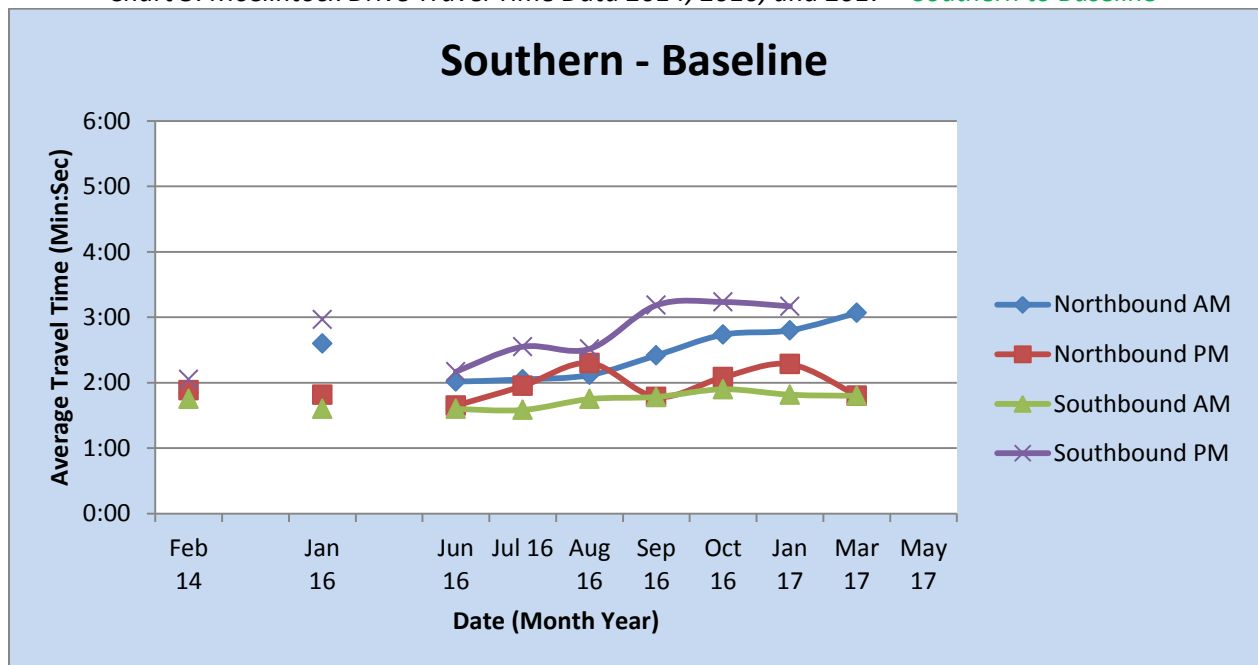


Table 6: McClintock Drive Travel Time Data 2016 and 2017 – Baseline to Guadalupe

AM Peak (7-9 AM)	Feb 2014	Jan 2016	Jun 2016	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Jan 2017	Mar 2017	May 2017
McClintock NB	N/A	2:15	1:58	1:52	2:09	2:46	2:07	2:22	2:20	
McClintock SB	N/A	1:50	1:43	1:46	1:48	1:53	1:49	1:48	1:44	
PM Peak (4-6 PM)										
McClintock NB	N/A	2:09	2:07	2:22	2:10	2:08	2:11	2:26	2:29	
McClintock SB	N/A	2:10	2:14	2:09	2:23	2:15	2:21	2:20	-	
MID (11 AM-1 PM)										
McClintock NB	-	-	-	-	-	-	-	1:46	1:54	
McClintock SB	-	-	-	-	-	-	-	1:38	-	

Chart 6: McClintock Drive Travel Time Data 2016 and 2017 – Baseline to Guadalupe

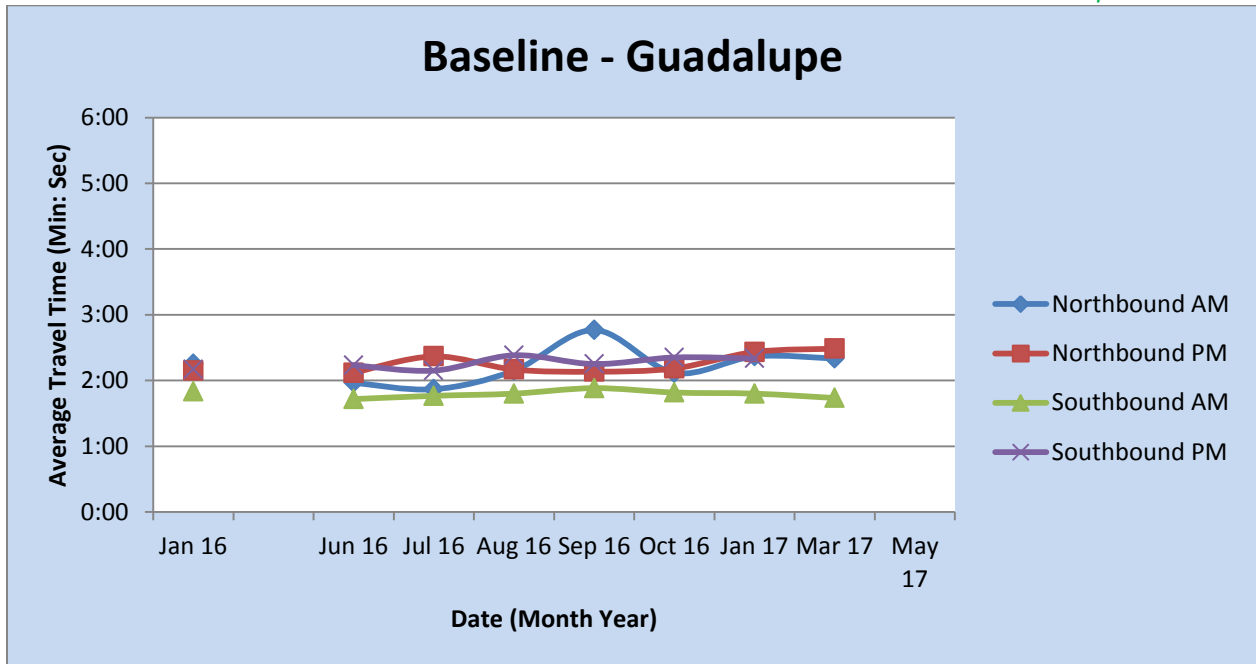


Table 7 below provides the average travel time per mile when traveling the McClintock Drive corridor between University Drive and Baseline Road in the peak and off-peak directions during the morning and afternoon rush hour. The second column provides average travel times per mile before the addition of the bike lanes. The third, fourth and fifth columns provide the 2017 average travel times per mile during the peak hours of traffic after the bicycle lanes were installed.

*Table 7: Average Travel Time Per Mile – McClintock Drive: University to Baseline*

Direction	Before July 2015	Jan 2017	Mar 2017	May 2017
Northbound Peak (AM)	2:24	2:36	2:39	
Southbound Off-peak (AM)	1:53	2:06	2:02	
Northbound Off-peak (PM)	2:13	2:39	2:30	
Southbound Peak (PM)	2:29	4:04	-	

For comparison purposes, Table 8 provides similar data collected on the Mill Avenue corridor, a parallel north-south arterial street with two lanes of traffic both northbound and southbound.

*Table 8: Average Travel Time Per Mile – Mill Avenue: University to Baseline*

Direction	Before July 2015	Jan 2017	Mar 2017	May 2017
Northbound Peak (AM)	-	3:04	2:59	
Southbound Off-peak (AM)	-	2:26	2:12	
Northbound Off-peak (PM)	-	3:13	3:31	
Southbound Peak (PM)	-	3:44	3:31	

### Bicycle Counts on McClintock Drive

The City used video recordings to count bicycles in the bicycle lanes at the intersections of McClintock Drive at Broadway Road, Southern Avenue, US-60, Baseline Road and Guadalupe Road. The average number of bicyclists traveling during the morning (7 to 9 a.m.) peak hours and afternoon (4 to 6 p.m.) peak hours are shown in Table 9. The first number represents bicyclists counted in the morning peak hours and the second number shown in parenthesis represents bicyclists counted in the afternoon peak hours.

*Table 9: McClintock Drive Bicycle Volumes 2016 and 2017*

	2016 AM (PM)			2017 AM (PM)		
	Jul	Aug	Sept	Jan	Mar	May
Broadway	-	-	-	7 (20)	14 (25)	XX (XX)
Southern	10 (12)	-	13 (13)	14 (21)	10 (15)	XX (XX)
US 60	-	-	-	11 (19)	17 (6)	XX (XX)
Baseline	9 (12)	10 (8)	6 (10)	9 (16)	16 (7)	XX (XX)
Guadalupe	-	-	-	7 (10)	9 (4)	XX (XX)

By calculating the highest average peak one-hour bicycle volume and using a standard traffic engineering assumption (10% of daily trips are completed during the peak hour), staff was able to estimate the daily bicycle volumes:

- 2016: 55 cyclists/day
- 2017: 72 cyclists/day

In December 2015, Tempe added “candlesticks/bollards” to McClintock Drive as a buffer between bikes and vehicles. The candlesticks (vertical barriers) were installed along McClintock Drive between Southern Avenue and Baseline Road to create more of a separation between bikes and vehicles. To date, the cost of maintaining and replacing these candlesticks/bollards are estimated to be \$7,060 (20 posts x \$85 each = \$1,700; staff = \$5,360).

### Crash Data

Crash data is only available through December 31, 2016. Given that, Tables 10-12 compare 17 months of “before July 2015” and “after July 2015” data (March 2014 – July 2015 and August 2015 – December 2016). As shown in the tables, crashes continue to show minimal changes at the major and minor intersections, but potentially **significant decreases** at the midblock locations (-28%). It should be noted, however, that the charts only account for 17 months of before and after data. Industry standards typically require at least three years (36 months) of crash data prior to making definitive conclusions about the benefits or drawbacks of changes. Using too short of a timeframe allows for statistical bias.

*Table 10: Major Intersection Crashes on McClintock: August thorough June*

	17 Months Before July 2015	17 Months After July 2015
Apache	14	14
Broadway	24	17
Southern	24	17
US 60	21	27
Baseline	8	15
Guadalupe	17	19
<b>TOTAL</b>	<b>108</b>	<b>109</b>

*Table 11: Minor Intersection Crashes on McClintock: August thorough June*

	17 Months Before July 2015	17 Months After July 2015
Apache to Broadway	N/A	N/A
Broadway to Southern	17	17
Southern to US 60	6	3
US 60 to Baseline	10	7
Baseline to Guadalupe	11	12
<b>TOTAL</b>	<b>44</b>	<b>39</b>

Table 12: Mid-Block Crashes on McClintock: August through June

	17 Months Before July 2015	17 Months After July 2015
Apache to Broadway	29	23
Broadway to Southern	58	39
Southern to US 60	16	12
US 60 to Baseline	18	15
Baseline to Guadalupe	15	9
<b>TOTAL</b>	<b>91</b>	<b>68</b>

### Stakeholder Input

Transportation staff reached out to McClintock High School, Tempe Elementary School District, the Tempe Fire Department, Tempe Police Department, the Arizona Department of Transportation (ADOT) and the City of Chandler. These stakeholders provided the following feedback:

McClintock High School: Due to class schedules, students and staff have not been adversely impacted. Staff did not notice increased traffic on neighboring streets like Del Rio or Los Feliz. Bus drivers mentioned that traffic conditions on McClintock Drive are the same or better than before, however, they do not like the plastic bollards.

Tempe Elementary School District #3: Staff will meet with representatives of TD3 on June 7 and report the findings on June 13 at the Transportation Commission meeting.

Tempe Fire, Medical and Rescue Department: First responders at Station 3 stated that there was no noticeable change to response times, as they tend to use the center turn-lane when responding to incidents during peak traffic conditions. Comparing one year “before July 2015” and one year “after July 2015” total response time (turn out + travel time) at Station 3 increased by four seconds (5:25 to 5:29) while total response times at all other City of Tempe fire stations increased on average by one second (5:33 to 5:34).

Tempe Police Department: Police response times have not been impacted because responding units are not centralized (response is based on GPS). The largest impact to police units is generally based on the frequency of crashes.

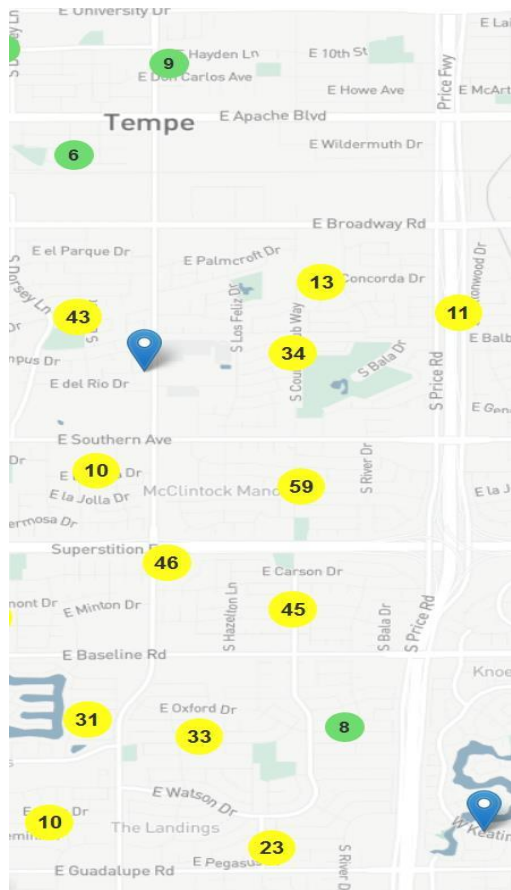
ADOT: ADOT Traffic Engineering has not observed any adverse effects to traffic operations at the interchange with US-60 because of the changes.

City of Chandler: Following the addition of bicycle lanes in Tempe, the City of Chandler received so much feedback that they have initiated a capital improvement project that will add two and a half miles of bicycle lanes on McClintock Drive from the Tempe/Chandler border (Knox Road) south to the Loop 202.

## Public Involvement

Staff followed the Council-adopted Tempe Involving the Public manual throughout the 2017 public involvement process. Public meetings were held March 25 and 28, 2017 with online comment available from March 25 to April 5, 2017. One hundred and twenty four (124) people signed in at the March 25 meeting and 210 people signed in at the March 28 meeting. Five hundred and sixty-five (565) unduplicated survey responses were received from the meeting and online survey. The address-based map on Map 4 illustrates where surveys were received within the area that the changes were made to the street. In addition, there were 17 surveys from people living in neighboring cities.

Map 4: Public Feedback Responses along the Corridor.



\*Note: Comments were also received outside the corridor area and are not shown on the map.

Outreach efforts for the March public meetings included:

- Press releases
- Meeting dates on master City web calendar
- Azcentral, azfamily and Centro online ads
- Tempe 11
- Tempe.gov home page ad
- Twitter
- Paid ads on Facebook
- Door hangers/postcards from Price to Dorsey between University and the Chandler border



- VMS board near US 60 (n/b between US 60 and Baseline; s/b between US 60 and Southern)
- Neighborhood association and homeowners' association email distribution
- Emails to residents who previously sent an email through the City's Council Communicator system

Public meetings on March 25 and 28, 2017 included a presentation about the purpose of the meeting, background on the project, and design concepts for each one-mile segment along McClintock Drive from University Drive to Elliot Road. There were also breakout sessions for residents to engage with one another and staff in order to build consensus on design alternatives within the corridor. After the breakout session, a facilitator asked residents to describe the consensus reached at each breakout session and what issues still need to be addressed. Staff included a question in the comment form to identify those residents who live a quarter mile on either side of McClintock Drive.

A number of alternatives for each segment were presented. Below are those alternatives.

**Apache to Broadway:** *Northbound: Maintain 2 travel lanes; Southbound: Restore 3rd travel lane*

- 1) Northbound: Standard bike lane. Southbound: No bike lane (bicyclists have option to "take the lane" or use sidewalk). **\$228,000**
- 2) Northbound & Southbound: Shared bike/vehicle lanes (sharrows). **\$338,000**
- 3) Northbound: Standard bike lane. Southbound: Modify existing sidewalk/planter boxes to accommodate pedestrian/bike shared path. **\$831,000**

**Broadway to Southern:** *Northbound: Maintain 2 travel lanes; Southbound: Restore 3rd travel lane*

- 1) Northbound & Southbound: Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only). **\$2.2 million**
- 2) Northbound & Southbound: Buffered bike lanes. Requires widening roadway approx. 10-feet along major portions of corridor (widening approx. 5-feet on both sides). **\$3.8 million**

**Southern to Baseline:** *Northbound: Maintain 2 travel lanes; Southbound: Restore 3rd travel lane*

- 1) Northbound & Southbound: Buffered bike lanes (3-foot buffers). No widening. Southbound bike lane would be standard at US60. **\$529,000**
- 2) Northbound & Southbound: Separated bike lanes (3-foot islands). No widening. Southbound bike lane would be standard at US60. **\$652,000**

**Del Rio to Baseline:** *Northbound: Restore 3rd travel lane; Southbound: Restore 3rd travel lane*

- 3) Northbound & Southbound: Standard bike lanes. Requires widening road on east side approx. 2-feet along corridor. No northbound bike lane at US60. **\$1.7 million**
- 4) Northbound & Southbound: 3-foot buffered bike lanes. Requires widening road on both sides approx. 4-feet along corridor. No northbound bike lane at US60. **\$2.5 million**

5) Northbound & Southbound: Separated bike lanes (3-foot islands). Requires widening road on both sides approx. 5-feet along corridor. No northbound bike lane at US60. (Bicycles have option to “take the lane” or use sidewalk.) **\$2.7 million**

**Baseline to Guadalupe:** *Northbound: Maintain 2 travel lanes; Southbound: Restore 3rd travel lane*

1) Northbound & Southbound: Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only). **\$2 million**

2) Northbound & Southbound: Buffered bike lanes (3-foot buffers). Requires widening roadway approx. 10-feet along major portions of corridor (widening approx. 5-feet on both sides). **\$3.3 million**

**Guadalupe to Elliot:** *Northbound: Eliminate 1 lane (maintain 2 travel lanes); Southbound: Add 3rd travel lane*

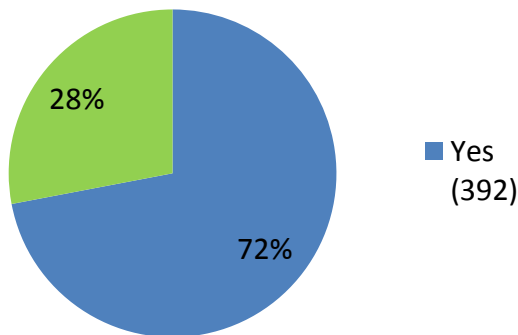
1) Northbound & Southbound: Buffered bike lanes (2-foot buffers). Requires widening roadway approx. 3-feet for 300’ between Todd and McNair (widening on west side only). **\$340,000**

2) Northbound & Southbound: Separated bike lanes (3-foot island). Requires widening roadway approx. 5-feet along major portions of corridor (widening on west side only). **\$1.8 million**

3) Northbound & Southbound: Standard bike lanes. **\$0**

**Survey Responses**

1) Do you live within a quarter mile of McClintock Drive?



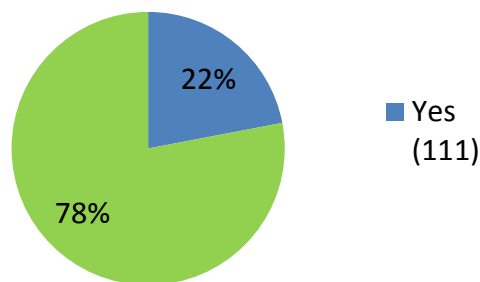
Total responses: 546

The scenario below includes three travel lanes southbound, two travel lanes northbound, standard bike lanes northbound and southbound and is the least expensive option with the least impact to neighbors and the right-of-way landscaping.

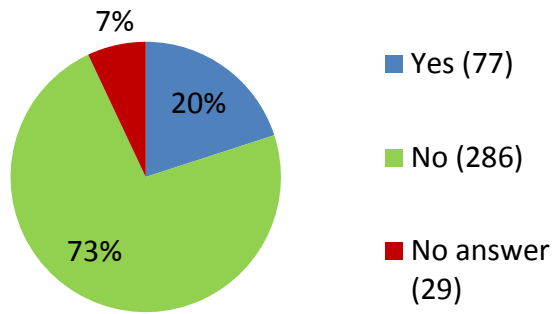
Section	Alternative	Cost	# of feet curb moves	# of trees impacted	# of light poles
Apache to Broadway	2	\$338,000	0	0	0
Broadway to Southern	1	\$2.2 million	4	111	22
Southern to Baseline	1	\$529,000	0	0	0
Baseline to Guadalupe	1	\$2 million	4	73	30
Guadalupe to Elliot	3	\$0*	0	0	0
<b>TOTAL</b>	<b>n/a</b>	<b>\$5.07 million</b>	<b>0</b>	<b>0</b>	<b>0</b>

\*Funded as part of a future paving project including striping.

2) Do you support the scenario provided?



Total respondents who answered the question: 509

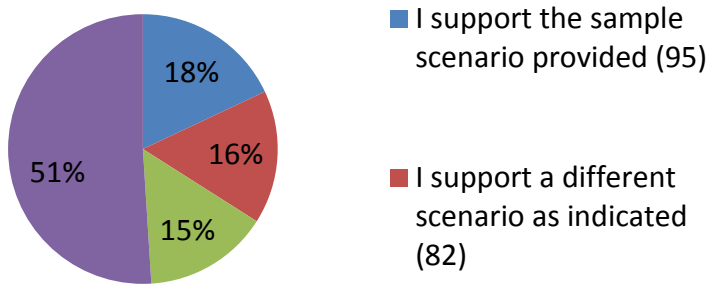


Total respondents who replied they live within ¼ mile of McClintock: 392

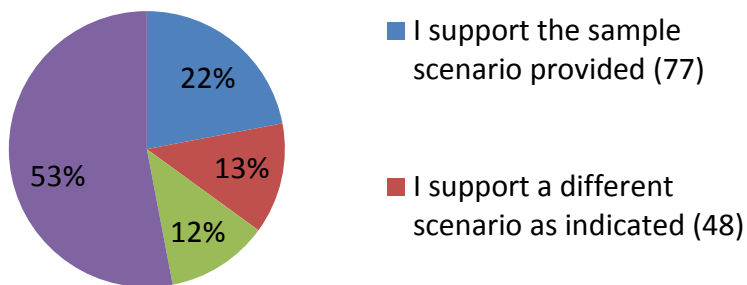
3) **If you answered no in question 2, why not?**

\*respondents answered yes in question 2, but also selected an answer for question 3

\*respondents answered no in question 2, but did not select an answer for question 3



Total respondents who answered the question: 524



Total respondents who replied they live within ¼ mile of McClintock: 355

**Respondents had the opportunity to create their own scenario based on their answer to question 3.**

- 77 people filled in the blank table.
- 13 people who didn't answer that they supported a different scenario in question 3 chose to submit a different scenario.
- 18 people who selected that they supported a different scenario as indicated in question 3 chose not to create their own scenario.

Based on the public comments, below is the preferred collaboration scenario:

	Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
<b>Alternative Description</b>	<b>Alternative 3:</b> Northbound: Standard bike lane. Southbound: Modify existing sidewalk/planter boxes to accommodate pedestrian/bike shared path.  <b>\$831,000</b>	<b>Alternative 1:</b> Northbound & Southbound: Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only).  <b>\$2.2 million</b>	<b>Alternative 1:</b> Northbound & Southbound: Buffered bike lanes (3-foot buffers). No widening. Southbound bike lane would be standard at US60.  <b>\$529,000</b>	<b>Alternative 1:</b> Northbound & Southbound: Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only).  <b>\$2 million</b>	<b>Alternative 3:</b> Northbound & Southbound: Standard bike lanes.  <b>\$0</b>
<b>Cost range for other options</b>	\$228,000 to \$338,000	\$3.8 million	\$652,000 to \$2.7 million	\$3.3 million	\$340,000 to \$1.8 million
<b>Number of trees that would be removed</b>	82 trees	6 trees	0 trees	6 trees	0 trees

The above scenario includes widening along portions of the roadway that could impact trees that are located close to the back of the sidewalk. Staff from transportation met with arborists from West Coast Arborists (WCA) to determine which trees would need to be removed in order to accommodate the widening necessary to restore the third lane southbound while preserving standard bike lanes. Based on the site visit, WCA believes we can keep the majority of trees in place by indenting the sidewalk around the trees and installing a root barrier to reduce potential issues in the future with the roots uplifting the sidewalk as the trees grow. This would take the sidewalk down to 4-ft adjacent to most of the trees with the remaining sections being 5-ft wide.

Example of sidewalk indentation



Example of trees affected in Alternative 3 along the west side of McClintock between Apache and Broadway.



Example of trees affected in Alternative 1 along the west side of McClintock between Broadway and Southern.



Example of trees affected in Alternative 1 along the west side of McClintock between Baseline and Guadalupe



In addition to the public meeting and online comment form, 231 comments were also received via email, through the web site and to 311 between November 2016 and June 6, 2017.

### **Options**

- A. Maintain current configuration: \$0.
- B. Restripe to original configuration without bike lanes from Apache Boulevard to Guadalupe Road: \$500,000 and construction would take 15 business days.
- C. Implement preferred collaboration scenario: \$5.6 million and construction would need to be phased.
- D. Select a different alternative: Varies from \$100,000 to \$12.4 million and construction would need to be phased.

### **FISCAL IMPACT**

TBD

### **RECOMMENDATION**

For information and possible action.

### **CONTACT**

Julian Dresang

480-350-8025

Julian\_dresang@tempe.gov

### **ATTACHMENTS**

- PowerPoint for June 13, 2017 Transportation Commission Meeting
- PowerPoint from March 2017 public meetings
- Public Comments



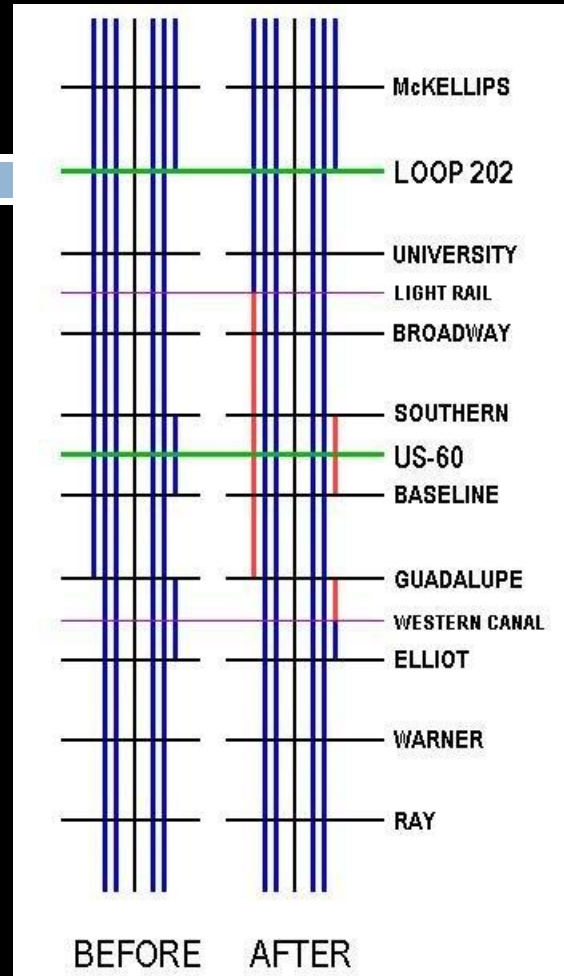
# McClintock Drive Street Configuration Transportation Commission

June 13, 2017



# Travel Lane Configuration

- Striping changed July 2015
- Corridor went from 45 lane miles to 40.
- 7.5 miles of bike lanes added.



# Average Daily Vehicular Traffic Counts

	Nov. 2004	Sept. 2009 & Oct. 2010	March 2014	SUMMER 2015 – Striping Changed	2016			2017	
					Spring (Jan)	Summer Avg. (Jul, Aug)	Fall Avg. (Sep, Oct)	Spring Avg. (Jan, Mar)	Summer (May)
Apache to Broadway	ND	31,175	32,863*		34,913	27,115	32,619	29,849	X
Broadway to Southern	36,487	27,807	31,722*		30,782	29,780	29,785	34,073	X
Southern to US 60	44,951	ND	35,167		37,670	30,011	34,725	36,094	X
US 60 to Baseline	43,842	37,496	32,755		37,470	30,496	35,352	34,108	X
Baseline to Guadalupe	35,326	30,170	25,208*		28,945	27,958	27,441	28,795	X
Guadalupe to Elliot	34,189	27,418	24,510*		ND	28,053	26,136	29,357	X

ND = No Data Collected; \*ASU on Spring Break

# Bicycle Traffic Counts

	2016 AM (PM)			2017 AM (PM)		
	Jul	Aug	Sept	Jan	Mar	May
Broadway	-	-	-	7 (20)	14 (25)	XX(XX)
Southern	10 (12)	-	13 (13)	14 (21)	10 (15)	XX(XX)
US 60	-	-	-	11 (19)	17 (6)	XX(XX)
Baseline	9 (12)	10 (8)	6 (10)	9 (16)	16 (7)	XX(XX)
Guadalupe	-	-	-	7 (10)	9 (4)	XX(XX)

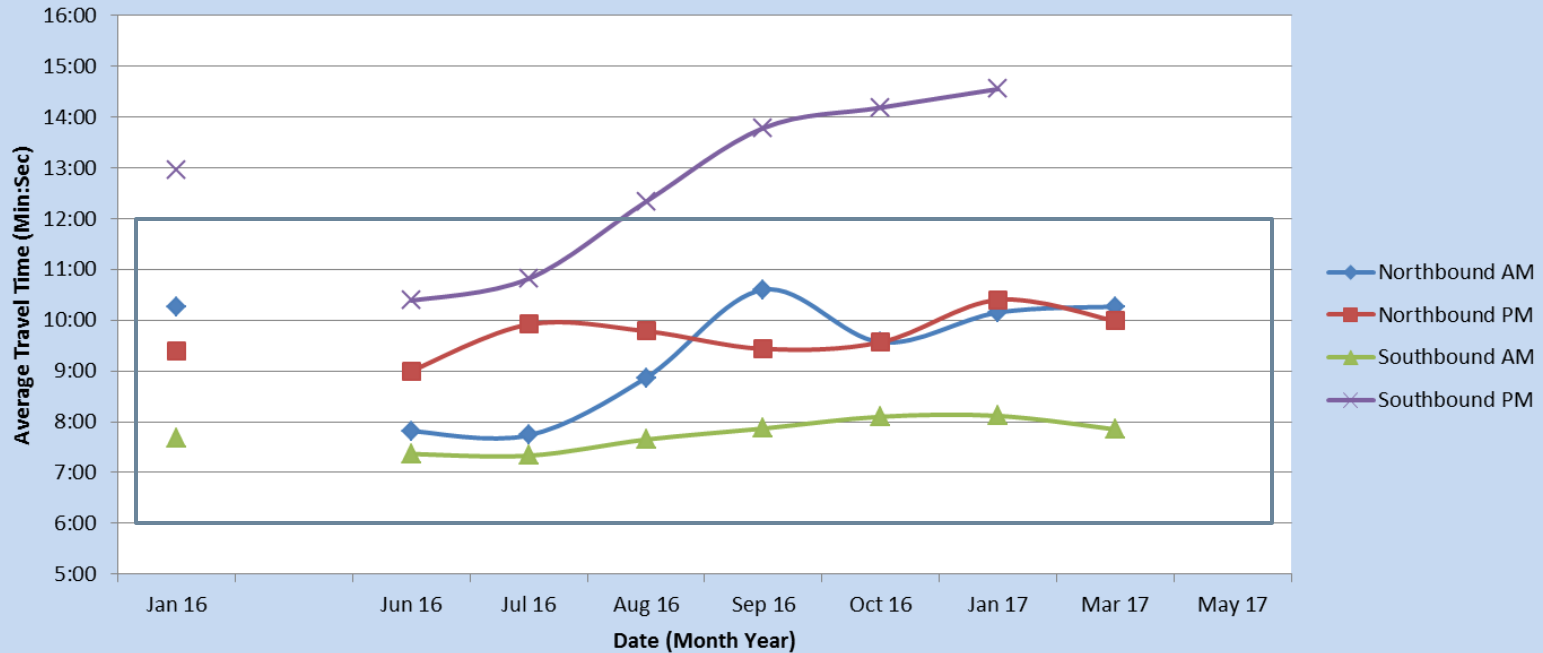


AM = 7am-9am  
 PM = 4pm-6pm

**Estimated BICYCLE volume (2016)= 55/day**  
**Estimated BICYCLE volume (2017)= 72/day**

# Travel Times: University to Guadalupe

## McClintock Corridor (University to Guadalupe)



# Travel Time Summary: University to Baseline

## Average travel time per mile

<b>McClintock Drive</b>	<b>July 2015</b>	<b>Jan 2017</b>	<b>Mar 2017</b>	<b>May 2017</b>
<b>Northbound Peak (AM)</b>	2:24	2:36	2:39	X
<b>Southbound Off-peak (AM)</b>	1:53	2:06	2:02	X
<b>Northbound Off-peak (PM)</b>	2:13	2:39	2:30	X
<b>Southbound Peak (PM)</b>	2:29	4:04	No Data	X

<b>Mill Avenue</b>	<b>July 2015</b>	<b>Jan 2017</b>	<b>Mar 2017</b>	<b>May 2017</b>
<b>Northbound Peak (AM)</b>	-	3:04	2:59	X
<b>Southbound Off-peak (AM)</b>	-	2:26	2:12	X
<b>Northbound Off-peak (PM)</b>	-	3:13	3:31	X
<b>Southbound Peak (PM)</b>	-	3:44	3:31	X

# Safety (Crashes): Intersections

## Major Intersections

	17 Months Before July 2015	17 Months After July 2015
Apache	14	14
Broadway	24	17
Southern	24	17
US 60	21	27
Baseline	8	15
Guadalupe	17	19
<b>TOTAL</b>	<b>108</b>	<b>109</b>

## Minor Intersections

	17 Months Before July 2015	17 Months After July 2015
Apache to Broadway	N/A	N/A
Broadway to Southern	17	17
Southern to US 60	6	3
US 60 to Baseline	10	7
Baseline to Guadalupe	11	12
<b>TOTAL</b>	<b>44</b>	<b>39</b>

# Safety (Crashes): Midblock

	17 Months Before July 2015	17 Months After July 2015
<b>Apache to Broadway</b>	29	23
<b>Broadway to Southern</b>	58	39
<b>Southern to US 60</b>	16	12
<b>US 60 to Baseline</b>	18	15
<b>Baseline to Guadalupe</b>	15	9
<b>TOTAL</b>	<b>136</b>	<b>98</b>



# Stakeholder Feedback

- McClintock High School
- Tempe Elementary School District #3
- ADOT
- Tempe Fire Medical & Rescue Department
- Tempe Police Department
- City of Chandler

# Scenarios

All alternatives included adding back a third southbound travel lane.

	Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
<b>Alt 1</b>	Bicycles “take the lane.”	Standard bicycle lanes. Move curb 4’ (one side).	Buffered bicycle lanes.	Standard bicycle lanes. Move curb 4’ (one side).	Buffered bicycle lanes. Modify curb for small portion (one side).
<b>Alt 2</b>	Stripe “sharrows” in vehicular lanes.	Buffered bicycle lanes. Move curb 5’ (both sides).	Separated bicycle lanes.	Buffered bicycle lanes. Move curb 5’ (both sides).	Separated bicycle lanes. Move curb 5’ (one side).
<b>Alt 3</b>	Bicycles share sidewalk. Modify UPRR underpass.		Add third NB lane. Standard bicycle lanes. Move curb 2’ (one side).		Standard bicycle lanes.
<b>Alt 4</b>			Add third NB lane. Buffered bicycle lanes. Move curb 4’ (both sides).		
<b>Alt 5</b>			Add third NB lane. Separated bicycle lanes. Move curb 5’ (both sides).		

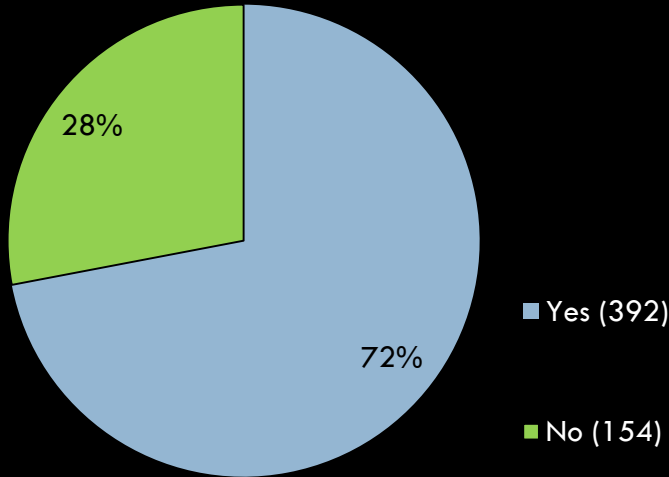
# Sample Scenario

3 SB Lanes/2 NB Lanes; Widen for Standard Bike Lanes; Least Expensive; Least Landscaping Impact.

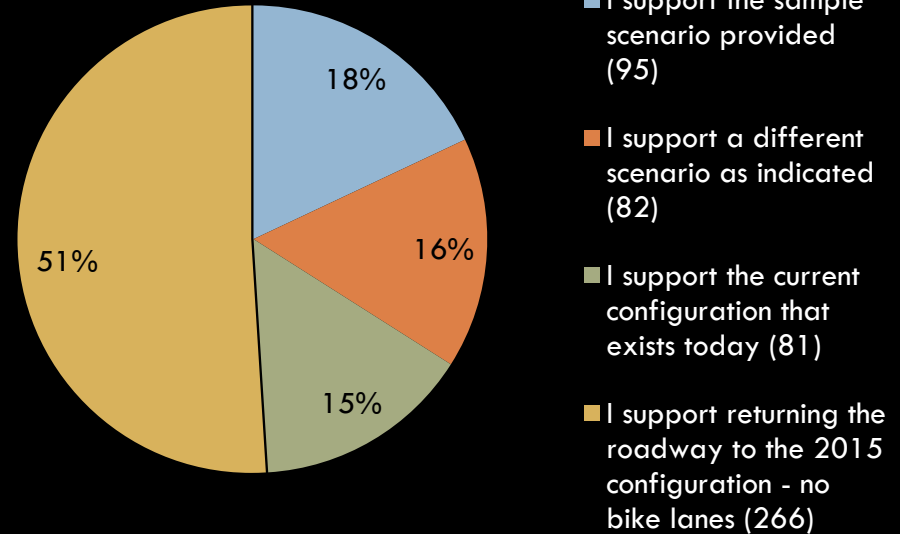
	Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
Alt 1	Bicycles “take the lane.”	<b>Standard bicycle lanes.</b> Move curb 4’ (one side).	<b>Buffered bicycle lanes.</b>	<b>Standard bicycle lanes.</b> Move curb 4’ (one side).	Buffered bicycle lanes. Modify curb for small portion (one side).
Alt 2	<b>Stripe “sharrows” in vehicular lanes.</b>	Buffered bicycle lanes. Move curb 5’ (both sides).	Separated bicycle lanes.	Buffered bicycle lanes. Move curb 5’ (both sides).	Separated bicycle lanes. Move curb 5’ (one side).
Alt 3	Bicycles share sidewalk. Modify UPRR underpass.		Add third NB lane. Standard bicycle lanes. Move curb 2’ (one side).		<b>Standard bicycle lanes.</b>
Alt 4			Add third NB lane. Buffered bicycle lanes. Move curb 4’ (both sides).		
Alt 5			Add third NB lane. Separated bicycle lanes. Move curb 5’ (both sides).		

# Public Input

Meetings held March 25 & 28; online comment taken March 25-April 5.



Respondents who live within a quarter mile of McClintock Drive.



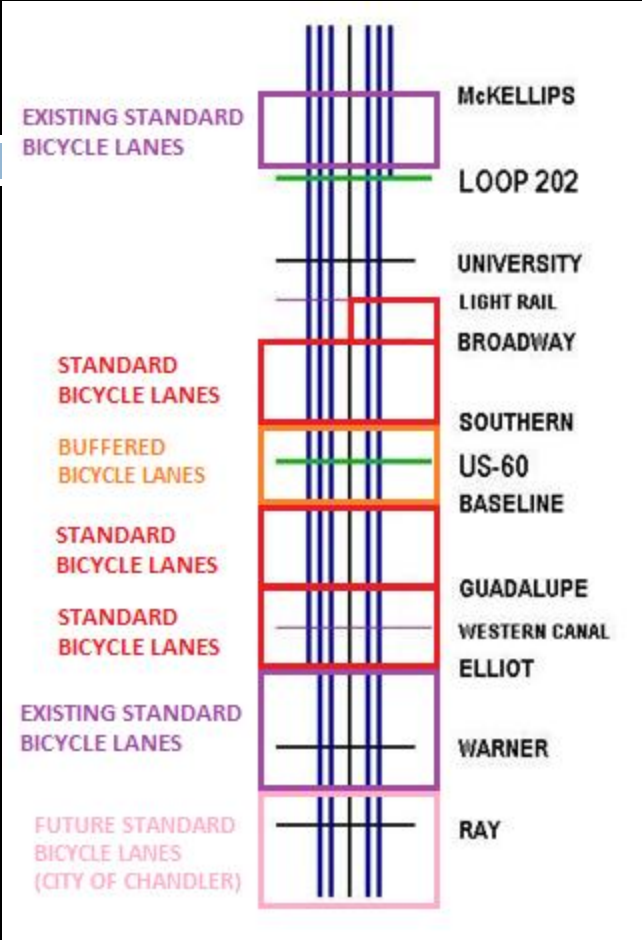
# Collaboration Scenario

	Apache to Broadway (Alternative 3)	Broadway to Southern (Alternative 1)	Southern to Baseline (Alternative 1)	Baseline to Guadalupe (Alternative 1)	Guadalupe to Elliot (Alternative 3)
	<p><b>Northbound:</b> Standard bike lane.</p> <p><b>Southbound:</b> Modify existing sidewalk/planter boxes to accommodate pedestrian/bike shared path.</p> <p><b>\$831,000</b></p>	<p><b>Northbound &amp; Southbound:</b> Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only).</p> <p><b>\$2.2 million</b></p>	<p><b>Northbound &amp; Southbound:</b> Buffered bike lanes (3-foot buffers). No widening. Southbound bike lane would be standard at US60.</p> <p><b>\$529,000</b></p>	<p><b>Northbound &amp; Southbound:</b> Standard bike lanes. Requires widening roadway approx. 4-feet along major portions of corridor (widening on west side only).</p> <p><b>\$2 million</b></p>	<p><b>Northbound &amp; Southbound:</b> Standard bike lanes.</p> <p><b>\$0*</b></p>
<b>Cost range for other options</b>	\$228,000 to \$338,000	\$3.8 million	\$652,000 to \$2.7 million	\$3.3 million	\$340,000 to \$1.8 million
<b># of trees that would be removed</b>	82 trees	6 trees	0 trees	6 trees	0 trees

# Collaboration Scenario



# Collaboration Scenario



# Options

---

- A. Maintain current configuration
- B. Restripe to original configuration
- C. Implement the collaboration scenario
- D. Select a different combination of alternatives



# McClintock Drive Street Configuration Public Meeting

March 25 & 28, 2017



# Welcome

---

- Staff Introductions
- Meeting Purpose & Goals
- Project History
- Design Concepts
- Costs
- Managing Expectations
- Next Steps

# Purpose & Goals

## Purpose:

Move forward and develop concepts to achieve the goals of improving traffic flow, decreasing congestion and keeping bike lanes.

## Goals:

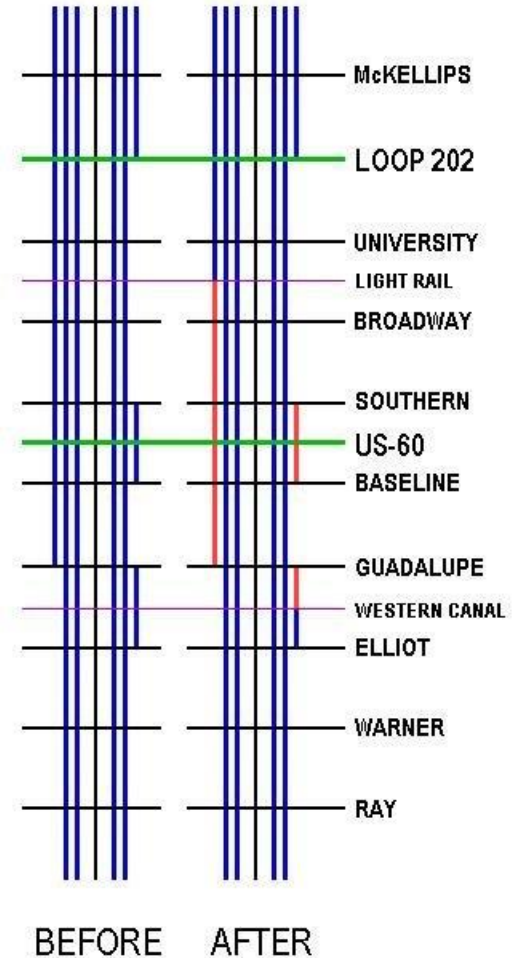
- Solicit community input on design concepts
- Gain consensus on design concepts
- Provide a recommendation to City Council on June 29

# Project History

- **January 2015:** Transportation Master Plan developed in concert with the General Plan adopted.
- **May 2015:** Bike lane & pavement project open house
- **July 2015:** McClintock restriped between Apache & Western Canal.
- **March 2016:** Staff presented Council traffic data and analysis; Council requested additional data.
- **November/December 2016:** Staff presented Council with additional traffic data and analysis.

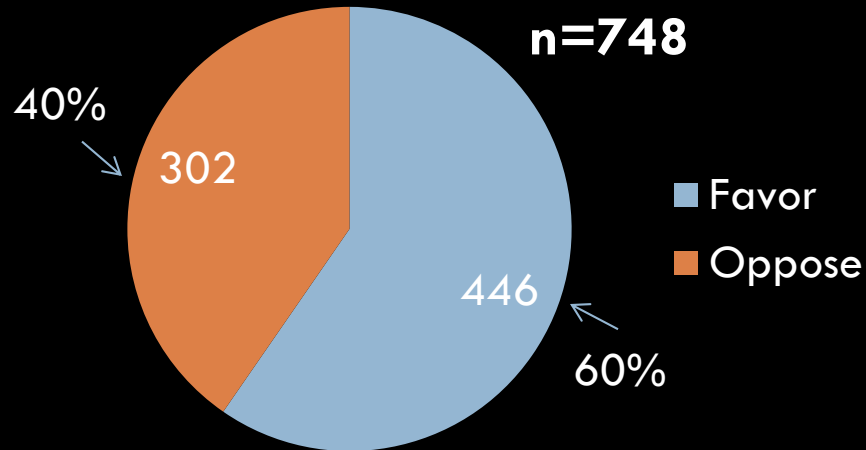
# Travel Lane Reconfiguration

- Corridor went from 45 lane miles to 40.
- 7.5 miles of bike lanes added.



# Public Comment/Feedback

Between April 2015 & Oct. 27, 2016, the City received 892 comments of which 748 were unduplicated. In addition, dozens of people spoke at the Nov. 3, 2016 City Council meeting both in favor and opposed to the lane configuration.



# Glossary of Terms

- **Curb Lane:** The lane of traffic closest to the sidewalk or curb.



- **Sharrow:** A representation of a bicycle with two chevrons above it marked on a roadway as a symbol to indicate that motor vehicles and bicycles are to share the lane.



# Glossary of Terms

- **Standard Bike Lane:** A part of a road marked off or separated for the use of bicyclists.
- **Buffered Bike Lane:** A conventional bicycle lane paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.
- **Separated Bike Lane:** A physical barrier to separate bike and auto traffic on busy streets.





# Alternatives

- Apache to Broadway (3 Bicycle Alternatives)
- Broadway to Southern/Del Rio (2 Bicycle Alternatives)
- Southern/Del Rio to Baseline (2 Vehicular & 5 Bicycle Alternatives)
- Baseline to Guadalupe (2 Bicycle Alternatives)
- Guadalupe to Elliot (3 Bicycle Alternatives)
- ALL ALTERNATIVES INCLUDE RESTORING 3RD SOUTHBOUND VEHICULAR TRAVEL LANES.

# Apache to Broadway

- Vehicular travel lanes:
  - **Northbound:** Maintain existing 2 travel lanes
  - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives (due to UPRR underpass):
  - **Alt 1) Northbound:** Standard bike lane. **Southbound:** No bike lane (bicyclists have option to “take the lane” or use sidewalk).
  - **Alt 2) Northbound & Southbound:** Shared bike/vehicle lanes (sharrows).
  - **Alt 3) Northbound:** Standard bike lane. **Southbound:** Modify existing sidewalk/planter boxes to accommodate pedestrian/bike shared path.

# Apache to Broadway



Southbound under railroad (Alt 1)

# Apache to Broadway



Southbound under railroad (Alt 2)

# Apache to Broadway



Southbound under railroad (Alt 3)

# Broadway to Southern

- Vehicular travel lanes:
  - **Northbound:** Maintain existing 2 travel lanes
  - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
  - **Alt 1) Northbound & Southbound:** Standard bike lanes. Requires widening roadway approx. **4-feet** along major portions of corridor (widening on west side only).
  - **Alt 2) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). Requires widening roadway approx. **10-feet** along major portions of corridor (widening approx. **5-feet** on both sides).

# Broadway to Southern



**Curb moves 4'**

Southbound (Alt 1)

# Broadway to Southern



Northbound (Alt 2)



Southbound (Alt 2)



# Southern to Baseline

- Vehicular travel lanes option #1:
  - **Northbound:** Maintain existing 2 travel lanes
  - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
  - **Alt 1) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). No widening. Southbound bike lane would be standard at US60.
  - **Alt 2) Northbound & Southbound:** Separated bike lanes (3-foot islands). No widening. Southbound bike lane would be standard at US60.

# Del Rio to Baseline

- Vehicular travel lanes option #2:
  - **Northbound:** Restore 3rd travel lane
  - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
  - **Alt 3) Northbound & Southbound:** Standard bike lanes. Requires widening road on east side approx. **2-feet** along corridor. No northbound bike lane at US60.
  - **Alt 4) Northbound & Southbound:** 3-foot buffered bike lanes. Requires widening road on both sides approx. **4-feet** along corridor. No northbound bike lane at US60.
  - **Alt 5) Northbound & Southbound:** Separated bike lanes (3-foot islands). Requires widening road on both sides approx. **5-feet** along corridor. No northbound bike lane at US60. (Bicycles have option to “take the lane” or use sidewalk.)

# Southern to Baseline



Northbound (Alt 3)

# Southern to Baseline



Northbound (Alt 4 & Alt 5)



Southbound (Alt 4 & Alt 5)

# At US-60



Northbound McClintock  
At US60



Southbound McClintock  
At US60

# Baseline to Guadalupe

- Vehicular travel lanes:
  - **Northbound:** Maintain existing 2 travel lanes
  - **Southbound:** Restore 3rd travel lane
- Bike lane alternatives:
  - **Alt 1) Northbound & Southbound:** Standard bike lanes. Requires widening roadway approx. **4-feet** along major portions of corridor (widening on west side only).
  - **Alt 2) Northbound & Southbound:** Buffered bike lanes (3-foot buffers). Requires widening roadway approx. **10-feet** along major portions of corridor (widening approx. 5-feet on both sides).

# Baseline to Guadalupe



**Curb moves 4'**

Southbound (Alt 1)

# Baseline to Guadalupe



**Curb moves 5'**

Northbound (Alt 2)



**Curb moves 5'**

Southbound (Alt 2)



# Guadalupe to Elliot

- Vehicular travel lanes:
  - **Northbound:** Eliminate 1 lane (maintain 2 travel lanes)
  - **Southbound:** Introduce 3rd travel lane
- Bike lane options:
  - **Alt 1) Northbound & Southbound:** Buffered bike lanes (2-foot buffers). Requires widening roadway approx. **3-feet** for 300' between Todd and McNair (widening on west side only).
  - **Alt 2) Northbound & Southbound:** Separated bike lanes (3-foot island). Requires widening roadway approx. **5-feet** along major portions of corridor (widening on west side only).
  - **Alt 3) Northbound & Southbound:** Standard bike lanes.

# Guadalupe to Elliot



**Curb moves 3'**

Southbound (Alt 1)



**Curb moves 5'**

Southbound (Alt 2)

# Costs

## Apache to Broadway

- Alternative 1 - \$228,000
- Alternative 2 - \$338,000
- Alternative 3 - \$831,000

## Broadway to Southern

- Alternative 1 - \$2.2 million
- Alternative 2 - \$3.8 million

## Southern to Baseline

- Alternative 1 - \$529,000
- Alternative 2 - \$652,000

## Del Rio to Baseline

- Alternative 3 - \$1.7 million
- Alternative 4 - \$2.5 million
- Alternative 5 - \$2.7 million

## Baseline to Guadalupe

- Alternative 1 - \$2 million
- Alternative 2 - \$3.3 million

## Guadalupe to Elliot

- Alternative 1 - \$340,000
- Alternative 2 - \$1.8 million
- Alternative 3 - \$0

Return to Original - \$500,000

# Sample McClintock Drive Configuration

This scenario includes 3 travel lanes southbound, 2 travel lanes northbound, standard bike lanes northbound and southbound and is the least expensive option with the least impact to neighbors and the right-of-way landscaping.

Section	Alternative	Cost	# of feet curb moves	# of trees possibly impacted	# of light poles
Apache to Broadway	2	\$338,000	0	0	0
Broadway to Southern	1	\$2.2 million	4	111	22
Southern to Baseline	1	\$529,000	0	0	0
Baseline to Guadalupe	1	\$2 million	4	73	30
Guadalupe to Elliot	3	\$0*	0	0	0
TOTAL	n/a	\$5.07 million	0	0	0

# Breakout Sessions

- Split into small groups
- 30 minutes reviewing designs
- Report back to larger group with what items of consensus breakout group reached and what disagreements still remain.

# Next Steps

- Comment at [www.tempe.gov/mcclintockdrive](http://www.tempe.gov/mcclintockdrive)
- Council presentation June 29
- Budget
- Timing
  - Decision Process, Design, Construction
- Construction Impacts
  - Barricading, Noise



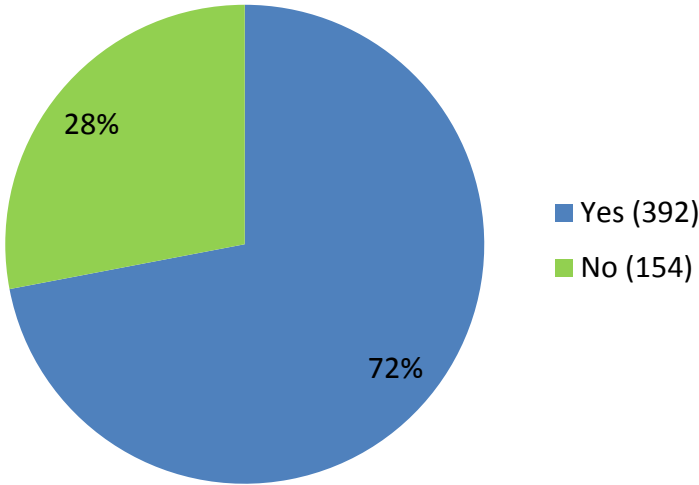
# McClintock Drive Street Configuration Survey Results

## Overview

Public meetings were held on March 25 and March 28, 2017, with the same material presented at both meetings, to get feedback on proposed design concepts for reconfiguring the current street design of McClintock Drive. Surveys were available at the meetings and online from March 25 – April 5, 2017. Five hundred and sixty-five (565) unduplicated survey responses were received.

## Responses

1) Do you live within a quarter mile of McClintock Drive?



Total responses: 546

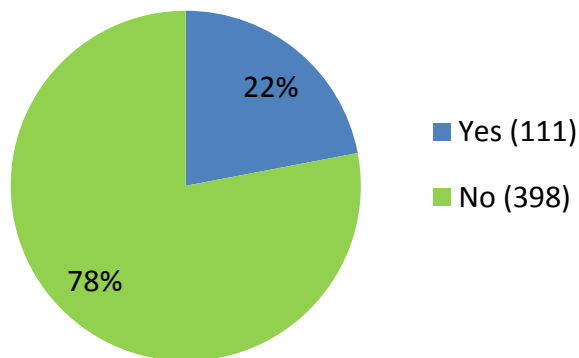
The scenario below includes three travel lanes southbound, two travel lanes northbound, standard bike lanes northbound and southbound and is the least expensive option with the least impact to neighbors and the right-of-way landscaping.

Section	Alternative	Cost	# of feet curb moves	# of trees impacted	# of light poles
Apache to Broadway	2	\$338,000	0	0	0
Broadway to Southern	1	\$2.2 million	4	111	22
Southern to Baseline	1	\$529,000	0	0	0
Baseline to Guadalupe	1	\$2 million	4	73	30
Guadalupe to Elliot	3	\$0*	0	0	0
<b>TOTAL</b>	<b>n/a</b>	<b>\$5.07 million</b>	<b>0</b>	<b>0</b>	<b>0</b>

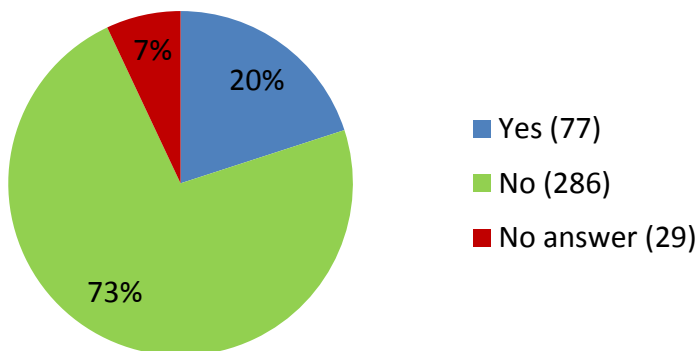
\*Funded as part of a future paving project including striping.

## 2) Do you support the scenario above?

All respondents who answered the question: 509



Respondents who replied they live within ¼ mile of McClintock: 392



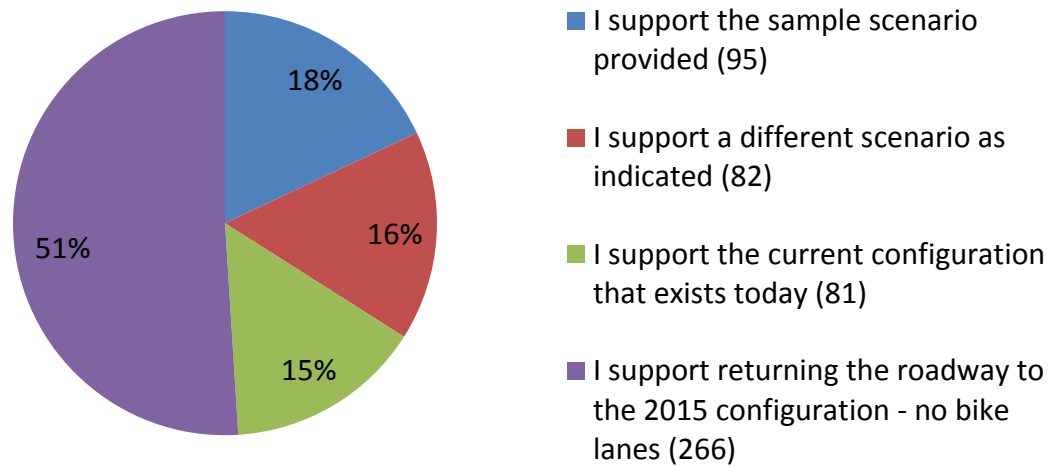


**3) If you answered no in question 2, why not?**

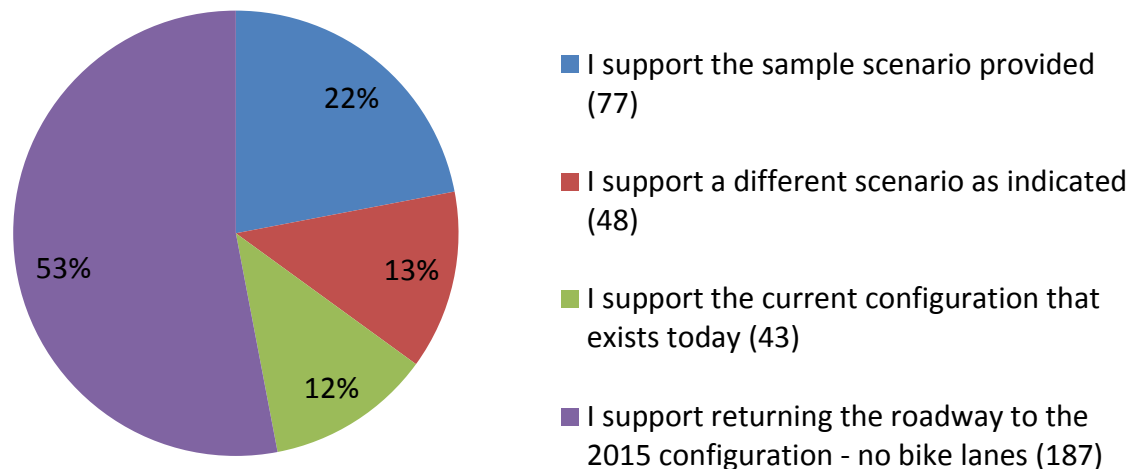
**\*respondents answered yes in question 2, but also selected an answer for question 3**

**\*respondents answered no in question 2, but did not select an answer for question 3**

All respondents who answered the question: 524



Respondents who replied they live within ¼ mile of McClintock: 355



**Respondents had the opportunity to create their own scenario based on their answer to question 3.**

**\*77 people filled in the blank table (responses follow)**

**\*13 people who didn't answer that they supported a different scenario in question 3 chose to submit a different scenario**

**\* 18 people who selected that they supported a different scenario as indicated in question 3 chose not to create their own scenario**

**Top alternative chose for each segment:**

Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3

**Individual scenarios submitted:**

	Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
1	Alternative 1	Alternative 1	Alternative 3	Alternative 1	Alternative 3
2	Alternative 1	Alternative 1	Alternative 3	Alternative 1	Alternative 3
3	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 3
4	Alternative 1	Alternative 1	Alternative 1		Alternative 3
5	Alternative 1	Alternative 1	Alternative 1	Alternative 1	Alternative 3
6	Alternative 1	Alternative 1	Alternative 3	Alternative 1	Alternative 3
7	Alternative 1	Alternative 1	Alternative 1	Alternative 2	Alternative 1
8	Alternative 1	Alternative 2	Alternative 1	Alternative 1	Alternative 3
9	Alternative 2	Alternative 1	Alternative 3 traffic lanes each way/std bike	Alternative 3 traffic lanes each way/std bike	Alternative 3
10	Alternative 2	Alternative 1	Alternative 3	Alternative 1	Alternative 3
11	Alternative 2	Alternative 2	Alternative 2	Alternative 2	Alternative 2
12	Alternative 2	Alternative 1	Alternative 2	Alternative 1	Alternative 3
13	Alternative 2	Alternative 2	Alternative 2	Alternative 2	Alternative 1 or 2
14	Alternative 2	Alternative 1	Alternative Del Rio to Baseline Opt. 2	Alternative 1	Alternative 3
15	Alternative 2	Alternative 1	Alternative 1	Alternative 1	Alternative 3
16	Alternative 2	Alternative 1	Alternative 3	Alternative 1	Alternative 3
17	Alternative 2 or 3	Alternative 2	Alternative 1	Alternative 2	Alternative 1
18	Alternative 3 (if plan is for 3SB lanes Univ2Apache)	Keep as exists	Alternative 2	Keep as exists	Keep as exists, add separated bike lanes
19	Alternative 1 or 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
20	Alternative 3				
21	Alternative 3	Alternative 1	Alternative 1 or 2	Alternative 1	Alternative 3
22	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
23	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
24	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
25	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
26	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
27	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
28	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
29	Alternative 3	Alternative 2	None of the current	Alternative 2	Alternative 2

	<b>Apache to Broadway</b>	<b>Broadway to Southern</b>	<b>Southern to Baseline</b>	<b>Baseline to Guadalupe</b>	<b>Guadalupe to Elliot</b>
30	Alternative 3	Alternative 2		Alternative 2	Alternative 3
31	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
32	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
33	Alternative 3	Alternative 1	Alternative 2	Alternative 1	Alternative 3
34	Alternative 3	Alternative 1	Alternative 3	Alternative 1	Alternative 3
35	Alternative 3	Alternative 2	Alternative 1	Alternative 2	Alternative 1
36	Alternative 3	Alternative 2	Alternative 2 and 5	Alternative 2	Alternative 2
37	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 1
38	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
39	Alternative 3	Alternative 2	Alternative 1	Alternative 2	Alternative 1
40	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
41	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
42	Alternative 3				
43	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
44	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 1
45	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
46	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
47	Alternative 3	Alternative 1	Alternative 2	Alternative 1	Alternative 3
48	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 2
49	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
50	Alternative 3	Alternative 1	Alternative 2 or 4	Alternative 1	Alternative 2
51	Alternative 3	Alternative 2	Alternative 1	Alternative 2	Alternative 1
52	Alternative 3	Alternative 2	Alternative 1	Alternative 2	Alternative 1
53	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
54	Alternative 3	Alternative 2	Alternative 2 (Del Rio)	Alternative 2	Alternative 2
55	Alternative 3	Alternative 2	Alternative 1	Alternative 2	Alternative 2
56	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
57	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
58	Alternative 3	As above	As above	As above	As above
59	Alternative 3				
60	Alternative 3	Alternative 1	Alternative 3	Alternative 1	Alternative 3
61	Alternative 3	Alternative 2	Alternative 2	Alternative 1	Alternative 1
62	Alternative 3	Alternative 1	Alternative 1	Alternative 1	Alternative 3
63	Alternative 3	Alternative 2	Alternative 5	Alternative 2	Alternative 2
64	Alternative 3	Alternative 2	Alternative 2	Alternative 2	Alternative 2
65	Alternative 3	Alternative 1	Alternative 5	Alternative 1	Alternative 3
66	Alternative 3	Alternative 1	Alternative 5	Alternative 1	Alternative 3
67	Alternative 3 is preferred but Alt 1 ok		Alternative Alt 1	Alternative Alt 1 or 2	Alternative 1 or 2
68		No change	No change	No change	No change

	Apache to Broadway	Broadway to Southern	Southern to Baseline	Baseline to Guadalupe	Guadalupe to Elliot
69	Just restripe lanes	Just restripe lanes	Just restripe lanes	Just restripe lanes	
70	No change	No change	Alternative 1 or 2	No change	No change
71	Not sure	Alternative 2	Alternative 2	Alternative 2	Alternative 1
72			Alternative 4 or 5		
73			Alternative 5		
74			Enhance this area	Enhance this area	
75			Alternative Vehicle option 2, alt. 3		
76	Alternative 1 or 3				
77	Take Alameda	Take Alameda	Take Alameda	Ride in the right side pay attention	Ride in the right side n pay attention

**4) Please provide any other comments you may have about the project.**

**Comments from those who responded “I support a different scenario”:**

1. This is my first meeting and I would like to see if there is any plan on developing bike lanes north of Apache. Living in South Scottsdale, I often commute via McClintock and find myself feeling the need to use the sidewalk in some areas due to safety. Just like near the US60, the Loop 202 also becomes jammed up.
2. As a homeowner that purchased my home 2 yrs. ago, specifically because of the increasing bike community and dedicated bike lanes, and an avid cyclist, I am for the most clearly separated/protected bike lane options for safety of myself, my friends who cycle in the community and my growing family. I do understand the costs are significant, but the bike community is growing. Dedicated lane w/ green paint to more striping every few feet + at every intersections side rode entrance. \*\*Possible cost effective happy medium for now, if no good solution for more buffer. Data that would be helpful: # of bike related accidents on streets with dedicated green striping before and after striping. The 2015 configuration was unsafe, laughable to spend money to establish bike lanes, consistent with changing society, only to spend money to return to ground zero and in future years spend more to establish bike-friendly lanes.
3. I think the alternatives presented represent a good way to represent both competing interests. Thank you.
4. A southbound sharrow from Apache to Broadway (recommend alternative 2) is very concerning for safety.
5. 3 lanes north, 3 lanes south. Rush hour traffic is a nightmare south of US 60. Almost never see bikes in that area. 3 lanes each direction would increase traffic flow and reduce pollution.
6. Buffered (non-island) bike lanes do not protect cyclists from distracted or impaired drivers

## I support a different scenario (continued)

7. My scenario seems simple although I realize that there are many details that need to be factored in... I suggest that the bike lanes be kept, however there is plenty of room on McClintock Drive between Apache and Guadalupe to exclude the buffer... Keep the bike lanes... Narrow the center turn lane as well as all car lanes... There should be at least three lanes on either side and if this is not a possibility then keep the three lanes heading southbound... I have driven in this area for 19 yrs. and since the bike lanes have been put in, I have seen a significant impairment of traffic flow... in the afternoon hours during heavy traffic, I have seen traffic backed up going south bound and have to wait for several lights to get through an intersection... Folks who live in those neighborhoods off of McClintock Drive have to sit and wait for a very long time to turn onto McClintock in either direction... I support having bike lanes... I think that having bike lanes and narrowing lanes of traffic would be the least costly solution ... having to spend more money than is truly necessary changing what was already done a few years ago seems a waste of taxpayer dollars... This does not seem to be indicative of being good fiduciaries of tax payers' earned dollars ... I suggest changing the lanes I'm keeping the cost at a bare minimum ... thank you for allowing us the opportunity to vocalize our thoughts/opinions ...
8. Expand sidewalks to accommodate bicycle + pedestrian or, if insist on keeping bicyclist on arteries, restore former bike lanes. I feel strongly that it is too dangerous for people to bicycle on our major arteries. Area currently comprising of sidewalks that buffer landscaping should be reconfigured as area designed to accommodate bicycles + pedestrians, the few we have. Finally, I think Council + staff's time would be better spent creating a more comprehensive bike traffic trail system throughout the city away from the major arteries + focus more energy around ASU where bicycle traffic is highest.
9. Hello, I moved out to AZ from the east where bicycle lanes are separated from vehicular traffic by a barrier. Sometimes it's a wide landscape buffer sometimes it's a wall (short wall) and sometimes by a wide curb. Although I live 0.5 miles east of McClintock, it's a road on which I travel multiple times a day. I'm concerned about the safety of bicyclists, pedestrians and vehicles which is why I believe a physical barrier of some sort is the best option. Sorry this is so sloppy - I'm writing outside on a concrete bench. Good luck!
10. Sharrows are not bike lanes, they are car lanes with a bike painted on them. Cycling on these streets is dangerous because of the amount and velocity of traffic. That will not change with the addition of a bike symbol. Even \_with\_ the bike lanes, these main roads are not safe on a bike. Turning cars, stopping busses, red light runners at intersections are all real hazards. Both bikes and cars suffer when traffic volume is high [1]. Why is there no data on traffic in this presentation? How bad is the current situation and how would the various options ease the flow volume? Bigger roads are not necessarily a solution because more traffic will come along to fill up the space. Is there traffic data for before and after the change? Bikes need not follow the same arteries as cars. A successful approach followed by other cities is to take a comprehensive look at providing more direct connections between smaller roads where traffic is not an issue. Tempe is in balkanized by walled commercial areas and highways; the railroad is a particular problem. If done properly a few well-placed breaks in walls, well-signed paths, parks, and pedestrian crossings or bridges can let bikes get where they need to go and more safely than on the busy streets. [1] <http://injuryprevention.bmj.com/content/19/5/303>
11. When the changes were made what was the problem that we were trying to solve? Has there been an increase in bike/auto accidents since the change?

## I support a different scenario (continued)

12. I cycle and appreciate the new configuration-though I think the minimalist approach to common ground is the best. The bike lanes from Southern to Baseline are pretty cushy (wide). That's the part to work on -it's the most requested and least invasive. If you're considering millions of dollars to add a traffic lane and move bike lanes--you really need to do some marginal analysis....by which I mean is this the top priority for millions of dollars for Tempe taxpayers. I really doubt it. If you listened to the council hearing in the fall--what I heard was concerns about Baseline to Southern and freeway access. That's the ONLY part I'd change. I didn't hear concerns for other parts. Widening roads, cutting down trees, moving lamp posts are not needed in that section. I'm frankly dumbfounded by the Elliot to Guadalupe changes--You didn't make changes to that section originally and now you want to add more traffic? Keep the adjustments small--focus on Southern to Baseline.
13. I love the bike lanes, but I understand that the buffers add traffic. All I ask for is a bike line, both directions, however buffers are not necessary. This is most important under the bridge. The scariest and most dangerous section. However, this bridge is the only way to get from N to S. Please, keep standard bike lanes along the entire corridor. Please also help reduce the traffic and improve flow by having 3 SB lanes and 2 NB along the entire corridor. Buffered lanes are nice where possible, but not necessary. Bike lanes are necessary though.
14. I commute 3-5 days a week between my home and Tempe marketplace. I would much prefer designated bike lane along the entire corridor, ideally to tie in to further expansions city wide. As a bicycle commuter, buffered bike lanes are fine, but if compromise is necessary, I would much prefer a standard bike lane over nothing. Complete removal of the bike lanes would be a backwards move, and would hurt the cycling community in Tempe tremendously.
15. What is the city's plan for McClintock with people walking, biking, and driving from Apache up to the city's northern border? Do the costs change if these modifications are done years in the future, along with the Apache to McKellips section of McClintock? Make the changes when you are reconstructing the Apache to McKellips section of McClintock, that way council will commit to continuous infrastructure for biking/walking/driving up to Town Lake. These curbs likely won't change for the next 50 years. Please have a plan, not a knee jerk reaction. Are the landscape and sidewalk widths accurate in these alternatives drawings? They don't seem like they are. I wish it was the city's standard practice to put trees between the sidewalk and the roadway on all high speed roadways. Sacrifice sidewalk width (6ft instead of 8ft) if needed, in order to place trees between the sidewalk and roadway. The sidewalk feels safer with trees between you and 50mph cars. People walking and people riding bikes should be a priority on McClintock between Broadway and University. This is 1/2mile from the McClintock light rail station. Put in separated bike lanes and trees to shade the bike lanes and sidewalks. People walking and people riding bikes should be a priority on McClintock between Elliot and Guadalupe. This is 1/2mile from the Western Canal Path. There should be low stress, safe access to the commercial areas with 1/2 mile of the canal path. Put in separated bike lanes and trees to shade the bike lanes and sidewalks. Can the city temporarily test separated bike lanes on McClintock within a 1/2mile of the Western Canal and within a 1/2mile of light rail? Keep them up for a while. See what use they get. What's the harm? Get some data.
16. I support bike lanes on McClintock. I think better bike lanes would get more people to bike, especially if reaching the canal multi use path. If choosing the cheaper alternative, driver education in regards to bicyclists rights such as 'bicycles may use full lane' signs in areas without bike lanes (apache to Broadway) would be a great deal of help over sharrows.

### **I support a different scenario (continued)**

17. Removing the bike lanes and/or having sharrows from Apache to Broadway is unacceptable. Cars increasing in speed while a cyclist is climbs a hill is dangerous and will hurt ridership. As such, option 3 is the only acceptable option. Broadway to Southern should be option 2, because it runs by a high school and shopping centers and those areas need additional protection. Option 1 or 2 for Southern - Baseline, however, it would probably do better with the extra protection, because the cost is not that much (<\$200k), and with the freeway you have impatient drivers taking frequent turns. Baseline to Guadalupe - again, the regular bike lanes would be fine, but if you want to encourage ridership (this route connects to a bike route as well as major shopping centers) then put in the buffered lanes. Similar for Guadalupe-Elliot - there are shopping centers at each end, and if you want to encourage ridership (which will decrease traffic congestion) please include protection. Tempe has a traffic problem. Increasing lanes for cars will not solve this problem. There are decades of traffic engineering studies to back this up. Increasing the comfort level of Tempe citizens in bike lanes can help this congestion. It will also keep people safe. The safety and quality of life of all Tempe citizens is more important than a driver's ability to get home in 5 minutes or less. We all have to share the road, and we should all be able to commute safely and effectively. Asking cyclists to go miles out of their way is unacceptable, seriously, no one would ever expect a driver to do that. Automobiles do much more damage to Tempe roads, the environment, and the lives of pedestrians, cyclists, and other drivers than bicycles. Please don't remove the bike lanes. It will put Tempe at risk of a multi-million dollar lawsuit when someone inevitably gets hit and injured, or worse, killed. Obviously, the loss of life or injury is worse than a lawsuit, so please, help prevent collisions by creating safe, effective cycling infrastructure.
18. I would not like to go back to the way it was. We need to have safe travel lanes for bicycles. I encourage the city to make the changes that will provide the most protection for our bicyclists. I understand budgets are tight and we may need to do this in stages. Perhaps augmenting protection over time? I would also like to see random police enforcement. The bollards are full of scrapes and are hit so often. I have witnessed multiple times vehicle driving on the right of the bollards (yes, between the bollards and the curb) in order to turn right into a business. No one wants to wait - it's all about them. I have witnessed folks using the unprotected bike lanes as right turning lanes. This behavior must be stopped.
19. First off - I ride a bike in the residential area for exercise & enjoyment. Being a self-employed handyman I drive these Tempe streets a lot on any given day. Most of the existing sidewalks are 8 to 10 foot wide. Why cannot the sidewalks all be made 10 foot? Then add bike line striping to define the usage. Maybe 4 foot for peds, 6 foot for bicyclists. Will be plenty of space for the few hi-speed bikers to pass casual bikers. 1. Much cheaper than any alternative of messing with roadways. 2. Very few bicyclists try to travel at high-speed (for a bike). A dedicated lane in the roadway is HUGH taxpayer expense for the benefit of a very few. 3. Once temps get high I rarely see bicyclists out & around. This is a reality of being here in metro Phoenix! People drive when it's too hot or too cold! 4. Cars are MUCH LESS likely to collide with a bike on the sidewalk verses in the roadway. 5. Casual cyclists will not be trying to ride in the roadway. Currently if casual cyclists are riding in the roadway then there is a danger of one of the few hi-speed cyclists try to overtake them creating an accident IN the roadway where they can easily be hit by a vehicle! 6. If bicyclists cannot abide by a bike lane on the sidewalk, neither will they abide by traffic laws in the roadway. See this much too often.

### **I support a different scenario (continued)**

20. After the 3/25 meeting and discussions with city officials and neighbors, my thoughts on the McClintock Dr. configuration has changed a bit. I support what was in the hand-out on pg. 17, Del Rio to Baseline Vehicle travel lanes Option 2, Bike lane. alt. 3. My reasons are based on observation data over the last 4 months. Bike traffic has decreased, and 90% of the bikes that do travel the US 60 to Baseline use the sidewalk. There has been no discussion or mention of the additional 1000 to 1500 new residents coming soon to my neighborhood when the new apartment / condo project at the Lakeshore Plaza opens, AND when the Arredondo Elementary School re-opens. It is 2x the size it was and now will have 2x the small children, 2x the cars and 2x the bus traffic. Eliminating traffic lanes in the area is not a wise decision, especially when all the parents with small children need to get out onto McClintock. The Del Rio to Baseline Vehicle travel lanes Option 2, Bike lane. alt. 3 will accommodate both bike riders and the increase in traffic.
21. I think the \$ spent should go near the university. Provide alternative plans for south of apache to chandler city limits. We should not be spending dollars on wider streets when we already have landscape buffers that are suitable for both bike + pedestrian traffic. I feel if you put people in the bike lanes on arterial streets we risk law suits if perhaps a child gets killed using a bike lane on an arterial street. I think a study should be done using other streets for major bike traffic and returning our arterial streets back to moving traffic at a reasonable time keeping commute times down.
22. 1. If the city of Tempe wants the bike lanes to work, they need to have separated bike lanes from Elliot to University (not just Apache). 2. The bike lanes under the railroad tracks need to be separated on both sides of McClintock. A must
23. Dear Tempe City Council Members: I have lived in Tempe since 1981. During that time, I have always lived less than one mile from McClintock Drive. I was unable to go to the recent meetings to discuss the configuration of McClintock Drive due to my work schedule. However, I did talk to my neighbors who attended. Please do not approve the expensive option to tear down trees and rebuild curbs just so 12 bike riders on average during rush hour can use bike lanes. Please just re-stripe the lanes and do not waste tax dollars. I feel the speed limit of 45 mph on bike lane streets is excessive. Make the speed limit 35 mph on streets with bike lanes. Fellow bikers tell me they are frightened to use these main streets due to speeding cars. This is a low cost solution. If you vote to spend 5 million to rip up McClintock drive, I will not vote for you in the future election. Long-time residents remember when the Tempe City Council members were voted out when they did not support the neighborhood fight against ADOT and the interchange of Rt. 60 and Rt. 101. Our past mayor, Hugh Hallman, was active in that fight. I don't think anyone in the neighborhood is happy with the traffic pattern since the bike lanes went in. However now that it is done, lets choose the low cost option to add back an extra lane. Thank you for your attention to this.
24. No raised buffers. Put in Stop Light at McClintock + La Jolla Dr./Heather. With Ward School to the East it's hard to get in + out. remove trees + sell back to residents to help w/cost. Move sidewalk to where trees are + bike lanes where Side walk is. There can be a buffer Still. NEED 3 LANES GUADALUPE TO BROADWAY.
25. I appreciate the new 3rd lane going south as the change to 2 lanes has caused the most problems with traffic during rush hours this past year. I experience this slow down every day in my commute. I chose option 3 for Apache to Broadway because I believe "sharrows" are dangerous and would cause more traffic slowdown. Thanks for the opportunity to comment.



## **I support a different scenario (continued)**

26. I ride my #bicycle everyday to work and I have used the McClintock bike lanes almost everyday since the lanes were installed. McClintock is the only arterial that has the longest distance of bicycle infrastructure northbound and southbound from Apache to Elliot. Hardy is the only other north-south route on system, but it ends at Guadalupe. We are creatures of habit and residents are irritated when they pull out of their garage and travel the shortest distance to McClintock. There are other routes for single family residents to use. Yes, there are several apartment complexes and commercial business locations that only have direct access, but the complaints seem to come from single family residents. They should maybe consider riding their bike to work or taking transit. Take away the bike lanes on McClintock and it is back to riding on the sidewalks. Sidewalks are for pedestrians not bicyclists. The easy solution is to leave McClintock as it is configured today. In peak period there is some congestion at the intersections, but overall I believe there is fluid traffic movement. I can tell you the corridor has become a lot safer to travel because motorists are forced to travel the speed limit due to the bicycle infrastructure.
27. Please complete this project with bike lanes. Please install bollards to help protect cyclists from distracted drivers and when you do all this and protect the lives of cyclists and commuters and families, PLEASE install signs that announce the bike lanes. That is part of the problem in Tempe (besides too few bike routes and lanes) the city does not have signs at every intersections saying "Begin right turn lane, yield to bikes," and other signs. We are a law abiding country that pays attention to signs and lights and such. Take a drive in many European cities or Turkey and you will find that signs and traffic signals and such are taken as mere suggestions. But here in the US we - for the most part - abide by the traffic laws. Part of getting folks to pay attention to bikes is educating the drivers and this can be as simple as signs! Take a drive around Tucson - one the BEST cycling cities in the US (voted as such year after year after year!) and follow Tucson's lead. I've lived in a lot of cities and I've ridden bikes for sport and for commuting in all of them - I've been riding for 33 years and I have NEVER been as nervous as I am riding in Tempe. I rode 45 miles today and had two very close calls with drivers pulling right out in front of me and one who turned right and nearly ran me into the curb. Tempe's speed limits are way, way too high and it is the scariest city to ride a bike in I have ever witnessed. Folks complained vociferously on the site "Nextdoor when Tempe put in the bike lane. Most complained of their commute taking longer. So it cost them more time. I wonder how much time and money a life is worth?
28. As a biker and a driver on McCl., I want to argue to maximum safety in these plans. Allow traffic to flow but not speed. Separate bike lanes with phys barriers if possible. Motorists do not respect simple bike lanes. Bikers ride the wrong way. Lane changes + lane additions as per above but also increased signage and increased enforcement, toward bikers AND motorists. Bikes on sidewalks are too dangerous to everyone, esp. since they are on and off, swerving more, and not part of a visual flow of traffic. I've used sharrow streets near ASU and I am uncomfortable with them as both a biker and a driver.
29. Sharrows are ok on low flow streets. They would scare me on McClintock. Below Elliot needs consideration too. The system falls apart there. How about reducing speed or pursuing some other options to reduce the flow up McClintock form Chandler to the 60? What are we doing to improve public transport north/south through McClintock?
30. Shared lanes & "taking the lane" are NOT SAFE options with the vehicle speeds on McClintock. Taking to the sidewalk is a band aid, if Tempe is serious about bicycles as transportation, commit to the project & infrastructure.

### **I support a different scenario (continued)**

31. The most major concern I have is with adding the sharrows on the Apache to Broadway segment. The traffic speed is high here and it is my experience that drivers do not respond to sharrows well. I do not value sharrows as a valid solution to replace a bike lane. I also have concerns about cars blocking the bike lanes while attempting to make turns.
32. Split sidewalks to accommodate pedestrians & bikes.
33. Sharrows are a bad idea. Any option with standard bike lanes is preferable. Any road widening should be accomplished by reducing the width of the sidewalk and some landscaping, but shouldn't decrease the distance to the residential wall by any more than two feet. Unintended consequences: increased noise for the residents' yard and possible safety concern. The 8' standard width for the sidewalk is great when there's room, but considering the very small number of pedestrians, this compromise to improve the serious traffic problem is definitely warranted. Bus pull-outs should be created where possible.
34. I am all in favor of bike lanes (3 feet) everywhere if you can. However, 3 lanes for autos should be the priority regardless of cost. Traffic is only going to become more congested the more lanes for cars the better. Three travel lanes both directions are needed on McClintock. No sharrows.
35. I would like bicyclists and cars to have safe, efficient routes. Separated (or at least buffer) bike lanes might draw cyclists away from sidewalks (unsafe - particularly when cyclists ride against traffic and [unreadable] encounter automobiles turning from a side street into the cyclist), and into the bike lanes.
36. As someone who has ridden my bike from Apache to Broadway 3-4 times a week, I feel safer having the buffered dedicated bike lane. Previously, I felt like riding my bike there meant putting pedestrians in danger, or putting my own life in danger by riding in the street. If it can't stay the way it is, we definitely need some separation between bikes and cars. However, I also believe that making a combined bike/pedestrian path further perpetuates the idea that bikes belong on the sidewalk, and the "sharrows" don't really work because motorists still have the mentality that bicycles don't belong on the road. It's scary to ride your bike down that road and feeling like you're being narrowly missed by some motorist's side-view mirror.
37. The most important thing is to implement uninterrupted cycle lanes on McClintock. Buffered lanes are preferred as the Sharrows permit motorists to become aggressive, assume they have right of way. This happens to me frequently even when I 'take the lane' with sharrows present. The proposed improvements do seem to offer a lot of positive value at a reasonable price.
38. No removing of trees! Sidewalks can be shortened they don't need 8'. 5' is plenty. 3 lanes should have right turn only at major intersections, bicycles can be routed to side walk for the intersections. Bicyclist do not follow the rules. They blow a red light if there is no cross traffic. The 3' you have from shortening side walk can be used for a 2' buffer (raised) that's enough room to plant cactus. Car lanes can also be shortened to help making another lane. 8-9' is plenty.
39. I may not live a quarter of a mile from McClintock, but I travel on McClintock to get to my families' homes, as well as traveling to work, gym, etc. I rarely see people using the bike lanes and feel that they should be more narrow. It's great to give people the option, however, it's not making residence happy (drive times, pollution, safety). I've seen drivers get into these lanes and drive, which is highly dangerous, especially if there were to be somebody using the bike lane as intended. I do think this action shows how infrequently the bike lane is used during rush hour that motorists use it themselves...

## **I support a different scenario (continued)**

40. Bikes + cars should never share a lane. It would be dangerous for bikes and cars. It would also cause a bottleneck for cars. Bikes always need a safe bike lane! Also, a buffer zone would be best. Bus pullouts are great so traffic does not get stuck every time the bus stops. Shade trees are good but not close to intersections because they block view of cross traffic.
41. Systemic resolution - narrow (or eliminate) all sidewalks. If eliminated create a buffered bike/ped lane. Stripe it to separate bikes from pedestrians. If narrowed, still created a buffered lane for bikes + a Systemic: Do as much widening as possible and add as many lanes as possible – NOW. It will never be cheaper than it is today. (And I am assuming it is going to be done in the next 5 to 10 years). [CANT READ] that we need both buffered bike lanes and additional car lanes. Bring back speed camera + red light cameras to slow down traffic!!!
42. I am in favor of the buffered solutions. The way most people drive on McClintock renders bike lanes WITHOUT buffers effectively useless. If there won't be buffers any longer, I will only ride on sidewalks. I realize finding an effective north and southbound solution between Apache and Broadway will be tough. My preference would be removing a few feet of the planters and widening the protected sidewalk to accommodate bicyclists as well as pedestrians.
43. I work at 4700 S McClintock. Even before the original rearrangement of lanes it was difficult to get in and out of my office. Now that the bike lanes are in place, it's almost impossible. If I leave after 4pm I usually have to wait and hope both lanes of traffic will stop to allow me to reach the middle lane and turn left or turn right for a somewhat lengthy detour or dangerous u-turn. Even if I turn left, I run the risk of meeting someone in the middle lane who is waiting to join the southbound flow from the turnout on the eastern side of the road. It's incredibly dangerous and also anxiety-inducing. Aside from personal complaints, my small business has also experienced difficulties with scheduling client meetings due to traffic constraints. It's been detrimental personally and professionally. I support your plan for the most part with the exception of the Southern to Baseline portion. If a bike lane is to be maintained in this section, it should be separated. The buffered bike lanes are not enough to protect cyclists. Furthermore, the buffered lanes are generally pointless as I have witnessed cars parked in them or people using them as turn lanes (despite the plastic "buffers"). A separated bike lane prevents any use except by cyclists. No widening needs to occur for this to happen.
44. I question the true economic impact that slowing the driving speed of retirees has. More information is needed to assess the total impact of sidewalk/landscaping modifications or removal. In all cases, more separation/buffering encourages bicyclists, which has a huge benefit to the entire community. There are ancillary benefits to having a municipality-level commitment to bicycling and bike safety. I question whether removing inconveniences for McClintock drivers has the same multiplicative effect. Part of the conversation and analysis must be what other public transportation developments are being planned and considered.
45. Happy to pay for serving the most people in the safest way possible. Consistency is safer - so - uneven buffers, candlesticks, even alternating between 2 and 3 lanes - is unsafe for cars and bikes. Sharrows are so unsafe - same reason traveling 45 mph and not knowing whether you will encounter a bike - in fact, habituating to the fact that you usually DONT encounter a bike - is unsafe. See data from Chicago study (Ferenchak & Marshall, 2016). I put a lot of weight on bicyclists comment that they would like a bike lane of any sort - so I chose standard for my "alternatives" above. Finally - frustration is unsafe. Provide three lanes in both directions if possible. I will pay my taxes toward that.

### **I support a different scenario (continued)**

46. Area used for now landscaping would be new bike lane. Third lane allows for more traffic flow due to lack of cut outs for bus route of 81 bus route. I live in neighborhood between baseline and U.S. 60. Northbound side nearly impossible at times to make left turn on to McClintock.
47. I support the proposed plan but would actually like to see a bigger commitment to multi-modal transportation. The City has spent a significant amount of money on what amount, in my opinion, as half-measures, which is what accounts for the lack of actual bicycle traffic. Given the speed limits and actual speed traveled on our arterial streets, having a standard bike feels very unsafe. It is no surprise to me that bike traffic counts are low. I feel that we should either fully commit and create bike lanes appropriate to the speed of the road they are on. A 45 mph. speed limit is just 10 mph less than portions of freeways in the Valley, such as the I-17. Striping wouldn't make me feel safe riding a bike in that situation and is certainly not something I would allow my children to use. If we aren't going to make something that people will use, it will just be another argument for those who do not value multi-modal traffic to use against any efforts. Thank you for your work on this and trying to make the City a better place - much appreciated!!
48. I believe we should have designated bike lanes throughout Tempe. DON'T TAKE ANY BIKE LANES AWAY. I am not a big fan of the "candlesticks", I think they offer a false sense of security. I think that widening the lanes to make the standard bike lanes a little further from the traffic, could be helpful, especially since some are very narrow. A happy medium would be great, no need to have a huge gap in between bike lane and regular street. More trails and pathways through communities and neighborhood parks would also prove helpful - I love the canal system.
49. I don't think sharrows is a good idea. Nor do is it safe for bikers or cars trying to get around a bike in the same lane when there is heavy traffic. I also don't think raised buffers are as safe. If many of the "candlesticks" were wiped out then buffers could easily cause accidents with people no used to having a curb in the side of the lane.
50. For me, I need to know what the cost was for the current configuration and why was this done leading to a major highway (60). Why was this extremely unpopular expensive project done. I'm at a loss why this problem and high expense was created by the public officials. What I would like to see 3 lanes north and south; a center turn lane and narrow bike lane with painted stripe delineating the bike lane. I don't want any of the planned landscape removed. And absolutely do not tear up the sidewalks. I can see no reason to spend excess money on this.
51. I agree with the city for Apache because of underpass. If you want more people to bike on McClintock they need to feel safe. Unfortunately that is the most expensive options. I wish people weren't in such a hurry all the time then we could leave it alone or just make it safer for bikers without an extra car lane.
52. Apache to Broadway - Sharrows in confined space of underpass seems it would impede traffic and the less safe. Prefer option w dedicated lane. Buffered v Standard - can you add the pillars to mark off the lane without having a buffer? Can the lanes be colored? 3rd northbound lane - is there a concern of adding a lane only for that section? (Del Rio to Baseline)
53. I support buffered or separated bike lanes when at all feasible. The traffic along most of McClintock is too fast to allow shared vehicle/bike lanes and too busy for safely using standard bike lanes. I prefer separated lanes as much as possible, but will support buffered lanes as a secondary option.
54. As a biker, I prefer buffered lanes, I do not think expense of cement buffers is justified or necessary. But buffers with marking are my preference. Shade (trees) encourage bike ridership - so changes to landscape should be POSITIVE.

## **I support a different scenario (continued)**

55. I access McClintock at La Jolla, and since the narrowing of the street to 2 lanes, at times it's a long wait to even make the center lane to go left in the mornings and afternoons. I emailed German Piedrahita back in August of 2016 and they did a survey and determined at that time, we did not meet the requirements for a traffic light at La Jolla. This leaves the only solution is to fix the traffic on McClintock. We need the 3 lanes to handle the quantity of traffic and help to create holes to allow us to enter McClintock at La Jolla. And I'm sure there are the same problems at other locations along McClintock. As far as Bike users, there are hardly any I've seen, and most of those are still on the sidewalk. As the bikes are the extreme minority of traffic, we need to determine first, ways improve the traffic flow, and decrease the pollution from cars sitting for several lights at the intersections. It would be nice to live in a world where we could all ride bikes to work, but reality is otherwise. We need to dress for our job, have to commute too far or have meetings around the area, or carry our tools of the trade as I have to do as an electrician. Cars and their traffic have to be our priority at this time, till we get something like a Tube system like London, or Metro in Paris, we are stuck with the car. I would like to see 3 lanes each direction, and then add the standard bike lane for the occasional rider.
56. There needs to be bike lanes under the RR crossing, in both directions. An option that I didn't see was to create a path at grade level for bikes and/or pedestrians to cross the RR tracks. This would require some type of crossing arms for the sidewalk/bike path. This would eliminate the need for widening the road. I don't know what it would cost to keep the sidewalk/bike path at grade level and create an RR crossing. Good luck!
57. Above presented configuration is the same as proposed configuration with the exception of Southern (del rio) to Baseline. There simply isn't enough bike traffic to warrant the need for buffered or separated bike lanes, and vehicular traffic will only increase with the addition of high-density housing projects, increased infrastructure and employment along Rio Salado, the Phoenix Rising FC complex (which hopes to expand to an MLS franchise, garnering much larger crowds), and potentially the Phoenix Coyotes complex.
58. 1. Return McClintock to original condition 2. find other Road for Bikes 3. in the group I was a part of, we asked for it to be noted on the tablet, how many people favored returning McClintock to what it was before. They resisted noting that + when they did, they wrote it was 50% - it clearly was the majority that want McClintock restored. 4. It seems the city does not want to know what people really think - the decision has already been made - Bike lanes on McClintock whether the majority of citizens want it or not.
59. My 1st preference is to leave the current configuration that exists, while adding a NB bike lane from Broadway to Apache. I will not support any option that removes a bike lane and gives people the existing sidewalk, travel lane, or a sharrow to ride in-these are not safe alternatives! To replace the current buffered bike lane with a standard bike lane will expose cyclists to more potential conflicts. As an alternative, I propose leaving As Is and spending this \$5-8M+ instead on bike lanes in other traveled roads around Tempe, including Broadway and Rural. In addition, I hear many complaints of there being no need for bike lanes because people use the sidewalks. We have a lot of information stating that riding on the sidewalk is extremely dangerous. I'd like to see money spent on outreach and education initiatives towards bicycle safety and why using bike lanes is safer, in addition to addressing the danger of wrong way riding. Thank you to council for your time, and for considering alternatives from the community.
60. Apache to Broadway is an extremely dangerous corridor for cyclists without dedicated bike lanes. Sharrows is not appropriate for this segment.

## **I support a different scenario (continued)**

61. I have lived in my current location since 2001. I was dumb-founded when I saw the 3rd southbound lane from Apache to Broadway turned into a bike lane. I thought it was a terrible idea then and continue to think it's a terrible idea. Removing the 3rd southbound lane has caused traffic backups all the way up to Rio Salado Parkway. I take Hayden/McClintock south everyday to get home from work and have seen the effects of this change. Many times McClintock Dr is so backed up that I turn east on East 3rd St and cut through the industrial area there. Other drivers that are familiar with the area do the same. I do not recall EVER seeing a cyclist in the bike lane between Apache and Broadway. When I do see a cyclist traveling north or south on McClintock it is on the curb. The curb is protected by a concrete median, which is the reason the cyclists use the curb. It is far safer. I am a cyclist as well, and I would never consider taking that bike lane - it is just too risky. In conclusion I would like to see a 3rd southbound car lane on McClintock Dr from Rio Salado Pkwy to as far south as possible. And in the areas where there is sufficient excess space to accommodate a bike lane, then the bike lane should be implemented. Thank you.
62. Some things that came up in the discussion Tuesday night that I don't see in the proposal. 1. Bus pullouts on sections that have only 2 lanes of traffic. When a bus stops in the curbside lane it makes a two lane into a one lane. Also, it becomes hazardous as speedy drivers try to move around the bus. I like the buffered lanes but am enough of a realist to say that bike commuters would use a standard bike lane and timid riders probably won't use either. I sympathize with home owners that have a hard time getting into traffic. A marking of intersections as no stop areas or looking into more traffic signals should be part of the plan. An increase of enforcement of traffic laws would be beneficial to cars and bikes. Share-ons, "bike and car lanes" don't seem to be a good idea with the amount of traffic. It would seem that spending more from the 60 North makes sense with the ASU students, High school students and the light rail. I'm concerned with the idea that we can increase the sizes of our roads to move traffic. With the increase in the size of ASU, higher density housing and the continued growth south of Tempe I expect drivers to channel down any road that moves faster. I remember when the 101 was completed and I believe that for a time that had a positive affect on McClintock traffic. How did the traffic flow on the 101 affect traffic on McClintock historically compared to now? Is it possible to make a north/south bike way by using the money we are talking about to make another freeway or canal crossings? I do think that giving people a time limit to comment in the open discussions would allow more people time to be heard. Our group had a few people dominate the first half of the discussion, while some of the more thoughtful comments came later. Finally, I appreciate that Tempe has made a commitment to alternative modes of transportation. I believe that serves us well in attracting residents to our town and is one of the reasons that I live here. Good luck with finding a balance on this issue.
63. Since the bike lanes were added I have seen one cyclist in the bike lane, and 4 people just riding on the sidewalk. I understand the need for bike lanes but don't understand why they have been given such a presence in an area that doesn't lend itself to frequent riders. I propose going back to 3 northbound and 3 southbound lanes with regular bike lanes.
64. The most important thing is to implement uninterrupted cycle lanes on McClintock. Buffered lanes are preferred as the Sharrows permit motorists to pretend cyclists are not there. It remains my opinion that the flow of traffic could be improved by reducing the speed limit, enforcing strict lane hierarchy use and changing the traffic signal intervals. The proposed improvements do seem to offer a lot of positive value at a reasonable price.

### **I support a different scenario (continued)**

65. We need to look long term, not a quick "fix" for today's emotions. More people are moving here and with more jobs becoming available to Tempe we will continue to have more traffic. This should NOT have a negative impact on the local residence as this re-configuration did by reducing lanes. If sections must be done overtime that's fine. But the section along freeway corridors is killing the residents. I suggest alternative 4 or 5 for the Southern to Baseline section which becomes a WIN-WIN for all and keeps traffic moving. Secondly, I ask that the traffic light at Los Feliz /Southern and Country Club/Southern be re-looked at to set the motion sensor in to allow residents to get out of the neighborhood faster. The light takes way too long to register the vehicles to leave. We even push the "walk" button to try to expedite this with no luck. Third, we have seen in other areas of the valley when large volume of traffic impacts neighborhoods where the city would mark roadways in white paint stating "DO NOT BLOCK". We NEED this at La Jolla and McClintock as it's difficult to exit the neighborhood safely, especially during rush hour times. If not, we need a sensor traffic light to let us out.
66. I have never been a fan of the bike lanes on the McClintock corridor. I believe removing the car lanes has caused more problems than solutions, with one exception: there has been less issues making right turns off the US60 with only two lanes (less "swinging wide"). Having said that, and despite the fact that I hardly see anyone using the bike lanes, I know they provide bicyclists a level of safety. Adding (or restoring) the third southbound lane seems like a decent solution. I do not want to see the separator islands or the sharrows because they appear to be more hazardous, and the islands would not accommodate the current street sweepers in Tempe's fleet, which would add to the cost. I support the plan I have compiled above.
67. This is a waste of public funding aimed only at quieting opponents of the bike lane project, people who chose not to voice their opposition when the project was first pitched in 2015. Your own figures have shown that McClintock has seen a 22% drop in traffic volume since 2004, and indicate that several other two-lane roads throughout the city see similar traffic volumes. Further, as a corridor to Tempe Marketplace, which includes a light-rail stop, McClintock is a prime candidate for increased bike-friendly accommodations, especially north of Apache. Numerous studies have shown that protected bike lanes are safer for both cyclists and vehicles, and unprotected or shared lanes will only encourage additional discontent between the two groups. It would be regressive and in direct opposition to the city's "longstanding commitment to sustainable transportation." Use this money for something valuable to the public good - education, continuing the overhaul of our parks, police and fire, etc. - rather than on surgery to remove your backbone.
68. I support maintaining property values. I support maintaining the existing level of trees. I support restriping to allow a bike lane where there is room WITHOUT lane loss. I support absorbing the extra space of the extra wide sidewalks and making them narrower to allow for bike lane space. I support keeping the expense and infrastructure impacts to the bare minimum. I support the council making a decision that is in the best interest of the residents and the community that lives around McClintock. I support the council realizing that choosing options that benefit a vocal bike community that passes through my city in extremely small numbers is not the right thing to do. I support more visibility and openness on the numbers -- the bottom line ration of number of bikes using the lanes (not the sidewalks) vs. the number of cars trying to drive the road.

## **I support a different scenario (continued)**

69. Broadway-Southern Noise abatement for the homes that back side of street being widened.

Apache-Broadway Keep southbound and add northbound bike lane as part of future re-paving project. Southern-Baseline 6 ft. bike lanes N/S with NO buffer split the extra road width up across ALL lanes. Baseline-Guadalupe Noise abatement for the homes that back side of street being widened. Dear Mayor, Vice-Mayor and other Council Members, Please consider my input as VERY relevant since I live .2 miles from McClintock by bicycle. 4512 S. Kachina. I also drive a car on McClintock dr. daily and so does my wife. We regularly drive north and south on McClintock at ALL hours of the day. My youngest goes to school at Aprende Middle school (~Ray and McClintock) we drive him to and from school leaving from 4512 S. Kachina Dr. ~8am and 3pm. We also drive my oldest to McClintock high school. I support restoring a third lane southbound in most areas of McClintock while making/keeping a STANDARD bike lane. It is my personal opinion that all the extra space between the bike lane and the auto lanes created confusion and or resentment towards cyclists. I personally had an ASU staff member (Visible parking placard and ASU badge) cut me off and STOP in the bike lane near Chapman Chevrolet after the November McClintock bike lanes meeting. After making an emergency stop I confronted the individual by letting them know they can't stop/park in the bike lanes to which they responded "I'm making a phone call". This is just one of many belligerent true stories I and many other cyclists have encountered all in the name of remove the bike lanes. The hostile and aggressive behavior towards us as cyclists also spills over to other motorists. If you have experienced the backups on McClintock you too have probably seen many times when traffic is backed up and people REFUSE to let others in. It really is disgusting. Please consider the cheapest option to restore a third south bound lane while standardizing the bike lane. If there is extra space give it to the motorist similar to the North bound McClintock between Broadway and Apache. Currently there is NO bike lanes and the extra space is left of the left lane. Option #1 for Apache to Broadway mentions use the sidewalk which I believe is currently restricted to pedestrians ~Bicycles must dismount and walk...Please do NOT add buffers or islands. They are not STD or recognized as normal by most people. a Standard Bike lane is safer than huge bike lanes that drivers still drive in with NO consequences. Please include the following data for ALL future meetings where McClintock bike lanes are discussed. 1. Traffic volumes 2010, 2015, 2016, 2017... or what ever is available most people simply do not realize the TOTAL volume has increased. 2. Employment numbers hopefully for similar years as traffic numbers. 3. Population numbers. Presenting the WHOLE picture will help people understand the backups are NOT all a result of the bike lanes on McClintock. I have heard Transparency mentioned, but feel as though you fall short on presenting the WHOLE story. Thanks for all of your hard work I know its hard to filter through all of this information, but remember a few vocal opponents do NOT represent all of your constituents. One more planning item to consider when a final plan is put together. As you repave neighborhoods bordering McClintock (Hopefully Sands East Three is done soon . I've been waiting for ~8+ years) identify a bike lane exiting the neighborhoods. Currently when I go west on Fremont cars pretend its a two lane exit blocking my path when cycling. Very often cars are two abreast blocking the entire street leaving no space for a cyclists. I know it is unmarked, but I was told many years ago "you can not drain your pool to the street since it would flood the unmarked bike lane".



### **I support a different scenario (continued)**

70. Apache to Broadway: While I believe sharrows can be useful in some areas, I do not believe they will provide adequate safety for cyclists on a busy street like McClintock. Also, many drivers do not know what they are, and many cyclists will still feel unsafe and opt not to bike or to bike on the sidewalk. Broadway to Elliot: Bike lanes without buffers feel much less safe during rush hour and many drivers end up driving in parts of the bike lanes. I like the idea of having a low concrete barrier, but would not want it to completely take away all the landscaping along McClintock. Standard bike lanes are better than nothing, but drivers frequently veer into them, causing a dangerous situation for cyclists. Perhaps bolder bike lanes with green paint could help some of this problem. I think it's important for us to think future when making changes to our city, and I would like to see continued safe bike connectivity throughout Tempe and neighboring cities.
71. The connection to Apache Blvd is absolutely critical for connectivity in the city, that is where the light rail is and it is one of the only spots where existing bike lanes cross and where someone can connect to McClintock Dr. The scenario in question 8 includes sharrows. While I have seen sharrows work to great effect in other cities (Washington D.C., Boston, Los Angeles), I am not confident of two things regard them here in Tempe. The first is the contractor's ability to properly install sharrows, the only two places where they exist in Tempe (on Hardy south of University, and NB/SB at Southern on Hardy) they are installed next to the curb, and are the same as the 'cyclist' in bike lanes. A proper Sharrow is in the center of the travel lane and is wider than the one used in to indicate a bike lane. The second issue I have with Sharrows lies with driver education in Arizona, there is none and the city takes no measure to assist people in learning new infrastructure. A great example of this is the bike box installed on 10th street at Mill Ave. Not only do people drive into it and continue making right turns, even though there is a "no turn on red" posted, the people who do not understand the most are those riding bikes. I hate to think of the number of cyclists who would get honked, yelled, and potentially have things thrown at them (this happens regularly) with sharrows installed instead of proper infrastructure. As far as the rest of the scenarios, if the city is determined to decrease safety for people walking and riding bikes along McClintock by adding a third travel lane and city staff stated at the public meetings how adding a lane of traffic decreases safety. Nonetheless, if a lane will be added and the speed limit will stay at 45mph, it is imperative to include the safest alternatives for people riding bikes. I would like to add, there is no solution amongst these alternative scenarios that will work to alleviate traffic. Especially in the challenging area between Southern and Baseline. The traffic existing there has nothing to do with bike lanes, it has to do with the overall design of the area surrounding the US60. There need to measures to allow people to exit the streets they live on especially at Hermosa, La Jolla, Carson, and Fremont. These designs will not even make a dent in traffic for this area, they need lights, "Block-the-Box" enforcement, and ways to remove cars from the intersections rapidly.
72. Not sure about adding to the table above, but I feel that it is of higher priority to create access around the ASU and light rail commuter community.
73. Shared lanes & "taking the lane" are NOT SAFE options with the vehicle speeds on McClintock. Taking to the sidewalk is a band aid, if Tempe is serious about bicycles as transportation, commit to the project & infrastructure.

## Comments from those who responded “I support the current configuration that exists today”:

1. Whatever allows the maintenance of bike lanes in the near-term. It is fine to add a travel lane, but this should not be done at the near-term expense of the bike lanes.
2. I love the bike lanes, and I bicycle a lot. I do not support spending \$10 million to change a road that currently NEEDS no improvement. Spend the money adding bike lanes between Apache and Curry! Thanks!
3. I do not want the east side of McClintock expanded. I would like to see no changes.
4. Please maintain as is.
5. I am open to whatever the traffic engineers believe is the best scenario to support current and future traffic. They have the experience and I don't. Based on my personal experience, I think it is very important to resolve these general issues: (1) have consistent numbers of lanes; I appreciate that this has been addressed. I run into issues with this while driving. I feel like the turn lane added southbound at Apache has caused issues (drivers stay in that lane until the last minute and then try to get into the non-turn lane). I don't see this mentioned. (2) have safe bike lanes. But can the bike lanes somehow be continued down to Tempe marketplace. Then I could actually consider riding my bike to work. I don't currently ride at all. (3) could a traffic study be done in the Tempe Marketplace area? The northbound McClintock on to the 202 is backed up at any time of day. The southbound left turn lane at the light into Tempe Marketplace is frequently backed up. Both of these block through traffic. This happens during non rush hour times. (4) Someone mentioned more bus pullouts along McClintock in one of the social media discussions. Is there any possibility that bus pullouts could be included in the design. Or is there room to provide a safe shared dedicated bike-bus lane?
6. Insufficient number of cyclists currently to warrant spending \$5.07 million. Put the money toward education - civics and basic budgeting classes in particular.
7. I'm fine with the bike lanes on McClintock I don't think they interrupt traffic at all. I don't like what mesa did taking away a whole lane to build a huge sidewalk but what Tempe did is fine.
8. Cars need room always. Like keeping clothes that fit a 7 year old child. Always more. Cars bully bicycles. With cars so hungry, how will we ever make room for bicycles?
9. I live .25 west of McClintock on Alameda Use the bike lane daily I have observed the traffic difference since the reconfiguration and the increased delay is nowhere near what people are saying it is. Leave it alone. Those complaining should be using the 101 freeway.
10. I'm in the design profession and even I find this survey confusing! Bottom line, I'd like to keep the existing bike lanes as they are and extend the bike lanes further north and south. The major connection issue for us is traveling from Apache to Broadway as there is really no easy bike path available (other than the tight sidewalk under the railway). Returning McClintock to its previous state would be an absolute waste of our tax money and time. For anyone who rides their bike, this infrastructure improvement was a huge step in the right direction. I'm sure the counterargument is the slight increase in traffic, but if you live in the area like we do, there has always been and will always be traffic in this area. If you want to decrease traffic, promote more public transportation alternatives or provide a more connected, continuous bike circulation system.
11. I would really like to see the existing configuration of bike lanes and traffic lanes kept in place. I can understand the point of view of people who have to drive on McClintock every day, but I ride a bike every day and now use McClintock several times a week.
12. We need more bike lanes not less.
13. Do not spend money on this. No new taxes as a result.

## **I support the current configuration that exists today (continued)**

14. Hi there! I got a chance to weigh in a bit at the meeting last night, but I figured I'd write this morning as well. I really appreciate all of the work that you're doing to present logical proposals for this project. I wanted to encourage the council to remember the 2040 plan and focus on "sustainable development and public service practices". Building more lanes for cars not only leads to more congestion but also makes the roads less safe for drivers and people on bikes (1). In the "chicken and egg" conversation about bike traffic and bike infrastructure, data suggests that if we build bike lanes when people of all ages and skill levels feel safe, bike commuting will increase (2). Again, I appreciate everything you've done to make this project come together and I'm sorry that you've had to put up with a lot of angry people in this process. I hope we can continue to work together towards a brighter, healthier, safer future that works for everyone and not just people in cars. 1. <http://usa.streetsblog.org/2016/08/12/study-even-drivers-prefer-protected-bike-lanes/> 2. <http://www.peopleforbikes.org/blog/entry/selling-biking-perceived-safety-the-barrier-that-still-matters>
15. Adding lanes of traffic for car travel does not reduce congestion, but encourages it. I think that our goal for the future of Tempe ought to involve ALL commuters of ALL ages and not primarily consider the minor inconveniences of folks who live along the corridor. We live in a beautiful city that is perfect for bike commuting. Anything that encourages folks to get out of single-passenger car mindset will be better for the mental and physical health of our city... it will also encourage community involvement and a greener, safer future for the next generation of Tempeans.
16. No new automobile lanes should be added. Such a plan would only serve as a short-term salve to traffic and is not a long-term solution. Study after study indicates that more roadway lanes leads to induced demand — that is, new roadway capacity encourages use, which saturates the added capacity. The long-term solution to traffic is not building new lanes but is in investing in public transit and alternative-transportation modes, such as bicycles.
17. Send money to schools
18. Keep the current configuration but only add a street light on the section between Southern and US60. The only people I saw complaining are the SENIOR CITIZENS who "can't" leave their neighborhoods. Keep the lanes as is and use the \$5.2 million dollars elsewhere.
19. The only change I would make is to take away the candlestick barriers and make the bicycle/bus lane permanent with a curb height concrete barrier. This would make the bicyclists safer.
20. Use the money to improve the streets, we need a bike lane and I am not a biker. It is safer that they have a lane.
21. Painting improvements would help to increase visibility of bike lanes. For example - green lanes on Hardy highlighting the bike lanes. I would prefer buffered bike lanes separate from sidewalks that are next to the road. My wife and I moved to Tempe because of the options for shared bike/car travel. I run on the sidewalks, bike and drive. This is amazing to me that I can do all of these safely in my neighborhood. Shared bike-pedestrian paths are dangerous - walkers in bike lanes with headphones/bikers in walking lanes/cars pulling into bike/pedestrian lanes. Overall I would love to keep buffered bike lanes or non-buffered bike lanes or at least sharrows at bare minimum. Bikes on sidewalks are very dangerous. Thank you! I think it is important to remember with ASU Tempe is going to continue to be a young and active community. I really appreciate having meetings at various times to allow people with different schedules to attend.
22. Bike lanes are essential to safety and promoting alternative modes of transportation. Elimination of the bike lanes will reduce safety for those of us that commute on bike.

### **I support the current configuration that exists today (continued)**

23. We've already spent the money to make the streets safer for EVERYONE. According to the studies increase in travel time is 3-5 minutes longer from N-S. There is an increase on every other street of more than that. This is a density issue. Safety is my number 1 concern and NOT 3-5 minutes of my time.
24. I do not see enough benefit from this project to justify an additional \$5 million investment. I would either return to the 2015 configuration, depending on the cost of that, or keep the current configuration. I would rather save the \$5 million for: 1. Improving the bike route on Dorsey, from Town Lake south and over US-60; 2. Widening Rural to add bike lanes. They would get much more use than the McClintock lanes.
25. Qu 2: All buffers should have islands rather than just lines (much safer) Qu 3: Regardless of alternative, this project will cost A LOT! I often drive McClintock during rush hours. I do not see the current number of lanes a problem, particularly with "choke" points at the 202, 60 and cand. If reconfiguration occurs, I strongly vote for 2 1/2 ' islands with 6" added to the bike lanes. Removing trees and shrubs will reduce water use and landscaping. Option C on Question 9 - Very definitely not! Tempe declares itself as a bike friendly city!
26. I think having a standard size for buffered bike lane alongside traffic is effective, especially the newer ones that are painted green. Tempe is a growing city, population wise, there will be traffic and congestion. Regardless, we are also promoting ourselves as bike/pedestrian friendly and are a university town. I don't know how we will provide this image if we don't make accommodations and changes. I bike and drive and have done so in many other cities I've lived in. It seems people are used to having bikes on the sidewalks here and uncomfortable with having bikes on the road. That also lends to the need for bike lanes as many drivers are not accustomed to driving with/looking for bicyclists. Now I'm rambling, sorry, ultimately I support the current bike lanes - I'm okay with them not having any buffers (but support green paint). I feel moving the curbs negatively impacts the environment and is costly at the end of the day, there's going to be a lot of traffic whether the third travel lane is added or not. From a bike/driver house owner off McClintock Thank you for having this meeting and all the hard work that went into it!
27. I have a concern about McClintock from Apache north to Don Carlos. I think there should be poles on the south bound side where we lose the right lane, where it turns into a turning only lane. People are constantly cutting in right at the light instead of turning right, and also going straight through the light in the right turn lane and merging left when they get to the bus stop. Maybe painting more arrows onto the roadway or adding bumps to separate the two lanes.
28. The current configuration is most safe for cyclists and is encouraging more cycling & less commuter-driving along McClintock. If reconfigured (again) per suggestion above with added vehicle lane, it's not as safe nor encouraging for cyclists as cars use it as a substitute commuter freeway (even though freeway 101 just a mile away), driving fast and more aggressively -- and it's frightening to cyclists. Please leave McClintock as is and invest the \$-millions to greater need (teachers, vets, homeless, parks, etc.). Thank you for your dedication to our community!
29. I have seen minimal impact on my commute via car on both the north and southbound McClintock Drive from my home at McClintock and Elliot to my workplace at Arizona State University's Tempe Campus. The current bike lanes are wonderful and I would love to continue with the buffered bike lane option. I feel this provides Tempe with safe and healthy neighborhoods. To lose these bike lanes would be detrimental to our community.
30. I'd like to see the bike lanes extended north of the loop 202 freeway.

**I support the current configuration that exists today (continued)**

31. I think it is ridiculous to spend money on reducing bike lanes. I'd love more bike lanes. I live off of rural and there are tons of bikers on the sidewalks. I'd like a bike lane on every street! I would even pay more tax money for that to happen.
32. The configuration in place today has made it a bit more difficult to exit and enter McClintock in the area and yes that can be a larger challenge around the high traffic times associated with "rush hours" during the week days. But when you take into account Sat, Sun and most Fri (work from home/ holidays) you have 4 days a week of heavy traffic for at the most 4 hours out of 24 in a day. I have used the new bike lanes only a few times. When I have used them it felt amazingly safe and comfortable having the lane separation and visibility. I would not hesitate to use them in the future given the future configuration. I would assume the bike lanes have saved more than a few close calls between bike and car if not saved a life. With limited city tax dollars (our money) it would be irresponsible to spend over \$5 MILLION dollars to add a few minutes to drivers days. thanks!
33. I am an 82 year old female whose only mode of transportation is my bike and I use McClintock Drive to access my doctor's office, several markets including Target & Trader Joe's. The current configuration is great for me but I am assuming, because of the new and expensive proposals, that many drivers have complaints, so I have asked all my car driving neighbors how they feel. All of them had no complaints. I was not able to attend meetings so far, to discover specific problems drivers are having, but whatever they must be, drivers surely outnumber riders and I will resolve to riding on sidewalks again.
34. 30-year Tempe resident, 74 years old. The majority of rush hour congestion on McClintock is caused by nonresident commuter cut-through traffic trying to avoid the congestion on the 101 between Broadway and the 60 by cutting through McClintock. ANY additional vehicular lanes on McClintock will simply ENCOURAGE MORE NONRESIDENT COMMUTERS to use it to expedite their commute to and from Chandler, Gilbert, Mesa and Queen Creek. This nonresident commuter traffic does not benefit Tempe in any way - these commuters spend no money in Tempe during their commute and contribute to traffic noises, congestion, air pollution and wear on street surfaces. As well as traffic-related accidents. The real issue for McClintock is how to discourage this commuter cut-through traffic, not how to promote it. Tempe should look to Davis, California for a role model. Not Downtown Los Angeles.
35. Use money for school
36. Even though I don't ride a bicycle myself, I think the bike lanes are great and should be maintained. They work well the way they are.
37. I am happy with the current configuration. Because of the protected bike lane I can ride south to Sprouts, Spokes, and dining options with my eight year old son. Without them I will not feel secure enough to do so. It is absolutely ridiculous that the city would consider throwing more money at McClintock to "fix" a problem that does not exist. The city spent the money on McClintock to put it the way it is and it works fine. When congestion occurs during rush hour it is very close to the amount that occurred prior to the current configuration. Changing the amount of lanes will not greatly alter rush hour congestion. It is a giant waste of money to make further changes to McClintock, particularly when there are better ways to spend the money. Our neighborhood has had several water main pipe ruptures over the past three years. We are told there is not enough money to fix the problem for another 2-3 years. This is just one example of many needs that money would be better spent on. Please do not make further changes or

revert to the horrible lack of protected bike lanes we had in 2015. You will force people like me BACK into their cars rather than biking to locations around the city.

### **I support the current configuration that exists today (continued)**

38. I live in the Shalimar neighborhood off of Southern and McClintock, and I love my close access to bike lanes on McClintock. Twice a week I bike to work at the Mayo Clinic in Scottsdale, finally being able to safely bike on McClintock (at least up until Apache). My boyfriend and I frequently bike to Mill Ave, Tempe Beach Park, and Tempe Marketplace, and bike south down to Chandler for exercise, leisure, and errands. We also bike with our 5yr old twin boys to the "ice cream store" (Joe's Italian Ice) and use the McClintock bike lanes. The bike lanes throughout Tempe have a very positive effect on our quality of life here in our city, and I want to see us to continue to move forward to a more progressive, healthy, environmentally friendly, and sustainable community for us and our children. I think the city needs to keep these lanes, and I also think the city shouldn't spend money on any of these alternatives. If you're going to spend more money on a bike lane project, please do so on extending the bike lanes to Tempe Marketplace/ Rio Salado bike paths. Thank you!
39. I believe the way you configured for the bicycle riders in 2015 is great. I see no reason to change it. I do, however, realize I am blessed to have the option of taking either an alternate route or to just not travel during peak congestion hours. I do support making sure there are always bus pullouts, but do not see enough reason to totally re-do the street. I feel that it is an absolute waste of money just for people who want to be able to speed along McClintock. Yes, there's a slow down around the stop lights (and would probably be a good idea to see if the timing at the lights could be improved; and perhaps add lights for those people trying get out from side streets), but it's not but a few hours at most there's a slowdown. That meeting at the high school the other night was so contentious, it was an ordeal. But I'm glad I went. I support MORE bike lanes and alternative modes of travel; NOT more cars. That's what the long-term goal is for Tempe, NOT more lanes for more traffic. It's for me more a matter of what our long-term goals are, rather than making it faster for people to speed through. The speed limit seems to NEVER be observed anyway! So: 1) keep it as it is; 2) make sure there are bus pull outs (better use of money!); 3) check timing at lights for rush hours (perhaps more lights for side streets); and 4) more police enforcement. Thanks for all you do. I love Tempe
40. The worst slowdown that occurs is from university Ave southbound to apache. This section still has 3 lanes. I don't think increasing the amount of lanes will help with traffic and doesn't make sense cost wise.
41. I drive the 202 -> Southern portion of McClintock every day driving to work. In my experience, the traffic is caused by the 3 lane -> 2 lane merge at Apache. I feel that a removal of the 3rd lane all the way up to the 202 would provide a smooth and continuous flow. This would maintain bike lanes and hopefully ease the traffic backups during rush hour.
42. Paint bike lanes green to make them more visible/obvious to drivers.
43. Re-adding vehicular lanes will not help traffic in the long term. Induced demand is a well-known phenomenon; if lanes are added, traffic will quickly grow to fill it. This is an absurd exercise to placate citizens who are ignorant, and frankly, unlikely to be alive much longer. The current configuration is better than any of the alternatives proposed today. The changes that should be made are adding physical barriers between the vehicular and bicycle lanes and to extend the configuration along the entirety of McClintock.
44. I own a business within 1/4 mile of McClintock. I would like to support Alt. 3 Apache to Broadway with 2 as a temp solution.
45. I strongly disagree with the option of adding 2 lanes, resulting in 3 northbound lanes and 3 southbound lanes.

### **I support the current configuration that exists today (continued)**

46. I am a local, voting, tax paying, Tempe resident, with two small children. We live very close to McClintock Drive. We are on this road multiple times a day, driving, walking and/or bicycling. In my ideal scenario, we would leave the roads as they are, which would cost nothing. The traffic on McClintock Drive has actually flowed better since the earlier changes, which added the buffered bicycle lanes and standardized vehicle lanes at 2 Southbound throughout. There is no merging in and out, or waiting for buses. From my experience, there have been fewer near misses and accidents at Guadalupe and McClintock (by Changing Hands) since the initial change. In fact, I travel home from work (in downtown Scottsdale) on southbound McClintock Drive, as it is FASTER and safer than Loop 101 in rush hour! Furthermore, since the vehicles lanes were reduced and buffered bicycle lanes added, it has been safer for bicycles and pedestrians. The cars are farther away from my children. As an active Tempe resident, who lives very close to McClintock Drive, this is of paramount importance to me. Tempe residents are far more likely to walk or bike with their families, to local establishments, when they do not fear for their safety. This is better for our residents, better for the environment and better for the local vehicular traffic. That said, I can absolutely NOT support any plan that removes the landscape area between the road and the sidewalk, UNLESS it incorporates the separated bike lanes. This is the best way to keep our Tempe residents safe from fast moving, careless, automotive drivers passing through our city. So, if the City of Tempe decides that they must disrupt our communities by again altering our roadways, they need to improve the situation by adding the separated bike lanes, with a physical, landscaped barrier. Of the scenarios that you have proposed, this is the only one that truly keeps the needs and safety of Tempe residents in mind. When we vote, we always keep in mind whether or not our elected officials have improved quality of life for Tempe residents. I have the feeling that most of our neighbors would do the same. If you have any questions or comments, please contact me. I would be happy to assist in any way that I can.
47. I drive McClintock Dr. frequently as a north/south route between my home and businesses located along McClintock Dr. I also ride my bike occasionally, using the bike lanes on McClintock (for recreation, not commuting.) As a driver, I like the two lanes north and south, most especially when I am turning out of a parking lot to enter traffic on McClintock. The cars are traveling at a slower speed, and they are corralled into the two lanes, instead of spread out across three lanes. I believe McClintock is safer with fewer lanes and slower speeds!!! As a bike rider, I like the safety of the designated bike lanes. I also like the stanchions that protect the bike lanes near busy intersections. Please keep the existing configuration for the safety of all drivers and bike riders.
48. While traffic has increased along McClintock, bicycle safety and pedestrian safety has increased too. Increasing road widths to accommodate every increasing traffic will only provide short-term relief. I believe that the city of Tempe (my home for the past 4 years) is able to plan out and accommodate the need to encourage alternative forms of transportation. If limited funds, focus on Apache and Broadway. If moving an alternative, I would recommend the options listed above. Tempe advertises itself as a bike friendly community - let's show the world we are.
49. I would like to see bike lanes maintained but am not in favor of more traffic in my area. Like freeway's they can be 6 lanes wide and at some time of the day they will be full due to our city footprint. I request the least amount of impacting trees on the roadway. I feel the trees are important to noise transmitted into our area and the look + feel that has been improved over the last couple years. Thanks



### **I support the current configuration that exists today (continued)**

50. I used to be a regular car "driver" on McClintock. However, since the addition of the bike lanes, I have begun trying to ride my bike to work more, cutting the use of my car since January of this year alone by 50%. Being able to ride my bike to work (Hayden and Roosevelt) on both roads with and without bike lanes has provided me a unique insight on the cars around you on the bike and the safety issues of not having a lane/protected lane. When riding to work northbound on McClintock, I have cars and city buses regularly cutting me off, driving within the 3ft safety zone for bikes, and tailgating me, creating a sense of endangerment for my commutes. I have taken personal measures to make my bike more visible to traffic with lights, a rearview mirror, and even a radar detector for cars, but the safety concern still exists. However, when I am traveling southbound after apache, these concerns are dramatically reduced. I prefer to keep the current set up or expand the lanes further, but my family and I ask you and your team to not reduce the size of the lanes or remove the lanes, as was proposed from Apache to Broadway in particular. I enjoy riding to work, and recommend others do it too, but bike riding will only increase if the roads are safer for them. If my bike was respected on the roads without lanes, I would have a different opinion, but certain drivers on McClintock are much more aggressive about bikes than many of the other roads I travel on. Thank you for your time and let me know if I can clarify any of my comments!
51. I do not support any plan that would remove the bike lanes on McClintock. As a student at ASU, I frequently use all the bike lanes available in Tempe to cut costs of gas from driving. Drivers in the Tempe area are often not cognizant of bikers, and the bike lanes provide protection for bikers and keep bikes off of the sidewalks. Additionally, removing bike lanes does not support Tempe's initiative for greener transportation options. Tempe's accommodation of green transportation like biking makes it stand out from much of the Phoenix metro area, which is not easily accessible by bike. These bike lanes are an important component of the Tempe community that should not be removed from any part of McClintock Drive.
52. I think it is a huge waste of taxpayer money to reconfigure these roadways because people are inconvenienced by five or ten minutes. There are other options for car travel than McClintock; price or the 101, which bikes can't use. Price is a scary and dangerous bike lane and the 101... well. LOL. We live those lanes! Now we can safely bike places that were accessible to us by planning some roundabout path through neighborhoods. I think that money should be used to ADD bike lanes to SOUTHERN! And, doubt that would EVER fly! Thanks, council, for putting them in and supporting the bike community and the health of Tempe over all! Let's all go ride!!!
53. One mile away but I use McClintock regularly w/car and bike multiple days a week. IF leaving as is is not where were going, my preference is below. So here's what I hear from staff, and that should direct action by council. Shelly: We can process more vehicles if we maintain a consistent corridor. The corridor is \*mostly\* consistent. Reduce SB form Univ. to Apache to 2 vehicle lanes. Don Bessler: Traffic engineers will tell you the more lanes the more crashes/injuries. Do NOT roll back safety gains. Why spend 5 million dollars to make things marginally better for a few years (maybe)? When urban density increases it will "suck" again for motorists anyways. I am NOT ok with no bike lane over the 60 freeway. DONT CREATE GAPS
54. Please install concrete barriers or steel bollards to separate bike and motorist lanes
55. I think it's great just the way it is. It would be wasteful to change it again. Also, I'm astounded at the cost. There is no way it should cost that much.

**I support the current configuration that exists today (continued)**

56. I am a registered voter and tax payer in Tempe and have lived only 100 or so yards from McClintock for over a decade. We use McClintock often for driving, walking, and occasionally bicycling. The recent bike lane changes to McClintock have made a huge improvement to the roadway. Traffic flows much BETTER THAN BEFORE. It's more smooth and has less delays. No Busses stopping traffic because they can pull off. Accidents can move to the side of the road easier. I prefer taking McClintock now rather than the 101 from Rio Salado south because it is soo much faster. I've also noticed significantly less collisions and near misses on the roadway. Yes, there were some issues at first because people easily got confused by the buffer and bike lane until biking symbols were painted and candlesticks were put in. Overall, there are many benefits of the current configuration, including more room for emergency vehicles to get through. I used to despise traveling through the Guadalupe intersection because it was so very dangerous. I would get cut off, have near misses, or observe near misses every time drive. I've had one accident on McClintock. Not my fault, I was rear ended. I feel SAFER NOW driving, walking, and biking with the current configuration than before. Also, we lost all of the old growth shade trees along McClintock near us a few years ago, separate from the bike lane changes. The few replacements that were installed have yet to grow tall enough to provide any relief from the summer sun. I cannot support the RECKLESS LOSS of 184 trees along McClintock drive. Yes, new planting will grow back but it can take years. What about the pedestrians and bus riders who will have that much of a hotter trip during the blistering summer months we have. I'm still waiting for the replanted trees to grow back on a simple trip to the corner grocery. I assume that there must be someone complaining about the commute or traffic on McClintock for this to keep coming up. Please don't be swayed by businesses looking for a scapegoat for their performance and non-residents upset about their commute because traffic is a reality in a metropolitan this large. If something must be changed, rather than widen the streets I'd prefer to see narrower streets with widened multi-use paths. It could connect all the way to the Scottsdale greenbelt perhaps. In a time where our children are getting sucked into electronic devices instead of playing outside and more than one third of American adults are obese, having good places in our community for walking and biking is a necessity and a responsibility of the city to provide and protect.
57. I am for keeping the existing lane configuration as is with no changes. The plan was designed and implemented based on the transportation plan developed two years ago, if people did not like the plan then they should have spoken out then. The city has already spent plenty of time and money on this project, I do not think any more time or money should be spent pandering to the few people that do like how the project was implemented. I for one am happy with the results and glad to live in a progressive city like Tempe concerned about promoting sustainability.
58. Anecdotally getting into and out of my neighborhood (Cole Park) from/to McClintock Dr. during rush hours in the morning and evening has become much less of a problem since the introduction of the bike lanes, and reduction of vehicle lanes to two going North and two going South. Perhaps having fewer lanes made some drivers take alternate routes, but the effect for my family as residents of our neighborhood has only been positive. Plus we occasionally also benefit from riding our bikes on McClintock while feeling safe. We wouldn't, and didn't, dare bicycle on that road before the dedicated lanes. My vote would be to keep the current configuration.

### **I support the current configuration that exists today (continued)**

59. It's important that I tell the council that I'd like a full bike lane southbound from Apache to Broadway which is option 3. The staff preferred alternative is ALRIGHT, it's a compromise. Though I want to select the buffered options because I think those are good. I suppose keeping things the way they are is out the window, but is my ultimate first choice. I don't think it's fair that so many trees get cut. Are you planning on planting more to make up for the ones killed? Doubtful. Thanks for at least keeping a bike lane.
60. As a daily driver on McClintock who lives within 300 feet of the street, my 1st Preference is to leave the current configuration that exists, while adding a NB bike lane from Broadway to Apache. I do not support any option that removes a bike lane and gives people the existing sidewalk, travel lane, or a sharrow to ride in (especially because traffic flow is fine currently and a 3rd travel lane is not warranted by traffic engineering standards). It is less safe with those options. I also don't support replacing the current buffered bike lane with a standard bike lane because it exposes bike riders to more potential conflicts - at a cost difference of \$1.3M per mile to add the travel lane and replace the buffered bike lane with a standard bike lane. Please don't create new gaps in the bike lanes - doing so will decrease safe, connectivity and hinder ridership for many types of cyclists. I listed a scenario as my 2nd Preference in Question 10 because it adds a separated bike lane throughout and adds the SB travel lane to be the "win-win" that could finally resolve this ongoing debate. This will cost \$8.8M reflecting \$3.73M more than the scenario in Question 8 but a much safer design for vulnerable road users. If the city is going to spend \$5.07M, why not spend a little more to make it as safe as possible and make everyone happy (drivers and bicyclists)? I appreciate fiscal responsibility, but since some people want something to be built, this is my choice if City Council insists on a 3rd travel lane. DON'T SKIMP ON SAFETY! As an alternative, I propose leaving As Is and spending this \$5-8M+ instead on bike lanes on Broadway throughout Tempe and bike lanes on McClintock from Broadway to the Loop 202. This would provide more connectivity to the existing bike way network, increase ridership, and provide access to more businesses, transit routes, schools, and homes. Thank you for all of staff's time spent on this and City Council's consideration.

### **Comments from those who responded "I support returning the roadway to the 2015 configuration (no bike lanes)":**

1. It has become increasingly difficult to get out of our subdivision, McClintock Manor, anytime of the day. It is ridiculous at rush hour in the AM & PM. We do not need bike lanes, as the very few people who use them are not worth the daily congestion getting out of our subdivision. There is too much traffic to warrant bike lanes. Majority of bike riders use the sidewalk. Give us back there traffic lanes. Bike lanes are a WASTE of money.
2. The sidewalks are mostly wide enough along the corridor to allow both bicycle and pedestrian traffic. A bike lane and pedestrian lane could be painted on the sidewalk as has been done elsewhere. A light rail line down McClintock or Rural would be more beneficial than bicycle lanes.
3. We have a bridge at Country Club Way for the bike people. Too much traffic near the freeway to not have 3 lanes in both directions.
4. I am strongly opposed to the wide bike lanes. Traffic is horrific trying to get out. And in my neighborhood. I never see the bike lanes being used. The traffic on Rural is now bad. Return it to the way it was. Please.

### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

5. It won't let me unclick "No" for question 9. I think a real problem with the current configuration is the painted buffers and bollards don't actually keep cars out of the bike lanes. This leaves cyclists vulnerable. At the same time, I think the reduction of the driving lanes has angered many residents by causing longer commutes and difficulty in exiting neighborhoods and parking lots. Bikes have as much right to be on the road as cars, but honestly? It is a vulnerable place to be. As much as I like the idea of the islands or other physical barriers to keep cars out of the bike lanes? I don't think it's good use of Tempe's money.
6. I thought there were pre-existing bike lanes prior to 2015 configuration which I thought were sufficient for bicycle riders to use safely. If in fact there were no bike lanes in portions of McClintock Drive, a pre-2015 model should be used for the path allowing for SINGLE FILE riders to travel safely in the lane. I hardly ever saw many bicyclists using McClintock bike lanes from Elliot to Southern even prior to the configuration. I have not seen an increase in usage of the new bike lanes after the barriers and widened lanes were installed. In fact, I wonder to myself 'where are all those bikers that wanted this lane?' I see more riders biking on the canal parkway. I feel that it is more confusing with the barriers for cars trying to turn right. Also, it seems like they have created more traffic issues and congestion, especially around shopping centers. The McClintock/Guadalupe area has become more dangerous and hazardous when cars are trying to access them. I try and avoid this area now. I would like to see it go back to what it was before.
7. Bike lanes are available on Dorsey and Country Club. McClintock is too heavily traveled by vehicles without restrictions caused by bike lanes.
8. Put it back the way it was in 2015. Spending \$5M is ridiculous. There just aren't enough ACTUAL TEMPE RESIDENTS to justify having bike lanes let alone the costs of the proposed changes. Bike lanes are fine around ASU and makes sense but I've seen only a hand full of riders since the new bike lanes have been put in.
9. Bikes are seldom seen on McClintock. Bikers do use the Western Canal bikeway and that is a good, safe place for them to enjoy. Bike lanes are unused and unsafe--and frustrating to congested motorists. Bike lanes do make good sense on the ASU campus.
10. Traffic is terrible the way it is now. Please fix it back the way it was. I hardly see any bikes using it, and of the few that do, about half use the sidewalk anyway.
11. I live on Carson just off McClintock. Eliminating the two lanes of traffic on McClintock to install one northbound bike lane and one southbound bike lane has proven to be a major cause for heavy congestion on this main thoroughfare. It has prevented the smooth flow of traffic when exiting the 60 freeway onto McClintock; additionally, it has made it difficult for all side streets from the heavily populated neighborhoods to enter McClintock safely, particularly at heavy traffic rush hours. It presents a dangerous situation for all.... including the cyclists who travel the street, due partly to the frustration of motorists in a hurry and take risks they would not normally undertake when driving. By the way, is it possible to suggest that the people who came up with this idea in the first place be fired? Apparently they are totally unaware that Arizona is a State where everyone loves their car, few people use public transportation of any sort, and, in case no one has noticed, there are FAR MORE motorists than cyclists! Give us back our street, please.
12. The city has inconvenienced 10's of thousands of commuters daily on McClintock to accommodate very few people who ride to school. The ASU bike riders are using Rural, College, Dorsey, and Priest. Not McClintock. Generally, they are commuting by bicycle in a 2.5 mile radius from campus.

### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

13. Ideally, you would create 3 traffic lanes in both directions for a distance of 1 mile both north and south of the US60 freeway.
14. THE UBER ACCIDENT AT DON CARLOS WAS A DIRECT PROBLEM OF NO BUS PULL OUT AT APACHE. THUS ESSENTIALLY TAKING AWAY THE CURB LANE DON CARLOS TO APACHE THAT NO ONE USES. CITY TOOK THE EASY AND CHEAP WAY OUT, NOT TO BLOCK LIGHT RAIL DURING RUSHHOUR. I SUPPORT 3 LANES BOTH DIRECTIONS ON MCCLINTOCK, THE CITY FEELS GIVING 3 LANE SOUTH BOUND WILL MAKE THE PEASANTS HAPPY. I SUPPORT 3 LANES SOUTH BOUND UNIVERSITY TO ELLIOT STANDARD BIKE LANE OK BUT I WISH THEY WOULD USE COUNTRY CLUB WAY & COLLEGE LIKE I USE TO. THE BUFFERED BIKE LANES ARE A WASTE AND IMPACTS THE WHOLE EAST VALLEY FOR 5 COMMUTERS. I DO NOT HAVE MUCH FAITH IN THE CITY TO FIX THE PROBLEM THEY CREATED. THIS MORNING TRAFFIC BACKED UP NB US60 TO BASELINE TRAFFIC 3/30 GET RID OF CANDLE STICKS EVERY ONE HAS BLACK MARKS FROM BEING HIT
15. In the 2 years the lanes have been impacted, I have seen less than 25 bikes total use the bike lanes. Riders continue to ride on the sidewalks. Traffic had been impacted exciting my subdivision and speeders use the bike lane to rush up to the eb 60 on ramp. Your experiment failed in my opinion
16. Use alternative. Alameda for bikes instead of Broadway + Southern + Dorsey for N South - on Roosevelt. Put McClintock back to normal + southern back to normal. Use Price Road as corridor. It will impact less property values. I want bikers safe also - using the main streets is not safe - put bikes on other streets.
17. I was very disappointed at the meeting at the library. The room was too small for breakout and the people supporting (on committee) we're not discussing, they were debating their rights. One person who owns a bike shop hardly let anyone get a word in. He shouldn't have been on the committee as a conflict of interest. I live on the corner of Campus and Dorsey. First was the bike friendly College Avenue. Then Dorsey got dedicated bike lanes. Country club also has the bike lanes as price road frontage. We have lived here since 1977 and have raised 2 children that attended Meyer, Mckemy, McClintock, and ASU. All biked everywhere. They biked to all schools and were safe. By putting the bike lanes in a congested street with candle sticks, you have created a traffic backup that I have not seen since moving here. To say this is a done deal is not what I want to hear. Another biker commented that she bought her house in the area because they thought this was a bike friendly neighborhood (a year ago). It is and always has been bike friendly. We have the option to leave it the way it is or return it to pre bike lanes. My choice. Tearing up McClintock and taking out the landscaping is a mistake. We have kept a count of bikers everyday and most are on the sidewalk. My husband rides his bike everyday to the library , Walmart, Fry's, Ted's hot dog. He uses common sense. The owner of the bike shop said he was doing this for his 2 month old's future and where would I be in 40 years! I was floored. I have maintained a home in this neighborhood for 40 years and I want to leave to my grandchildren a safe street. Move the "Corridor" to Kyrene, College, Price road or priest. Not McClintock.
18. Why was this project initiated in the first place? I see very few bikers even after the changes. Don't see any bike clubs. I voted to support the above scenario and it is unfortunate money was wasted to make initial change only to require more changes.
19. If we don't return to the original configuration then I would vote for the alternative depicted on the front of this sheet. So my first option is returning to the original configuration. 1 - add a 3rd northbound lane where possible.

### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

20. The McClintock lanes should be returned to their original configuration. It simply is not a good bike route and the low usage by cyclists shows that. I am an avid cyclist and have been competing on-and-off since 1986. I also train for triathlons in and around the Tempe area. Needless to say, I log thousands of miles each year on my bike. Not once in the 16 years that I have lived in Tempe have I ever ridden or desired to ride north or south on McClintock -- there are so many better options. The costs and inconvenience to residents and businesses for the Alternatives do not make them better option than returning to what was working prior to the restriping and bike lanes. Thank you for your consideration and addressing this issue is much appreciated.
21. Since so few bicyclists use the current bike lanes between Southern and Baseline AND there is little pedestrian foot traffic divide the sidewalks then the bicyclists can ride following each other rather than side by side using the existing sidewalks. The city would then have to clear/trim shrubbery that blocks the view of the sidewalks/streets at many side streets that enter McClintock.
22. I vote for no bike lanes and return to roadway configuration prior to what is currently in place.
23. Good Afternoon. My following comment is based on personal experience of living in the Shalimar area for 37 years. During his time, I have driven McClintock road DAILY and have only seen ONE (1) bike in the bike lane since they were created. Traffic flow has increased with congestion since the bike lanes were added. I have witnessed confused drivers unfamiliar with the odd sized turning and lead way openings from This confusion just Increased accident opportunities.....The danger of Turning left has also increased as a result of traffic bundling up leaving limited to no openings for a car turn left. Also, the lines of traffic are longer as a result of eliminating cat lanes and the volume of cars using the road. Businesses are most likely affected by people not wanting to deal with the congestion. Plus, who would want to ride a bike in busy traffic congestion? Adults obviously aren't interested in the lanes because they're always EMPTY and I guarantee no parent will encourage their child to ride a bike in them. I'm unfamiliar with how the City decided to replace car lanes with bike lanes that suddenly appeared without notice, but then I'm a really busy person stuck in traffic on McClintock. Who made Tempe residents aware that someone overwhelmingly decided they had to have bike lanes in lieu of car lanes on McClintock and waste tax payers money making them? Reducing the car lanes into bike lanes serves no purpose for the area and certainly has no pizzazz for style or beauty. Tempe projects should focus on including useful value to beautify and attract a quality lifestyle geared towards a unique and inviting area. Designed to attract and provide its residents and visitors with a safe yet out of the ordinary oasis like life in the proud City of Tempe. The City of Tempe should reflect yes I want to be here. Those bike lanes are not conducive to what the residents and drivers want. Is it what the government wants which is unrelated to those who pay for it? Bottom Line Opinion: The McClintock bike lanes really need to revert back to CAR lanes to improve the flow of car traffic. I would love to see the opportunities for creative ways to improve the City and offer options of value for McClintock. The Empty bikes lanes with ugly stripes and cones have no value and reflect poorly on the what the City could be doing for its residents.
24. Please use all budgeted money for free Early Childhood Education
25. The current configuration that we have now just sucks. I ride a bicycle occasionally and also drive and the traffic congestion is just ridiculous. I support the proposed changes as listed above or also support the return to the existing configuration.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

26. I am a resident of South Tempe and use McClintock Drive on a daily basis. Tempe has a transportation problem and your solution of reducing traffic lanes to encourage bike riding is not going to solve it. With only two major north south streets to handle all of the automobile traffic it does not make sense to restrict one of them and if a streetcar line is put on Rural Road it will cause even more congestion. As you are aware idling cars waiting in traffic jams are responsible for a great deal of air pollution and by causing traffic jams to occur it increases it. South Tempe near Elliot Road where I live is undergoing tremendous economic expansion on the old Motorola site as well as new firms in the ASU Research Park. This will bring even more cars and more traffic congestion and more lanes not fewer will be needed. I have read that the Orbit bus line has been extended to Elliot Road along Rural Road it would seem the Orbit routes could also go to Elliot Road on McClintock as well. Both Country Club and College Avenue provide freeway overpasses for bikes and pedestrian traffic. Last Thursday it took 45 minutes to go from Thomas Road in Scottsdale to my home of 1960 E Belmont Drive south of Elliot Road at 5:30 in the afternoon. Losing one south bound lane added the extra time and time is precious. In closing, on my daily trips on McClintock Drive I seldom see even one bike rider using the lanes and in the summer when it gets to be 110 there will not be any.
27. No bike lanes or barricades! Allow bikes on the sidewalks. We need the maximum number of lanes for vehicle traffic both north and southbound. The City of Tempe has wasted money on the bike lane project for very few bike riders that use McClintock Drive versus the vast increasing number of vehicle drivers!
28. As a resident, my route to work shifted when McClintock decreased in lanes. For more than 15 years I enjoyed traveling along McClintock dr 5 days a week from the southern to northern boundary 5 days a week. Along that route I would plan daily errands at the stores. I enjoyed staying in the city I love, avoiding freeways and shopping at the local stores. The change in decreased lanes added 15 minutes to my commute just along that segment, making using the freeway a better option. That also meant decreased sales to the several businesses along McClintock drive (nello's, Walgreens, cvs, grocery stores, target, etc), now my shopping has shifted dominantly to Chandler as I exit the freeway. I would support the switch if it showed in the past 18 months that bike riders along these routes increased significantly. If not, it feels like we are hoping for if we will build it they will come. The timing may be wrong. We may need more transition of keeping closer to the university (baseline north?) to attempt such a drastic change in travel modes. The tv industry sank a lot of money into curved Tvs expecting them to be popular yet it never caught on. While I like the idea of people switching from car to bikes, I'm not sure adding bike travel lanes by decreasing vehicle lanes will accomplish the switch- it does accomplish frustration for those that continue to use cars and are forced to have longer commutes and find alternate routes. Or have an established threshold for the change i.e. If riders increase by 15% during the 18 months or there's xx number of daily riders on each segment over that 18 months it's considered a success. I'm not sure how we were measuring if this was successful or if was always meant to stay as built. I'm only adding input because it seems the city wants as much feedback as possible.
29. No need to attend meeting. Council has made it clear they intend to act as amateur traffic planners in order to placate the special interest bicycle lobby. Why waste time? Drain the Tempe council swamp. Elect true independents, not special interest toadies.
30. We need 3 lanes going south + going north. Make the bike lane down Los Feliz or River. Make the bike lane down Los Feliz + River.

### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

31. Traffic counts (your data) shows that this is not wise use of city tax money -- the bike lanes benefit a very few at the expense (money, time, and air pollution) of many. Even as a frequent biker, I cannot justify asking my neighbors to support these alternatives.
32. Please return the regular lanes. There are not enough bicyclists in Tempe/Arizona due to temperature.
33. I live 3 cul de sacs west of McClintock off Carson which is just south of the 60. Since the bicycle lanes have been put in traffic is backed up every morning and every evening. I don't use McClintock during rush hours unless it's an emergency because it's impossible to get onto McClintock during that time. I have lived here almost 20 yrs and I seldom see bikers during the day. If I do most are still riding on the sidewalks on McClintock which is fine because very few people walk on that sidewalk. My question is why not bike lanes on Rural and Mill where most of the cyclers are coming and going from ASU? I would say 90% of the bikers in my neighborhood are headed through the neighborhood to Rural and then north to ASU. I don't remember hearing of a meeting before the bike lanes were put in which is what should have taken place and could've saved the City money beforehand. I haven't spoken to anyone in my neighborhood who has a positive comment on the bike lanes.
34. Very few bikers benefit from the bike lanes, while multitudes of people in cars are inconvenienced by them. Also, the emissions pollution caused by cars sitting in traffic for long periods of time because of the traffic delays that fewer lanes create cannot possibly be offset by a few bicycles.
35. There are plenty of bike means around our areas that don't impede vehicle traffic. For example - lake shore road, college rd., dorsey, country club way, the pedestrian/bike bridges at Cole/Ward Park + the ones by Rural Rd. Plus all the canal paths that have been revamped. Our tax dollars are NOT being spent wisely. Put McClintock Rd back to 6 lanes of traffic as the vehicles are the main use of the roadway + we have the greatest commute time. I do think City of Tempe and Council do accomplish some really great things but stop the bleeding
36. I live very close to where the bike lanes were installed and all they have done was slow down traffic. I hardly see any bikers in these lanes and it was a total waste of money. That's why we built sidewalks so hikers can use that. A road is for driving not biking.
37. Dear Mayor, Council Members and City Officials: We thank you for the opportunity to attend the public meeting and hearing more about the McClintock Drive bicycle path. It was well attended, by a show of hands, largely opposed to the bicycle path idea. Among those noteworthy, and with which we agree were, 1. Why use McClintock and take a lane from one of the busiest streets in Tempe? 2. We drive McClintock every day and often more than once. We seldom see any bicycles - maybe 2 or 3 a week, and then often on the sidewalk. 3. The cost of the street lane changes is awful. Perhaps that \$5 million could be used to benefit the whole city and not just a few bicycle enthusiasts. 4. The pros and cons were discussed at length, and it seemed obvious that those opposed were in the majority. Please keep these items in mind and serve the needs of the city and not just the wishes of select few.
38. Rush hour traffic has become unacceptable and not worth the very few people riding their bikes. You have created a traffic mess and degraded the quality of life in South Tempe...
39. The present bike lanes configuration on along McClintock has probably had a negative impact on the local air quality in the surrounding neighborhoods. Therefore this experiment with bike lanes should be stop. College and Country Club Way with the freeway over passes should be develop as the alternate routes.



## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

40. The current configuration is dangerous. People do not understand it and use the bike lane as a right turn lane for sure between Guadalupe and Elliot and also baseline to Guadalupe where the post are not installed. There is no reason for such a main and heavily used street to have such a wide and overwhelming bike lane for such little bike traffic. The traffic congestion has greatly increased on McClintock. Also, the manner in which the Bike lane is introduced in the North bound lanes as it reduces from 3 to 2 car lanes at the canal between Elliot and Guadalupe is crazy. I see people completely confused and cutting each other off almost constantly. This was a bad decision from the beginning and needs to be reversed.
41. The bike lanes are largely un-used. Most research shows wide spread use of bike lanes requires a solid division between car and bike lanes. This project was done solely for political appearance and for the city to claim it has green initiatives. The reality is we would require thousands of bikers to offset the increased CO2 being emitted into the atmosphere from idling cars (least efficient operating condition) waiting to enter the congested street in the rush hour times. The solution here is to return the street to the original 3 lane configuration in both directions. Throwing another \$5M at this failed project is irresponsible. Restore the 3 lanes in both directions, write/publish the RCCA on the failure so we don't re-learn this lesson again in 15 years and be done.
42. Probably everyone agrees that having a bike lane is nice idea, but I think it's ridiculous that the City of Tempe wasted so much money to take out a lane of traffic each direction in order to create a bike lane. Your statistics make it sound like it's no big deal, but to those of us who are held captive in our sub-divisions during rush hour it's become a nightmare. Ever since the lanes were reduced, trying to turn left (south) out of my sub-division between Southern and US 60 is just about impossible during the morning rush. And I've stopped even going to Fry's during the evening rush at Baseline & McClintock because it's so hard to turn left to come back home. I also have a friend who teaches at McClintock High. She said her commute time doubled coming from Ray and McClintock as soon as the 3rd lane was eliminated between Baseline and Southern. Another complaint I have is that the posts that were installed are an absolute eye-sore. And of course they do absolutely nothing to protect bicyclists from the car traffic. So your studies may have shown that there was a significant reduction in traffic along this area of McClintock drive, but real life shows that the lane reduction has resulted in snarled traffic and longer commute times, which obviously result in higher pollution. I think you have to ask yourself: Is it worth causing problems for tens of thousands of drivers each day during rush hours in order to provide a bike lane that is used by 5-6 people in the morning and 5-6 people in the afternoon? And my personal observation has been that about half of the bicyclists use the sidewalk instead of even using the bike lane. So PLEASE return McClintock Drive to the way it was in 2015. There was a bike lane even then--it just didn't take up a whole lane of traffic.
43. I am an avid cyclist and have biked to work and leisure innumerable times while logging many hundreds of miles in and around the Tempe area. I moved here from Seattle 8 years ago. My opinion is that bike lanes displacing arterial traffic lanes is counterproductive in two ways. The adjacent bike/car travel on 45-60mph arteries is unsafe for cyclists and causes frustrations which I believe contribute to speeding inside of neighborhood areas. My advocacy would be for an increased emphasis on bike travel in interior neighborhood byways, i.e. Lakeshore, Alameda, College, etc. Refocusing bike traffic into those interior neighborhood areas might both ensure more safety/security of cyclists, but also encourage a slower vehicle traffic through the neighborhoods.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

44. Since the bicycle lanes have been created, I have only seen a single bike in the lanes on two occasions. I often drive on McClintock Drive not only as an alternative to the 101 during peak traffic hours but also for general errands throughout the day. These new bike lanes are completely unnecessary. As an automobile driver, I see the bicyclists primarily using the sidewalks. As a walking pedestrian, I also only see bicyclists using the sidewalks. Often they are rude, unfriendly, and discourteous to auto drivers and pedestrians alike. These bike lanes are not being used to the extent that everyone believed. Additionally, the traffic congestion from the reduction in automobile lanes has drastically increased. McClintock Drive has been a major thoroughfare and often acts as an alternative to the 101 during peak traffic hours, along with Dobson Road. Reducing the automobile lanes for unused bicycle lanes has been a terrible decision for traffic congestion. I understand Tempe wants to become a bike friendly city, but it gets unbearable to be outside most years from April until October. Also the usage of the lanes has been vastly overstated. I support returning to the original bicycle lanes because the city and its residents should incur the least amount of costs to return this unused and improperly thought out, narrowing of McClintock Drive.
45. An article by Mayor Mitchell and some council members indicated that the travel time during rush hour increased by 65% while a total of 12 bicycles used the bike lanes. What does the EPA say about these changes that have increased tailpipe emissions by 65% during the rush hour? Surely, we want to reduce emissions and improve air quality, but this change has raised emissions by 65%. We were far better off before we changed vehicle lanes into bike lanes. Even with the new bike lanes, I always use the sidewalk when riding a bike on McClintock. The cars are going at least 30MPH faster than I am going on my bike, so I much prefer the added safety of the sidewalk. I rarely encounter a pedestrian, and the sidewalk is plenty wide enough for both of us when I do. The bike lanes on College Avenue are great because the relatively few cars on that street are going only 10MPH faster than my bike. I would never use the bike lanes on McClintock or any other arterial street because I would fear for my life. The sidewalk is a far better choice on those streets.
46. We need more trees not less. Many bike riders use sidewalk, which I believe is safer.
47. I have never seen anyone using these "bike Lanes" and the traffic is a nightmare. We should allow bikers to use the amply wide sidewalks.
48. Traffic on McClintock has been terrible since the bike lanes were installed. It has doubled my commute time to work and back. Because of the gridlock caused by losing traffic lanes, there is more pollution in the air. Bicyclists would be safer on something other than a major arterial road. Given the number of motorists (tens of thousands a day) vs. bicyclists (20 - 30 per day) it isn't logical to take out lanes of traffic. I rarely see anyone in the bicycle lanes as I am sitting in the traffic gridlock. Half or more of the bicyclists I do see are on the sidewalk anyway. We actually need more traffic lanes, not fewer. I travel northward to work in the morning going to Scottsdale from the Southern area. I leave the house around 6:15AM and have done so for over 13 years. The traffic has increased drastically. I used to be one of the few cars on the road at that time of day. Now, there is almost always two full lanes of traffic headed north. We need more lanes. At least, restore McClintock to its former configuration.
49. My heaviest rush-hour commute is getting south into and north out of Tempe. The decreased car lanes increased my commute time (and presumably the pollution from cars just sitting on McClintock), and I never see bikes in the lanes during rush hour. It is a waste of space to have large bike lanes. Also, we have limited routes out of the city.

### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

50. I hate the bike lanes and our household as well as all of our neighbors loathe them. Whoever thought of constructing the bike lane should be reassigned. Why don't you give those bicyclists a pass so they can ride those empty buses. Those \$100,000 per bicyclist could be better spent.
51. According to your data the amount of bike use in these lanes per day does not justify decreasing vehicle lanes & using up sidewalk space. Please use that money to repair pot holes, maintain clear road signage, & provide sound barriers on major roadways (McClintock etc). I use McClintock drive daily & rarely see bikes using the lanes. Most of the time I see them using the sidewalks, which I think are safer. Why can't sidewalks be shared by Peds & bikes as long as they are aware & respectable.
52. You are inconveniencing [unreadable] [unreadable] and traffic backup to give an infinitesimal community 100% of their desires. They are not expected to ride on right side, be alert and slow down for pedestrians on driveway, etc, so they didn't want to mention the ratio of # cars to bikes which must be about 10000 to 1. This is absurd. As a bicyclist and car driver I go on sidewalk when biking if possible with curb as natural barrier. There are few pedestrians and we are required to yield to them. Restore the car lanes and widen sidewalks a little if necessary (which doesn't include McClintock) If this is typical of your financial sense we need a new city council. PS there was no Q&A as promised. Meeting had 15 minutes left.
53. The city council in their arrogance has ruined McClintock for those of us who on daily basis have to go in and out of side street to McClintock without benefit of 3rd lane. Anyone who would reelect them is not understandable to me.
54. I have lived in the McClintock-Baseline area in Tempe for the past 44+ years. Since the 2015 reconfiguration of McClintock Drive from Broadway to Guadalupe the increased traffic delays for those attempting to enter McClintock from neighborhood streets (no stoplights) has become extremely difficult. It is interesting that for the last two years I have personally witnessed no more than a handful of bicyclists utilizing the newly created bicycle lanes on any given day while the increase of per lane traffic volume due to the elimination of southbound traffic lane, especially between Southern and Baseline, has increased dramatically. During peak hour traffic it is almost impossible to gain access to McClintock from any neighborhood side streets, especially if a left turn is warranted. It seems ridiculous to me and a huge waste of taxpayer money to totally inconvenience a very large amount of automobile traffic in order to accommodate a very small amount of bicycle enthusiast. In addition, with the completion of the new huge apartment complex on Baseline at Lakeshore Drive, it should be anticipated the automobile traffic near McClintock and Baseline should dramatically increase. Therefore I strongly urge the return of McClintock Drive to the pre 2015 configuration with at least the total elimination of the southbound bicycle lane. There is absolutely no need for a two bike lane configuration in this area.
55. In my research I discovered that other cities have chosen to utilize sidewalks for bikes as a solution which is the safest alternative. In AZ, barely are the sidewalks used for pedestrian traffic and are most times empty. It is a city ordinance that is an option that should be considered. As a 30 year resident and since the change pollution is up 18% per the research the city has provided. Bike lanes make the most sense in line with destinations such as ASU and downtown. The alignment of the bike lanes should be in line with those areas. I think more study is needed for the right solution to be considered - in the meantime the least cost is to return to the way it was - under \$500k - then build the plan wanted considering future like autonomous vehicles.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

56. I use McClintock Dr almost daily and rarely see any bicyclists. I see more and more vehicles with increased traffic congestion since the car lane has been removed. Our society, whether you as the council choose to believe it or not, tends to use vehicles. Do students living at ASU and nearby ride bikes, yes, but non students, actual tax paying residents are using cars/trucks etc. You are trying to socially engineer our society towards alternative modes of transportation, light rail, trollies, bikes. However, I can get everywhere quicker in my car than your methods and all your methods have done is increase the time it takes me to get from point A to B because of your expensive Agenda 21 tactics. It would be nice if you actually listened to the fiscally conservatives tax payers instead of spending money on every whim you have. Remember where the money comes from, your friends and neighbors. I believe you are not even listening and already have made up your minds since the data does not support your conclusions. Since everywhere I go I see more and more apartments and condos being built, it is obvious that you are trying to plan for a denser population and are assuming they will all want some sort of public transportation. Maybe you should not have approved all this new housing and it could have saved us a lot of money. BTW how come your data does not reflect bicycle counts only cars?
57. By removing the bike lanes, which are empty most of the time traffic will flow better. We are lucky as we live close to the 101 and can get on it and drive south to Chandler and shop. Chandler has easier traffic flow and a lower sales tax. We rarely visit downtown Tempe or any place north of Southern ave do to the traffic restrictions. Go back to standard bike lanes everywhere in the City.
58. I absolutely do not want the city to spend my taxes to the tune of millions of dollars on reconfiguring McClintock Dr. Why has all this money been spent in the past and now proposed into the future on elaborate bike paths when an extremely small minority (per your own studies) actually use them? I would like to see the most efficient use of the roadway for vehicles. Traffic on McClintock is heavy all day and is getting worse. I travel it every day. I would like to see 3 lanes in each direction with standard no frills bike lanes. No buffered bike lanes, with or without cones and absolutely no separated bike lanes. An article in the recent Warner Wrangler newspaper talked about a concept of a "walkable" city. Defined as walking, biking to public transportation to destination and then return. Thereby reducing the use of autos and thereby solving the problem. That concept is pure folly. Families will use their cars for errands and personal trips. Businesses will use their vehicles for commerce. The city cannot forbid it. Do us all a favor. Stop spending/wasting our tax dollars. They were precious to me when they left my pocket. They should be just as precious to you while deciding to spend them.
59. Traffic flow of vehicles is far more important that bicycle traffic is the month of march, I have seen only two bicycles using the bike lanes based on my professional engineering expertise, I would eliminate the bike lanes and return to the 2015 traffic configuration. According to ARS 28-812-817, bicycles are NOT allowed to ride on sidewalks, not allowed to ride crossing crosswalks and not allowed to ride opposing traffic. CHECK YOUR TRAFFIC LAWS
60. Pros of the existing lanes between Southern and Baseline...1. Safety for bicyclists 2. Making right hand turns more safe from dangers of being rear ended. Cons of the existing lanes between Southern and Baseline...1. High vehicle volume and congestion increases traffic accident potential 2. Unusually time consuming trying to enter onto McClintock from neighborhood streets as well as when exiting shopping areas such as Fry's and Target. 3. Slower traffic and longer idling causes more pollution both air and noise pollution. I am in favor of restoring the 3 lanes north and south bound. Thank you

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

61. I have been submitting observation data for over a year. My observations are usually from the US 60 south to Baseline. I've done morning, evening and weekend data gathering and what the data shows is bike traffic is minimal in the bike lanes. When bikes are observed, most chose the sidewalk. When asked why the sidewalk ALL say for the safety. Traffic has increased over the last 12 months as I now see during evening rush, traffic stopped back to Southern and on the Eastbound US 60 off ramp traffic backed up on the main freeway. The ratio of car to bike is probably close to 2000 cars to 1 bike. With population density soon to increase once the new condo project at the Lake Shopping center is done, traffic congestion will increase. We need the main roads south of the US 60 to support the majority of the users, not remove lanes and create hazards for all. I understand from attending several Tempe city Council meetings that ADOT has not made comment on the McClintock alignment. I contacted ADOT and was sent ADOT "Intermodal Transportation Division Policy MGT-02-1 Bicycle Policy". Reading through the document, I see on page 3 of 3, Policy 2, section A, it looks like Tempe made the McClintock lane reductions before a complete traffic study was done. If so, this is in conflict with ADOT policy, and therefore the lanes should be returned to the 2015 alignment.
62. The current situation must be fixed. My first choice is to return to the original configuration and bikers already have dedicated space and US 60 and canal overpasses on College and Country Club Way. The new lanes on McClintock are redundant to those bike paths and rarely used. If the City refuses to consider this common sense and low cost approach, I would support the next least-expensive option as proposed in the presentation.
63. What consideration are you giving to traffic growth per your website the traffic counts increased 20.88 in 2 years between Warner and Elliot. The traffic is equal north and south bound so you are not fixing the problem going north. 2. Your numbers include maintenance and that isn't disclosed (micro sealing) in your presentation - cope creep. 3. What are you doing about the increase in diversity of office and multihousing apartments.
64. I believe we are catering to the minority at the expense of the majority. With the addition of the bike lanes on McClintock in 2015 there is now more congestion all along the road, it is difficult to exit my neighborhood onto McClintock (North or South) most times of the day and has created a lot more pollution (both air and noise) that can be attributed to the long lines of idling cars. On the occasions that I ride my bicycle, I am perfectly happy using the sidewalks and not the roadway. I also am NOT in favor of the use of my tax dollars for this purpose. The \$5.07 Million proposed cost would be better spent on road repairs in Tempe. Our roads have become dreadful due to deferred maintenance. Potholes and rough roads have taken over the city.
65. Organizationally - breakout groups - could not hear each other. Need separate rooms (for more quiet). We have a vote - city council can be changed. Too much traffic congestion, pollution. Back to the way it was cheaper - bike lanes/no buffers - no shared lanes, no sharrows. Bus pullouts – needed. Bicycle to car proportion - use bike column. Just do bike lanes with single stripe.
66. I travel on McClintock Dr. multiple times each day. I rarely ever see cyclists on McClintock Dr., especially where the candlesticks are currently located. Traffic back-ups are more prevalent since the travel lane was removed. Remove the candlesticks and return McClintock Dr. to its 2015 alignment.
67. My experience has been that the bike lanes between Southern and Guadalupe are rarely used. I believe the roadway would be better used if returned to three lanes of traffic. The traffic is very heavy on McClintock and makes it difficult to enter onto McClintock from the side streets.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

68. My feedback on the process: It was a waste of my time. What is the goal of the meetings? Is this considered getting feedback from the residents of Tempe? The percentage of the population reached is very low. Do the folks who were giving the feedback live in Tempe (no one asked for ID)? There is no process identified to effectively notify residents of the meetings or the online survey (put a card in the water bills with the online and meeting information). Data about “the many studies showing riding a bike on the sidewalk is more dangerous” was quoted but not presented. The venue was not appropriate to break into groups with nowhere to sit in a circle and talk. Tempe staff stood in the corner at floor level with no microphone surrounded by people who were taller than the staff. It was not possible to hear the conversation or to get noticed from the back of the crowd even with your hand up. Tempe staff rushed to “vote” on things and were leading the group without discussion for the sole purpose of getting consensus. People couldn’t hear what was being said and didn’t vote. People asked questions which were not answered or captured in the notes. Tempe staff admitted there are costs included in the presentation that had nothing to do with restoring the road to prior condition (micro sealing). This should not be in the cost for the project and should be identified in the presentation. What is missing in the analysis? Looking to the future – what will Tempe traffic be in 5 or 10 years? What about addressing the traffic increases northbound (the increases below affect both south and north bound traffic)? What about the traffic generated from new higher density office and apartment developments? How will technology affect the traffic? (automated cars that can be regulated to control traffic, smart cars and smart roads) There is a lack of data presented on how many bikes and cars are on the road – this was eventually put up on the screen (10 – 13 bikes at a cost of \$5M is \$500k per bike!) the traffic data has not been updated though more current data is available. Information about where the money was coming from is not disclosed (there were mentions from Tempe staff that some of the items would be covered in the maintenance budget). The presentations have three-year-old (2014) traffic data which is misleading. There is updated traffic counts from November 2016 which reflect that traffic is no longer decreasing as reported in the presentations on the website and traffic has in fact INCREASED per the data on the City Hall Public Works website as follows: US60 – Baseline 32,755 to 34,354 4.9%. Baseline – Guadalupe 25,208 to 27,614 9.5%. Guadalupe – Elliot 24,510 to 27,722 13.1%. Elliot – Warner 18,577 to 22,447 20.8%. Warner to Ray 18,163 to 21,509 18.4%. The data presented on opinions from prior meetings (and eventually from this meeting) is not vetted or validated as actual residents and should not be used to support a decision. Spend more time considering the future and create an outreach plan to collect opinions from a higher percentage of residents online or in person who will be impacted. Let’s not make another generational decision without current data, due process and consideration of the future.
69. By removing the third traffic lane on McClintock not only has it increased travel time, I've seen a significant increase in angry drivers and people cutting you off and for sure not letting get on to McClintock from the side streets. And forget about getting out of work and going to the grocery store. You can't get out of the parking lot. It's awful. There's also a significant increase in traffic down our streets by people trying to avoid traffic. Well guess they're speeding through our neighborhoods and there's lots of people and children walking to school or whatever. It's not safe at all. I catch them on my home cameras and then give it to the police. It's ridiculous! I'm all for the bikers, but there has to be a better way. Remove the trees along the sidewalks and sell them to the community and the proceeds go back to the city and the bikers get the sidewalks. yay win win :) Thank you for allowing me to voice my frustration.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

70. I purchased my last three new vehicles in Mesa and Chandler. Hopefully they had more common sense than Tempe on how to spend those tax dollars.
71. Such a waste of resources - just return our McClintock to its prior 3 lanes each way. Not all major streets need to be nor should they be for both cars and bikes - I rarely ever see a bike along McClintock - It's not convenient for bikes - but College is, and College has its own bike bridge across the 60. Promote that north/south street. Stop wasting taxpayers money by creating these problems then trying to make us think the Council is doing something FOR the community. Reality is that the Council is CREATING the problems. Perhaps a BETTER council would make more sense and be much cheaper. New elections would solve the problem. You really haven't offered REAL alternatives- just stop! These are so limited as to restrict REAL possibilities on construction of other ideas which make more sense + are practical. Save time and money, return to original. It was fine before - you CREATED a big PROBLEM - now return it. Represent the ENTIRE population - not just a few - College is the bike lane alternative already - Promote it! College Ave is bike friendly already.
72. In today's world of "increased driver distraction" why anyone would risk riding a bike on a main arterial street is beyond me. If you are bound and determined to swim with the alligators, "take the lane".
73. You have wasted countless taxpayer dollars in a ridiculous boondoggle for nonexistent bicycles. There are almost zero bicycles utilizing the multi-million dollar paths. You have created a remarkable and measurable increase in greenhouse gas car emissions. There are no bicyclists that want to inhale these fumes and we residents don't care to breathe them either. I can't sit in my back yard (which borders McClintock) because of the toxic fumes. The traffic has gotten far worse as well, increasing drive times. I will not re-elect anyone that will not revert this road to its prior state. Pull up the foolish candles and repaint the road and admit the mistake. It is the simplest and most economical solution. The use of bicycles are prevalent in the area near ASU. Just have them there, where the bicycles actually are being used.
74. I have lived at the above address since 1985. Even with the addition of Loop 101 the traffic has continued to increase on McClintock. As a result the dirt and dust from the cars exhaust and tires is black as opposed to brown. The only time the dust that collects on my patio is brown now is during the monsoon dust storms. I am not sure that the black dust is all that healthy for our lungs. That is my main concern with even more traffic going back and forth on McClintock Drive.
75. Would like to know what current assessments are on use and traffic patterns.
76. I've sat in my car with a friend to watch how many bikes use the bike lanes on McClintock. It's totally ridiculous that the lanes were ever installed since no one utilizes them. Traffic is always heavy on McClintock, especially in the morning and evening during rush hour. Why money was ever spent on this project is beyond me.
77. I would be hard pressed to believe the volume of bike traffic supported the initial changes let alone pouring more money into attempting to correct the problems that created
78. Even when there are joke lanes, cyclists still use the sidewalks. I prefer the city expands the sidewalks vs affecting traffic.
79. Since there is now a proposal to reconfigure Country Club Way, located only 0.5 miles east of McClintock, to provide safe bicycle travel from Warner northward, McClintock won't need to be configured for bicycle lanes. Please don't waste \$5 million on this boondoggle; just put it back the way it was.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

80. Make bike lanes down not so busy streets. I hate what you did to McClintock. I never see bikers anyhow
81. The process that put these bike lanes in place and the necessity now to find a way to fix it or get out of it has not been well thought through. I don't feel the City of Tempe has been a good steward of the resident's money in this situation. One thing I have learned both at work and in my personal life is that many proposals and projects gain support if they sound good on paper, but often go unused once implemented. For example, my work offers a gym. Everyone likes the gym, think it's good to have the gym and tell their friends there's a gym. The number of individuals who actually use it in proportion to the total employee population is quite low, around 5%. If we were to remove the gym there would probably be an outcry from users and non-users alike, but in the end not many would miss it. It's simply nice to know it's there. Another example happens daily. A child asks a parent for a specific item, they can't live without it and all of their friends have it. They get it and tell all of their friends they have it too. Very quickly, the glamour wears off and the item is unused or discarded. It's nice to have, but goes unused. I would venture to guess that many of the individuals who support this bike lane don't use it. It's nice to have, but the majority of the time it goes unused. So you have a very expensive, inconvenient product that a small majority uses. I have one thought contrary to this - I think the bike lanes get more use close to the ASU campus. However, most of those bike riders are students and don't pay taxes, so that's the other side of the coin. And I'm pretty sure that not many are riding bikes from Elliot Road up to University in a bike lane. I'm guessing I can speak for many of the individuals who are on the road and are frustrated. We feel like second class citizens. We battle turning left from any street without a light during rush hour. We sit in the car, wasting our gas, and have extra time added to our day. We maneuver, unsafely, at times to enter and exit the roadway. We see that empty space next to us and are resentful. I can't speak for everyone on this for sure but I can tell you what I've seen firsthand - I've traveled from Elliot to the freeway on McClintock for 16 years both ways during rush hour, and it's never been this jammed. I travel this same way back and forth on weekends to go to Target or the grocery store and again, few bikers present. I have seen cars stacked up bumper to bumper slowly making their way up and down this street. I can also tell you what I have not seen - I have not seen the bike lanes jammed up wheel to wheel during rush hour or on the weekend. The greater number of occupants on the roads are cars, trucks and buses, not bikes. Of the bikes I have seen, many are on the sidewalks for obvious safety reasons. I cannot imagine a mom or dad riding down those bike lanes towing a child behind them at any time of the day. That is definitely unsafe. Possibly we can think about ways to change the laws about biking on sidewalks and come up with alternatives. My husband and I bike and walk all of the time, but never on the street even with bike lanes. Possibly it would be cheaper to add a bike lane to a sidewalk and make it legal to ride on it. Many places intermingle bikers and walkers with no problems - example in point is the ASU Research Park. In 16 years of using the paths around the lakes, I haven't seen one biker/pedestrian collision. Tempe officials, please be good stewards of our tax dollars. Restore the roads to match the needs of the majority - 95% of drivers vs. 5% of bike riders or somewhere thereabouts. Thank you for listening, please see reason in this matter.
82. You really need to think these changes thru. Adding the bike lane and reducing the lanes from 3 to 2 did nothing but cause rush hour to be a mess. Of all the times I drive McClintock Dr. I think I have only seen someone using the bike lane twice. And now you want to redo the whole thing. What a waste of OUR money. Just try using some common sense when planning these things.



### **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

83. Years ago, the half-day kindergarten program was eliminated from my neighborhood elementary school. When I questioned the decision, I was told that my objections didn't matter because of numbers. There simply weren't enough people interested in the program to keep it around any longer. Your own data, as well as the observations of tens of thousands of drivers that travel McClintock each day, should tell you that there just aren't enough people interested in using the bike lanes on McClintock to keep them around any longer. Please don't spend \$5 million to modify McClintock for a few belligerent bicyclists. (They may turn up at public meetings, but the numbers show that they aren't using the bike lanes, buffered or not.) I urge you to put back the traffic lane by simply restriping McClintock.
84. This concept was a terrible idea for the residents of Tempe. I very, very seldom see people on this bike path. This area is so busy and traffic moves so fast. I think it's a BAD accident waiting to happen. Were the residents ever asked their thoughts. Please change it back to the way it was. Also, we need a turning arrow light at Lakeshore & Elliot
85. The buffered bike lane configuration between the US60 and the Western Canal has caused constant traffic backup, especially in the section between the highway and Baseline. The current configuration is confusing to drivers, and many simply use the bike lane as another traffic lane. The few bikers that travel in this area seem to prefer using the sidewalk, as drivers are so unpredictable. The lane configuration at the South West corner of McClintock and Guadalupe is an accident waiting to happen, with a "bus" lane, bike lane, turn lane and traffic arranged in a confusing mishmash which is mostly ignored. I support returning to the previous configuration.
86. This is way too much to be spending on an average of 12 cyclists. There is no guarantee (based on evidence produced) that the proposed scenario will alleviate the traffic situation. Insufficient planning and analysis went into what we have today and we have not been presented with any evidence that a more sufficient analysis has been performed. All we've been presented is "this solution returns a traffic lane and keeps bicycle lanes". Twelve cyclists is not justification for the level of mayhem and cost being inflicted on a major arterial thoroughfare, or the citizens and businesses that use it. Complete the Bike-It routes and improve (where necessary) non-arterial north-south routes on streets like Lakeshore, Terrace, College, Mill, Hardy, etc. for the cyclists.
87. I support bicycles but there is too much traffic, especially during rush hour, on McClintock to justify eliminating an automobile traffic lane in lieu of a bike lane. I support riding bikes on the sidewalk for the safety of the cyclist. Cyclists and walkers can courteously share the sidewalk.
88. But using the space taken up by the 8 ft. plus sidewalks and ground area to create sidewalks and bike lanes.
89. I live near Alameda and travel McClintock to Guadalupe 4 times a day 5 days a week, there is no bike use to speak of. Stop wasting our money! The consensus building was a joke
90. Do not add the dragons teeth like was done on 5th street west of the union pacific railroad. OUCH. This group should be aware of the immortal thought process of skateboarders. Reconfigure College Ave the traffic island chicanes are a huge danger to my property. Bicycle riders share the same immortal drive that skateboarders reconfigure College Ave Oh yes, remember those wonderful orange trees on Broadway? They are no more just a cinderblock wall with lime green paint and orange polka dots.
91. Very little bike traffic and those that are using it are in danger! Restore it back to 3 lane auto not 2 auto/1bike. Can't we somehow allow the few bicyclists who use this route restricted access to the sidewalk? Thank you. Love this area!

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

92. I realize that the bicycle traffic is supposed to use the roadway, however, the sidewalks along McClintock (at least between Southern and Baseline) are plenty wide enough for them to safely share with pedestrian traffic and that's why I prefer returning to the 2015 configuration. Alternatively, I would think that 3 lanes in the direction TO the 60 (south from Southern & north from Baseline) and two lanes on the opposite would make more sense, as a significant amount of the traffic separates and offloads McClintock at the 60. (This may allow for a shared N/S bike lane on one side.) Although I applaud the efforts to increase bicycle riding, it has had very little impact on decreasing the vehicle traffic on McClintock. The accommodations made for the limited bicycle traffic has created significant impacts to the far greater number of residents that are driving along McClintock. I use the Fremont street entrance to the Cole Park neighborhood and ask that you remove the barrier posts and re-stripe to the previous configuration of 3 lanes in each direction.
93. Return the roadway to the original 2015 lane configuration. I travel McClintock drive everyday at 06:00. At the very best, I have seen 4 bikers between Baseline Road and Apache Drive at this time. The cars far outnumber the bikes by the thousands. (I saw the traffic data sheet). Bikers should not be on a major arterial road. They create a safety hazard for other drivers and for themselves. Bikers and bike lanes need to be on secondary roads for auto safety and for biker safety. The current lane assignments create the greatest safety hazard. The current lane striping or assignments do not meet the overall needs of the general population. Everyday Drivers going to work far outnumber the bikers by thousands to one. The current lane striping or assignments does not make sense. How can you reduce lanes for the automobiles and add bike lanes when the automobiles far outnumber the bikes? See the data for yourselves. If you don't believe me, get out of bed and travel McClintock Drive between 07:00 and 08:00. You'll see what I'm talking about. Any reasonable person traveling at this time will see the bike lanes do not make sense. On a cost viewpoint only using the estimates above, restriping would cost \$500,000 and the proposal to widen the streets would cost \$5,000,000. A no brainer. Restripe and save the Tempe taxpayer approximately \$4,500,000. Anyway, where is the funding of \$5,000,000 coming from? How are the Tempe residents going to pay for this? What initiative does our local councilman support. Let's get him on the record for what he supports. For once, let's do what makes sense and best of the overall, working population, local traffic, and safety. Return the roadway to the original 2015 lane configuration. If anything, place the above initiative on the next ballot. Do what the overall population and the public want. Let the voters of the City of Tempe, the people decide.
94. My Daughter lives off McClintock and Baseline. I visit her at least 2 times a week and since the bike lane has been added I have noticed very few riders in the bike lane--they are still riding on the sidewalks. I have mentioned this to my daughter and now I understand the city wants to spend a lot more money to correct the problem. I feel this is not something that needs taxpayers money spent on. And how long will it take to change the entire road and sidewalks????? Change it back to the way it was before. Thank you
95. I've lived at this address for over 22 years, and I'm very sad all of this has happened. Why on earth did you guys use Price Road!! I live 1 block off McClintock. I am opposed to the cost and to added construction of the road. More congestion - more pollution - more anger of the residents. I'm opposed to any added construction on McClintock. Why not add more candlesticks and maybe use colored paint to designate areas for the bikes. I've seen people drive in the bike lanes. People need education. Please please please put it back to the way it was. If it aint broke, why fix it.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

96. The roadway configuration for McClintock should be returned to its original configuration with NO bike lanes. I cannot believe that City staff is advocating spending another \$5.07 MILLION in taxpayer money on this folly of an idea to have bicycle lanes on one of only four major north/south arterial streets in Tempe. First, City Council should reprimand staff for the taxpayer money already wasted on this idea and should only grant enough budget for the roadway configuration to be returned to its original state so no additional taxpayer money is wasted on this folly. And it does not matter if this money comes from Tempe's coffers or any other government entities. Any money spent is the taxpayer's money, not City staff's to use to cover up their blunders. As an example, a member of staff responded to a question at the Saturday, March 25 meeting regarding who would pay for additional improvements with the answer "The Federal Government". Who pays that money to the Federal Government? We, the taxpayers, pay that money. It would appear that City staff is quick to spend our money on shiny, new improvements without regard to the cost. Second, Council should halt all future bicycle lane improvements until a comprehensive review of the improvements can be accomplished by both Council and an independent commission (not the Transportation Commission) with the meetings held at dates/times that will allow for public input (and yes, that means Saturdays and evenings). This independent commission should have members of the Council, the bicycle community in Tempe, and interested residents who live, own homes, and pay property taxes in Tempe. As a part of this review, Council should direct staff to be examining the use of the collector roads (the 1/2 mile roads) as the main bicycle thoroughfares in Tempe. The reasons for this are 1) traffic volume is substantially lower which puts the bicyclists on a safer road while not impacting the major arterial streets, and 2) most of the collector streets already have sufficient pavement width to allow the installation of bicycle paths. The installation of these bicycle lanes has sharply divided the City of Tempe. A solution exists to this problem. I hope the City Council is strong enough to enact the necessary solution.
97. Spend \$500k to repaint back to original configuration. Budget a proper analysis and make changes only if bike traffic warrants. Focus bikes to use bike-it path/route and keep them off arterial streets. This meeting did not provide adequate information to help decision-making. We need to limit growth to help ease traffic. What are cost breakdowns for each component: traffic lane, bike lane, buffers, sidewalks, etc.
98. The bike lanes are rarely used. The loss of one lane in each direction was shortsighted. The amount of taxpayer money wasted on this project is not justified by the use of the bike lanes and increased traffic congestion. McClintock is a major street that is not suitable for bike lanes.
99. The city council has turned McClintock dr into a traffic nightmare. I support creating more bike routes on streets similar to the college set bike route. Dorsey, country club way and price Rd a good alternative routes. Since the bike lane and candle sticks showed up on McClintock, I have seen 1 bike rider on the bike lanes. You cannot justify spending 5 million dollars of tax payer money to create a traffic bottle neck for the majority of Tempe citizens for a handful of bike riders.
100. If we don't return to the original configuration then I would vote for the alternative depicted on the front of this sheet with a 3rd northbound lane where possible
101. The number of bike riders don't justify having the bike lanes let alone spending 5 million dollars.
102. Why spend 5 million dollars for a system that has minimal usage? The current configuration is vastly underutilized with no expectation of improved usage.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

103. At the meeting at McClintock HS on March 28, the question was asked about how many bike riders had been observed on McClintock Drive by city data collectors. Only after the crowd got ugly about it did the presenters very reluctantly put up a slide that showed only about 5 per hour during the times observed. What they didn't show was that, my guess, about 500 cars per hour drove past the same observation point. So, following that logic (plus my own personal observation of even fewer bikes using the bike lane), we are seriously inconveniencing 99% of transistors for the benefit of 1%. Not to mention the cost to the taxpayers of inconveniencing those automobile drivers. Not to mention the potential for more automobile accidents caused by raised tensions among drivers who are experiencing traffic issues. It is my opinion that none of the alternatives proposed are good ideas. Your staff was asking the wrong question, for the most part, because the response of returning the street configuration to its former design, without bike lanes was only available as a footnote, and the presentation almost totally assumed that having bike lanes was sacrosanct. Never mind the cost, your staff posture was that we must have bike lanes for the 1% at any cost. Even the alternatives offering to return the number of lanes AND have bike paths is a bad idea, because it not only costs millions of dollars, but also decreases safety for drivers by narrowing lanes. Meetings like these, and special elections, tend to draw activists far out of proportion to the general electorate and citizenry. Burying projects in Transportation Initiatives is a classic trick of activists who want to get their pet project carried along with more sensible projects, when their pet project would fail to achieve approval on its own. I note that the statistic shown on the slide for approval/non-approval of bike lanes that showed 60% approval was from a sample size of only about 750 people. That is less than one half of one percent of Tempe residents. Back to the point about how questions are asked, and who responds to questionnaires. In a private side conversation with a lady who is a Council Member (sorry, I didn't catch her name), she emotionally brought up a person who had been severely injured while riding her bicycle when there were no bike lanes. The Council Member didn't describe any details of the incident, but, pardon me for being skeptical, I have no way of knowing that the accident victim was exercising reasonable precautions while riding, nor if a bike path would have made any difference. Of course, I'm sorry that any accident happens, and this victim has my sympathy, but that doesn't mean that we need to live in a bubble or a rubber room. Years ago, a student had an accident on the diving board at McClintock HS's pool. The response of authorities? You guessed it, they took away all the diving boards. The moral of the story is that you cannot prevent all accidents, and you shouldn't try by running the cost and inconvenience for the vast majority (the 99%) off the charts. Of course, you could narrow McClintock Drive to one lane in each direction, plant many more trees, and have double bike lanes in each direction (a passing lane for faster bicyclers), which would cause general congestion of traffic not only on McClintock Drive, but also on alternative routes like Rural Road, but now I'm being silly ... or am I? After all, the wants of the 1% must be met, no matter what the cost.

104. During the total time the present configuration has been in place, I have seen about 3 bicyclists using the bike lanes on McClintock between Broadway and Baseline. The high school students mostly walk, drive cars or take the Orbit or city bus. Another waste of our taxpayer money.

105. Coming to this meeting today was the first time in several months that I saw a bicyclist on McClintock. I drive up and down McClintock constantly and I don't see any bikes.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

106. Stripe a bike lane on the sidewalk. Plenty of sidewalk space between southern and baseline. Use the sidewalk overpass at US60. Use the protected sidewalk - Broadway to Apache dip. There is not enough bike traffic in this area to warrant the cost of these scenarios. I was in the red discussion group. It was hard to hear + poorly run. The person leading the group was more interested in her own experiences. All of the scenarios are way too much money to spend for the small number of bikers. I have seen. Ride on the sidewalk. The roads were built for CARS!!! Why are we spending money to accommodate so few?! I have lived here for over 30 years. This bike lane stuff and the candlesticks has pissed me off!!!
107. I travel at least four or more times a week on McClintock Dr. to get to work. It used to be a great way to travel with nice wide lanes. After the bike lanes were put in, the lanes are now so narrow. I rarely see anyone in the bike lanes and adding those posts is not only unnecessary and unattractive, it is dangerous. If I had to swerve to avoid another vehicle (which I have to do frequently on McClintock because of how other drivers drive), I would have no avenue of escape because my choice would be to get hit by another vehicle or run into those dang posts! Either way, my vehicle is going to be damaged and I will potentially be injured. I don't know why half (or all) of the sidewalks were not removed to make the bike lane or just change the City charter to allow bike riders to use the sidewalks. Again, I rarely see people walking on those sidewalks. The costs for the above scenarios are ridiculous in this day and age when people are struggling to survive with daily living needs.
108. I use McClintock Road from Broadway to Elliot both ways almost daily. I am frustrated that a driving lane was taken out to put a bicycle lane due to the fact that I rarely see bicyclist in the bike lane. And even with the bike lane I have seen bicyclist using the sidewalk. If there were more bicyclists using the bike lanes I would not be as annoyed. In the time the bike lanes were installed I have seen less than 20 bicyclist using he lanes. That is very frustrating. Best and cheapest option - restore it to the way it was with no bike lanes. What a waste of money to create the bike lanes and then install and maintain the candlesticks and etc.
109. the traffic on McClintock and neighboring streets is awful since the bike paths have been put in ---- traffic is backed up for ever --- I have only seen a couple of riders on McClintock in the bike lane. I can see the use better by ASU, but where I live just a mess.
110. This bike lane configuration has got to be the worst way Tempe has spent our money in a very long time. It has made McClintock a major hazard now for everyone! It's almost impossible to make a left hand turn onto McClintock now from La Jolla with an elementary school right smack in the middle of that neighborhood adds to the problem of parents dropping and picking kids up. My husband's commute time increased significantly coming home on McClintock from Curry Rd all the way to Southern! I wish we were notified of this whole change in the first place cause trust me not to many are fond of this new bike lanes that I lol never or rarely see a bicyclist using in the first place! Just wait until the first major car accident and law suit to follow when someone gets seriously hurt making a left onto McClintock is like taking your life into your own hands!
111. The current lane configuration, particularly between Guadalupe and the US60 causes too much congestion and added travel time. I'd like to see 3 lanes of travel both northbound and southbound in that area. At the very least, it should return to the configuration prior to the changes that were made. I don't think a bike lane is necessary as I rarely see bike travel on that road, certainly not enough to warrant eliminating lanes and causing vehicle congestion.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

112. 1# Apache to Broadway - option no bike lane
113. I am extremely disappointed with the City of Tempe Government. The residents keep being told that the change was made pursuant to a vote no one with whom I have spoken with remembers such a vote. This mess up has been extremely costly - both in time and in dollars. Please restore McClintock to how it was. Moving the NB lanes to 2 from Warner all the way up makes no sense. Please fire your current traffic engineers and replace them with more experienced urban traffic engineers!
114. Your initial striping was done without fully getting out the information (as verified by a member during the Mar 28 meeting at McClintock High). I believe that this was intentional, do deprive traffic flow grossly, then claim you are listening by putting some traffic flow back. If you would have offered up your recommended proposed solution initially, people would have complained. By going way overboard, then cutting back, you appease the public in that you are trying to help and still getting what you want. I also believe you did it to get some additional funding by claiming Tempe is bike friendly. If so, you should use those dollars to make the traffic lanes proper. The data for traffic is also appears to be skewed because of your desires. Unfortunately, statistics can be used to show almost anything someone is interested in proving, if they don't show ALL the data. In providing the 3-lanes of traffic, consider a 4ft bike lane from the curb (which allows 1ft for the concrete next to the asphalt). Many bikers stated at the Mar28 meeting that all they need was a 3ft lane. Traffic lanes should be 10feet only or less (9.5feet), including the turn lanes. This will provide some of the space needed to re-strip. This is not an interstate highway; lanes do not need to be 11ft or 12ft. Average vehicles are only 6 ft wide. This still gives plenty of room between vehicles. Whatever you do, it should be consistent. And it should maintain 3 lanes of traffic both directions everywhere where except northbound under the railroad bridge between Broadway and Apache.). You also failed miserably in the Grigio apartments at Apache/McClintock by letting the build to close to the road. With the light rail pedestrian traffic, there should have been a right turn lane from McClintock to Apache. That is a huge bottle neck of traffic because traffic has to wait for pedestrians to cross Apache from the light rail. You should consider a longer left turn bay onto Apache, and provide a right turn lane, along with the 2 northbound traffic lanes. I will support 4ft bike lanes north and southbound, three 10ft wide lanes southbound the entire route, three 10ft wide lanes northbound from Elliot up to Broadway (then 2 because of the train bridge). Or possibly, the 2 lane north can start at Del Rio at McClintock High (like it did previously). Figure out a way to do that. If you really want it done right, spend the money, including those funds from the govt for having bike friendly streets. Otherwise, spend the minimum to stripe it back, and consider another way to make things bike friendly.
115. As much as I support the objective of making Tempe a bike friendly city, I believe the McClintock bike lane "experiment" as currently configured has had too many unintended negative effects on the overall traffic pattern. Eliminating the travel lanes has caused severe congestion and pollution during rush hour traffic. The traffic pattern for cars is confusing for many drivers, causing delays and danger when cars are crossing the bike path to turn right on crossroads or shopping. The bike traffic on this route is minimal, and many bikers still ride on the sidewalk in spite of the new wide bike paths. Let's return the street to original configuration at minimal cost for the City and go back to the drawing board to develop a better overall plan for how and where to develop a safe travel path through Tempe for bikers. The McClintock experiment was well intended but has failed. Let's start over.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

116. I live right off of McClintock and rarely see bikers using the bike lanes. I see the most bikers commuting on Hardy. Also, the traffic congestion is an issue. McClintock is always backed up. I'm all for having designated bike lanes but having them on McClintock is not the answer.
117. I don't have so much a problem a bike lanes my problem is going to work off of Fremont either way you turn onto McClintock it is backed up in the morning hours. I don't understand why this was done in the first place given the fact that it's so close to the 60 on ramps. I think if you were going to put bike lanes in you could have stopped it at Minton. I don't understand why bicyclist can't ride on the wide sidewalks anyways there is not that much foot traffic there they would be much safer and the streets would not have to be smaller to accommodate.
118. A huge amount of money was wasted to make the change, especially with the addition of the silly, distracting, confusing addition of 'sticks' for separation. It has made traffic on McClintock incredibly bad and dangerous. Few people use those bike lanes and double sidewalks would be cheaper and safer for bikers. Stripe the sidewalks or separate the pedestrian/bike sidewalk with the silly sticks if you must or just separate the bike/walk lanes with a small strip of something else. Bike/pedestrian crashes are far, far less dangerous than car crashes or car/bike crashes. I bike all the time but will not use the lanes on McClintock. I cross at lights, on foot, and use the sidewalks and have never had a problem except occasionally with the mobs of students leaving McClintock High headed for the bus stops and the eateries.
119. Need 3 lanes both directions (all those going south in the AM, go north in the PM) Do something to stop people from using Dorsey as an alternative. The option that allows bikes in car lanes is, in reality, not eliminating bike lanes, but making them more impactful. I support plan 4 under Del Rio to Baseline except extent it to Broadway
120. I must have missed the initial initiative vote? It should have failed miserably without my no vote. Who's bad idea was this so I won't vote for them in the future? Disastrous congestion is the result of this. When do duck lanes go in? Please call me back with answers
121. I believe the traffic lanes should be returned to the 'original' scenario. There are not enough bike riders to substantiate re-doing.
122. Apache to Del Rio: Southbound 3 lanes, Northbound 2 lanes. 4' bike lanes, no buffers. Del Rio to Elliott: Northbound and Southbound restored to 3 lanes. 4' bike lanes, no buffers. I am for bike lanes, but not at the expense of losing 3 lanes used for vehicles. I believe you can accommodate both. From Del Rio to Elliott there are so many businesses/driveways that people need access to. By narrowing the roads you have made it very difficult for people to get in and out. (which has caused more accidents). Plus doubled commute times. Talking to the bicycle riders at the meeting, they said they would be happy with standard 4' bike lane. I am in favor of taking out some plants/light poles, moving sidewalks back to accommodate 3 lanes of traffic both directions and a standard bike lane with no buffers.
123. There are safer routes north/south - country club way and price road. There are cars that think the bike lane is a right turn lane into the Frys. Not enough "bikes" painted on bike lanes. So many "candlesticks" wiped out proves how unsafe it is to bike on an arterial street. Sharrows are insane - car speeds are 40mph and higher versus bikes. The buffers give a false sense of security.
124. I have read and, with an open mind, studied all alternatives. I support returning the roadway to the 2015 configuration. No bike lanes, bumper lanes, etc. Thank you for allowing me to express my opinion via this survey.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

125. Bike lanes are not as safe as everyone tries to make us believe. They are not used enough to warrant removing a lane for traffic. Move the bike lanes to less traveled roads and put the traffic lane back.
126. We are getting high density housing on Baseline and Lakeshore and don't need this mess to bog down the driving more. We live between Baseline and Guadalupe and still see very few bikers and, if we do, most of them still ride on the sidewalk. We like the trees and what they give to the community. The number of bikers who use the bike lanes here are so minimal and it is outrageous what the cost is. When is the city going to listen to the residents?? We are tired of our taxes continuing to rise year after year for nonsense like this! 2 million for the mile near us and over 5 million for the total project for a few bikers!!!!
127. The only solution that is going to help relieve the congestion in our neighborhood is put all the lanes back. During rush hour it is impossible to get out on McClintock due to the volume of traffic
128. I have lived here for 2.5 years. Since the construction of the bike lanes I have noticed a dramatic increase in traffic on McClintock, yet very few bikers actually utilize the lanes. I don't think the benefits for bikers outweigh the detriments for drivers.
129. Not enough Bikes use the lanes Its CRAZY.
130. Just because you put bike lanes in doesn't mean people use them, and I think the statistics show that. Spending 5 Million dollars is ridiculous. The bike lanes aren't even catering to minority group of the city, it is a vocal niche group, that doesn't even use what they achieved. Doubling down on the bike lanes with millions of dollars of construction baffles me, especially considering the number of riders is way less than 1% of the Tempe population. I say go back to the way it was. I realize that the bikes have a right to a lane if the bike lane doesn't exist, as far as I am concerned the people on the bikes aren't frequent enough to disrupt traffic by taking a traffic lane. Bike lanes north of the 60 make more sense than putting them south of the 60. The bike community has advocated for the bike lanes but I rarely see them being used. The daily usage wasn't even in triple digits. I've been to multiple meetings regarding this topic and a number of the people that spoke up weren't even Tempe residents. Should their feedback really be taken into account? I'd be for the Bike lanes if they were used consistently. Catering to 100 bikers a day (and that is being generous) doesn't make sense. If people were switching from cars to bikes (their not) and traffic decreased by 25%, then I'd be for them. The bike lanes are essentially just thousands of square feet of unused roadway. FWIW, this whole thing I've had a problem with. The initial survey the bike lanes were based off of had such skewed data, it shouldn't have been taken serious. It said something like the number of bikers was the same as people driving cars. Common sense says that isn't true. I'd link it and cite a source, but it is no longer online. The council was always for the bike lanes and I've always felt my feedback was disregarded. Even at the meeting a couple Saturdays ago, I got angry. Someone asked what the latest data was on the number bike lane users and what is the car to bike ratio. The answer was we know that data but will not divulge it at this time. That answer infuriated me. You are withholding data and facts that could sway my position. Currently my position is to get rid of the bike lanes and go back to the way it was. This doubling down on the bike lanes by doing millions of dollars of construction should not be done.
131. Just remove the candlesticks and put the lanes back how they were. I have seen less than 10 bikes on this stretch since you did this (without public comment), partly because I refuse to leave the house during rush hour because of ridiculous traffic congestion. Stop wasting money.



## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

132. Your study showed 12 bikes vs 25,000, 30,000 cars. This was a huge mistake. Should be no brainer to restore lanes
133. Return to the original use. Nobody is using the bike lanes now!!
134. The bike lanes installed on McClintock were completely unnecessary. Very few cyclists use it. In addition, the candlesticks installed hamper emergency vehicles. People are reluctant to pull aside for emergency vehicles for fear of damaging their own vehicle.

There is a bike route that travels North/South mostly along Country Club Lane from the Western Canal nearly to Broadway Rd. It has a dedicated bridge over the US 60 as well. It is only 1/2 mile west of McClintock. It is far safer for cyclists to travel through residential neighborhoods as opposed to along a major arterial roadway with a speed limit of 40+ MPH and countless drivers going faster than that.

135. Please stop spending out tax dollars on this bike lane program. Restore our street back to its original configuration. Save the trees
136. We live just off of McClintock south of Baseline Rd and have been waiting and hoping that the bike lanes would be successful. Unfortunately, what we have discovered is we have to become aggressive drivers or rely on the kindness of other drivers to allow us to turn onto McClintock during many times of the day because it's impossible to turn onto the roadway. The craziest part of it is, the bike lanes are for the most part, seem to be underutilized, or the bus is stopped in the lane so traffic is backed up. Thankfully drivers are very kind and there hasn't been more accidents. There really isn't any logical explanation to financially or medically hurt 80-90/ of the constituents. There should be some common ground. This clearly is not working.
137. I want it to go back to the original configuration.....the way it is the traffic is so backed up and the bike lanes and marked off lanes are just confusing. Thank you
138. The three major challenges to current bike lanes on McClintock: 1) 2 major north/south streets, 2) corporate and multi-housing growth, and 3) climate. The current plans states it promotes and support interests of cars and bikes, without the common sense of the numbers (possible 10 bikes to 250,000 cars). This seems that bikers are a uniquely small special interest group. The growth of companies and housing in Tempe in recent years has already stretched our limits in transportation. Common sense would indicate we maximize and balance our major and minor streets to accommodate our growth and livability. There are two north/south streets that cross freeway via pedestrian/bike bridge. This provides a means for efficient, easy and safe north/south travel for bikers. I believe this was a consideration in building these bridges to facilitate travel and keep community connected. The reality is we live in the desert with temperatures over 100 for several months of the year that reducing car lanes on major arteries and putting in bike lanes cannot promote and significantly increase bike use as means of transport to work, school and shopping. Tempe has multiple resources for recreational biking but this will not translate into commuting for work, shopping or school in the numbers that support your plan.
139. I suggest the bicyclist use the cat walk over the US60 and north on Country Club Way - This is where I see all the bicyclist merging - not on McClintock. Country Club Way and Cat walk across 60 is less than 1/4 mile east of McClintock. WHY NOT restore McClintock and have bikers use the [unreadable] route established a few years ago. Increase pollution - cars idling longer as traffic is slowed. The bicyclists ARE THEY FROM Tempe? A Chandler and other cities. I do not think Tempe tax payers should be paying to accommodate other city cyclists.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

140.        So the current idea is to spend all that money and get rid of trees. That is not a positive impact for the environment. Wasn't that the initial purpose of the bike lanes? Some people won't or can't bike to work and for errands. Yet we live only about a mile from the 101/60 and we receive a lot of overflow traffic during busy traffic times from that. I can't even make a left turn safely on to McClintock (from Minton) during many parts of the day. However, I have seen the number of accidents at Baseline and McClintock decreased due to this current configuration. So I believe that might need to be addressed for the future plans. There used to be a lot of accidents near the Frys at McClintock and Baseline. I also have concerns for the EMS to be able to get to the 60 quickly with all the current traffic on McClintock so I believe we need to change this somehow.
141.        I am deeply disappointed that the focus of the entire meeting, and all solutions were directed to making things safer and more enjoyable for bikers. The congestion on McClintock is horrible. My short commute to my children's school has more than doubled - from 10-12 minutes each morning to 25-30 minutes. To find out you are taking out another northbound lane is infuriating. You say it is because of consistency yet you plan to restore that 3rd lane Del Rio to Baseline, so you WON'T have consistency in number of lanes. Your argument therefore falls flat. I will keep all this in mind when elections come around and since we all have daily reminders of the congestion I'm sure I am not alone. Maricopa County is the 3rd fastest county for growth. The cars are not going away no matter how many bike lanes you add. Loosing trees, increasing traffic and spending 5 million dollars to do it is ridiculous.
142.        I live in the Oasis at McClintock and Elliot and own and operate a business on McClintock just north of University. Prior to the reconfiguration, it took me 12-15 minutes to commute each way. The reconfiguration has added approximately 10-15 minutes to my commute in each direction, depending on the time of day. I strongly believe there should be 3 lanes in BOTH directions. My northbound commute in the morning is terrible. If there is an accident on the 101, it can take me an hour to travel the 5 miles. I don't think any of the alternatives listed completely solve the problems. Here are my thoughts on what should happen: 1 - At the very least, there needs to be a right turn lane at all intersections where there is a traffic light (people routinely use the bike lanes northbound at Bel de Mar as a right turn lane.) The lane that goes away north of the canal should just stay there. This is also needed northbound at Apache after the bus pull out. I have sat through the light at Apache 2-3 times waiting to go straight because the person in front of me was turning right and the pedestrian traffic at the light rail station causes them to wait. 2 - 3 lanes in both directions from the 202 to Elliot. Traffic from University to the 202 (by Tempe Marketplace) is also ridiculous.) 3. - Take the space needed for bike lanes from the sidewalk. We don't need 8 feet of sidewalk on each side. I know we're trying to make Tempe a walk-able city, but there just aren't that many people walking. 4 - Consider protecting the bike lanes with something other than the plastic "candlesticks" that people run over. I would like to see a curb separating the traffic lanes from the bike lanes like it is along Hardy.
143.        My family is a daily user of McClintock drive. The amount of bike traffic we have witnessed is minimal at best. The vehicular traffic far out weighs bike traffic. The streets, even with three full vehicle lanes plus a turning lane, is congested throughout the day. Another option for consideration is the implementation of right-turn only lanes along McClintock intersections.
144.        Traffic is real heavy at belle de mar and McClintock In the mornings and late afternoons.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

145. When you ride your bike once a week or once a month, stay on the right go with traffic and this is a non issue. When you affect day to day driving for everyone for your Sunday bike riders it is a complete waste of time. The city's decision to cause traffic to double has pushed the traffic to rural and to mill causing dangerous inter neighborhood traffic and massive traffic delays. Instead of wasting a lane for a few Sunday riders educate them so they know that on their third Sunday of the month bike ride they can share the road and save tons of traffic. The amount of traffic is dangerous, is causing more pollution, and is cost more money to the average city of Tempe resident with the congestion.
146. I belong recreational club that meets here in Tempe every Wednesday at 6:00 P.M. McClintock Dr. is the most direct route for me to travel to the club. Before the bike lanes were installed I could leave at 5:40 PM to get there on time, since the bike lanes have been put in place traffic congestion on McClintock has increased so much that I have to leave at 5:10 PM. Sometimes the congestion is so bad that I have to avoid McClintock altogether and take roads that carry me far out of my way. I also do not see very many cyclists using the new bike lanes, most cyclists I see opt to use the sidewalk instead. I believe the bike lanes are detrimental to Tempe because the horrific traffic that occurs during the week because of them, will deter citizens from other cities from shopping at our businesses and moving to our city.
147. I rarely see bikes using the bike lanes. Almost all use the sidewalk. I want McClintock to return to how it was and you should use that money for the schools.
148. Please return to 3 lanes each direction. The bike lanes are confusing, unsafe, and not used enough to justify the increase to traffic. I bike on McClintock somewhat regularly with my children and do not use the bike lanes due to safety concerns and confusion about rights of way.
149. Return to no bike lanes. 1. Cheaper. 2. less chance of accidents. 3. no destruction of greenery. Please - the number of bikers shown does not justify the cost.
150. A bike lane should be put on College ave which is closer to AAU and not on a major thoroughfare
151. Whatever possessed someone to put bike lanes on a major roadway? We are not Holland. Cities with extreme bike usage have limited cars. Not our scenario. I ride a bike and sharing a street with travelling 45+ mph is the last thing I want to do. (As a car travelling 45+, I don't like sharing the lane.) Also, daily, I make a right turn off of McClintock into Ace parking lot and still have to watch for cars travelling in the bike lane so I can turn. NO bike lane/increased size of bike lane on McClintock!
152. Why do you need bike lanes on a busy street like McClintock anyway? You but in bike lanes and put in those stupid poles for bikers so no cars can pull into those lanes and omit a turning lane for cars in certain area's on McClintock! I think the money could be put to better use than wasting it on bike lanes!!!! That's my opinion....Thank you.
153. If it is necessary to install bike lanes next to the main road, protect it with its own curb or improve the sidewalks for bike travel. Signage also needs significant updating. Something needs to be done in the way of a culture change with vehicle driving where cyclists can feel safe travelling on that road. I wouldn't dare to pull my toddler in a trailer on that bike path as it exists right now.
154. Have them use the 60 over pass + Country Club Way instead of McClintock
155. Traffic is terrible and I never see any bikes. I live just off McClintock and it takes me forever to get anywhere or pull out of my neighborhood. Intersections with stores are so dangerous and hard to make turns from.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

156. The City of Tempe has done a great job attracting new employers to the downtown Tempe area. The major employers include Arizona State University, Salt River Project, Honeywell, Insight, Maricopa County Community College District and the City of Tempe among others. In 2015 State Farm Insurance decided to expand their Phoenix-area workforce from 4,500 to more than 8,000. They moved into a building located at Rural and the Rio Salado. The result of increased employment opportunities in downtown Tempe is an increase in the number of cars traveling into Tempe every day. In addition to increased job opportunities the number of high-density housing developments in Tempe has exploded over the past few years. In 2014 Tempe had 20 multifamily and mixed-use developments under construction including Marina Heights, University House and Hayden Ferry Lakeside III. The San Marquis at Baseline and Rural was completed in 2015 and has 224 units ranging in size from 1 to 3 bedrooms. Lake Country Village is under construction at Baseline and Lakeshore and will have 367 units. Rise on Apache is under construction at Apache and Rural will have 386 units. The increase in high-density developments will increase the number of cars traveling into Tempe further increasing congestion. Decreasing the number of traffic lanes does not mesh with Tempe's growth in high-density housing and employment. Reducing traffic lanes does not solve the problem. It just creates new problems. Traffic significantly increased on Rural when the travel lanes were reduced on McClintock. The money spent on removing traffic lanes on McClintock was a waste. The addition of white sticks to keep cars out of the bike lanes did not help and many of them have been damaged. The safest way to accommodate bikes is to get them off the main arterial streets. There should be more pedestrian/bike bridges like the one near County Club Way and Southern. A network of secondary street connections should be established so pedestrians and bikers can move as quickly and risk free as possible. The bottom line is the traffic in Tempe is going to get worse and not better. Instead of decreasing traffic lanes it is far more important to increase traffic lanes to help reduce congestion and long commute times. Rather than force bikers to ride on main arterial streets they should be given safer travel routes. The combination of restoring the traffic lanes and establishing safer bike lanes will improve everyone's quality of life.

157. I understand that some people use bikes to travel, however having bike traffic traveling on the same road way as auto traffic is just asking for an accident. I see no reason why bikes cannot travel on the sidewalks. I have almost been rear ended numerous times trying to make a safe turn onto Carson to get to my home on Elm Street. Also a few times trying to turn into the Frys parking lot off McClintock. Traffic coming to a stop on the overpass above the 60 and stopped all the way down to Baseline is totally unacceptable. If I need to go north on McClintock trying to make a left turn from Carson is impossible during rush hour traffic. Return the road to its original design and have bikes travel on the sidewalks. I am pretty sure just from my observation traveling McClintock we do not have enough bike traffic to justify separate bike lanes on roads with this much traffic traveling the speeds cars and trucks do. Part of my job is to teach safety classes for a major nationwide trucking company and it scares and sends shiver up my spine seeing this design. Thanks for your time.

158. Rural has always been a nightmare due to low speed limits and too many lights so I used to take McClintock as an alternate route. After the bike lanes were added and lanes taken away now Rural and McClintock are both a nightmare to drive on and traffic is always backed up. Please return this to the original configuration

159. Traffic is TOO Heavy We need 2 Lanes - Both Ways - North & South -

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

160. This has been a nightmare from day 1. Getting into and out of my Optimist park neighborhood, traveling either North or South bound on McClintock is bumper to bumper from 6:20 am to 8:15, and from 4:30 to 6:30. NOBODY uses the bikes lanes!!!!!! What used to take me 7-10 minutes (University to Baseline at 5:30) now takes almost 25 minutes. I have several of pictures of people riding their bikes on the sidewalk! Worst yet is that very rarely do I see anyone even riding their bikes on McClintock, but you know what I do see, almost a mile long traffic line, from light to light in prime time! Go back to the way it was! Before you decided to change things, there was a never a need for a meeting to discuss traffic patterns on McClintock, because there was NO traffic. If anything split the 4' sidewalk in two like you do on Hardy. I take a gallon of paint! Not millions! The candlesticks couldn't be more of an eyesore! Stop creating problems to solve!
161. I travel on McClintock several times a day, on a daily basis. I have never seen any bike riders along the route. The number of people riding bikes is very small compared to the number of vehicles impacted (slowed, stuck in traffic, etc.). The impact to commute times (before vs. after) was at least 10 minutes every trip for me. Multiply that by several thousand on a daily basis, and thousands of hours of wasted time (and therefore money) is one of the worst results of the changes that were made. After all the money and time that was invested in creating these bike lanes, and the absolute failure of any cyclists to show up and use the infrastructure, returning the roadway to the 2015 configuration is the quickest and least expensive solution to our problems. The amount of pollution that has been created and the total amount of time lost to traffic jams in the morning and evening is stupendous. We have created more emissions due to idling cars, thereby more than negating any gains from a few people using the bike lanes. We have reduced productivity because people are stuck in their cars longer. I feel that everyone tries to use this time to talk on their phones or text, only making the situation more dangerous for others. Let's just return to the 2015 configuration and call this a failed experiment, learn from it, and move on.
162. No sharrows. Decreased # of lanes between Southern and McClintock makes it very difficult to turn left out of McClintock Manor neighborhood. City Council under Neil Giuliano already determined McClintock was NOT a safe route for bicyclist. That's why the Country Club Way bridge
163. It appears that the city has done everything possible to make people stay away from the Del Rio to Baseline option by not even making it available on this page. AS I see it, so far the city has wasted a whole bunch of money trying to make the bike lobbyists happy. Whatever happened to bikes being able to ride on the sidewalk? The cost would be nil, the roads could be returned to the way they were, it would be a lot safer for the bike riders, and a lot of people would be a lot happier. I am totally against buffer zones of any kind. I see no reason to have them. A bike rider does not need that much of the roadway, and if they do, they should not be on the roadway where they will not be safe. They need to be on the sidewalks where they don't effect traffic flow and where it is a lot safer for them.
164. standard bike lanes, back 2015 version, no sharrow lanes
165. I use McClintock 2 - 8 x 1 day
166. Please return McClintock to the original configuration. With the ridiculously small number of bicycle riders that are making use of the bike lanes I can't believe any reasonable person would consider wasting millions more of our tax dollars on this project. Please be responsible with our money.

## I support returning the roadway to the 2015 configuration-no bike lanes (continued)

167. Mr. Bessler stated that transit decisions are generational decisions. In fact, the City is witnessing the dawn of a new generation with autonomous vehicles (being tested on Tempe city streets in broad daylight currently sharing our roads) and improved sensing technology that intelligently responds to nearby objects to improve traffic safety. The City's efforts to pull together public input can be applauded. Yet, flaws exist: 1. Funding a consulting firm that did not provide simulations of future expected traffic patterns based on new technology, new business growth or new infill density is short-sighted and not a value. Where are future transit and volume projections in the recommended considerations? What are the long-range plans for capital infrastructure outlay needed in the future before the City commits \$5M to road reconfiguration. 2. Breakout sessions in hastily administered 30-minute group breakouts that purported consensus were facilitated by leading the audience to arbitrary votes and did not really achieve consensus; choices were forced and dialogue was stunted. Several individuals withdrew from the process because voices could not be heard and some spoke more than others. Some left because it was a "waste of time." 3. Data is missing. Bike volumes were extremely low, not exceeding 13 in a 2 hour "peak" period. What are the comparable vehicle volumes? What is the ratio of vehicle to bike, e.g. 100:1? What is the dollar investment per bike? per vehicle? Has traffic overflowed to Rural or the 101 (now that highway construction is complete)? 4. No validation at meetings or other feedback mechanisms indicates whether respondents are City of Tempe residents. Feedback gathered in the presented data could easily be comprised of external interested parties as in the past. Recall the People for Bikes campaign out of Boulder, Colorado that sent emails to the Council stacking votes "in favor" of adding bike infrastructure. Are outside interests unduly and inappropriately wading into Tempe transit changes? 5. Is the City transparent or tricky when it defers to the Transportation Commission without disclosing the number of current Commission members directly affiliated with nonprofit Tempe Bicycle Action Group? Do Mayor and Council believe they receive unbiased recommendations from the Transportation Commission when the Tempe Bicycle Action Group's specific mission is to "collaborate with the City of Tempe and neighboring communities to enable bicycling as a prominent, safe and convenient form of everyday transportation and recreation" or when the City contracts with the Tempe Bicycle Action Group provide data from non-random, annual, publicized bike count events to inform transit policy and investment decisions? Is this collaboration with neighboring communities or is it infiltration of City governing, staff and data collection functions? 4. Because the City has publicly and repeatedly cited numerous studies reflecting sidewalk cycling is safety threat, consider actively enforcing the law for cycling violators on sidewalks, particularly those riding in the wrong direction. If a cyclist is injured based on this known and publicly disclosed unsafe behavior, the City has tremendous liability exposure for dismissing the unsafe practice by not explicitly warning of and actively deterring the risk. Perhaps the City can mitigate the risk through a mass public service campaign to advise citizens to ride in the streets and not on the sidewalks. Families and students should be proactively advised to stay off the sidewalks with bicycles. Enforcement with large fines for bike violators would be a deterrent that can also serve as a revenue source for the \$5M capital funding to make the recommended transit infrastructure changes. 5. The City of Tempe or the State could require a cyclist license, bike registration and annual renewal, plates, and insurance much like requirements imposed on drivers and their motor vehicles, including motorcycles. Shared operating rules, shared roads, shared responsibility...for all. We all want to be safe; we all want to get around. 13 bikes in peak hour compared to an undisclosed number of vehicles during that same time does not warrant a \$5M expenditure from our tax base.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

168. The good news is that you realize that you screwed up a perfectly functional road by adding the bike lanes and are planning on restoring the third southbound lane. The bad news is that you are planning to spend a minimum of \$5 Million to keep the bike lanes while doing this. Based on the number of people that actually use the bike lanes on McClintock (my observations of the usage are from Broadway to Elliot), this is a RIDICULOUS waste of money. Your own slides show 4 to 6 bikes an hour during rush hour at the intersections (I believe the slides were for McClintock/Baseline and McClintock/Elliot). Bike lanes within a few miles of ASU (i.e. on College, University, Mill, Apache) make sense. McClintock south of Broadway - no sense at all. Since politicians and bureaucrats will be making the decisions (the idiot engineer we had in our focus group felt McClintock was over-engineered when there were 3 lanes southbound - God forbid that having one road in Tempe with good traffic flow should be allowed), I know that common sense and anything the public has to say (your own poll showed 60%-40% against the bike lanes on McClintock) won't stop you from keeping the bike lanes. Tempe would be much better off putting the money into resurfacing other roads and fixing sidewalks. Since you will insist on wasting the money, please do the following. 1. NO sharrows. Why give the cyclists a false sense of security? A 20 pound bike going 20 mph sharing a lane with a 4,000 pound car going 40 mph is not safe for the bike no matter how much you try to pretty it up. FYI, even the avid cyclists in our focus group though sharrows were a terrible idea. 2. Have candlesticks everywhere there are bike lanes (except, of course, for side streets and business openings). They are ugly, but safety is a concern. 3. If you have the candlesticks, ban biking on the sidewalks for anybody over 12 years old. I see more bicyclists on the sidewalk than I do in the bike lanes. They tend (slight majority) to be going against the grain of traffic. I've seen enough near misses from cars looking only to the left at the road traffic and not seeing a cyclist coming at them from the right on a sidewalk. Only a matter of time before there is a serious accident. 4. Do something about the right turns on the freeway off ramps. I see many more drivers making right turns on red at McClintock (especially southbound) than I see users of the bike paths. I am not sure to what extent that the drivers are even seeing these signs, even though there are three of them at each off ramp. I've been told this is an ADOT issue. Either take care of it yourself, or work with ADOT to fix it. Some options: a. Red, reflective borders around the No Turn on Red signs. b. Flashing red lights around the No Turn on Red signs. c. Cameras with appropriate signage. d. Police monitoring of the off ramps.
169. I find it shocking that the City pretends that there are no statistics for bicycle accidents on to the McClintock. Tempe police are required to report them to ADOT. I've had the stats for 2009-2015 for months. I've offered them to the City Council and Public Works. But I guess admitting that what few accidents there are most often are caused by the cyclists doesn't fit into the liberal agenda. The sidewalks are wide and safe as long as cyclists ride with the flow of traffic at a moderate speed.
170. Let bikes ride on the sidewalks with drive carefully signs....and on car lanes
171. Not cutting Trees. - McClintock is a School sector must be more secure for Students \$ school Bus.- Safety For "students" walking on streets and taking city bus or school bus. - Don't think is necessary to destroy trees. - Focus more in pedestrians. little kids walking to school - Bicyclists on (side walk) even with bike lines. - We see more accidents with cyclist lines. - We are residents of 25 years graduated from McClintock School. - Tempe use to be a beautiful Town. Don't destroy the beauty.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

172. The traffic at rush hour increased greatly when the lane of traffic was taken out. I just want it returned to the 2015 configuration....I do not see the bike lanes used very often. It seems like it takes a lot of room out of the road for something used so infrequently.
173. There is very little bike traffic, on McClintock, south of 60. Most of the traffic enters the valley freeways there. Bike lanes are very useful around ASU, but reducing the auto lanes to two slows down the traffic flow and increases pollution. The purpose of the bike lanes is to reduce automobile traffic and pollution. Since they are rarely used south of 60, they only reduce auto lanes and the traffic flow during peak hours while increasing the pollution from autos. I have had to wait through 3 traffic light changes to cross Baseline and Guadalupe during rush hours, since you removed one auto lane to make the bike lanes wider.
174. Please return McClintock to the previous configuration. Find another less crowded street for the bike lanes. (Like country club, Or River) McClintock is so very crowded that is difficult to get out of our neighborhood and difficult to access the local businesses.
175. Years ago when McClintock and Rural were widened and the sidewalks were widened it was for bicycles. Why not make 2 lanes of sidewalks like Hardy and leave 3 lanes in each direction? Is there any consideration to the homes along the proposed widening?
176. I'm still trying to figure out just what problem the city of Tempe is trying to solve with this McClintock bike path and the expenditure of millions to get it done. What I did hear at the meeting on Saturday which I think is interesting is that the city council has a vision for Tempe which includes making bicycles part of the transportation system. That's all well and good but what's the reality of bicycles becoming a major part of people getting around Tempe in the future which justifies the expenditure and unintended impact on automobile traffic. My feeling are bicycles will never become a major player in transportation in and around Tempe and most certainly people will not use the McClintock bike path for a leisurely recreational ride around town. I'm a bike rider every two days and I would never ride McClintock to get to down town Tempe during busy times. I use back streets and College to get to Tempe when necessary.
177. The US 60 traffic interchange at McClintock Drive attracts a substantial amount of traffic. Reducing the number of traffic lanes from three to two lanes in each direction along McClintock Drive between Southern Avenue and Baseline Road is environmentally detrimental and has caused congestion with the following ill effects: Time delays increase emissions - environmentally detrimental; Longer queues at signalized intersections; Traffic backup blocks access from adjoining side streets and driveways; Traffic unable to clear the intersection on a single cycle; Number of travel lanes in each direction reduced from three to two; Through lanes reduced by 1/3 but street capacity is reduced by more than 1/3 due to the speed in the outside lanes being reduced by right turning vehicles; Length of traffic platooning is increased by 50%, reducing available gaps needed by vehicles entering along side streets and driveways - increased time delay and vehicle idling increased emissions - environmentally detrimental.
- RECOMMENDATION: Return lane configuration for McClintock Drive between Southern Avenue and Baseline Road to three full width through lanes in each direction. The peak hour volume of thirteen bicycles can be accommodated on adjacent sidewalks. It is ludicrous to spend \$3 to \$5 million, \$10 million, \$12 million, or \$21 million of taxpayer money to benefit a peak hour volume of 13 bicycles. PM Peak Hour Traffic Volumes McClintock Drive between Southern Avenue and US 60. Motor vehicles 2900 Bicycles 13



## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

178. This is a negative response to the McClintock Bicycle Lanes. It does not appear that a definite plan is in place with so many options. I do not desire to debate issues in public forum. I feel that the largest/loudest group of agitated people will present their points of view even if they only represent a minuscule group. I wonder if the bicycle activists are representative of the neighborhoods that are being affected. Since my last comments, I still contend that the use of the McClintock bike lanes from Southern to Baseline saw little (if any) increase in bicyclists and remain still severely underutilized even though they have two wide dedicated bike lanes. The vehicular traffic has not improved. Exiting McClintock Manor at La Jolla still remains a task during rush hours. Whatever decision the council makes I can only hope that it will benefit the huge majority of residents that pay property taxes and approve bond issues believing that the monies will be used wisely towards future projects. The resolve should be to spend the minimum amount of monies to accomplish this. Not moving curbs to widen streets to provide for a few. Returning the street to its original condition and/or restriping the street being the least expensive. The bicycle fanatic I might imagine would like to see all streets with a dedicated lane for their travels. In the past many bike routes were on secondary streets many following paths through city parks or along canals. An exception, of course, would be to provide for more bicycle routes in the area of ASU to provide for its ever-growing student population. The wishes of the affected neighborhoods should always be foremost in making a fair decision along with thoughts for those motorists just traveling through.
179. I support returning to the prior configuration because I have been impacted by the morning traffic on McClintock northbound between Baseline and Southern. Traffic from the current configuration makes it very difficult to leave my neighborhood (Cole Park) during morning rush hour.
180. I bike to ASU from Ray & McClintock daily. I see no need to use McClintock drive and go ever so slightly out of my way to avoid riding on major arterial roads. I believe building up a 1 mile bike grid using; Roosevelt, College, Dorsey, Country Club for North/South bike arterials and Don Carlos, Alameda, Hermosa, the Western Canal for East/West arterials would be a better solution. Granted, not all of the listed streets are the best choices. I choose them to reinforce the 1 mile bike grid theme. Given all of the alternative I see no reason to force bikes on to major arterial roads. But I have little skin in the game as a non Tempe resident.
181. The congested traffic flow originally created by these changes have been significant! Bike lanes with dividing poles are very confusing to most drivers and add to traffic issues it seems. Morning and evening rush hours seem to be much more congested than when we had more lanes for traffic to use. Bike lanes with very few bikers using at all in the cooler months and 0 usage in hot months!!! Please restore to original traffic patterns and flow we once had along this route north and south! thank you
182. I drive to work in north Tempe and the narrowing of McClintock for the bike lanes has added 5 -10 minutes each way in the mornings and evenings. I am sure the added traffic congestion also creates additional air pollution for my neighborhood as well. Please return McClintock to the previous 2015 road configuration. The current way or this new proposal is just not worth it. Thank you.
183. The 2015 configuration had bike lanes, only not as wide. There are current plans to enhance Country Club from Elliot to the lake to include bike paths. This is an opportunity to have a less congested bike path with less impact to commuters and should be the City's answer to bike travel North to South.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

184. There is not enough bicycle traffic to warrant taking the travel lanes, the city of Tempe just re-configured the curbs, for handicap access, the bike riders are safer staying on the side walk Return the lanes to how it was in 2015. Thank you for allowing me to express my opinion.
185. McClintock Drive worked well and accommodated the traffic well before the city planners destroyed it with their uninformed decision of removing necessary traffic lanes in order to create bike lanes that nobody uses! Perhaps you should have asked for the public's input BEFORE you destroyed McClintock Drive at great cost to us. And now putting it back the way it was or recreating into some other useful configuration will cost us taxpayers money again. This was definitely one of the most unintelligent decisions the city planners have made in the 35 years I have been a Tempe resident! Our residents are intelligent people. Next time, ask for our input before you make drastic changes that impact the quality of our daily lives.
186. I have lived in Tempe for 23 years and have not seen any steady bike traffic in Tempe. The only bikers I see are families who ride on the sidewalks on the weekends; which we shouldn't make young children ride on the street in the first place. There was no need to create bike lanes for bikers who don't exist and who will not utilize them. Instead, these bike lanes have caused insane amounts of traffic, which leads to more car accidents, more fumes getting pumped into our air, and less time at home with our loved ones after work. I live exactly 5 miles from work and to get there I have to drive North on McClintock in the morning and South in the afternoon. An easy 10-15 minute commute in 2015, has changed to a 30-40 minute commute. If I would have known this project was going to cause such issues, I would have reevaluated where to live in Tempe. In the last few years, I have seen a lot of people utilize the sidewalk next to the canal area, which is well paved and lit, away from traffic, and much safer to ride on than the street. I think expanding projects like this is where funding should be going instead.
187. I think we should have a bike lane - however the "buffered lanes" and "sharrows" are unnecessary and take too much room from vehicle traffic. Particularly northbound from the road to Guadalupe - trying to turn into the Frys center on the east side is often a nightmare - cars stopped, bikes trying to go through + cars trying to turn into the center to shop are thwarted. The merchants hate it and there are often accidents and near misses. I think it was a very bad idea to put this in and should be removed. Get rid of the candlesticks - they are always being knocked over anyway! Bikes can still use the sidewalk - usually few PEOPLE on the sidewalks
188. I would like to see your study (counter) of the number of bicycles/day that use McClintock. I'm sure it is minimal compared to the number of cars. Suggest they use country club way, as it was intended. My biggest concern is air pollution. An impact study should have been done or needs to be done. If the vote is not to return to the roadway to the 2015 configuration, start over?? as suggested by some. Thank you for the opportunity to express interest + ideas at this meeting.
189. The utilization of the bike lane is so minimal that, in my opinion, it does not make sense to take away a traffic lane. This is an unnecessary expense for tax payers.
190. There are very few bikers ever on the bike lane.
191. This project should be reexamined by using video cameras to record traffic, including the number of cyclists riding on the sidewalk compared to the number of cyclists riding in the street. Video would be an accurate recording of traffic patterns. A suggestion for bike lanes would be to widen the street by removing the landscaping and planter boxes and moving the curb towards the sidewalk. Existing sidewalk is already 6 foot wide.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

192. I am a strong proponent of the "utilitarianism" principle of governing, i.e., greatest good for the greatest number of citizens. As I have previously responded on this subject, I don't believe that the expense of adding bicycle lanes on McClintock (one of the busiest roads in the city) is fiscally or socially prudent---certainly not a decision based on the greatest good for the greatest number of citizens. I can only comment on the section from Baseline to Guadalupe. I walk daily on the sidewalk of this stretch of roadway and can attest to minimal use of the bicycle lanes (north or south) between 9:00AM to noon. In fact, I have experienced numerous near collisions from bicyclists on the sidewalks. When queried as to why they are riding their bicycles on the sidewalks, I have had various responses ranging from "Oh no, I don't use the bicycle lanes because they are not safe--to oh no, I have my kids with me (i.e. baby-in-tow)". Obviously, I must be in the minority since all of your alternative plans include keeping the bicycle lanes. Apparently, you are not seriously considering returning the roadway to the 2015 configuration. As a Tempe citizen, I find it incredible that you would spend taxpayers' funds on an issue that clearly only benefits a very small percentage of our citizens. I must add that I just can't believe the city has that much bicycle traffic on McClintock to warrant this expenditure. Thank you for soliciting my opinion on this matter.
193. Let's be clear: if 3 lanes are reduced to 2, the remaining lanes have a 50% increase in volume. You don't need a study to anticipate what happens when you increase the volume of cars 50%. Not only is traffic going up and down McClintock 50% more congested, but any street, parking lot, or driveway that intersects McClintock shares the congestion as drivers try to turn onto McClintock. People cannot access local business. Residents cannot easily or safely enter and leave their neighborhoods. From a business prospective (Steve's Espresso) I have seen a very significant decrease in commuter customers. The added commute time plus the hassle of getting into and out of our parking lot has proved too much for many customers. When we do get customers on bicycles, mostly on weekends, they ride casually on the sidewalk. NO family rides with children in the bike lane. I didn't notice if any of the plans included a decrease in speed limit, but that would drastically improve safety, rider security and use of bike lanes.
194. I drive my grandkids to Ward Traditional School (near McClintock between Baseline and Southern) 5 days per week and the loss of the third traffic lane from Baseline to Southern on McClintock has been a disaster. The traffic congestion is unreal. I also object as a Tempe taxpayer to having paid for installation of super wide sidewalks for bike and pedestrian co-mingling, only now to have to pay for the bike lane that steals the third auto lane leading to this congestion. Return this stretch of road to the previous traffic configuration!
195. The way the bike lanes are striped close to turns near business parking lots (Target, Fry's for example) is dangerous for cyclists and motorists. Cars coming off 60 onto McClintock have to make wide right turn to avoid bike lane, I have seen cars turn into the bike lane. Maybe have bikes wheeled over 60.
196. I don't think that the way the data was presented when this was on the ballot was explained. We have successfully double and tripled people's commutes depending on the time. This is all because the positive outcome was highlighted, and voters wanted to do something good without knowing the terrible effects this would have on everyone's commutes. I can't even turn left most days onto McClintock (south) and turning right (north) isn't much easier because there's a constant flow of cars coming off the freeway.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

197. The traffic is worse. The road is more dangerous especially Northbound when trying to turn East on Bel de Mar. The 6 inch turn lane is not sufficient. I travel this road daily and North to Guadalupe. I see so many near misses without the extra lane.
198. Congestion on McClintock existed before the road was changed (prior 2015). Even with 3 lanes northbound and 3 lanes southbound, traffic was horrendous. Trying to get out of neighborhood is then & worse now. The bike lanes are not used to justifying to current change. Additionally we need road sign to prevent cars from blocking neighborhood traffic coming out.
199. I believe that McClintock should be returned to its original configuration without bike lanes due to the fact that the bike lanes are hardly used. I drive up and down McClintock between Broadway to Guadalupe at different times of the day and 99% of the time the bike lanes are empty. It has worsen traffic congestion during peak commute times. The other thing I notice is that there are more apartment complexes being constructed, for example on Baseline between McClintock and Rural, that will increase the traffic in that area to include McClintock. It seems like a waste of road space and taxpayer money and a huge inconvenience to many people who drive to accommodate a handful of bicyclist. I would not view this as a failed project or a waste of road space and money if the bike lanes were utilized to a greater extent, like around the ASU area, but usually the lanes are empty. It has been a year and I have not seen any increase in the bicycle lane usage. Thank you for your time.
200. Use the funds to build sound barrier walls so that we can enjoy our back yard with reduced traffic noise. Further also use the money to fix pot holes and cracked pavement on our streets. The City's traffic analysis shows that on average only 20 riders per day used the bike lanes from July, 2016 - September, 2016 on the Baseline section. This equates to \$100,000 road modification per bike rider in addition to what has already been spent for the existing bike lanes.
201. Please this time don't waste the money, make a real study I used McClintock all the time from Baseline to Apache and is a disaster. In 1.5 years only saw 3 or 4 bikers in the lines, they used the sidewalk.
202. My travel times into Tempe from Phoenix have increased by at least 20 minutes since the reduction of lanes on McClintock Drive. There really is no good N-S option in Tempe anymore, and development is continuing to be approved with little to no additional capacity or infrastructure to accommodate the increased traffic. I am not opposed to bike lanes, but they should be standard bike lanes, not shared bike lanes with vehicular traffic. Returning to the original configuration is actually the least cost alternative, isn't it? Thank you.
203. While I applaud the cities attempt to go green by encouraging bike use, I don't feel the current configuration accomplishes what it set out to do. Traffic has increased thereby increasing pollution. Hundreds if not thousands of drivers have been inconvenienced with longer drive times and higher risk of accidents for the sake of a handful of bicyclist. I would argue that due to our hot climate; bike use will always be limited compared to other means of transportation. It is not reasonable to expect someone to use a bicycle in 115 degree weather. Therefor it would be a better use of resources to focus on public transportation as an alternative to driving rather than bike lanes. Reverting to the original city plan of getting bikes off of the major arteries with alternative routes through neighborhoods and bridges would improve safety for drivers and bicyclist alike as well as decrease traffic and pollution. I thank you for allowing citizen input and considering my comment.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

204. Build bike lanes through less busy streets like College rd. Real bicyclists won't want to travel on major roadways anyways. This is a waste of my taxes.
205. North bound traffic has been terrible now in the mornings when trying to get on the 60. It's ridiculous that my hard earned tax dollars were wasted on a bike lane that hardly gets used by the few and makes traffic worse for everyone. On top of that, nobody is going to use the bike lane in the long summer months, yet everyone will still have to suffer with traffic. What is wrong with riding bikes on the sidewalk, that is the reason Tempe installed such wide sidewalks decades ago! I would like to see stats on the actual usage of the bike lane, in one direction as not to skew or double the numbers, as 95% of bikes will most likely return the same way or on the other side of the road.
206. More money spent to fix something that wasn't in the best interest of traffic in the first place.
207. I don't like the fact that the council took it upon themselves the real havoc on our lives with the addition of more bike lanes. There was nothing wrong with the lanes when you changed them. It's impossible to get out of our neighborhood now and the stores. Please put it back the way it was. Thank you
208. I cannot believe we are seriously discussing spending \$5,000,000 to accommodate 13 bicyclists. Someone please explain to me how so many surveys were done concerning changes to McClintock Drive, and so many decisions were made based on these surveys, yet so FEW of my neighbors or others who live near McClintock Drive were part of these surveys. I live in a residential neighborhood near Southern and McClintock. Traffic through my neighborhood has increased since the addition of the bike lanes due to drivers trying to avoid being stuck in traffic on McClintock. Removing the third traffic lane has increased exhaust pollution and littering in our neighborhood. Also, of the bikers I've seen on McClintock, most of them still ride on the sidewalk...and I don't blame them. I'm almost afraid to show my children to ride their bikes in our neighborhood because of the increase in traffic congestion. Please return McClintock to the original configuration (before bike lanes) and revisit the bike lanes after more extensive research has been done into how to BEST incorporate them into McClintock Drive, if at all.
209. Northbound traffic from Elliot to the 60 is awful in the morning. It can take up to 25 minutes to get from Elliot and McClintock to the 60 and McClintock. Are there any plans to add back the third vehicular travel lane going north? Although I enjoy using the bike lanes, I would rather see things returned to as they were before the lane reduction in which there were three lanes going in each direction for the majority of the stretch of road through South Tempe.
210. All worked well prior to the recent change. Bikers should be discouraged from using McClintock. Adequate north-south bikeways exist on College and Country Club Way, including bridges over the US 60. Consideration should be given to providing pedestrian crossings at the canal south of Guadalupe on College and Country Club. East-West bikeways could be provided on lesser streets such as Cornell, canal trail, Carson, etc. for access to College and Country Club. Major (one-mile) streets should never provide bikeways, they exist to move traffic and provide access to businesses.
211. You restricted availability on one of the most heavily traveled streets in the Valley area! I use McClintock about 3 or 4 times a week and I don't think I have ever seen a biker in that area, and if I do see one the biker is on the sidewalk ignoring ALL responsibility for any laws or considerations for others. Motorists pay for the streets, leave the streets to them, the bikers have their space along the curb.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

212. I attended both meetings regarding the McClintock Drive bike lane issue. Tempe is constantly growing with more vehicle congestion due to its location in the Phoenix metropolitan area, new apartment buildings and ASU growth. It is unimaginable to me reducing the various transportation corridors that thousands of vehicles use daily. In my opinion the Broadway and College changes were ridiculous and now another ridiculous change is being tried with McClintock Drive. If bicycle lanes are so important why not look into side streets instead of major transportation corridors? I will be watching the next fiasco with Country Club Way!!! Put McClintock back the way it was.....
213. It in no way should take 20 minutes to get from Elliot to the 60 EVERY morning using McClintock. Tempe is not a congested city. We don't have traffic like this. Put it back and worry about things like Broadway, West of Rural or Mill Southbound during the afternoons. Honestly, don't get creative when you have more livability concerns than the random bicycle. Most importantly. How does it cost millions to tell people to ride their bikes? 4-5 MILLION dollars in tax payer money for bikes on a road. One single road. Are you kidding me?!
214. I have been a Tempe resident since 1964. The 50% reduction in peak capacity on McClintock and the corresponding increase in congestion and pollution incurred by the implementation of the present configuration were ludicrous costs to pay with NO public benefit, as there are excellent uncongested (and SAFE!) north-south bike routes through the adjacent neighborhoods, and along the Price frontage road. I used those for my commutes both north and south for the majority of the '90s!
215. Do not raise taxes, use the least expensive way to have 3 lanes
216. Get rid of bike lanes and go back to bikes on sidewalk. Traffic is out of control just so a few bikes can have their way. There are few bikes vs. cars. Disappointed that we did not get to have Q&A. We were told! You cannot tell me that bike lanes are warranted especially when it is 110 degrees +
217. I am a regular biker in the Tempe area (average 100 miles per week). Please do not encourage bikes and motorized vehicles to mix on major streets.....remove all bike lanes from McClintock (and any major thoroughfare). There are dozens of alternative routes that will get bikes to their destination, using canal paths and less crowded side streets. Mark a few bike routes through neighborhoods, but do not use the major arterial streets.....it is dangerous and inefficient for moving people to and from their destination. I have seen the aftermath of several vehicle/bicycle accidents along McClintock.....why encourage those two modes of transport to mix, while you could have much safer bicycling through alternative neighborhood/canal routes? Is it a good idea to slow down several thousand cars by 15-30 minutes, so several dozen bicyclist can use the road? A real life example: I have a friend who works at ASU and lives in S Tempe. His mother has Alzheimer's and he needs to get home as quickly as possible from work, so there is less of a gap in time between when the caregiver leaves and he arrives home. Since the southbound bike lane has been added, it has added 15-30 minutes to his commute.....thereby adding risk to his mother's condition (such as a fall). 15-30 minutes may not sound like much to a planner sitting in a cubicle, but to someone with an elderly parent or kids at home, it can make all the difference.
218. The alternatives are a colossal waste of money for a few bikes. The newly planned country club bike path is much more feasible and safer for bikers. Fully support that proposed idea. Would rather see the city spend money to make great bike paths for all to enjoy but not at the expense of using main roads. There has to be a safer way.

## **I support returning the roadway to the 2015 configuration-no bike lanes (continued)**

219. Waiting at a light for three rotations is insane. Not one bike comes by. Please go back to three lanes.
220. The bike lanes create unnecessary traffic. I work nights and when I come home, I have to pass the street I usually turn onto because the traffic is so backed up since the bike lanes have been put into place. Not one person I have spoken with feels the bike lanes are practical. I feel they are also dangerous. Heading south on McClintock right before Apache, I have seen many near accidents because that area is busy to begin with and the roadway just gets narrower. PLEASE RETURN MCLINTOCK TO THE 2015 CONFIGURATION! Not enough bicyclist use the bike lanes for them to be justified to be in place and I would be sad and disappointed if trees were taken out to narrow the roadway. Tempe is losing its charm and it is becoming an incredibly frustrating city to navigate.
221. While I respect the idea that we need to make the city I have lived in my whole life open to all modes of transportation. It is kind of silly to think that we can force people out of their cars by making bike lanes. Like it or not, Tempe is a part of the East Valley and its continued growth. We are land locked in Tempe but other residents that live in Chandler, Gilbert, Mesa all commute to and through our town. To think that as this growth continues that the traffic through Tempe will become lesser is kind of like believing in Santa Claus. It's nice, but it not rooted in reality. We need to plan for more traffic passing through Tempe because, like it or not, it is going to happen. Taking away traffic lanes for bike lanes is just not good planning given the reality of the prospect of continued growth of Tempe into the future.
222. I live 1/2 mile from McClintock. After attending the meeting March 28, 2017, I walked away feeling that the agenda was not to do what is best for the residences and tax payers. I felt it was to press us into "accepting" one of the overpriced and inconvenient "solutions". When pressed hard by the audience, the 2 hours initial study to determine if the bike paths were even needed two years ago showed that in a two hour period, there were 10 bikers and another showed 12 bikers. There was no answer to how many cars traveled McClintock during the same time period. It also did not show what section of McClintock was studied. I am guessing at least 500 cars per hour also traveled that same road. Being conservative, that is a ratio of .01%. How did the City EVER justify spending the money on improvements for .01%? The day after the meeting we received a 4" X 8" postcard from the City announcing a proposal and public meeting to build ANOTHER, and we assume in addition to the McClintock Drive project, bike path that according to the website that project would cost \$5 million for the street improvements, \$2 million for the bike pathway and \$3-\$5 million for a railroad crossing. What? \$3-\$5 million for a crossing??? Really? Perhaps you need further bids and realistic suggestions. I had a few and are noted below. My questions are many. May I start by saying that the McClintock Drive should have NEVER been changed at the huge cost and inconvenience of so few bikers. The bikers are NOT using the path and instead are using the sidewalks. The inconvenience that the lane reduction costs the motorist, and the taxpayer as well, is beyond ridiculous. Why would we pay the large amounts to remove trees, curbs, lower the value of homes because the road is moved to their fence line? I do understand about easements but all for .01%? I don't think so. And I don't think the homeowners do either. Put McClintock Drive back to what it was originally. Why would we need a bike path on McClintock and another over priced project on Country Club Way? Here are my suggestions to eliminate both the McClintock Drive bike paths and the newly proposed Country Club Bike path. Instead of tearing up neighborhoods, and inconveniencing the homeowners who also just happen to be the tax payers, and spending way too much on an

overpriced project, find another place for the bikers to travel that are safer and more cost efficient. Without any idea what the cost would be, I am positive that a straight shot from South Tempe to the Rio Salado could be accomplished by putting the bike paths on the curb lane of the service roads going north and south along the 101. There doesn't need to be a Railroad Bridge. Let the bikers do the same thing a motorist does, when presented with a railroad crossing. If the arm is down, indicating that a train is approaching, they would have to stop and wait until it cleared. Tempe Counsel and the transportation department needs to use their heads instead of my money. Realistic project that are in the best interest of the tax payer, homeowner and residences needs more consideration than either of these projects bring to the table or the voter. Understand that I also understand that there could be some federal government money in these projects and it is "use it or lose it" money. Losing it is better than spending millions of additional money to obtain the "free" money. Think of the City of Tempe the same as you think of your personal finances. If the bank offered you \$1000.00 to open an account which you had to keep open for 2 years, but made you pay them a monthly fee of \$100.00 for maintenance of that account, would you think it was a good deal? I think not. "Free" money from the government, or any source has its drawback. In the case of the bike paths, the draw back is approximately \$10M plus the initial cost two years ago for McClintock Drive and \$9-\$14 M plus the \$89,000 already spent on the study for the Country Club Way projects. .01% of the total number who use the bike path (and please remember it was your study) does not constitute a majority of interest. Two more things that need the attention of the City of Tempe. 1) The traffic light at McClintock and Southern: When traveling West on Southern, and turning left or South onto McClintock, the left turn lane light is lagging. When the lights going East change to green, the traffic turning left or North and the through traffic move, leaving the left or South turn lane and the through lane going West with a red light. When the left turn lane going East has cleared the West through green light changes, allowing the West through traffic to go. Finally the left or South turn lane from Southern to McClintock changes to green allowing a turn. Usually we are lucky to get 5 cars through before it changes again. Because of this strange configuration of traffic control, I have seen many motorist almost have an accident because they think that both left turn lanes going North and South are going to turn at the same time. Another concern is that when sitting in the right turn lane going North on McClintock, the motorist sees and the traffic turning left or North, that the traffic turning left or South would be happening at the same time and do NOT see the pedestrian or biker enter into the crossing because the motorist thinks, like the other traffic configurations in the area, that both left lanes are turning at the same time. The result is motorist almost hitting bikers and walkers. Yes they have the right of way with the cross walk signal, but the danger is real and I have seen MANY people almost get hit. Of course if the biker was using the expensive bike paths the City put in two years ago and following the law, they wouldn't get injured, would they? Please address this issue and bring this intersection back to both directions, East and West, left turn lanes go at the same time and the through traffic goes at the same time. If you don't understand my explanation, come down the 101, get off and go West on Southern. You will plainly see the problem. If you are going East, the problem is not as easy to notice. I believe there is another intersection in Tempe that has the same issue. It is on Kyrene but I don't remember the cross street. 2) I live at 2919 Country Club Way, 85282. The Blue Bus and the cars has taken their toll on the payment. Many more cars are driving on our street to avoid McClintock and also to get to the 101 on ramp from Broadway. In response to my complaints last year, a truck came out and sprayed some tar on the cracks. Not all the cracks, mind you, but



some of them. There are still weeds and grass growing in the cracks. We try to spray monthly for all the weeds and grass. May I send the City a bill for maintenance of the street in front of my home? The City of Tempe has chosen to run the commercial Blue Bus on my street, contributing to the decay of the pavement. Most of the time it is vacant, but the City has chosen to put off repaving it because it is not scheduled for a few more years.

### **Comments from those who didn't answer question 3:**

1. One thing I have noticed is that cars headed southbound in the right most lane can often be seen going straight at Apache, although the lane is a right turn only. If the road lanes aren't changed, please at least consider an alternate way to enforce the rules of the road at that intersection.
2. To Don Bessler: Give some thought to eliminating the current sidewalk northbound under the UP Railroad Bridge northbound on McClintock. There is plenty of room at GROUND/TRACK level for pedestrians to go north/south and they would not be at more or less danger than anywhere else on the planet crossing at R.R. If you choose to do an "artsy" asphalt path that curved around a little you may not have to from Broadway north to Apache with some appropriate curves you may be able to get by without moving any trees or poles. This extra width along with a reduction of the 'island' supporting the center of the bridge COULD give you enough width for 3 lanes north. If U.P. has a heart attack how about a ped bridge up and over tracks for north bound traffic?
3. I think a cost-benefit analysis should be prepared to determine which improvements are prudent. Should include: safety, delay, environmental impacts.
4. RETURN TO ORIGINAL DESIGN If the city had not made this mistake - we would not be here today!
5. I attended the Saturday morning, March 25, mtg at the Tempe library. Room was MUCH too small. Difficult to hear. Our breakout session was dominated by three Individuals arguing their individual views. No one else got a chance to say anything. So this is (and was) my unvoiced concern – SAFETY. We live on Oxford Dr. just east of the fire station on McClintock. That intersection does not have a stop and go traffic light. In the morning rush hour, northbound traffic there is backed up bumper – to bumper. Takes three stop lights to get to and thru the intersection at McClintock and Baseline. Yes, absolutely impossible to make a left turn, Southbound, on McClintock. No way possible safe way to do this. Can occasionally make a right hand turn to go North on McClintock when some considerate soul pauses and allows me to enter the North bound traffic. Or, when someone going north decides to bypass the traffic clogged intersection ahead at McClintock and Baseline. So they make a right hand turn onto Oxford Dr. and barrel down the street toward Fuller Elem School. Yes, we do have speed bumps on our street, but these early morning commuters are not concerned about speed bumps. They just want to get some place soonest. And this is the SAFETY issue. Oxford Dr. West of Fuller Elem School has become a most dangerous street for our kids trying to get to the school – walking, biking, or blading. I do hope you will take this into consideration when making a final recommendation to the Council.
6. As a Cyclist who uses the lane on McClintock I am encouraged with the city's attention to making biking safer and bike lanes more accessible and highly marked As a frequent cyclist on McClintock I favor anything that keeps us safer. Thanks so much.
7. Bikers do not obey the same rules as drivers and walkers. I have witnessed this several times. Should be same rules

### Comments from those who didn't answer question 3 (continued)

8. I understand why you added the bike lanes to McClintock. However, there are a far greater number of cars that use this roadway than bicyclists. The traffic situation has worsened exponentially since the changes that added the new bike lanes. Was there adequate community feedback prior to spending the money to create these deluxe bike lanes? We're now looking at an additional \$5 million to fix this problem. Where is this money coming from? Please don't say you are going to increase our real estate taxes. Thank you for the opportunity to provide feedback to this very important discussion about our roadways, traffic patterns and lifestyle.
9. Whatever you do install bus pullouts at their stops.
10. Bike lanes promote social mobility and let citizens know that local governments want to see more than just dudes in spandex on bicycles. To my understanding, the decision to install the bike lanes came as a result of a city study that concluded that traffic on McClintock was seeing a decline; as a Tempe resident I find the notion of restoring the 2015 configuration to be wildly ridiculous.
11. It seems to me that to create the current mess, streets were not narrowed - only restriped. I'd be in favor of putting McClintock back to three lanes southbound, at least, and three lanes both directions at best by taking a four feet off the overly-wide sidewalks and losing the buffer zone next to the bike lane. McClintock is for cars - the pedestrian/bike overpasses built ~10 years ago w the accompanying bike lanes are there for ped's and bikes. Encourage bikes to ride there. The current bike lanes aren't safe, and for about a dozen bikers, spending millions on providing bike lanes at the expense of vehicle lanes doesn't make sense. Once businesses currently in progress are completed, the traffic congestion will grow enormously. McClintock needs to be for cars again, primarily. Currently, during rush-hours, it's nearly impossible.
12. The scenarios seem reasonable with increasing southbound car lanes while keeping bike lane for non-drivers. I note 111 trees being affected between Broadway and Southern and 73 trees between Baseline and Guadalupe. I really think park of the Tempe beauty is the presence of mature trees. helping Tempe to not look like a cold concrete city. This will be a visual depressing look for North Tempe. If there is anything that can be done to maintain some of those trees it would make this plan so much better.
13. Whatever you do when increasing these lanes to handle the flow of traffic in the most cost effective way, make more room for cyclists. Please extend the bike lanes to all the way to Rio Salado so that cyclists can have a clear and SAFE path from the south east end of town to our EPICENTER of the Universe :) Tempe.
14. Leave it as it was. Re-paint bike lanes. Return 3 lanes in both directions. Reduce sidewalk widths for bike lane separation (standard bike lane) and addition of traffic lanes. 3 southbound - 11' on traffic lane next to Bike lanes. 3 Northbound - 10' on traffic lane, 11' on turning lane. Expand corridor thru 202, for the sake of "consistency" in the corridor, which makes sense. Not sure on best way for Apache to Broadway. The bike situation is sketchy at best. The sidewalk could be widened to accommodate bikes and pedestrians with the cement barrier left in place. Remove maybe just 1 planter?
15. I support increasing lane width to three lanes southbound. To improve traffic flow N bound from the 60 remove N bound bike lanes from Baseline to Southern. In reality an awful lot of money is being expended for the 5/6 bike riders per hour.
16. People who don't support bikes talk about how the added mode of transportation impact them while people who support bikes talk about the benefits to everyone, including businesses. I'd like to make it safer for everyone!

### Comments from those who didn't answer question 3 (continued)

17. I think when citizens drive on McClintock they want to drive 50-60 miles an hour like you could do in the 70s. Times have changed. They need to slow down. Lower the speed limits.
18. I think the bike lanes are a good idea in theory but I don't have enough confidence in automobile drivers being aware of and courteous to bicyclists to feel safe using the bike lanes myself. I commute to work most days by bicycle and use a route which avoids major streets where possible. Some of my favorite bike routes are Country Club Way, Alameda Drive, Cornell/Southshore and College Avenue.
19. I am not a fan of the newly installed bike lanes on McClintock Drive as there are not enough people using them to be worth the money spent on installing them along with the added emissions and travel time. However with that being said, what's done is done, I am happy to support the compromise leaving the bike lanes in place while adding a lane of traffic back in place. I know that I do not need to go into details because data is already in. My one concern regarding the data is if it includes bike riders who ride their bikes on the sidewalk because this still occurs with a large majority of the few bike riders I see while driving on McClintock.
20. At all costs, KEEP the Bike Lanes and I don't even bike. I have lived within 100 yards of McClintock for the past thirty (30) years (The Lakes) and it does my heart good to see Bicyclists using the lanes. We need to do whatever possible to continue to keep (and EXPAND) the Bike Friendly aspects of our City. Somehow we need to work towards a zero "Auto" increase. Yes, at times McClintock under its current configuration is a little difficult to navigate on a timely basis but truth be told, we could all leave a little earlier and arrive home just a few minutes later for the overall greater good of our Community.
21. I am a regular bike commuter approx. 8 miles each way. I am also a vehicle owner. I've ridden and drove McClintock often. I've found the traffic to be little worse on McClintock than Rural rd. which I live near. The bike lanes should remain.
22. Thank you for putting in the effort to help make Tempe a great place to ride a bike! The more mainstream the integration of alternative transportation becomes, the more natural it will be for everyone. This does take time. It also takes patients for all those involved in the process. To the many drivers of automobiles, thank you for your consideration of others who chose a different form of transportation. And, thanks to all the cyclists who are riding responsibly & within the laws. Together we can make an impact on how other cities view their transportation problems. With time, hopefully everyone will have adjusted the changes that have made this city desirable for all people, of all ages & economic backgrounds.
23. Please get rid of the candlesticks. They are ugly and major maintenance cost to taxpayers. I would rather the bike lanes be painted green like by ASU more earth friendly
24. I fully support the efforts that Tempe is making to enhance bike access and movement along some of the more transited routes in the city. I live along College Avenue and utilize that bike route daily; it is important that this route also connect to other viable routes south in the city. The effort of Tempe to enhance bike-ability over the long term will reduce congestion, air pollution and make our community more accessible to alternative transport. The transition to the more bike-friendly city model is challenging, but these bike routes play important roles for commuters to and from ASU (where I work) and to commerce and services south of the 60. As a parent, I would feel far more comfortable letting my child navigate the city on his bike as he gains independence if I was assured that reliable bike routes were available and safe for bike users.

### Comments from those who didn't answer question 3 (continued)

25. Thanks!
26. You need better signs and street markings. Consistent speed limit along the road.
27. We can't imagine how noisy it would be to have McClintock drive closer to our back yard. It is already terrible. Please do not take away more of the sidewalk on the east side.
28. Since a solid majority (60%) favor the bike lanes, why do we need to change the current lanes? Seems best economically + by popular vote/comments. I support the scenario above, but I strongly prefer keeping the current bike lanes with their protected segment (buffer). Q - If we are discussing relocating light posts, could we also relocate (replace) the trees? Even if it's just an unprotected stripe, PLEASE include the image of the bike + arrow. Q - Could we see a breakdown of support /opposition by age and by who lives here year-round? I think this is important to consider with the generational decision process. My dream scenario is to keep the current lanes and then I am ok with the proposed expansion for areas without a bike lane. The buffer is so important since cars go in the "plain" (striped) bike lane (all the time on Broadway and Washington). I also really would like all of McClintock to have a bike lane. Rio Salado to Broadway terrifies me + I crashed there (just north of Apache) yesterday because I felt squished to the side to avoid cars and the construction, caution tape caught on my bike.
29. Intergenerational solution - Don't lose the planter strips between curb and sidewalk - do not put driveway cuts in sidewalk - very bad for pedestrians and handicapped.
30. At the train underpass could there be a layer for bikes and foot traffic underneath? I have never seen this type of arrangement, however.
31. As long as I get my 3 lanes, I am good southbound. Ensure max safety. Art replaces tree. Ensure walkable + ADA. Ensure lighting. Leave what bikeline looks like to those who bike. If federal money good, I do not think nickel + dime, southbound over overall good project not cheap
32. The current setup is the safest for both cyclists and motorists. Plus there is no additional costs. Studies show traffic has been impacted minimally from the previous setup.
33. It is curious that in 2015 the city did NOT ask for any input from residents but now 2 years later they are asking for input....From the meeting I learned that the bike lanes are generational and I should just get over it and that 10 bicycles have more power than hundreds of vehicles. Truly I wish that the changes had never happened. I can't imagine that there are not more accidents because of the changes, the traffic right now is backed up northbound as far south as our feeder street, Julie. I understand how the young lady at the meeting had time to count the trees while driving since the traffic is barely moving. Most of the bicycles that I see are actually on the sidewalk. I certainly understand bicycles all around the streets by ASU but at McClintock and Guadalupe, I personally do not see any benefit to what was done in 2015. I also do not support spending gazillion dollars to try to fix what you messed up so I guess I will live with whatever is decided.
34. love the existing infrastructure, not supportive of separated BL, sharrows only where necessary if not enough width for BL, some studies show increased prop value w/ addition of BL, maintaining BL on McClintock important to get retail establishments + employers.
35. McClintock is not safe for bicyclists or pedestrians presently. Use of public roads is NOT a popularity contest (i.e. more cars make it right). SHARE THE ROAD! The speed limit is actually too high in my opinion.
36. My observation from the participants is that many had very specific personal reasons for an opinion, not necessarily looking at what might have a positive impact for the community. There has clearly been a lot of work put into the options and presenting viable options.

### Comments from those who didn't answer question 3 (continued)

37. Our group showed hands most of the people said between 60 and southern return 3 lanes north 3 lanes south. Cut sidewalk for bike lane.
38. I am only a frequent visitor to Tempe and I only recreation ride during my visits which are usually the early morning hrs. (8 to noon) on the weekends. Most of my riding has been South of Baseline. I would like to thank the elected officials of Tempe and City Staff for hosting and providing the information not only to the residents but also to the cycling public as well. I believe all residents, visitors, commuters, pedestrians and cyclist would like safe streets for our commute and recreation. Like all types whom I have mentioned we all would like to see improvements and extensions of current transportation infrastructure for all types and modes of travel. These improvements come with cost at a time of tight budgets and limited revenues. I appreciate Tempe giving me a voice but I believe in the City Staff and the Tempe elected officials to make the best decision for residents, visitors and commuters on the McClintock Drive Street Configuration.
39. Del Rio to Barcelver Optim Z. Regular bike lanes. Alt 5 2.2 Mill. US 60. If a tree gets in the way of the sidewalk run the walk around the tree
40. I want to maximize vehicle lanes first and add standard bike lanes as needed. Don't support buffered bike lanes as if they [unreadable] vehicle lanes. This plan almost is the old configuration. Good job! Some really annoyed upset people and you did good with handling them.
41. Best cost effective alternative among options. However, as a cyclist, I think that having both Lakeshore and Country Club provides more than adequate north/south bike routes ( AND MUCH SAFER). I think all of the options are a waste of tax money. You're only encouraging inexperienced cycles to choose a more hazardous route, when they should be seeking out slower speed 1/2 mile arteries. That said, as long as 3 lanes are re-instated southbound, your proposal may be the best option, given the curious mandate for a McClintock bike lane all the way.
42. I'm 68 and have lived here 41 years. I do ride a tricycle and support bike lanes.
43. I am an avid cyclist, riding for fun & also to raise money for different causes such as Phoenix children's hospital in the Tour De Mesa. Having these bike lanes gives me a chance to train so I can support these important causes. We really appreciate you working on creating bike lanes throughout the city!
44. There has to be a bike lane. There has to be car lanes. Good luck!
45. It is clear that the suggested scenario provides the best cost/benefit solution. The lowest cost solution should also result in the least disruption to traffic and the surrounding neighborhoods during construction. Congrats to the Tempe Public Works team.
46. 3 going north all the way, 3 going south all the way, please provide extra handicap parking
47. Why not promote a cycling culture. The city will grow upwards with high rise communities. Promote the rewards (better health + cost of living) a slower paced more mind full community. Bring motorist + cyclist safety awareness. The culture will change toward a better cycling motorist community.
48. I know it's utopia to think that angry, close-minded people would voluntarily attend an educational session dedicated to how to share the road safely regardless of the configuration. But bicyclists who take unnecessary risks and drivers who become lazy and don't follow safe driving rules are both [unreadable].
49. I'm sorry some people have to voice their negative opinions so loudly! You do good work :)

### Comments from those who didn't answer question 3 (continued)

50. Please take the bike lane out, especially between Southern and Baseline and restore McClintock to 3 lanes of traffic. Thank you!
51. In the past, I biked a lot for transportation. I intentionally found alternative routes that had less traffic often lengthening my route. But at least I felt safer. Now I am a distance runner. I was recently hit by a car. She was turning left and didn't look to her right. I didn't see her because she didn't have her lights on. As drivers, we tend to drive the same routes at the same time day after day. Often rules of the road are not followed (i.e. slowing down but not really stopping at the stop sign, only looking one direction before making a turn, lack of awareness of anything/anyone not in a vehicle).
52. These bike lanes are part of creating a culture of cycling and alternative transportation in Tempe. It is not just about how many residents ride bikes today and support these bike lanes. It's about a future Tempe where cycling is a safe and easy alternative to car travel. Taking the bike lanes away sends the wrong message. Support cyclists and the health and well being of all Tempe residents, current and future. Keep the bike lanes!
53. I am in favor of buffered or separated bike lanes. Drivers in Tempe are very careless and some are outright aggressive. Without buffers or separations from dangerous traffic, it's safer to resort to riding on the sidewalk. Many cities have faced similar challenges in designing bike friendly commuting spaces and the best designs are separated bike lanes. I also frequently drive this route during rush hour and have no problem with traffic because I allow extra time and I'm happy to share the road. Too many bicyclists have lost their lives to hazardous road conditions to justify taking the cheaper route.
54. Any idea how many bikes are on I-60 - Baseline at rush hour? Alternative #3 I have questions at Guadalupe to Elliot are you considering taking out third lane going south from Guadalupe into Trader Joes? Are you considering removing third lane northbound from Elliot to Bel de Mar?
55. This is an expensive compromise given the small number of people that use the bike lane. However, for the sake of compromise, I can support it. Is it necessary for the sidewalks to be 8 ft? Or could they be less wide to help with the compromise?
56. I'm sorry I was late to presentation and missed alternative proposals. I'm in favor of keeping the bike lanes. My greatest concern is McClintock between Apache and Broadway - The road is under the railroad bridge needs to be safe for bicyclists and pedestrians. Since the bike lanes, that section has been never safer. If the proposal adds back a lane of traffic but is able to keep the bike lanes a safe as possible. Yes to buffer if possible too. Different rooms for breakout sessions - yay civic engagement - Good format!
57. We drive McClintock mainly between University & Guadalupe. Usually for our southbound drive we will use Price frontage --- it's fewer stops & no bikes. We drive McClintock northbound more often. We see little use of the bike lanes (perhaps because we aren't on the route often at commuter hours). The present configuration hasn't been a huge problem for us -- but we see people who are often confused by the stanchions & the bike lane/turn lane paint configurations. Heavy traffic has been the biggest headache. The traffic backup southbound has affected us greatly when we try to exit northbound onto McClintock from the shopping center on the NW corner of McClintock & Southern --- after 3 pm it is virtually impossible to get from that lot to go north. We even have trouble turning from in front of the high school if the crosswalk is full of students --- there isn't enough time on the green for them to cross & anyone turning south to be able to turn. So, a third driving lane southbound would be most helpful. As taxpayers, we're happiest with the least expensive solution to the present situation.

### Comments from those who didn't answer question 3 (continued)

58. no sharrows, no buffers, no curb removal/trees or light poles, no 5.07 million, back to where it was and do more community input, standard bike lanes would help, major concern - nothing was looked at re: buses and high density housing.
59. I was at the Saturday, March 25th meeting and filled out a comment form at the meeting (same responses as above) but would like to make a couple of additional comments: 1 - I believe congestion on the 101 freeway is a significant source of traffic on McClintock during both the morning and evening rush hours. By this I mean that people drive on McClintock during rush hour to avoid congestion on the 101. Does the AZDOT collect and publish traffic information that could be used to study the correlation of congestion on the 101 and McClintock? 2 - Related to #1, in one of the previous meetings to discuss the McClintock bike lanes, CoT staffers had a screen shot showing Google Maps recommending using McClintock rather than the 101 during rush hour. I thought that was very relevant and would encourage that to be included in future presentations. 3 - I understand the desire to relieve congestion but adding "vehicular travel lanes" on McClintock will have the unintended effect of increasing traffic on McClintock. To paraphrase "Field of Dreams", if you add car lanes, cars will fill the lanes. Based on #1, if traffic flows more smoothly on McClintock, rush hour commuters will move off the 101 and onto McClintock. I don't think there's any way to ensure that doesn't happen. 4 - Not directly related to the McClintock bike lanes, I believe congestion on Rural has increased \*significantly\* because of the Tempe Town Lake developments (both AM and PM). I fear that in the "near future", five years?, congestion on Rural will make congestion on McClintock look good. 5 - There were several/many comments at the meeting about having bike riders use the sidewalks. I tell people that bikes on sidewalks are invisible people driving cars. People driving cars, me included, aren't looking for bikes on sidewalks, we're looking for cars in the street. Conversely, people riding bikes in bike lanes are very visible. I look forward to future meetings on the McClintock bike lanes.
60. Before doing any physical changes, please change the timing of the lights such that it prioritizes traffic for the morning and afternoon commutes. Also, please have law enforcement start enforcing laws relating to blocking the intersections. The city could also paint boxes at intersections to indicate that they should not be blocked. One of the things that I hear often is that bicyclists ride the wrong way. Can the city use parks & recreation to provide bike education classes, I think Pima County + Tucson do this. Once you have a class, the city would have a diversion program for cyclists when they break the law.
61. Riding a bicycle on McClintock Drive without a separated bike is inherently unsafe. I know because I've ridden on it (on the sidewalk) before the recent changes and (on the road) after changes. Vehicles drive too fast, particularly on the RR underpass. Speed limit is poorly enforced, and with 3 lanes of traffic, drivers drive fast due to lack of congestion and open space to fill. I suggest that the added vehicle travel lane be a toll lane or (other form on congestion pricing) and tolls used to fund the improvements, because the vehicle drivers are making the pavement unsafe or too risky for bicycles on the road. I suggest lowering the speed on McClintock Drive because widening the road will encourage speeding
62. Modify sidewalks to be split in half and use 1/2 for bike and 1/2 for pedestrians
63. While I do not currently live in Tempe, I have lived there for several years in the past. I had a family friend, Jay Fretz, killed while riding his bike on McClintock. The killer was never found, left the scene. I do not want this to happen to others! Please make the roads safer for cyclists. Thank you.

### Comments from those who didn't answer question 3 (continued)

64. As residents and people that actually ride bicycles all the time, we do not use the bike lanes on McClintock unless we absolutely have to because they are too dangerous and the street is too busy.
65. More education - on both the drivers and the cyclists; more enforcement. The driver isn't always at fault. I see more and more cyclists on the wrong side of the street on the sidewalks, not yielding to cars that are turning (when already starting the turn); don't use hand signals.
66. It's important to ensure bicyclists have as safe a corridor as possible on such a busy road. I like the vertical plastic poles. They take some getting used to but I think they are very effective. Thank you.
67. I, like many other Tempe residents, fully support bike lanes just not at the expense of traffic. It saddens me to have to support spending over \$5 million when McClintock was wonderful (for drivers anyway) prior to the change in 2015. With that said, the current conditions need improving while also acknowledging the growing population of bicyclists in our beautiful city. Trying to exit onto McClintock is a nightmare in the morning and turning left from McClintock onto Fremont in the evening is even worse!! As have many of my neighbors, I've been keeping an eye out on how many bicyclists are using the bike lane. Sad to say that I've seen less than 10 since the change.
68. The bike lanes are critical for biker safety and reducing traffic by decreasing the need to drive.
69. Keep crashes safer. Ok with standard bike lanes, but some cyclist - especially older - are less steady and need buffers. I would like the safest options. Thanks!
70. Re-stripe to include a standard bike lane when can and only if paid for by the city fund referenced in the Red group. A man brought up the importance of data collection before we move forward with spending \$5m. I would like to see this approached by priority - not all at once. The back up at the 60 literally traps those of us living south of the 60. We already have to use Rural during rush hour - which at lakeshore backs up so an alternate route out isn't an answer. This change was a result of re-striping. Put back the third southbound bike lane that the bikers all agreed they would use. Then if you really want to look at [unreadable] cars of the road, look seriously at alternative don't just default to bike lanes the size of a vehicular lane as the answer.
71. I support Tempe's commitment to increase available biking options, however, I travel McClintock Drive twice a day 7 days a week from Baseline to University and back, plus varying numbers of trips during the off-peak hours; southbound traffic during afternoon rush hour is terrible; drivers are rushed, tired and easily annoyed; the lane decrease is dangerous to bikers and drivers alike. The intersection of Don Carlos (traffic light) & McClintock is always clogged and most days, there are cars sitting in the intersection with no place to move as the light changes. As more apartments are currently being built on Don Carlos, more traffic is being added now and will continue to be added during the next few years. New Apache apartments will also present a problem for the intersection at Apache & McClintock. I would like to have the 3 lanes restored to McClintock, especially from University to Broadway, and find another N/S route for bikes similar to what Tempe did with College Avenue from Apache to the 60. I think this would provide a much safer alternative to keeping the 2 lanes of auto traffic and 1 lane of bike traffic on McClintock. I would also like to say that in my 10 years of routine as outlined above, the number of bike riders I have witness is so small to be overall negligible, whereas on College Ave which I also drive during the rush hour two days a week, bike riders are numerous and much safer, and it is a gorgeous area to ride! Thank you for time in reading my comments.



### Comments from those who didn't answer question 3 (continued)

72. Will this project be managed by ADOT? Will HURF \$ be added to Tempe's budget if costs are raised?
73. Northbound McClintock Reducing to 2 lanes will impact traffic with buses stopping along the way. Also the traffic near the intersection at Guadalupe is impacted already with making right turn. Drivers will be merging to inside lane to avoid buses making 1 lane of traffic.
74. I am disappointed in the fact that statistics about the # of bike riders that actually use each segment of the bike lanes was not presented to the group. I think that would be beneficial in determining how to re-align McClintock and determine budget to make alterations. I don't think COT has been transparent in this project. I think more efforts and money should be spent near ASU (Apache - University) vs south McClintock residences. ("Green" moderation did not control discussion or acknowledge all persons who wanted to speak).
75. Just put something to get my bike safely under the railroad tracks please. Thanks.
76. 2 southbound lanes from Apache to Southern has added 15 min to my commute.
77. It is ESSENTIAL to preserve and expand bike lanes on McClintock. Bikers have the right to safe travel on one of the major thoroughfares in Tempe
78. I hope the Council continues to support the General Plan. If Tempe wants to truly be a 20-minute city we need to continue connecting our bike corridors. I support the option proposed, but I wish the document explained what type of buffer the Council has in mind. Generally I support more protected lanes, but the different styles have different cost-benefits to consider. a) Be green always!; b.) Better to add trees than eliminate them (drought tolerant of course); c.) Seems McClintock is too busy and traffic too fast for safety of all bikers; d.) Also, McClintock is not a pedestrian inspired walkway; sidewalks not used much, by observations in the past; e.) Use of bike lanes makes more sense if added closer to university (ASU) from Broadway north for better use. Need more shade trees like Acacia Mugla, etc. More points of interest like sculptures, art works, similar to the artistic bus stops. Thank you.
79. I am in favor of adding the third southbound lane to McClintock Road and having standard (not buffered) bike lanes where practical. I believe the low cost solution will achieve the desired results, without having to widen McClintock just to have buffered bike lanes.
80. I appreciate the very detailed and well presented options and the city's responsiveness to residents' concerns.
81. Looking for a house in the area. Slightly unclear on proposed scenario - sharrows are unsafe and a waste of funds. Agree and understand the need for additional lanes. However, cyclists do require a designated space as city continues to expand.
82. I really think it is too congested with 2 south bound lanes from Broadway to Baseline. It is difficult to get out of businesses during rush hour because these roads are so backed up.
83. Prefer as much buffer as possible especially under bridge. Alternatives 2, 3, 4, 5. Not ready for sharrows! Too dangerous. Handouts were clear + helpful thank you. Everyone city staff + engineers were patient, pleasant and answered all questions. Great job presenting. Thank you.
84. I am for the most cost-effective solution as long as bike lanes are retained in some way. If simple bike lane is better than no bike lane. I am against separate bike lanes that are separated by a curb. I think those curbs are dangerous when cyclists try to pass each other. When people pull off McClintock into a side street or driveway, they will still pull across the bike lane, often times without looking for cyclists.
85. It is extremely urgent to proceed with this option or go back to the way it was. I am not in favor of the more expensive options!

**Comments from those who didn't answer question 3 (continued)**

86. I think this a good compromise.

87. Do away with landscape maintenance and put that money into the project and go all the way to the [CANT READ] right of way and [CANT READ] plant the trees where needed to the parks [CANT READ] part where they are need. We still have landscape maintenance contracts this money could be used for the bike lanes.

88. Disappointed there is no Elliot to Warner mention.

### Comments from those who didn't answer question 3 (continued)

89. I know money is tight which is why I have not pushed for several of the other scenarios that would have increased costs but also increased safety to cyclists. For instance, buffered bike lanes throughout would be FAR safer for cyclists. These kinds of investments would be ideal but I realize that the city's budget is already stretched. Please keep what bike infrastructure we have! For those of us who are bicycle commuters this is essential for our safety. And ironically, if you eliminate the bike infrastructure we are going to have to take our cars to work instead which will just make the situation worse for everyone!
90. Could it be done in the Summer-fall when the traffic is far less than in the spring?
91. My office (for 37 years) has been in Tempe and I bike commute 5 days a week on McClintock. I don't need a separated bike lane. I don't need a buffered bike lane. Riding on sidewalks is life threatening. I hate "shared" sharrows lanes. A standard bike lane the length of McClintock would be perfect!
92. Also recommend fixing the sensors at the traffic lights at Los Feliz/Southern and Country Club/Southern to change at moving vehicles arriving at light. The lights take too long to change. Also - paint the intersection of La Jolla/McClintock staying "Do Not Block" to allow residence out. We can not get out of our neighborhood quickly or safe due to other vehicles, especially during rush hour, busy bumper to bumper preventing us out. - Consider a Traffic light motion sensor to allow residence out of La Jolla/McClintock.
93. Thank you for addressing this situation. The reduction in travel lane capacity in 2015 has resulted in unacceptable traffic conditions for those of us who live along this corridor.
94. I support having 3 car lanes going South on McClintock but would like to see 3 lanes going North also. I drive on McClintock Drive daily since my daughter goes to school at Ward Traditional Academy in the neighborhood South of Southern and my son goes to McClintock High School. When coming from work I drive south on McClintock from the 202 Freeway and it has been a nightmare since the changes were made and car lanes were taken out. It takes me double the time to get to where I am going. Also, trying to get out of the neighborhood of my daughter's school has been almost impossible since the traffic is worse and it takes more time waiting for traffic to clear enough to be able to pull out. I am also a bike rider and feel the bike lanes are important for Tempe to progress but the traffic congestion has been unbearable.
95. My husband Jim and I attended the 3-28-2017 McClintock High School presentation about the McClintock Drive Configuration. I decided to think about my comments and submit them online. My husband and I have owned our Tempe home since 1980. It is bordered by McClintock, Price, US 60 and Baseline roads. We have raised our two children here and we now own a second home in the same neighborhood where our son lives. In 2000-2001, I was very involved with a neighborhood group who worked with the City of Tempe staff on issues relating to the Country Club Way pedestrian/cyclist bridge over the US 60. Many people in the neighborhood north of US 60 were opposed to the bridge because they did not want an increase of pedestrians and cyclists traveling through their neighborhood. One of the main reasons advanced in favor of the Country Club Way Bridge was to get pedestrians and cyclists off the arterial roads such as McClintock Drive because many more pedestrian/cycling accidents occur on Tempe's arterial roads due to the large volume of traffic, the speed of vehicles and cyclists riding on the wrong side of the road. I remember my alarm at viewing the cycling/pedestrian accident statistics on Tempe's arterial roads. I was determined to see that the Country Club Way Bridge was built in order to allow cyclists and pedestrians a safer alternative to travel north and southbound in Tempe. I was very pleased that the Country Club Way Bridge over US 60 was

built and has been utilized by pedestrians and cyclists for over a decade. I was also very pleased in 2015 when McClintock Drive was repaved between Broadway and Guadalupe roads, but I had concerns when I saw striping for only two lanes in each direction. My concerns have turned to irritation especially whenever I have to travel on McClintock Drive. Here's why: from our neighborhood, McClintock Drive is the only direct access northbound. We have to cross US 60 on an arterial road, and to access Price Road northbound, we have to go through a series of maneuvers and traffic lights before we can start traveling northbound. My husband and I travel westbound on the US 60 into Phoenix for work during the morning rush hours. With only 2 lanes northbound on McClintock at Fremont, it is sometimes impossible to enter McClintock and get over into the westbound US 60 turn lanes. We have to travel north on McClintock and do a U-turn to get on the US 60. Besides being time consuming, those types of maneuvers can create more accidents—but sometimes, it is the only way to access the westbound US 60 from our neighborhood. When I am driving on McClintock Drive, most of the time, I do not see any cyclists. However, if I do see a cyclist on McClintock Drive, probably 85% of the time, that cyclist is riding on the sidewalk—not in the bike lane—and many times that cyclist is riding on the wrong side of the road. The 2016 bicycle count statistics collected by the City at the Southern and Baseline intersections confirm the lack of utilization of the bike lanes by cyclists. To state it simply—cyclists might want the bike lanes on McClintock Drive, but cyclists do not use the bike lanes on McClintock Drive. At the March 28th meeting at McClintock High School, I was told by Julian Dresang that according to mathematical calculations pollution along McClintock Drive had increased because vehicles are sitting in 2 lanes of traffic on McClintock instead of moving on McClintock. This definitely hurts Tempe's goal of reducing pollution and adding to the quality of life for Tempe residents. Not everyone can ride a bicycle especially when temperatures exceed 100 degrees. As our climate gets hotter, Tempe needs to expand opportunities for neighborhood circulator buses and other mass transit. That would be more cost efficient than millions spent on bike lanes that are not utilized. Preferred Alternative - At the March 28th presentation, the City staff indicated that they would prefer McClintock Drive to have 3 lanes southbound and 2 lanes northbound. The reason given for the 2 lanes northbound is that they want it consistent instead of 2 lanes on some portion of McClintock Drive and 3 lanes on other portions. I strongly disagree. As a parent of students who attended McClintock High School, I found the third lane from Southern to Del Rio helpful to continue the flow of northbound traffic especially during the morning rush hour. If there is no right hand turn lane on eastbound Del Rio, traffic backs up in the outside right lane and inevitably in the inside lane as people slow to see what the holdup is. As I stated earlier, since 2001 when I worked on the Country Club Way Bridge, I believe the City of Tempe should do everything it can to have cyclists utilize non-arterial roadways. So, my preferred option is to improve the Country Club Way path and return McClintock Drive to its original configuration. As a secondary option, I prefer a third northbound travel lane from Baseline to Del Rio along with the southbound travel lane along all of McClintock Drive. Thank you.

## McClintock Drive Resident Feedback (emails and phone calls excluding 311) from Nov. 3 to current

1. 11/3/2016 Thank you for listening to the public on the bike lane issue. When I was 16 we moved here to Tempe, and I still live in the same house, there were 2 lanes of traffic and a bike lane on McClintock. Back then the freeway also stopped at McClintock. The population was still small and you could see the mountains because the air was crisp and clear every single day. But times have changed and the freeways go to the moon and back now, and the population seems to be that of China. Taking away a lane of traffic is not a feasible idea and not a economic one. The drive times have literally doubled, thus causing more pollution and more stress. The bike lane idea was a nice one but not a smart one. I would like to see the car lanes go back to 3 lanes and some how make it easier for bikes to ride. BUT..... I also don't want to see the streets ripped up to add a bike lane. That's just insane and costly, especially since only an average of 12 people even ride bikes daily on the bike lanes. You know it's funny, the majority of the riders I see on bikes USE THE SIDEWALKS to ride on! They don't use the bike lanes. Maybe change some laws so that its legal to ride your bikes on the sidewalk. I used to bike to highscool at McClintock before I got a car and I rode on the sidewalks. Any way..... Thank you for taking the time to read this and to record my answer as a NO for Bike lanes and a YES for putting the 3 lanes back in. Have a lovely day Julie Varholdt
2. 11/3/2016 I won't be able to attend the Review Session this afternoon. I hope my comments can be read at the meeting or included in citizen feedback. Waste of space Traffic on McClintock dropped 20% but you cut 33% of the lane space. There is definitely more congestion causing problems making left turns from the Park Riviera 3 & 4 complex. To get from Minton to the right turn lane to get onto the entry ramp for US 60 is extremely difficult now because of traffic build up. The streets were already built and paid for. Why decrease their use at this late point? There are VERY few bicyclists using the bike lanes. Personally I think a biker would be crazy to ride on McClintock! Confusing To fit on the street the bike lanes are larger than normal and have extra space near the curbs. The lines are very confusing. How do you make right turns across a bike lane? No one I've asked knows. Do you slow in the right traffic lane and risk being rear ended? Do you pull into the bike lane to slow and turn? Why not since there is a 99% chance that there won't be a biker. The candle sticks start, stop, start, stop. Does that mean the bike lane is where the candlesticks are? I've seen so many people suddenly hitting their brakes and jerking back into traffic to avoid the candlesticks. I applaud Tempe's dedication to to improving transportation options. I walk. I occasionally ride a bike. I use light rail. I drive. But I firmly believe bike lanes on McClintock are a mistake and mis-use of taxpayer funds. I would like to see them removed. Pamela Bir
3. 11/3/2016 To whom it may concern, I have been an avid cyclist all of my life. I commute regularly around town, especially between Tempe and Phoenix. I still do not use the new designated McClintock bike lanes because there is way too much traffic not flowing. It is scary to ride a bike when you are going faster than the cars around you and they may turn right in front of you at any moment. It makes no sense. In addition, getting home when I do drive my car is crazy/slow now coming south on McClintock. There are plenty of alternatives on non heavy roads such as Lakeshore drive and College Ave and even Mill Ave. These are much better and safer alternatives. The way the bike lanes were before was perfect in my opinion. Roads like Elliot and McClintock need 3 lanes of traffic and bikes should not use

these. There are much safer ways to get around. The sooner cars can get to their destination and off the road is best for all of us, including the environment. Thank you for listening and please change it back like it was before, without designated bike lanes in the heart of McClintock through Tempe. Traffic lightens up south of Warner, so a two lane and a bike lane makes sense heading towards Chandler. Bottom line, make decisions that make sense for the whole community. David Mitchelson

4. 11/3/2016 Hi Lauren, Thanks for your response. I wish I believed that this is all about public safety and our general plan. "The road project was instituted because the old roadway configuration exposed drivers to danger" Unfortunately, I feel that it is much more about your support of the bicycle community in general. I support the bicycle community, as well. However, I would never try to justify this by trying to call it what it is not. I am VERY familiar with the fact that bicyclists will never make up the majority of ridership, I am also very familiar with the fact that the majority will not use a bus, a light rail car, a streetcar, etc. I support these, as well. However, my support is based on having these options available in appropriate locations, and I do not let my views become clouded by bad policy where people are given bogus excuses. I'm not sure that a phone call would be necessary, as it is clear your position will not change. I would have respected your decision much more if it were not hidden behind you wanting people to believe you made it based on public safety. Nick Bastian
5. 11/3/2016 Tempe City Council Members, I am unable to get away for a 4:00 session, however I wanted to weigh in on this issue. I believe the negative impact of the re-configuration of McClintock far outweighs the benefit to 14 bikes per day. The increased carbon emissions, much slower commute times, and commuter frustration levels are all impacting the quality of life for Tempe residents, especially the tax payers in south Tempe. It seems a bit "unfair" to allow the decision to restore McClintock to be disproportionately influenced by bicycle groups and proponents that don't even live in our city. Why negatively impact the quality of life for commuters and people that are just trying to navigate the congested street to get to their house, or turn out of a grocery store parking lot? This is a major commuter roadway, that serves as the backup north/south pathway when there are issues on the 101. As such, it seems that processing vehicles thru red lights at a steady pace would be advantageous to everyone. If the goal is truly to slow traffic down, why not reduce the speed limit and/or put a motorcycle officer out during rush hour? I invite council to reconsider, and be mindful of the frustration you are hearing from your residents (voters). Thanks for the opportunity to weigh in. Rachel Todd
6. 11/3/2016 Dear Mayor and Council Members, In the event that I am unable to attend today's Work Study Session I wanted to share my thoughts about the bike lanes on McClintock Drive. No doubt that you will hear many opinions today on both sides of the issue. I would ask you to take a step back and think about why the lanes were proposed (the goal), the potential disadvantages and benefits of the lanes, and how the City will measure the outcome/success of the goal. In a memo to the Council from Shelly Seyler and Julian Dresang on March 7, 2016, they mention that one of the transportation objectives of the General Plan 2040 was to "get people out of their cars." Thus, McClintock was identified as an arterial corridor that was lacking bike lanes. Supposedly, adding bike lanes in this location could be used to reach the goal of "getting people out of their cars." However, the data

clearly shows that this is not the case. The most recent research shows that approximately 15 bicycles use these lanes a day. Thus, **the goal was not achieved**. In a City the size of Tempe, more than 15 people must benefit when a major transportation decision is made. Thousands of people should benefit from the decisions that are made. Returning the bike lanes to the original vehicular configuration will benefit the most people, improve traffic, and will reduce emissions from idling vehicles waiting longer periods of time due to increased congestion from fewer lanes. The City should still explore other options to "get people out of their cars," especially ideas that will get hundreds or even thousands out of their cars. One idea to consider would be a dedicated Orbit type bus that only runs a route along McClintock Drive. This bus could take bike riders from one end of McClintock to the other, as well as provide a dedicated route to take commuters directly from South Tempe to the light rail station in North Tempe. An idea like this has the potential to achieve the goal of the 2040 Plan by impacting a large number of commuters in a **positive** way that can be measured and quantified. Please consider returning the bike lanes on McClintock to the way they used to be. This will provide the most benefits for the residents of Tempe. Thank you for your consideration. Lisa Zyriek

7. 11/3/2016 Restore the lane for cars! Remove the candlesticks! They are a hazard! Jo Majack
8. 11/3/2016 Did the City ever consider just removing the candlesticks and use a more familiar bike path striping? That might change my mind. Peter Graves
9. 11/3/2016 We are opposed to the new bike lanes and candle sticks on McClintock Drive. We would also like to know WHERE THE PICTURE was taken for the flyer that was mailed out to us? It looks like McClintock High School's fence but no where can we find the structures prior to it going NORTH. Gloria Adams
10. 11/3/2016 Good Mr. Mayor and Council members, I'm writing to you about the bike lanes along McClintock. I have not seen them in use except a handful of times. I work in north Tempe and there has been an increase in my commute time to and from work with an average commute time of 30 minutes just to go from Elliot and Rural to Washington and Mill. My wife and I have also notice increased time traveling for errands during rush hour and in general. In my opinion, the bike lanes have negatively affected us and are not useful for most south Tempe residents. I hope you will take this into consideration in your vote tonight. Thank you for your hard work and dedication to our community and the City of Tempe. Marc Giannetta
11. 11/3/2016 Mr. Mayor and Council Members, I hope all is well with each of you - I live, work, and play in Tempe for my entire life (33 years). I live in Warner Ranch (south Tempe) and work at First Solar in north Tempe. I'm an outdoor enthusiast and to me, the decision of whether it stays or go's is very clear; the bike lanes on McClintock backup commuter traffic for thousands of people for the drive to/from work and are utilized by bike riders in the dozens. I support the initiative to promote a more bike friendly community (we have several east/west trails), but the McClintock Rd. bike lane implementation has not been successful. I've reviewed the data points and options as we move forward. I believe restriping the entire

corridor and removing the bike lanes and improving parallel bike routes is the best way to move forward. I appreciate your service to the City of Tempe and hope for a good resolution for both commuters and bike riders. Thanks, David Palmer

12. 11/3/2016 Hello Tempe City Council! I regularly commute north-south on McClintock and I am ***against*** keeping the lanes as they currently are. I fully support the below rationale for removal of current bike lane conditions. Lack of use: City observations have concluded that less than 15 people are using the bike lanes. The removal of a lane has resulted in an increased travel times, particularly heading south in the evening. Travel time south from University to Baseline has increased over 65%. The increased congestion releases an extra 2.8 additional metric tons of pollution in Tempe daily. Which negatively affects the quality of life of nearby neighborhoods. Usually a project of this scope requires multiple public input meetings, these bike lanes only received one. Thanks, J.T. Taylor
13. 11/3/2016 I live in a neighborhood adjacent to McClintock Road and have found the bike lanes to be a great impediment to the efficient movement of traffic. I use McClintock very frequently and have observed that most bike riders that I see primarily use the sidewalks for their lane while car traffic is now bottlenecked very often, especially during morning and afternoon prime commute times. Please return this road to one that accommodates more car traffic lanes. Jo Madonna
14. 11/3/2016 Dear Council, I think that bike lane installed on McClintock is a bad idea and a waste of taxpayer money. I drive up and down McClintock between Broadway to Guadalupe Rd at various times of the day every day of the week. I believe it was a bad idea for the following reasons: 1. Nobody uses the bike lane, rarely due I see a bicyclist riding on that lane. It is not like around the ASU campus where people actually ride bikes. This project would not upset me so much if the bike lane was being used. This is from a person who rides a bicycle often, so I'm not against bicyclists 2. Now traffic gets back up. I pull out of La Jolla going south on McClintock and at commuting times traffic will be backed up from Highway 60. This got a lot worse when the third lane was removed. Even during non-commuting hours I have to get into the center lane and merge where as before I didn't have to do it as often. Which seems to me to raise the chances for traffic accidents. Thanks, Tom Schultz
15. 11/3/2016 Dear Councilpersons, I understand there is to be discussion tonight Re the bike lanes on McClintock Dr. To me they are a traffic nuisance. It is rare to see anyone biking in them, in my area anyway. I live near Rural and Baseline, and often go to Target and to Fry's, at Baseline and McClintock. These lanes, esp. when one is driving south from Southern, are confusing and seem to obstruct the normal entrances I would want to take to these businesses! Yesterday, I did see a woman biking on the east side of McClintock, but she was using the sidewalk, not the bike lanes. Better to return to the three traffic lanes we used to have, and admit this is a failed experiment. None of my friends who live in the area have found this traffic experiment to be an improvement. I hear only complaints about the folly of it. Thank you for your reconsideration of this issue. Linda Reichert



16. 11/3/2016 Please remove this dangerous situation. The whole project was not well thought out and is dangerous to all of us who commute every day by car. People sitting in MORE traffic everyday creates more frustration, agitation, and anxiety, all for a few bike riders who I rarely see during this time of day. thank you, claire pavlus and mark burton
17. 11/3/2016 To whom it may concern; I live in south Tempe South East of McClintock and Guadalupe. I'm a bike rider and ride every other day for about 10 miles. I have been all over south Tempe on my bike and very seldom use a major street to ride on. It's just not safe. I would like to comment on McClintock traffic lane reduction with the addition of bike lanes. I was skeptical of the change from the beginning. I thought how many people would use it since most riders would not want to ride on a busy street like McClintock even with the bike lane added. The reduction of an automobile lane for a bike lane in this case makes no sense. The usage of the bike lane (from my observation and discussion with others) is minimal. I think the city has gone overboard on its vision for the city as far as transportation is concerned. This McClintock issue is a bad decision with very few benefits. Please put McClintock back the way it was. Ronald Webster
18. 11/3/2016 Hello Tempe City Council, I did not hear about your meeting this evening in time to attend, but I'd like to add my input into the McClintock bike lanes. I live in Bradley Estates near the Ward school, when parents are bringing their children to and from school it is almost impossible to get out onto McClintock since you took away our third lane and added the totally useless bike lanes. I can count the number of bikes I have seen using those lanes in the last year on both hands and have fingers left over. Please return McClintock road to three lanes. More citizens of Tempe drive cars than ride bikes and I don't think you are representing your constituents to the best of your ability by focusing on special interest and ignoring the majority. I'm getting very tired of the city wasting my tax dollars catering to the bike lobby, first you built a bridge in our neighborhood that the majority of the people directly affected by it didn't want, so that bikes could stay off of McClintock and now you have wasted money reconfiguring McClintock for bicyclists, how much tax money do you intend you waste on this special interest? Please stop making the majority suffer because you want to be a bike friendly town. How about we become a citizen friendly town? Sincerely, Machel Glassburn
19. 11/3/2016 The bike lanes show progress for the city and the residents of the city. It is not only better for the cars (fewer crashes) but also better for the people living here. It gives us options for how we move through the city so that we just don't rely on cars. The people in Chandler who DRIVE THROUGH are the ones complaining. Keep the bike lanes - the people of Tempe need to be forward thinking about transportation. Thank you. Libby Wentz, Tempe resident
20. 11/3/2016 To Whom It May Concern; Using data from the 2007 City of Phoenix Street Transportation Department Bicycle Collision Summary for bicycles: for non-intersection bicycle motor-vehicle collisions 65% occurs when riding on the sidewalk, 19% occurs when sharing the road, 13% occurs when crossing mid-block, and 3% occurs when using a bike lane. This is but one study where the safest place for a cyclist is on a bike lane. The bike lane removes the frustration of the driver which feels put-upon to slow down and pass me in a safe manner using ARS-735, Arizona's three-foot-law. Having bike lanes also encourages

people to bike which reduces congestion, pollution, and raises the fitness of the cyclist.  
Thank you Thomas Armstrong Jr

21. 11/3/2016 City Council members- 1. Please respect the safety of cyclists on McClintock 2. This area is also close to McClintock High School where you will find more youth on bicycles. 3. Both of my adult sons ride their bikes in that area everyday to work, instead of driving vehicles 4. Encourage alternative transportation, reduce the carbon footprint 5. Continue to encourage the progressive reputation of Tempe 6. Tempe needs less car traffic, therefore less emissions, less pollution, less congested streets which logically translates into more supportive roadways for bikes Trisha Gilman

22. 11/3/2016 Good morning Mayor Mitchell, Vice Mayor Arredondo-Savage, Councilmember Granville, Councilmember Keating, Councilmember Kuby, Councilmember Navarro, and Councilmember Shapiro, I am writing to you today in support of keeping the bike lanes on McClintock. As a Valley native, resident of Tempe for the past 10 years, avid bicyclist, and Director of Operations at Local First Arizona, which represents over 200 locally owned businesses in Tempe, I write to stress the crucial economic importance of keeping these bike lanes on McClintock. Although I am not directly representing the endorsement of Local First Arizona to keep the bike lanes, I hope you will consider the impact that the lanes have on the economic sustainability of Tempe. Up to 4 times more money stays in our community when it is spent at a locally owned business rather than a national chain. With countless local businesses on and near this bike route, keeping the lanes offers a safe incentive for residents to spend their dollars at more local businesses in Tempe that are on and near the route. With long lasting local businesses including Changing Hands Bookstore, Gold Bar Espresso, The Dhaba, and La Fonda - as well as new establishments such as Bottleshop 48 being directly on the route, the residents nearby are provided with an opportunity to spend more money in Tempe. I would like to stress that the dollars spent at these local businesses will not stop at the counter, as these businesses will in turn spend their money at more local Tempe businesses. They may hire Think Graphics on University to do their printing, or they may hire Zion and Zion downtown to do their marketing and advertising. The recirculation of the dollars being spent on and near the route of the McClintock bike lanes has a multiplying economic impact on the city, that will effect residents city-wide. Lastly, Tempe residents being incentivized to spend their money at these local establishments through riding their bikes will naturally feel more connected to their community. The Knight Foundation has found that connection to place is a leading indicator for local economic growth. By our residents experiencing the city on a bike, rather than a car, and getting to know the owners of more businesses in Tempe, your decision to keep these lanes on McClintock will provide more residents to feel connected to Tempe and you will continue to build a prosperous city for all who live here. When we have visitors come to Tempe, they should leave in awe of the extensive work being done to establish connection to place and grow unique local businesses that people can visit, not in awe of more car lanes on the road. I hope that your decision will be to keep the McClintock bike lanes so that Tempe will continue to thrive and build a community that our residents are proud to call home. I appreciate your time and consideration, and I thank you for all the work you do to move Tempe Forward. Sincerely,  
Thomas Barr

23. 11/3/2016 Hi, City of Tempe; I am typing on my phone, so please forgive spelling errors. My opinion on the McClintock Bike lanes - keep them. I didn't like them at first and they are still a car traffic hassle, as I car commute from So. Tempe to General Dynamics at Hayden & McDowell. But, I always wanted to ride my bike as an alternative and never have had a safe alternative, this is a step in the right direction. I wish the lanes would go all the way up to McDowell. I have adjusted my car commute accordingly and appreciate the safer lane for bicycles. Thank you, Roxanne Tebow.
24. 11/3/2016 As a bicycle enthusiast and one who uses both the Orbit and my bicycle as a primary source of transportation, I would urge each and every Council member to not just retain the McClintock Bike Lane, but to expand both the Orbit and Bike Lanes throughout Tempe. Thank you for your continued service to our community. David Lucier
25. 11/3/2016 Dear council members: The only acceptable reason to remove the bike lanes from McClintock is if there was a direct swap for bike lanes on Rural rd. instead (How many students and faculty go to ASU every day? If they felt safer they could ride their bikes). IMHO That is were they should have been in the beginning. The only other modestly reasonable option is to put auto lanes back in with right lane sharrows. If you simply cave to the lunatic car drivers who have complained you will be WRONG. If bike lanes are simply removed I predict those who voted for removal will be voted out. Don't cave be strong. See my email below from March of this year. **From:** Tim McKinstry **Sent:** Thursday, March 17, 2016 1:44 PM **To:** CM - Council Communicator **Subject:** McClintock Bike Lanes Dear City Council Members and Mayor, I live close enough to McClintock that I can see it from my rear sliding glass door. I ride my bike on McClintock 100+ days per year check my Strava <https://www.strava.com/activities/519566220> I also drive my car on McClintock 300+ days a year. Things you have heard from the McClintock Bike Lane opposition 1. Traffic backs up during rush hour. A. Carpool, ride a bike, walk or use public transportation to reduce the volume of cars on the street. It has always been bad during rush hour but I don't think it is that much worse now. 2. Difficult to enter or exit neighborhoods and businesses B. **Be a role model** and when traffic is stopped always leave a gap at intersections and driveways. 3. Inter-neighborhood traffic has increased. C. I live in the Cole Park neighborhood and have seen ZERO increased traffic "cutting through Cole Park Neighborhood to try to avoid traffic on McClintock" 4. I've heard claims of business owners claiming decreased business due to the bike lanes. D. I have a **VERY** hard time believing this to be true. I have not reduced my consumer purchasing since the bike lanes have been added. **Things people can and should do to ease the pain of fewer auto travel lanes.** Plan your trips intelligently if you need to shop at three or four different stores plan it so you can do them all at once and plan them during off peak hours. Several hundred cars a day drop off and pick up their kids at McClintock high school. Parents should identify carpool opportunities to reduce the number of cars on McClintock. This would have a larger impact in the morning, but it would also help afternoon traffic. Leave earlier or later to plan your travel outside of peak travel times. Ride a Bicycle. Walk. Roller Blade. All of that being said please work on signal timing and traffic flow. It can and should be better. Perhaps 55/45 green light ratio at Baseline in favor of McClintock or possibly 60/40 and the same with Southern. On a related note what exactly was done on Broadway between Rural and Mill? The pavement is lumpy and bumpy including the bike lane. All I see is possibly black slurry paint, new lane striping and green

accent walls Thanks and good luck with the meeting tonight. I'd be there, but I have to work.  
Tim McKinstry

26. 11/3/2016 Good Morning! I am a Tempe citizen, property owner, voter, taxpayer and the mother of two small children. I rarely write, but felt that this issue was of upmost concern for the safety of my family and other Tempe citizens. It has come to my attention that you are voting on removing the bicycle lanes and "candlesticks" on McClintock Drive. Please, for the safety of Tempe citizens, and improved traffic flow, *keep them* as they are. 1. The bike lanes make it much safer for bicyclists, forcing cars to give them a safe amount of space and creating a physical barrier with the candlesticks. 2. The bike lanes make it safer for pedestrians, putting extra space between the speeding cars and the sidewalks, and keeping bicycles on the road, not the walkways. 3. It makes it safer for cars, and easier to drive. a. The intersection of McClintock and Guadalupe, especially the southbound lanes in front of Changing Hands used to be a dangerous mess. Since the installation of the Bike lanes, there has been less confusion and congestion in this area. Plus, it seems people are *less* likely to cut off other cars. It has been much better, and safer to drive (or walk) through that length of road. b. Throughout the length of McClintock with Bicycle Lanes, busses now pull out of traffic to load and unload, in lieu of blocking a lane. c. I drive home in rush hour traffic, and will alternate my route based on traffic flow. McClintock Drive, from the US 60 to Bell De Mar Drive, has been moving FASTER than then Loop 101, since the addition of the bicycle lanes. It has become my route of choice. Even beyond the safety and traffic flow concerns, it is my understanding that the removal will cost more than the original installation. I will not vote for people who intend to waste my tax dollars, especially when that spending takes Tempe backwards, not forwards. So, please for the good of Tempe, vote to KEEP the BIKE LANES. Do not remove them and make things worse for those of us living in your boundaries. If you have any response, questions, concerns or comments, please feel free to contact me either via email or phone. Thank you very much for your attention to this matter. Have a good meeting and a wonderful day! Nora Grace Calato
27. 11/3/2016 Hello Council members, I am writing you to express my support for the McClintock bike lanes. I am unable to attend today's meeting, but as a resident of Borden Heights, along McClintock Avenue, I love having the bike lanes. Tempe's bike-friendly attitude is one of the reasons I chose to purchase a home in this area after I graduated from ASU and I would hate to see the good work the city has put in to bicycle infrastructure be undone. These lanes not only make me feel safer as a bike commuter, but also as a driver along McClintock. Please do not waste our city's resources removing this amenity. Thank you for your time.  
Sincerely, Riley Neal
28. 11/3/2016 Dear Mayor Mitchell and City Council Members, Thank you for taking input on this important issue. I apologize for the length but feel it's necessary. I've been a Tempe resident for 16 years and purchased my second home here one year ago. I live at University and McClintock due to location, proximity to downtown and the Lakes where my sister's home is, and existing/planned bike and pedestrian connections. I shop weekly all along this corridor from Rio Salado to Guadalupe. I like having transportation choices and don't want to live, work, or spend money in cities that hinder those choices. Not everyone is able to drive or take transit, so Tempe must continue to be inclusive and protect the most vulnerable road users with all projects. The majority of ASU students don't live on campus and must travel

to/from campus without a car from many areas of Tempe or neighboring cities. Many students bike in conjunction with transit, but others bike the full trip. I drive on McClintock daily at various times and have not experienced issues even during peak periods. Actually, the street functions better than most arterial roads in the area during the same times. I know peak periods can cause frustration for drivers, but removing bike lanes to add a discontinuous extra travel lane won't solve the problem. It will create new problems. I bike on McClintock several times a week and feel very comfortable using the bike lanes. The extra buffer gives much more separation than a standard 8-inch white stripe - very helpful considering how often I notice inattentive drivers swerving in and out of regular bike lanes. Tempe has actually created a model for other local cities with this design. In sections of McClintock without bike lanes, I feel extremely nervous to take the travel lane with cars approaching directly behind me going 40+ MPH, despite my years of biking experience. Recently in very light traffic going north from Broadway to Apache, two drivers passed me at high speed within about 18-inches of my body; much closer than the required 3-feet to pass cyclists. I felt very unwelcome in that section of McClintock and this is how it would feel if the city removes the new bike lanes farther south. In a city that encourages all types of people to bike and walk, removing the bike lanes would create more barriers and create unnecessary traffic conflicts with vehicles, bicyclists, and pedestrians all trying to use the same linear space. Safety should be the city's top priority for all people. I appreciated your recent discussion on Papago Park and how several of you stressed the importance of people's safety in parks. Traffic safety is just as important as personal safety when people are traveling in city rights-of-way. It is common for people to think that bicyclists are safer riding on the sidewalk, and we need your help to overcome this dangerous perception. Consistent data shows that bicyclists' risk of a collision is highest on sidewalks due to turning motorists. Even a wide shared-use path adjacent to a roadway presents similar risks unless there are no intersections or driveways to cross. According to the AASHTO Guide for the Development of Bicycle Facilities used by all cities, a [minimum 10-foot] path adjacent to the road should not substitute for on-street bike facilities. McClintock is full of intersections and driveway crossings. In Tempe I have witnessed two bicyclists get hit by cars in this way. Both were thrown into oncoming traffic in the adjacent travel lane. The USDOT and FHWA provide numerous resources to help states and cities increase safety for bicyclists and pedestrians that can be found here:

[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/index.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm) I hope you will consider these resources, traffic engineering standards, and the input from bicyclists in your decisions about McClintock and other streets to keep them safe and well connected for all users. As housing density increases in Tempe, it will become even more important for streets to provide for all modes. PLEASE CONSIDER THESE OPTIONS: Keep the travel lanes and bike lanes as they are currently striped. This is consistent with Tempe's policies and engineering warrants on roads with similar volumes. A uniform, consistent network creates better traffic flow everywhere. Add pavement markings and signage to keep drivers from blocking minor intersections during peak times, to alleviate issues for people turning in and out of those streets. Examine which intersections need this most. This works in other cities. Complete nearby bike connections next on northbound McClintock from Broadway to Apache and on Broadway from Rural to McClintock. Then consider other connections. Continue doing this during routine pavement maintenance first due to the low cost, then through more intensive streetscape projects as funding allows. Implement an automated Bicycle Count program throughout the city to collect data on ridership. This could be done using MAG's Bicycle Counter Loan Program or through other methods. Relying on Census data only provides data

on people who bike to work, which gives a very incomplete picture. Provide more public outreach farther ahead of future projects. Continue following the policies in the voter-approved General Plan 2040 and Transportation Master Plan. These included extensive public input and were well written. It would be a shame to allow the frustrations of some drivers to take priority over people's safety. I know you all want to make the community better, and it isn't always easy to do when people want different things. Think about other difficult decisions you each have made in regards to land use, development, and transportation citywide. I'm always happy to meet and discuss transportation in greater detail. Thank you, Susan Conklu

29. 11/3/2016 Please keep the bike lanes on McClintock! I own a home off of McClintock Drive, and I support the protected bike lanes on McClintock. Personally, I believe the bike lanes have made an improvement for automobile traffic flow. The times I drive on McClintock, traffic moves much more consistently than before. Turns may be challenging at some locations during rush hour but that is true near intersections on most streets during rush hour. The bike lanes have finally fixed a traffic disaster that has plagued (for over a decade) the McClintock roadway just south of Guadalupe in front of the Changing Hands/Trader Joe's shopping center. Before the bike lanes were put in, cars frequently tried to merge into each other and drivers pulling into and out of the shopping center often blocked traffic and had near misses. With the bike lanes, the drivers have more room to enter and exit the shopping center which has greatly improved driver safety and helps keep traffic flowing. Additionally, the number of accidents I have seen there and the severity of the accidents that occur has significantly decreased. The protected lanes also increase safety for kids and families in the neighborhoods, pedestrians who walk along the sidewalks on McClintock, cyclists and drivers. Regards, Travis Gallion
30. 11/3/2016 Mr. Mayor and city council, I want to go on record supporting the bike lanes on McClintock Drive. Thank you, Phil Amorosi
31. 11/3/2016 Dear Tempe City Council Members, Let's make Tempe the model of a sustainable city by not only maintaining the McClintock bike Lanes, but by initiating plans to improve the bicycle-friendliness of intersecting streets, as well. This will not only improve the safety of cyclists and motorists alike, but will reflect the forward-thinking mentality that makes Tempe stand out (and attracted me here four years ago). Your decision today sets a precedent for the future of our city. I hope you'll continue to work toward a clean, safe and multi-modal Tempe where cyclists' lives matter more than a perceived inconvenience by those who chose to drive. Thank you. My Best, CHRIS WEIR
32. 11/3/2016 Hello, My name is Rabekha Siebert, I live on Baseline and McClintock, and I bike to ASU M-F on the McClintock bike path. I've lived in my house for over two years and the difference in my commute has dramatically improved! In December 2015 I was hit by a car on turning right off of McClintock onto Palmcroft, as I said above I feel my commute has become safer and improved 10fold. Keep the lanes! Thanks! Rabekha Siebert
33. 11/3/2016 What alternatives are you proposing for the people that commute by bicycle. Are you advocating that we ride on the side walks? Mike Mundis

34. 11/3/2016 Dear Tempe City Councilmembers, I wanted to take a moment to say how much I appreciate the new bike lanes on McClintock. As an active bicyclist who lives off of McClintock, I benefit tremendously by the new bike lanes. I now have a safe and convenient way to travel north and south through Tempe when I commute to work, run errands, or ride for fun. I feel that it is safe enough to pull my children in a trailer on McClintock now, where before I was not comfortable doing so. One of the reasons that I decided to buy a home in Tempe was because it is such a bike friendly community. The new bike lanes make it even friendlier. I've heard some complaining about the extra congestion along McClintock. While I have noticed that traffic seems to back up a bit more at lights, at most this has only increased my car travel time by a couple of minutes and this is only during heavy traffic times. Isn't a few minutes longer commute worth the life of even one bicyclist? Of course it is. Plus, now city buses can pull completely out of the traffic lanes at bus stops, helping overall traffic flow. This was a problem I saw when commuting in my car before the bike lanes. This is an additional benefit that I've appreciated when driving on McClintock. Please preserve the new bike lanes. Thank you, Matt Beversdorf
35. 11/3/2016 Re McClintock Bike Lane I moved here to Tempe from Boston, MA in 2007 and I took up bike commuting within a month of moving here. I love how easy it is to bike here and have been car free since I moved here! The advent of the light rail and LYft helped too- but bike lanes, bike signals, bike trails and a growing infrastructure did more than anything else. I take Alameda through Tempe often and love riding my bike to Sprouts on southern and McClintock. For a long time, I had to find shortcuts through the neighborhood. I often had to ride salmon style on the sidewalk. The sidewalk is extremely narrow and anyone walking, using a stroller, using a wheelchair or has their legs sprawled out from the bus stop make it dangerous to ride a bike on the sidewalk. Bicycling on McClintock was not a safe option due to car will NOT share the lane. They just won't. It's a school zone so I was always surprised there wasn't a designated bike lane. In my time being able to use the bike lane, it's been a huge relief. I don't have to use the sidewalk. I am safe from traffic. And I still see cars speeding and making bad merges all the time. They will blame the traffic on the bike lane, but in a dense school zone should cars really have the right of way? Do not take away the bike lane. It will be a step back for Tempe and bicycling and safety. Thank you Bonnie Gerepka
36. 11/3/2016 Hello Tempe City Council, Here is a picture of June 2015, with a city truck taking up the whole sidewalk. No room for pedestrians. No room for bicycles. People want bikes to be on the sidewalk, not even possible in this case—due to government employees. I'm frustrated that we are still having this talk about removing the bike lanes; why are we? Because a select group of people are upset about the change? You are representatives of all the people of Tempe, if you don't like being a target for peoples complaints then maybe you are not fit for leadership. Finally, the bike lanes on McClintock and Broadway are kind of terrible. Do you feel comfortable sending your sons, daughters, or even yourselves down them? I ride in the road but these lanes have no human character—full sun, along side speeding traffic, they are barren. You plan on spending \$80k on redoing the street; can you spend that money on making the street more livable? Plant a tree, make some shade, bring life to Tempe—we believe in you! Shaun Ylatupa-McWhorter



37. 11/3/2016 While I seldom ride a bike, I favor keeping the bike lanes on McClintock. The following is the text of a message I just posted on Next Door Carver Terrace. "It seems there is some exaggeration and a lack of real traffic information on the part of some anti-bike lane folks. One person claims, with exactly zero evidence, that there are only 10 people riding bicycles on McClintock. Another claims that going from 6 lanes to 4 lanes increases their daily commute by half an hour--which seems totally impossible unless their car speed is slowed down to 3 or 4 miles per hour. I drive on McClintock nearly every day, and I have never experienced or witnessed such a slow down. "During morning rush hours, the slow downs are mainly from waiting for traffic light changes due to the large number of cars. "And don't forget, these roads are paid for by local sales and property taxes, and bicycle riders pay the same local taxes that car riders pay. So arguments that bicycle riders are somehow "freeloaders" are baseless." Daniel Shaffer

38. 11/3/2016 Dear Mayor Mitchell and Tempe City Councilmembers: While the lanes on McClintock could be improved to make both cyclists and motorists happier, they should not be removed. (As Councilman Kolby explained at one of his public meetings recently, federal standards dictated how they were done, and probably both groups could agree that they could use some changes. Regardless, any transportation infrastructure must be built out to a point of being a useful network that gets you safely to wherever you need to go before it will achieve full utilization rates, and even then it takes time for people to adopt new habits. Tempe has miles of decent bike lanes, but it is still either a challenge or impossible to get to many places without being dumped onto busy, bicycle unfriendly streets without bike lanes several times before you reach your destination. Proficient cyclists know that a decent bike lane is much preferable to riding on sidewalks, because bikes mix better with surface street traffic than they do with pedestrian traffic if there is low volume or a bike lane on the street. Yet even today, I rode some sidewalks (illegally) rather than mix with motorized traffic in a couple of places because there was no bike lane and the vehicles were too fast and frequent. It is no wonder that many proficient cyclists opt not to use a bicycle to get around Tempe.



Will the electrical system in your house work if you fail to connect the wires at junction boxes (intersections) and have frayed or no wires connecting the source with outlets and devices (insufficient or non-existent lanes on numerous major thoroughfares in Tempe)? Of course not. Either we are working toward the voter-approved 2040 plan, or we're not. If we are, we need to keep the McClintock bike lane (perhaps with modifications), and continue to build out our bicycle transportation infrastructure until a fully usable network is completed. If we're not going to follow these plans, then why do we have them in the first place? Thank you for considering my point of view as a 55-year cyclist (I learned at age five). Sincerely, Bruce Braley

39. 11/3/2016 Good evening, Unfortunately I am unable to make the meeting, as I am at work during this inconvenient time. However, I would like to say that I often go out of my way to use McClintock instead of Rural, because I feel safer using the bike lanes. The issue is that there aren't MORE bike lanes throughout Tempe. PLEASE KEEP THE BIKE LANES. In fact, please ADD MORE BIKE LANES. 1. It is safer for cyclists 2. It encourages cycling, which is good because A) it's healthier and B) It is much better for the environment than driving. Good evening, Brooke Kubby
40. 11/3/2016 I can't stay at the meeting after 5:30 due to work. I am in favor of McClintock Bike Lanes as an asset to our community. I am in favor of extending the McClintock lanes to Rio Salado. We need as many bike lanes as we can afford to allow the choice for our residents. Thank you. Thérèse Lucier
41. 11/3/2016 Dear council members , let us be reminded that well planned pedestrian and bicycle communities not only create safer living environments, traffic calming for the citizens who pay taxes and call Tempe home but, just as vital...this makes good business sense!!....Companies deciding on where to open up or relocate look at cities that have good well planned light rail, bus and commuter bicycle lanes for their employees!...Think!!....Vote No on removal of these bicycle lanes!! Chris Hernan
42. 11/3/2016 Hello, I just want to add my comments about the bike lanes on McClintock. Before the bike lanes, it was very scary riding along McClintock. I did it once with a group of cyclists on a slow traffic Sunday morning and it was still very scary and unsafe. I never did it again. I see one comment mentions cyclists should ride on the sidewalk. I've tried this, which is also scary. It really ticks off the pedestrians too! It is unsafe for both pedestrians as well as cyclists. Comments speak to the horrible backups during "rush" time. Well, that happened before the bike lanes—it's just the "nature of the beast" of rush hour commuting in the Valley. I particularly like the barriers between the bike lane and the traffic. I wish all busy streets that have bike lanes would install these barriers. Thank you for considering my comments. A bicyclist, Karen Magnan
43. 11/5/2016 To whom it may concern: I saw the presentation on Thursday and can't help but wonder how traffic volumes are east and west of McClintock. Not sure how readily available it might be to compare volume and travel times east and west of McClintock. If possible compare the same north/south bound sections of the 101 and Rural rd. Several times I heard people mention education is needed and people are either riding the wrong way or on

sidewalks which are both inherently much dangerous than using bike lanes or even riding with traffic in traffic lanes. I would like to see the City of Tempe partner with the ASU and the K-12 schools/districts that reside in Tempe for age specific mandatory education. 1. K-5 schools could 5th Graders attend a 30 minute basic education class two to three weeks before school lets out for summer. 2. 8th Kids could a similar class that might go a little more in depth also two to three weeks before school lets out for summer. 3. 9-12 Have Bicycle education curriculum included in two classes that are mandatory for graduation. Health and P.E. 4. ASU should Make Bicycle education part of orientation. To cement all of the education that is provided have ASU and Tempe PD provide outreach education stops year round. Inform people of the dangers and any laws they may be breaking and after enough contacts people will start to get the picture. **Wrong way sidewalk riders are dangerous for everybody.** At the officers discretion they could begin to ticket wrong way cyclists. Offer wrong way ticket cyclists an option to pay \$50 or \$100. to attend Bicycle safety education class or just pay a fine of \$150. (numbers for reference not sure actual fine or fees.) Partner with Tempe Bicycle Action Group to provide Safety Education class? Thank you all for your time. Gotta go my bike is calling me. Tim McKinstry

44. 11/5/2016 Dear Council Members, I just want to thank you for your efforts in keeping the bike lanes on McClintock safe and protected. I look forward to your aggressive plans with BIKEIT coming to fruition. I always brag to folks from out-of-town about being GOLD Bicycle Community. I love this town and am proud to live here thanks to the bicycle community. <http://www.bicycling.com/culture/news/the-50-best-bike-cities-of-2016/slide/21> [http://bikeleague.org/sites/default/files/BFC Awards and HMs Fall 2015.pdf](http://bikeleague.org/sites/default/files/BFC_Awards_and_HMs_Fall_2015.pdf) Now lets go for the Platinum! Best Regards, Vince Livernois

45. 11/6/2016 I agree 100%. On Wed, Nov 2, 2016 at 1:30 AM, Robert Jenson wrote: Hi All: It is my understanding that Tempe is considering the removal of bike lanes on McClintock Drive, and I would strongly suggest that they should not be removed. Not only is the cost for doing so a step backwards in the overall transportation scheme of things, but it is a needless expense just to satisfy a minority of motorists who may be inconvenienced for a few minutes of travel time. It would be good to remember that every bike on the road is one less car to pollute and congest. We need to promote the healthy alternative transportation that benefits all of our society. Bob Jenson, VP, Coalition of Arizona Bicyclists. Greg Harris

46. 11/6/2016 My name is Carolyn Glassburn and I live at 2048 East Riviera Drive in Tempe. I have missed both meetings on the bike lanes that were installed on McClintock. First one I was out of town and the second one I didn't know about. I leave the neighborhood several times a day onto McClintock and since the lanes were installed I have seen less than 25 bike people using the lanes. However the mess we have trying to get onto McClintock is truly scary. When the students from Ward are getting out the wait to get onto McClintock is forever. I understand that the council want to promote bikes as a clean way to get around the city but taking two lanes off the streets has resulted in more cars running while waiting to get into traffic and then the backups trying to get on the freeway negate any of the good coming from the bike traffic. You just put a bridge over the freeway on Country Club Way for the bicycles to use so they wouldn't have to use McClintock. It also isn't used as much as you

would think it would be used. I know that trying to get out of the Fry's parking lot on Baseline and McClintock is almost impossible during certain times of the day. The fact of the matter is there will always be more people using cars than bikes and cars should be the priority concern on the streets. The less waiting in traffic will more than make up for any pollutions saved by the bicycles. I do feel that people who want to commute on bikes need a way to get around but taking two lanes off a very busy street is an unwise decision in my opinion. Sincerely, Cartolyn Glassburn

47. 11/7/2016 Dear Sir, It has come to my attention that the city is discussing removing the bike lanes on McClintock. Two years ago I was hit by a car on Baseline in Phoenix. It was a small section of Baseline where the city decided the bike lane wasn't important enough to be continuous. My shoulder was dislocated resulting in a year of physical therapy and lifelong consequences with rotator cuff tears. A bike lane may seem like a small thing to drivers but it has been my experience that driver's don't follow the law of passing us with at least 3 feet of clearance. We need those lanes for safety. I implore you to protect the safety of the many cyclists in your city. I commuted by bike during my time at ASU and many of the students there rely on these safety measures to get them safely to and from class. Please don't take that away and risk someone else having to go through the same pain I did because of a careless driver. I consider myself fortunate to have only had a shoulder dislocated. Other's have died because drivers didn't pay attention. We can't make drivers pay attention but at least we can provide extra room so cyclists aren't forced closer to these drivers. Sincerely, David Roppel
48. 11/8/2016 Dear Councilpersons, Jay Fretz DIED while biking on McClintock 6 years ago in the same spot where three or four of you are recommending to take the bike lanes away. The lanes were not there in 2010, but had they been, perhaps a life could have been saved. PLEASE, please consider the lives of those who commute to work via bicycle (decreasing congestion, putting less strain on the road - saving you money on maintenance costs) as well as the 4,000 students served by these attending Tempe High and Marcos de Niza High. Maybe you forgot this, and are considering removing the lanes with little thought for people's lives and safety since the ghost bikes are removed after only one year. For those of you who live on McClintock, who "love bikes" and support projects like Hardy and 5th St. Don't you think it's extremely hypocritical to rip out the McClintock lanes when you're personally affected by them, but residents on Hardy, Broadway, or 5th St complain and you tell them, "well, Tempe loves bikes" and "this is what's best for our city." For those of you who do live on McClintock, but recognize the safety features of the lanes (only 2 for cars each way, not the whack 3-2 design which causes accidents) are worth keeping them, THANK YOU. Asking cyclists to commute up to college to go north and south is ridiculous when someone in a car could easily go the same mileage "out of the way" and get on the 101 - a road specifically made for cars with no annoying cyclists to kill and/or get in your way. Please keep the lanes. Put in a light at La Jolla to make it easier for the residents to get out of the neighborhood. This is the compromise that's best for everyone. Denise Johnson
49. 11/10/2016 Greetings council members, Wade and I have lived south of Baseline since 1972 and have seen many changes... 99% of them we're good but the decision to put bike Lanes on either side of McClintock should be viewed as a failed test, in my estimation. We travel the McClintock corridor from the Western Canal to Broadway 3 or 4 times today and if we see

one bicycle that would be a lot. It's a very busy Corridor for automobile traffic and putting bicycles so close to that mix is not wise. So many motorists don't understand the striping or procedures for negotiating the bike lane. I wonder what the city's liability would be if someone were killed. Have we done our due diligence? Perhaps we could do a study of how many bikes vs. Cars we see on the thoroughfare. If I understand that this is a test, correct. Hopefully it is and it can be reassessed and new Stripes painted. If I understand that this is a test, correct. Hopefully it is and it can be reassessed and new Stripes painted. We pride ourselves in being a bike-friendly community and I believe we had that reputation before those bike lanes were installed. I'm not only speaking for myself but for numerous disgruntled Neighbors. Thank you for listening. Barb Carter

50. 11/11/2016 Dear Mayor and a Council Members, My concerns are: A. Not being able to exit my neighborhood safely onto McClintock after 18 years of being able to turn safely. B. People cutting through our neighborhood (Cole Park) to avoid McClintock. We have a lot of kids in the neighborhood who like to play outside after school. Their studies should include how many people are cutting through our neighborhoods at unsafe speeds to avoid McClintock. Fremont is particularly hazardous as it has an exit/ entrance to Rt. 101 and goes straight through to McClintock. Hazelton and Country Club Way get extra traffic now also. I think bicyclists are great. But I feel safer on the sidewalk of McClintock with my bicycle. On the rare occasion I pass a pedestrian, I always call out, "on your left," because that's how we used the split bicycle/ pedestrian sidewalks in Chicago area. They had a line down the middle pedestrians to the right, bikes to the left. And so you wouldn't startle some one, you would call out as you approached. 🙏🙏🙏🙏😊 Please make Cole Park neighborhood safe to enter and exit again. Please also consider the businesses located at the intersection of McClintock and Baseline. It is not fair to those businesses to have their customers go elsewhere, because we cannot exit their parking lots safely. Give us back our traffic lanes for cars, and make the bicyclists safe again, by turning the sidewalks into "joint-use pathways," for bicyclists and pedestrians safely share. Make McClintock safe and accessible again. Thank-you, Virginia Turner
51. 11/14/2016 On South McClintock south of Baseline down to Ray – I haven't seen one person using the bike way south or north since they were installed. What a waste of millions of dollars. You people need to get your priorities straight! Don't spend millions of dollars on streets for the use of 12 people (ok, 30) a day!! Mike St.George
52. 11/16/2016 The council is missing my point, I think. The US is NOT a "bike dependent as transportation society" like one finds in Europe and Asia. Almost ALL bike riding in the US is for recreation. So, in order to be seen as an "inclusive" city, the city council thinks it is best to use busy city streets (which is constructed for motor vehicle traffic), to re-stripe and intrude on this traffic way, in order to show that we have bike lanes. Bike lanes that are rarely used! Put someone on the street to count how many times a bicyclist goes by using the bike lanes per hour. Millions were spent building these motor traffic by-ways and now those millions are squandered for appearances sake. Give me a break! This thinking is nonsense! And I have had it with being "politically correct". You guys still don't get it. Mike St.George

53. 11/18/2016 thru 11/2016 Hello, I had another close call this evening trying to make it to my home via McClintock. Tempe City Council has failed to be realistic and logical, and accept the fact that data collected could not justify reducing McClintock road by 33% and add bike lanes. Bike lanes are simply not used enough, and you saw it in the Council meeting in the presentation. Traffic right now is backed up all the way passed Southern from US60. Tempe has chosen to neglect and ignore safety of the majority for special interest of very few that scream the loudest and abuse social media to create hype that could not be backed up by collected data. It is way over due for Tempe to restore McClintock and stop risking citizen's safety. If I get into any accident because of your carelessness and not taking action, rest be assured that I will also held City of Tempe accountable for negligence by creating this mess. Have a great evening Traffic is bad and backed up that drives are frustrated. This makes the left turn into Hermosa from McClintock a suicide mission, going up one street doesn't help either since traffic is backed up passed Southern. This is ridiculous, I have never seen a council that ignores data showing so clearly that bike lanes are not used and by adding bikes lanes so much more pollution is added because cars are stuck in traffic. It is so sad that bike groups are screaming without any reasons and abusing social media and bullying everyone when data shows that bikes lanes are simply not used enough to justify reducing McClintock by 33% and creating this mess. It's time for Tempe City Council to their job, and do the right thing, and restore McClintock to its original form immediately. Good evening, This is not a transition and has been proven to be a bad move on City of Tempe's part. A decision this big should have put to vote by Tempe residents to begin with and City of Tempe take it upon themselves to bring this surprise up for everyone, The data presented in the last City Council showed and proved that bike lanes are very seldom used compare to hug volume of cars, those bikers could use the sidewalk. McClintock is one of the most major streets in Tempe and adding these bikes lanes or adding extra traffic lights on street like Hermosa only will add to congestion and driver's frustration. It's' time for City of Tempe to admit this plan did not work, and restore McClintock to its original form. Regards Shahin Rezaei
54. 11/21/2016 Good day Mayor Mitchell and City of Tempe Council Members, My take away from the 11/3/16 Work Session meeting was a majority of Tempe residents and even some bicycle riders oppose the bicycle lanes on McClintock. I noted that many bicycle riders had issues with bicycle lanes / access across the railroad tracks near Broadway, and most did not know there are 2 bicycle routes over the US 60. My observations this past weekend of bicycle traffic along McClintock from US 60 to Baseline from about 0800 to 0900 each morning, noted the usual one or two bicycles using the bike lanes in the street, and the majority 4 to 5 bike riders using the sidewalk. I used the feedback / observations from the 11/3 Work Session meeting to ask the bike riders using the sidewalk if they knew of the bike routes at Collage Ave and Country Club Way over the US 60 and **ALL did not know** of these bike routes. They thought the only way across the US 60 was use McClintock or Rural Rd. Public opinion seems to be, #1 Safety and # 2 access. We can achieve both if the public was made aware of the existing bike routes at College and Country Club Way. As stated in previous emails, data is what data is, and again all my data, AND that in the 11/3/16 work Session packet shows the bicycle traffic on McClintock does NOT warrant removing a lane of traffic for a bicycle lane in which is not used. Please restore the 3rd traffic lane to McClintock for the safety and sanity of all residents in our neighborhood. Long time Resident Ed Hooten p.s. Nice article in the 11/19/16 Republic on the Tempe bike lane issue. Even made the front page..... and Happy Thanksgiving to all of you and your families!

55. 12/2/2016 The bikes lanes are barely used and are a hazard not only to bikers but to the cars. Particularly at the McClintock Bel de Mar intersection...drivers use the bike lane to make a right hand turn. This is dangerous for drivers who are obeying the law and turn right in the very small/short designated area. This slows down traffic on McClintock. As I regularly make this right hand turn...drivers using the bike lane are a danger and it makes a mess of cars who are trying to make the turn correctly. Making the bike lanes on McClintock have really slowed traffic down and extends the time during rush hours to get to and from work. Any biker (the very few that use it) are taking their lives in their hands by using the bike lanes on McClintock. A real waste of money for the city of Tempe which could be better spent. Peg Prendergast
56. 12/7/2016 Hello, As an avid bicyclist, I appreciate what Tempe has done to make it a bicycle-friendly city, but taking car lanes out of McClintock Drive to add somewhat safe bicycle lanes has worsened the traffic in Tempe. Slowing hundreds of thousands of cars just to allow 10-20 bicyclists a day an easier path is a terrible waste of taxpayer money. Rush-hour traffic is worse than ever on McClintock. It is costing thousands of drivers daily extra money in gas, increasing pollution, and loss of precious time. It was an enormous waste of money and it will cost more money to fix it, but the fix must be done. Avid cyclists know the alternate bike routes going north and south through Tempe. There is nothing safer than wide sidewalks for bicyclists next to a street because the solid barrier of the curb saves the lives of pedestrians and cyclists. Respectfully, Craig Teters
57. 12/8/2016 Mayor and Council, In [azcentral.com's Our Turn](#), the Mayor says, "We believe the key is to address the concerns of neighbors who travel McClintock Drive by car, while accommodating bike-safety needs." But why can't the city address the need to have an efficient, uniform, and safe multimodal network, while accommodating the concerns of neighbors who travel McClintock Drive by car? People travelling by all modes should expect they will have efficient, uniform, and safe networks of travel. Simply having a safe route does not make that route usable or useful. What does a minimally usable pedestrian network look like in the city's eyes? What does a minimally usable bike network look like in the city's eyes? What are the small, incremental steps that can improve efficiency, uniformity and safety as it relates to McClintock Drive? Please dwell on the boring details that can be balanced to provide a usable network for everyone. EFFICIENCY Modes of mobility operate efficiently at different scales. Pedestrian scale networks operate in units of feet. Bicycle scale networks operate in units of 100's of yards. Vehicle scale networks operate in units of miles. Pedestrians don't operate efficiently in a bicycle scale network. Bikes don't operate efficiently in a vehicle scale network. Joel Navarro doesn't have to drive from his house to city hall by way of downtown Mesa. But that's the inefficiency you are forcing upon people walking and riding bikes, when you force them to operate at the network scale of higher speed modes of travel. UNIFORMITY You have some expectation that when you drive up to an intersection near Tempe Marketplace, that it has the same look and feel as an intersection near IKEA. When you step off a curb on Mill St, there is an assumption that it has the same curb height as a curb on Warner Rd, and everywhere else in the city. You don't stop, pause, and carefully measure the drop each time you step off the curb. If you had to, that would slow foot travel, and cause relatively more injuries, due to the non-uniformity. Imagine that the rise on every one of the stairs in council chambers is different. That would be a very difficult walkway to use. That vigilance is what is required when biking in many parts of the

city. You must always be on guard, because you're never 100% sure what will happen in the bike network as it appears in front of you. SAFETY Are there minimum safety guidelines for a sidewalk? Are there minimum safety guidelines for a bike route? Are there definitive design guidelines that the city working towards uniformly attaining city-wide? Minimum safety standards shouldn't be determined by a majority rules popularity contest. And just because there is one possible safe route, it doesn't make it usable or useful. TRANSPORTATION MASTER PLAN A plan is something that you are working towards, and a framework that you are working within. Council doesn't treat the Transportation Master Plan as a master plan. Maybe we should rename it the non-voter approved transportation suggestion pamphlet. Or, if Council has questions or problems with the master plan, revise the master plan. Because, after all, it is the Master Plan. ASSUMPTION and EXPECTATION I assume the city-wide vehicle network will be safe, efficient, and uniform. I have the same expectation for the bicycle network. I have the same expectation for the pedestrian network. I hope that the city has the same expectations for the pedestrian and bicycle networks, as it has for the vehicle network. Please dwell on the details, and find a balance of incremental improvements in the areas of efficiency, uniformity, and safety. Thanks for your time and consideration, David Rice

58. 12/8/2016 Tempe City Council Members, I recently read the article posted on AZ Central soliciting feedback about the McClintock bike lane. As a young professional, I moved to Tempe for the quality of life. Tempe is the only city in the state and one of few the in the nation with such a strong combination of services, amenities, economic outlook and transit options. Choosing cycling as a primary method of transit, I am a in support of keeping a **protected** bike lane along McClintock. As a cyclist, protected bike lanes provide a sense safety of when biking along side cars traveling at highway speeds. They also reinforce the concept that the road is a shared space and therefore, cars should not be driving in nor drifting into the bike lanes. I cannot express the countless times I have almost been hit while biking on our city streets, no matter the amount of care exercised. Removing the bike lanes restricts access to the most of the Southeast part of the city and does not paint a positive image for Tempe. The article solicits suggestions for movement toward a more shared road space. My suggestion is threefold and includes the following A bi-directional bike lane on the West side of McClintock Adding or moving existing candlesticks Narrowing traffic lanes There is more than enough room for two passing bikes on one side of the road within the buffered area of the current design. This suggestion would require marking each bike lane with directional markings and likely some colored paint to highlight the bike lanes to drivers. It would also require signage for turning drivers to be aware of bikes. Adding candlesticks to the entire bike route will aid in increasing the visibility of this new lane. Narrowing traffic lanes will increase the safety of both vehicles and bikes. Having seen two people die in traffic accidents with my own eyes at the intersection of Apache and McClintock since moving to Tempe, I think this is a perfect catalyst to consider road safety options for all users. Your PowerPoint and many others have provide resources and to this effect. There is also a major high school on the route and increasing the safety of its students should be a priority. Is an extra minute to your commute worth someone's life? This option would be similar in cost to the \$130,000 mentioned for restriping the road back to its original condition. It will however, retain both bike lanes, while adding two additional vehicle lanes. It may be slightly more costly due to additional signage and increased painting but is well worth it for Tempe's future. **Other Considerations: Travel Time Stats** The travel time statistics quoted in the article do not paint

the full picture. As Tempe and the economy as a whole have experienced rapid growth, the amount of cars coming into and passing through the city has surely increased. The travel time studies must be adjusted to account for the larger volumes of traffic commuting into downtown Tempe, not just on McClintock. Working in the area, I can see there thousands more cars coming into North Tempe than there were even in 2015. Adjusting for these factors may show the peak time increase is about average for the amount of job and population growth. The real issue may be the number of commuters passing through our city, with the bike lane being a highly visible and easy source of blame. This will continue to be a pain point for Arizonans who are not familiar with this level of traffic and is natural as density increases. **Reasons for low ridership** The McClintock bike lane does not hook up with other major bike corridors north of Apache. What is needed to boost ridership is to complete the link to Town Lake and Marketplace. Bike lanes on McClintock should be expanded north to hook up with the University and 8th street corridors There is, essentially no good way north for bikes in the east side of the city. Both Rural and McClintock require bikes to ride on narrow, uneven sidewalks with little protection from vehicles traveling at highway speeds. Both of these roads feel unsafe on a bike. Thank You, Justin Mahlik

59. 12/8/2016 Mayor and Council members: I want to personally thank Council member Keating and Arredondo-Savage as well as Mayor Mitchell for your work in trying to get this resolved and the vehicle lanes restored for those of us that rely on our cars (between 25,000-30,000/daily!) for transportation from South Tempe to North Tempe as mentioned in the article posted yesterday on [AZCentral.com](http://AZCentral.com). Only having 2 major north-south arterials (Rural Road and McClintock Drive) that allow for vehicular traffic on surface streets, without interruption, should not have had such a drastic change as we have seen with the bike blvd addition on McClintock. With all of the future planned development along McClintock, I hope you direct the engineers to look at how to expand the vehicle lanes further to accommodate the planned new [soccer stadium](#), potential [Coyote/ASU hockey arena](#) and I am sure more exciting new developments that are going to rely on McClintock. Nick Miner
60. 12/8/2016 Dear Council, Thank you for re-reviewing the statistics regarding traffic on McClintock and and restoring the street to it's orginal configuration. Besides, the few bicycles I observed mostly used the wide sidewalks which in my opinion was much safer. McClintock Manor Resident, Roger Janusz
61. 12/8/2016 Hi, I've been living in mcclintock manor for 12 years and its always been challenging to pull out from la jolla onto mcclintock. This bike lane change has, of course, made it more difficult and more dangerous; as I see more motorists being aggressive, so they can make up time they are losing in traffic. I can't tell you how often I see a bicyclist, like this one, not only traveling on the sidewalk, but also going against traffic. I see this behavior, on average, 3 times a week. I understand bike lanes, but maybe they should be on less populated streets, so as not to impact drivers so much. Please remember many drivers are carpooling and are making a positive impact by doing that. But, by increasing delays in going and coming from our jobs, we wonder where's the benefit any more in doing that; as carpooling means somebody is driving out of their way to pick up or drop off co workers. Now, with the Coyotes moving to Tempe, can you imagine the nightmare and traffic delays that will create. To impact so many, for just a few to use a bike lane, (and as you see, many



don't) does not make sense to me and I'm a reasonable prudent person. Thank you for your consideration in this matter. Roxana Holzapfel

62. 12/8/2016 I am proud of Tempe's progressive efforts to provide safe bicycling in Tempe and I assume the dozen or so riders feel safer on McClintock under it's current configuration. That being said, I must stick up for the motorists who currently have to park on McClintock during busy times. It would likely save all of us money if we provided free transport by electric vehicles (such as Toyota Prius's) for the dozen cyclists. It might even save money if we bought each of them a Prius. Either option would surely lower our carbon footprint significantly. Perhaps we could also provide each of them a YMCA membership so they could experience exercise without having to inhale noxious emissions from all of the vehicles standing idle on McClintock. Sorry to be so snarky but the current configuration was certainly misguided and ill thought out. Thank you, Ed Parker
63. 12/8/2016 Hi, I read the article on AZCentral.com saying that the plan is to restore McClintock Drive to the 3 car lanes that it previously had. All I can say is THANK YOU! The congestion caused by this debacle has been horrible. Just to help make sure that plan doesn't change, here are some observations from a resident like me who lives east of McClintock between Southern and US 60: It is nearly impossible during rush hour to turn left onto McClintock anywhere between Baseline and Southern because the traffic is backed up solidly for nearly that entire one-mile stretch. A friend of mine teaches at McClintock High. She said her commute coming from south Tempe doubled as soon as the 3<sup>rd</sup> lane was taken out. I'm not sure what day the survey saw 12 bicyclists during rush hour but I can tell you that I hardly ever see the bike lane being used at all whether during rush hour or otherwise. And of the few bicyclists I see, there are approximately half of them that still use the sidewalk. My fear is that a small minority of bicycle enthusiasts might yet make enough of a push to keep the bike lanes that their enthusiasm will skew the sentiment of the community as a whole. I hope they are not able to make it look like more people are in favor of keeping the bike lanes than there really are. Please stay the course in adding back the 3<sup>rd</sup> lane to McClintock drive so this traffic nightmare will end for those of us who live along that stretch of McClintock Road! Thank you, **Dave Getz**
64. 12/8/2016 Councilman Keating sent out a directed email apparently from his gmail account regarding his op-ed published online yesterday on the McClintock Bike Lanes [in South Tempe]. He also urged us specifically state we would support this proposed compromise without comment ["no need to argue the pro/con points of the bike lanes at this point"]. I'll tell you how I feel and hopefully you all will consider it when making your final decision. I am for improving motoring traffic flow through Tempe while providing a painted bike lane on the right. I think the candlesticks are ugly and are not appropriate for use to attempt to isolate a bike lane from motorists. Paint and signage are far more appropriate. Peter Graves
65. 12/8/2016 I support any compromise that will restore McClintock to its original configuration minus the bike lanes. Thanks for your consideration in this matter...Ron Webster
66. 12/8/2016 Hello, I drive home every day going southbound on McClintock Drive between the hours of 3:30PM and 4:00PM. I have noticed a significant increase in traffic congestion since

the new bike lanes were added. Contributing to the increased congestion, it has also become extremely difficult to get in and out of the local businesses during the rush hour time frame.

Regarding bicycle traffic, over the duration of my commute over the years, I have rarely seen bicycle traffic during the same rush hour time frame. In fact, of all the times I have driven on McClintock, other than the moments when McClintock High is out of session, I have rarely seen any bicycle using the bike lane on McClintock. I feel that the reduction of a vehicle lane on McClintock, while being a potentially worthy idea, has negatively impacted the quality of life experience in this area of Tempe. The benefits certainly do not outweigh the negative impact. Therefore, it certainly would be of greater importance to the residents and businesses alike to remove the bike lane and return to the additional vehicle traffic lanes in the area. Thank you. Darrick Johnson

67. 12/8/2016 I would very much like to see McClintock returned to three lanes. I'm confused about the need for a compromise since McClintock always had a bike lane when it had three lanes for traffic. So please put McClintock back the way it was with the three traffic lanes and the bike lane it had. Sincerely, Mabelle Glassburn
68. 12/8/2016 I live on corner of southern & mcclintock. the majority of bicycle riders are still riding on the sidewalk while it takes me 5 minutes to get onto mmclintock& go south. it is quite evident that those who decided on this change do not travel it by car. John Palmer
69. 12/8/2016 Please, restore McClintock. Support the compromise to restore McClintock. Vina Kleeman
70. 12/8/2016 Dear Council Members, Thank you for your service. Thank you especially for listening to the community impacted by your decisions. The McClintock bike lanes are a disaster for the neighborhoods and traffic along it. Thank you for finding a way to reverse this decision and return our formerly excellent north south path to its usefulness. Regards, Ruthann Arredondo
71. 12/8/2016 I have been a resident in the area of McClintock & Southern for over 35 years. The traffic on McClintock has been bad for sometime, however, since the bike lanes have been added and the lanes restricted it has become MUCH worse--almost non drivable during the late afternoon rush hour. I have to take chances driving that I would not normally take just to try to make a turn onto McClintock. Forget about making a left turn to come north out of the Fry's store at Baseline and McClintock during the late afternoon hour. ALSO I rarely see a bike rider on McClintock--they use Country Club Way--all the time and I have looked and watched for the riders on Mc. WHAT I DID SEE TODAY AND WAS HORRIFIED to see (as I used to have kids who went to aMcClintock High) was at approximately 2:10 when the kids were being dismissed from McClintock High I was sitting in my car at the McDonalds entrance on the West side of McClintock waiting to make a right turn (South) onto Mc Clintock only to have 6-7 young skateboarders coming South in the bike lane---whizzing right by me, paying no attention to cars or traffic--traffic congested with cars trying to make turns in multiple directions and here were these 6-7 kids on skateboards riding fast and recklessly and not really watching for cars. VERY DANGEROUS!! I personally DO NOT THINK IT IS SAFE to ride a bike on McClintock with or without a bike lane. I can remember years ago my son got a ticket

for J walking across McClintock when he went to school--now u have kids whizzing by in a bike lane--one of these kids are going to get hit and killed and this would be a shame. Also when my kids rode bikes to school they HAD to ride on the sidewalk against traffic or they would be ticketed. Too much traffic, traffic moves very fast, drivers r in a hurry to get home-- DANGEROUS!! I would NEVER ride a bike in those bike lanes. I think the existing bike routes are adequate. I see bike riders riding on Country Club Way all the time--never on McClintock and I have looked. Everyone I know in my neighborhood agree with me. It Has added to traffic congestions, makes it more dangerous for resident drivers trying to get around, and very dangerous for the school kids/skateboarders using bike lanes. PLEASE RETURN MCCLINTOCK TO THE WAY IT WAS. Thank you, Mary Klatt, resident Bradley Manor. I called and spoke with Miss Kuby (?) and expressed these same concerns to which she replied that she was voting in favor of keeping the lanes as Tempe is a progressive city and wants to keep Tempe as an accessible through way for bike riders. I care more about the safety of our Tempe residents and Tempe school kids than I do about accommodating the bike riders from Mesa and Chandler and making Tempe a progressive city for bike riders. Anyway -- thx for listening to my opinion. Appreciate all the effort that is being taken. Mary Klatt

72. 12/8/2016 I am encouraged that a compromise can be reached that restores McClintock to its original configuration. Please continue to work toward this goal. John and Margaret Prendergast
73. 12/9/2016 To Whom It May Concern: I have been a resident of the City of Tempe in zip code 85283 since 1973. The current bike lane configuration on McClintock Drive between the Western Canal and US 60 is an abomination, regardless of the noble intent. I support any and all efforts of the City Council to restore this thoroughfare to it's previous configuration, and I will affirm this with my vote for (or against) councilmembers in the next election. John P. Prendergast
74. 12/9/2016 To Whom It May Concern: I have previously written in the past in support of restoring McClintock to its original configuration. However, upon learning that Council has recently directed the staff "to propose options that will restore the street to its original configuration and maintain a bike lane," I am hopeful that we can reach a compromise that supports both the needs of commuters and bikers. Thank you for your hard work and willingness to work towards compromise. Brandon Willey
75. 12/9/2016 Took me an hour to drive 40 st & Broadway to McClintock and baseline last night. Normally can be home in 20 min before lanes taken from Broadway and McClintock. There's a huge increase now in neighborhood streets (alameda college etc) as a result of the gridlock. So glad I don't live there. Residents can't even back out of their driveway. We need this fire early 2017 Dory Pemberton
76. 12/9/2016 Biking is great but at what expense? Half the year it's way to hot. In my mind, leave the main arteries for vehicles and the mid block streets such as Alameda, College, Country Club Way or Hardy for bicycles. A smarter use of tax dollars would be shaded bus stops at every stop. Mass transit is being pushed really hard but has a long ways to go to make it convenient and make people want to use it. My travels to San Francisco this past

summer revealed how far Tempe has to go. The routes were numerous, convenient and sustainable with the hybrid style buses. I am a Tempe native and have also worked in Tempe all my life. Taking a bus to work takes anywhere from 40 - 60 minutes vs driving which is about 15 - 20 minutes. Rusty Huft

77. 12/9/2016 I support all efforts to return McClintock to it's original Configuration to 3 lanes going each way (North and South) instead of 2. Thanks, Tom Schultz
  
78. 12/9/2016 Yes - all of this: <http://www.azcentral.com/story/news/local/tempe-contributor/2016/12/07/our-turn-tempe-committed-balancing-cars-bikes-transportation-plan/95096740/> Please fix it back. Hannah Auckland (Tempe resident who votes and has lived off McClintock just south of Guadalupe for 15 years. The traffic the last year plus has been ridiculous and has literally taken up hours and hours of our family's life.) Hannah Auckland
  
79. 12/9/2016 Hello, As a Tempe resident since 2003, I would just like to say that I support the efforts of a compromise so long as it will restore McClintock to it's original configuration. I am definitely in favor of accommodating bike travel, however, the current bike lane on McClintock can't possibly be a good solution. Since they have been put in, what I have noted is the bottleneck of traffic and, in all this time, a total of 5 people riding bikes. Of those 5, two I've seen in the past week. Also of those 5, 3 were riding on the sidewalk. Obviously, this is anecdotal, but I live right off of McClintock and drive it often at all hours. I can't fathom how the current bike lanes can possibly have more pros than cons. And personally, with all of the criss-crossing of traffic into turning lanes, on a busy street, there is no way that I would ever feel safe riding in those bike lanes. Thank you, Jennifer Habib
  
80. 12/10/2016 I have lived near McClintock & Guadalupe since 1989. Yesterday I saw the **first** rider in the bike lane near this intersection since the lanes were changed months ago.....that's one! This area has become a nightmare to traverse no matter the time of day. I cannot avoid this area because I live here. Please change it back. You made a mistake, admit it and move on. In trying to accommodate a few bikes, you have inconvenienced thousands of cars. How does that make sense? From today's Arizona Republic: *"The goal is self-evident: more people walking, taking public transportation or riding bikes reduces the number of cars on the street, easing traffic congestion and pollution."* What a crock of BS. Who makes these decisions? The only people you'll see walking are the old Geezers trying to extend their lives.....and they do it before dawn to avoid the heat. How many people do you see walking and/or biking from mid May through October? (I've seen one). Tempe may be "forward-looking" but this change was a mistake. Admit the error and return it to it's original configuration. Richard Long
  
81. 12/10/2016 To Whom It May Concern: I encourage you to expand McClintock Road back to three lanes in each direction. I live just off of McClintock (south of Southern), and the restriction in motor vehicle lanes has drastically increased the traffic congestion. We all deal with inconveniences, and if that was the only ramification of reducing the driving lanes by 50%, I would not be contacting you now. But my concern is for safety. Since McClintock was reduced to two lanes, I have observed a dramatic increase in cars and trucks pulling out into

traffic when they should not. I hear squealing tires and sharp brake noise far more often than I did when I moved to this neighborhood three years ago. Drivers do not know when they will get another opportunity to merge into traffic, so they take more chances. As the parent of a 16-year-old new driver, this concerns me greatly. I understand the City's goal of encouraging increased bike traffic and attempting to decrease motor vehicle traffic. However, I see very few bicyclists on McClintock and understand the data collected so far supports my sense that motor vehicle traffic on McClintock is substantial but bike traffic is almost non-existent. The opportunity was provided, but people's commuting habits have not changed. In light of this reality, I urge you to expand McClintock Road back to three lanes in each direction. Thank you for your consideration. Judith M. Stinson

82. 12/10/2016 I just want to voice my disapproval of the bike lanes on McClintock Dr. That has to be the worse decision council has ever made. Impacted thousands of travelers to satisfy 6. Those bike lanes are rarely used and you know it. Riding a bike on McClintock is not safe, Take a look at the white sticks. Everyone has black marks on it from cars hitting them. You finally gave up on the ones south of US 60 and took them out. There is nothing wrong with bikers using Country Club Way and College, even Alameda as bike paths. I have used them for years. Those paths are much safer and enjoyable. Just the other morning I was traveling Price road access road and one lone bike rider on the side of the 2 car lanes and not on the 10 foot side walk or taking McClintock. Please reverse your decision and put McClintock back to normal. God Bless and have fun. Bob Johnson
83. 12/10/2016 I most strongly support the new striping with bikelanes on McClintock. I am a senior citizen who resides in the Lakes, less than a quarter-mile west of McClintock. I can write a book about the problems of the old striping and that particular motorway in general, but will confine this to a very few main points. The foundational issue is the huge volume of N-S cut-through commuter traffic on this Drive by residents of Chandler and Gilbert who are avoiding the gridlock on the 101, the 60 and the 10. These pass-through drivers spend no money in Tempe, and only give us residents disturbingly loud traffic noise day and night, vehicle emission pollution, congestion and heat bubble effects with no offsetting benefits. In the late evenings, the segment from Baseline to Guadalupe is a raceway for southbound speeders trying to beat the traffic lights at Watson and Guadalupe by putting the pedal to the metal ... 65 to 80 miles per hour is typical. I see no speed limit enforcement on this Drive in late evenings, especially on Friday and Saturday nights when I see southbound drag racing on this segment when I stand and observe at the junction of Southshore with the Drive. From a safety standpoint, the new striping has slowed down the speed of daytime drivers on this segment and reduced the volume a little, thank god. Moreover, drivers don't wander across lanes as much as before. But the volume of commuter traffic is still way too high for this crosstown street, and this is still cut-through traffic to avoid the 101 congestion. Local Tempe traffic is a very small percentage of this volume, and we residents continue to subsidize Chandler, Gilbert and Mesa commuters with no benefit to us in return. And the late night racing on this segment continues unabated ... beat those traffic lights at any cost and worry not about speed limit enforcement. Lakes residents I know who complain about the striping are seniors like me. They opposed the 90s bus tax because "the buses are always empty." Well, they are full now because riders got used to the convenience. These complainers hated the Light Rail because "nobody will use it." It sure is used now. And they gripe now about the bike lanes because it's not like the Drive was before, in the 70s ... when there was no

commuter traffic because Chandler and Gilbert and most of Mesa were farms and not suburbs with commuters driving to Scottsdale Airpark. Give the bike lanes on the Drive a little time to develop use, like the local bus service and the Light Rail did, and it will flower. Rural Road is unchanged and is a nightmare of nonresident commuter congestion, road noise and emissions pollution ... let the complainers use that instead of the Drive, just like "the old days." Or the frontage Price Road. No bike lane there. I could say so much more about the Drive, but let me end by saying that in this municipality of freeway-wlde crosstown streets choked with nonresident commuter traffic that yields no benefit to residents, let this little experiment on the Drive survive for a few more years, actively promote awareness of it to encourage use, and do not return the Drive back to its nasty old ways. Mark C. Knops

84. 12/11/2016 Our concern with the bike lane south of Guadalupe on McClintock is, it is dangerous. As you turn south from Guadalupe onto McClintock from the west you have to swing wide and then avoid the bike lane and then the bus lane to make a right turn to get into the shopping area. We have been so concerned that someday a biker could be hit in that area. We think a biker would be safer if he got off the bike and walked it past the turn in to Walgreens. Rules of the Road tells us one should turn onto the closest lane when you turn. However, this is a maneuver totally opposite that and is confusing. We have not encountered a biker YET but every time we make that turn, it comes to mind. That is a very congested area and is an accident waiting to happen in our opinion. Duane and Suzie Kiddoo
85. 12/11/2016 Mayor Mitchell, Vice Mayor Arredondo-Savage and Councilmember Keating, Thank you for your article in yesterday's Arizona Republic-Tempe Section regarding the re-evaluation of the bike lanes on McClintock Rd. As I was reading it, I realized I've gone out of my way and out of Tempe to do every-day business! In fact, I'm looking at high schools for my daughter (Marcos de Niza - is our neighborhood school), but we are considering a few other options and she asked about McClintock High and my neighbors cringed and all said they refuse to drive down McClintock. So, I think it is having a detrimental impact and we don't realize it. Good point mentioning the existing routes on Country Club Way, Lakeshore and College. Thanks for making Tempe the best place to live, work and play. Alissa Serignese (Pierson)
86. 12/12/2016 Lauren, If Tempe is willing to encourage motoring traffic to take certain routes (refer to Tempe vs. ADOT negotiations on the US60 years back), they should be willing to do the same for bicyclists as well. For the bulk of bike traffic, College Ave. has been a great solution for North-South traffic. Peter Graves
87. 12/12/2016 I have been a Tempe resident since 1969, and would like to see McClintock restored to its original configuration. Second choice would be a compromise. Thank you. Aaron Olsen
88. 12/12/2016 Hello, Do you really think people are that stupid that they are going to fall for this lame justification that you gave me? Future 5, 10 years, really? why don't you guys do your job and take care of this mess that you created right now and then you can waste the money we gave you. You brought this non-researched project up in most sneaky and

dishonest way without getting input from Tempe citizens, especially the ones that live around here? You guys should be ashamed of yourself, I have never seen a group of one-sided non-logical hypocrites that are in it for their special interest. Today you met with a group of citizens that are unhappy with this lame broke idea of yours? really? It took you more than a year to meet with people? Smh And for the record, please CC the council on this so everyone can see the lame excuses you are giving to people. As I said, you will have a lawsuit on your hand if and when I get to an accident because of your negligence and ignoring all the concerns and complains. I really don't have any best wishes to sign this with so i will end with I hope you guys that voted for this will be out of your seats on the next election. I would like names of Tempe council members that voted against restoring McClintock to its original form and ignored all the data collected and concerns from Tempe citizens? Shahin Rezai

89. 12/12/2016 In all the times that I've driven on McClintock since the new configuration was installed, I have only rarely seen anyone in the bike lanes. If they were being used extensively, I'd be for keeping them, but since they don't seem to be well used, I am in favor of restoring the lost traffic lane. Ellen Kaufmann
90. 12/12/2016 Dear Mayor and Council Members, I support the compromise position that was proposed in the Op-Ed piece that ran in the *Tempe Republic* to restore the lanes to McClintock Drive while simultaneously maintaining the bike lanes. Thank you for your consideration. Lisa Zyriek
91. 12/14/2016 My name is Joshua Scholing and I am a daily commuter along McClintock Drive. Rather than bandwagon by hating on the bike lanes, I am fully in favor the change. Safety and pollution are far more important issues than such complaints of commute time. Like all problems with traffic, simply leave early or take an alternative routes to avoid being late. Bike lanes are a great step in ensuring that all members of the community are being cared for by the city. Otherwise, the risk of biker-pedestrian collisions would have been too much to ignore and pollution would still be on the rise. I believe that the reason why most people are mad is because no-one fully understood the motivation behind the change. If the reasoning was more effectively spread in the community, more people would have shown support because you just can't refuse to face such issues. Regardless, the change is here to stay for quite some time and I believe the problems will fix themselves. Keep up the great work down in city hall, Joshua Scholing
92. 12/14/2016 Hello, My name is Jamieson Clawson and I am a student at McClintock High School. Upon reading the article about the bike lanes, I can assuredly say that I am all for compromise. I don't necessarily like sharing the road with bikes, but if the facts show that it is the safer thing to do for the bicyclists, then I am all for it. The city of Tempe should do whatever is safer for their own citizens, no matter if it makes our (drivers) commute longer. Tempe is home to ASU, and most ASU students have gone from driving, to riding bikes. I know personally some of my friends (and one of Ms. Macs former students) has gone from driving to school everyday, to parking somewhere else and biking to ASU's main campus. If anything happened to her, I would be devastated, and like I said in the paragraph above, I am all for whatever makes the commute safer. Also on a side note, more bicyclists means less drivers, which means less pollution, everyone should be for less pollution. Thank you for your time, Jamieson Clawson

93. 12/14/2016 Keep the bike lanes and have Tempe PD enforce distracted driving instead. I think its great how sooooooo many people hate the traffic on McClintock but people refuse to change their habits. Be kind & courteous when traffic is bumper to bumper (Don't block driveways or side street access to McClintock). If you see someone trying to change lanes or enter traffic let a car or two in. Maybe just maybe plan your trips so you are not making 15 trips per day. Carpool (thousands of cars drop kids off and pick them up from schools along the McClintock corridor EVERY single school day.) Ride a bike. Walk. Take the bus. Make a few right turns. Even if you are liberal you don't always have to go left. Complain about it more that usually helps. Plan your trips at off peak times. It is like gas prices until they are 6 or 7 dollars a gallon most people will not change their driving habits. So we should remove more auto lanes and add more bike lanes. Seriously ride a bike it is very therapeutic. Instead of getting angry at bike lanes and cyclist get angry at all the distracted drivers. Distracted drivers are the root of all evil. Put your phone down. If you say you NEVER see anyone in the bikes lanes you are probably looking down at your phone while the cyclists ride past you or you're lying. If you take away the bike lanes the cyclist still have the LEGAL right to ride in traffic. I'm pretty sure if you're anti bike lanes you did not even read past #3. If a complaint come in from anyone and they say they NEVER see a bicycle in the bike lanes or they ONLY see bikes on the sidewalk those complaints should be discarded and not considered in ANY part of the discussion. I'm kidding of course. Thanks Tim McKinstry
94. 12/14/2016 Hi, I see there's still cranky discussion about the traffic on McClintock. Here are some thoughts. The slow traffic on McClintock during rush hour has little to do with the addition of bike lanes. All north to southbound traffic is troublesome throughout Tempe (and not just on McClintock). Take Mill south, Rural south, Priest south and even Hardy--all are slow during rush hour. You'll find congestion on all these streets (and most do not have bike lanes). Drive Rural from Broadway to Southern to the 60 to Baseline during evening traffic and you'll have to wait for several lights at Southern, at the 60, at Baseline. (Not a bike lane in sight.) The trouble is people avoiding the freeways and motoring through Tempe on surface streets heading to Chandler from Scottsdale/Phoenix. Remove the bike lanes on McClintock and you'll still see plenty of traffic congestion there. It won't improve anything. You'll still have cars blocking people from the neighborhoods and long waits to get to Baseline. In fact, you may make the traffic worse as commuters realize there's not a squeeze there any more. We also have congestion going West to East on Tempe streets every evening. Try driving west on University, Broadway or Southern from Priest to Dobson Road. Busy! I no longer take Broadway during those hours to access my home street (La Rosa). Bike lanes are not the problem. Don't fall for the complainers that say it's the fault of two three-foot bike lanes. It's the curse of suburban commuting. Your traffic engineering team can confirm what I'm suggesting here. Thanks for listening, Best, Paul Morris
95. 12/14/2016 To whom it may concern: Hello; I hope you are having a nice day. My name is Erin and I am a student at McClintock High School. I also live in the Balboa precinct and go on McClintock every single day. I am writing to submit input into the City of Tempe's bike lane policy. Ever since the number of lanes on McClintock was reduced to make room for bike lanes, traffic congestion has been a nightmare. This has been an significant inconvenience and has made traveling home considerably more difficult. Additionally, from a pedestrian point of view, I've found many biccyclists still bike on sidewalks even with the lanes in the street. I appreciate the consideration and hope you have a nice day. Erin Walker



96. 12/14/2016 Hello, It's about time to solve the traffic congestion that adding these bikes lane had added to McClintock. There is no way to keep these hideous, useless bike lanes and improve the traffic unless you build a second story on top of McClintock. And i'm not talking about adding traffic lights, that just adds more pollution because of number of cars sitting in stop lights, you need to get the cars thru McClintock faster. Stop dancing around the issue and remove these bike lanes and restore McClintock. A project to this magnitude should've never be executed without votes and input from residents. Tempe tried to sneak this up on residents and thought they can get away with it, but you got called-on for it. Now fix it. Who are the three council members that voted against restoring McClintock? That's the dumbest decision ever...consensus? idts It's a crime how you guys waste tax payers funds, someone needs to answer for this stupidity. Shahin Rezaei
97. 12/14/2016 Lauren, That depends. Do you have data which shows where the bicyclists are coming from? Best I can tell, it's about 1/2 mi between Country Club and McClintock. It's not a detour for riders if they are coming from an area near Country Club (let's say Optimist Park NE) on their way to Meyer Park. I guess I don't understand your point. In any case, I think the City should do its best to encourage bicyclists to use alternative bike friendly routes. I support painted lanes and signage for McClintock. Lauren, If accessible was the sole concern here, I doubt we would be bantering ;-)) about this. McClintock has always been accessible, even with three lanes. Peter Graves
98. 12/14/2016 I write in response to Councilman Keating's invitation on the Neighborhoods Facebook Group. I agree with those who believe the bicycle lanes have sacrificed accessibility of one of Tempe's most significant traffic thoroughfares in exchange for a bicycle lane that serves few bicycles. I specifically refer to the southbound lanes of McClintock as I often use the 101 when going northbound out of Sub-60 Tempe. As a recreational bicyclist, I do not even use these lanes. I find them more dangerous than the sidewalk. I am more than willing to discuss this with an officer, should I be pulled over, than to risk my life against a distracted, drunk, or even young driver who makes a mistake. Furthermore, I don't believe adding a curb-separated bicycle lane would change my mind. Since I was 18 in 2001, riding from Guadalupe and McClintock to-and-from my former job at UPS, at Wildermuth and Apache, I have always avoided any on-road bicycle lane. The reason is that I pay attention on my bicycle, regardless of right-of-way legal privilege. I wish I could say the same for drivers. Meanwhile, I no longer shop at Sprouts on McClintock and Southern because I dread the driving commute from that store to my home at 1212 E. Carter Dr. I feel badly for that store, as well as other businesses north of my home on McClintock, because this driving condition is abated only during off-hours on weekends, late nights, and early mornings. Precisely the same times I would still be riding my bicycle on that sidewalk, given the time-intensive risks, were that my mode of transportation. Please feel free to contact me at 480-430-XXX with any questions. God Bless, Ed Obrien
99. 12/15/2016 Dear Council Members, Thank you for you service to the city of Tempe, and your interest in making decisions that best serve the residents of Tempe. I am writing in regard to the debate around removing the bike lane on McClintock. I live at McClintock and Don Carlos, and bike with my two children in a bike trailer on McClintock from Don Carlos to Broadway every Thursday and Friday morning. This route includes the underpass between Apache and Broadway, so if the bike lane were removed we would need to travel in a car lane, or I would need to walk my bike + trailer & kids along the walled-off sidewalk. While I've gotten in

descent shape from riding with a trailer up the underpass for the last five months, I still can't go very fast, so biking in the car lane with my children is not safe. The options of either walking my bike + trailer & kids through the underpass or going down to Rural, which would add an additional 2 miles to my commute once I ride back to McClintock, removes the efficiency that comes along with biking. So, if the bike lane on McClintock is removed, it doesn't make sense for me to bike either of those mornings, and I would need to drive. This means adding an additional car to the traffic on McClintock, which goes against the broader Tempe in Motion objective of encouraging motorists to use alternative transportation. One reason I love living in Tempe, where I have been a resident and a home owner for over 4 years now, is that I'm able to bike most places I want to go. While it's understandable that having a small amount of cyclists going southbound during evening rush hour may seem like enough reason to remove the bike lane, I believe that this would be short sighted on the part of the city administration, and I implore you to consider the bigger picture and the greater good. In case it might help, I have attached a couple photos of my kids, who love riding in the bike trailer, so that you can see some of the actual people who will be impacted if the bike lane is removed. Thank you for taking the time to read my email. Please let me know if there is anything I can do to help, as it is important to me and my family that Tempe grows as a bike-friendly community. Thanks, Jennifer Rode A Tempe resident & cycling enthusiast



100. 12/15/2016 Dear Tempe Council, I am a student at McClintock High School and today I'm writing this email to express my opinion about the McClintock Bike Lane. Even though, I don't ride bike to school but I know many friends who do. Therefore, I like the bike lane because my friends say it is faster and safer to ride on the bike lane. This promotes riding bikes to school instead of cars which can help the environment and get some good exercise. Many of my friends who ride bikes like the bikes lane so I think the lane is a good idea for us students. Thank you for reading my opinion in this email. Have a good day. Toan Nguyen

101. 12/15/2016 City Council, I'm emailing you in regards to the bike lane on McClintock. Obviously, the pros and cons of having bike lanes are well recognized and not much of a point of discussion. However, the bike lane on McClintock makes the road radically more congested with cars (especially during rush hour). As a student of McClintock high school, the most convenient way for me to get to school is by driving on McClintock. After the bike lane was established, I noticed that the traffic is drastically slower and getting to and from school is much more difficult. In addition, the back-up and overflow of traffic poses a threat to myself and other students. Due to this change, I would politely like to suggest that something be done as a compromise on the issue of the McClintock bike lane. From, Emily Wescott

102. 12/15/2016 Hello, My name is Amber Faizi and I am a student on McClintock High School. I am emailing you to provide some feedback on the bike poles, and how they have personally affected my commute. While I agree that we need reduce emissions from cars and encourage bicyclists, I do not believe bike poles are an effect policy to achieve this. Since the poles have been put in place and now that we have lost a lane on McClintock I have experienced that traffic is much slower especially during rush hour . The bike lanes also interfere with the public bus route, and I have personally seen a public bus running into a pole. I also think that bike poles are not enough of an incentive for drivers to make a change, especially because of the state we live in, where the weather makes biking entirely implausible. I think that investing the money into other transportation services such as the bus or the eco-friendly light rail would be better suited. Regards, Amber Faizi
103. 12/16/2016 Tempe City Council: Hello. My name is Gage Reitzel. I am a junior who attends McClintock High School in Tempe, Arizona. The installation of bike lanes on McClintock Drive has had rather interesting effects on its traffic patterns. I personally drive to and from school down McClintock Drive everyday, and I have noticed that it is often exceptionally crowded when school is about to start, as well as when it is dismissed. With the reduction of the number of lanes of traffic, driving down McClintock Drive from around Southern to Baseline is a bit troubling and it takes more time to navigate. However, as to the safety of my fellow colleagues, they seem to have adequate room and protection from cars. And I personally feel that the room for bikers is worth the reduction of lanes of traffic due to the fact that not all students drive to school, and that the bike lanes are actually quite frequently used. I realize that I may share an "Unpopular" opinion, however I am not bothered by them. Sincerely, Gage Reitzel
104. 12/16/2016 I spoke briefly today at the council session on the subject of the McClintock Drive proposed revamp, opposing any change in the new striping to accomodate another lane of vehicular traffic. I suppose this is yet another lost cause in the struggle to control the massive drivethru traffic on Tempe crosstown streets by nonresident commuters who live, work and shop elsewhere but leave with us their pollution, noise and growing congestion. Having had no time to address many related issues, let me note that 3 council members cited in the press last Saturday "data collected in October 2016" showing "it took about 65 percent longer to travel from University to Baseline southbound during the afternoon rush hour as compared with February 2014." Well, the segment at issue is Broadway to Guadalupe. Apples and oranges. Moreover, ADOT revealed to the press in late November 2016 that the 101 segment from Broadway to US 60 is now the most congested freeway segment in the entire Valley! So, how much of the McClintock slowdown between 2/2014 and 11/2016 resulted from southbound 101 traffic exiting onto Apache or Broadway to avoid the increasing 101 gridlock by driving south on McClintock instead? Why be so quick to blame the travel time decrease on the little bike lanes between Broadway and Guadalupe that were not even in place in 2/2014! The 101 gridlock will only aggravate in future months and years. Replacing the new bike lanes with another vehicle lane on McClintock will only invite more nonresident commuter traffic to exit the 101 for a free shortcut thru Tempe with no benefit and many costs to us south Tempe residents. Mark C. Knops
105. 12/16/2016 Hi guys! I just want to be quick and to the point. I like what you guys are doing, it's a goal of mine and I want to know how I can be apart to help bring this to a reality. Bicycles have become a big part in me bettering myself and I want to help share that with

others! Hopefully we can make some great things happen! I look forward to hearing from you. Dustin Runyon

106. 12/17/2016 Randy on the Tempe Neighborhood and Homeowners Associations FB page you mentioned you're "part of the group working to get the 3rd lane restored." Can you elaborate on what you mean by "part of the group" ? Who else is part of this group? If bike lanes are removed do really feel it will be safer for bicycles and autos? As part of your plan do you have an acceptable threshold of cyclists injuries, deaths and COT lawsuit dollars spent/lost before the bicycle lanes would be re-added? If removed do you suggest cyclists ride in the street or on the sidewalk? Why not focus on traffic (Distracted driver) enforcement or driver/cyclist education and carpool/alternative modes of transportation to reduce the number of vehicles on the road? Or all three? When you ran for office you said "Tempe should continue to provide quality city services and invest in our citizens' quality of life through parks, public pools, bike lanes, accessible transportation, and reasonable crime-reduction efforts." Can you elaborate what that means to you today and going forward? Last question Why would you drive past Sun Devil Stadium if your were driving from Sky Harbor to Hayden Square? This information is also from randykeating.com it just struck me as weird since SDS is east of Mill. It was a long time ago you are probably misremembering. Perhaps your brother just took the scenic route? Thanks for your time. Tim McKinstry
107. 12/16/2016 I fully concur with eliminating bike routes between University through Baseline. Bob Rees
108. 12/16/2016 My opinion is that the bike lane heading north on McClintock Dr is a total waste. This includes money spent on getting the bike lane up and running. I live in the Oasis Complex and exit from Aniroza on to McClintock many times a week. My opinion is, as asserted in your WRANGLER NEWS is that there is about a dozen daily users. Too few for effort, time and money to install this bike lane. It is dangerous with the heavy traffic on McClintock trying to merge into fewer lanes. All of the other options that have been implemented like car pooling, taking the bus or light rail and now bike lanes have not successfully work in Tempe. The people in the state of Arizona are going to drive their cars because it is more convenient and that is what we do. I trust you will not spend more time and money on this issue, but from article it appears that you have enough data to make a decision. Just trying to get people to change regarding this subject is just not going to happen. Thank you. Bill Haggard
109. 12/19/2016 My email is a bit scattered, but hopefully you take the 3-5 minutes it take to read it and digest. Thank you very much for your time. I suggest some mid block bicycle counts to include local cyclists not just commuters. I might travel to a shopping center along McClintock from the east or West then exit the shopping center just north or south of an intersection then exit McClintock on another non arterial street. Another person might travel McClintock between two major intersections. For example I might ride my bicycle west from Landis bicycle on southern to Starbucks on the N.E.C. of Southern and McClintock but enter the shopping center from Southern directly across from Dairy Queen. After getting my caffeine fix I could exit the shopping center on McClintock just North of Southern and ride in the bike lane to Alameda before heading West again slowly working my way to other parts of the City. I would not be counted if I did not cross any major intersections on McClintock

right? Or Maybe I ride my bicycle from 1721 E El Parque Dr, Tempe, AZ 85282 to Sprouts and enter the shopping center between McDonalds and Outback just North of the intersection also not breaching a major intersection this would also preclude me from being counted. Why do so many people say NEVER? Plenty of people walk on the sidewalks and we don't need to count them to know they exist. Councilman Shapira mentioned his neighborhood which is a special circumstance since it only has one exit street on to McClintock. The other neighborhoods have at least two streets that exit on to McClintock with the exception of the neighborhood just south of Guadalupe on the East side of McClintock, but they have a traffic light which helps them escape their 'hood. The suicide lane is not supposed to be driven in it is a dual left turn lane not a lane for merging in to traffic. I have ridden my bicycle From Mill and Broadway East to McClintock then South on McClintock and I have done the opposite trek, but the one thing Councilman Shapira failed to mention is the disconnected bike lanes since there is NO bike lane Between Rural and McClintock on Broadway. There is also no bike lanes West of Mill which makes it harder to get to Boulders on Broadway. To his point the Broadway Bike lane between Mill and Rural is very narrow which makes me ask the do those medians need to be so wide? Couldn't they have been constructed 1' or 2' narrower? Give us an extra six inches on each bike lane just a thought for future projects. They landscaping while nice could afford to be less expansive in support of safer cycling. Two things I would support: 1. Add a southbound lane to the 60 as long as some type of Bike lane still exists. 2. Add a traffic light at La Jolla to help out David and his neighbors so they can go turn left. Is it possible to have it flash red for west bound and yellow for N/S or at least make sure the sensor works and allows Dave and his neighbors to exit in a reasonable amount of time during off peak times. Tim McKinstry

110. 12/19/2016 Dear Sir/Madam, Regarding the discussion of bike lanes noted in the Tribune, I have lived in Calgary, Alberta, Canada where council decided that the downtown core needed dedicated bike lanes. The cost for a two year pilot was approaching \$10 million, and after two years, stats have shown that businesses were hurt because drivers stopped using those roads due to the congestion caused by removing a traffic lane. Parking was restricted, so drivers were unable to park to use businesses, and simply could not be bothered to drive around and find a parking spot to patronize those businesses along the bike lanes. Granted Calgary's weather does not promote year-round useage due to weather conditions, but the economic impact was real. The two year program is almost up and it appears the bike lanes will be removed, which will cost more money. I have also been living and working in the Netherlands, where the bicycle rules. The difference in the Netherlands is many of the roadways (for cars) in cities came after the bikes. A typical roadway in the city versus a highway looks like this: Imagine apartments, a sidewalk (of varying sizes in different areas), a bike path that is usually around 8' wide, usually a small boulevard, parking, a lane of traffic, sometimes a bus lane, and the other side mirrors the side just described. While this may sound fine, but the speed limit in the major cities is 30 km/hour, which is the same as 18.75 mph. It is not unusual, in busy times, where a pedestrian can walk faster than traffic during rush hour. My point in the descriptions above, is the safest and best way is to build separate lanes for bicycles and not to remove a lane of traffic, as that simply adds to the frustration people feel in traffic, and I'm not sure Arizonians are ready to sit in traffic for extended periods of time for the benefit of bicycles. Obviously this is the more expensive of options but overall, more safe. This should not be a cost borne by general taxes, but on a user-pay basis. Many cities have licenses for bicycles, if this is the system to be used, an

extra small fee for the license can be levied based on the location of the person's house location or simply on all bike licenses. Another idea is to issue a pass that people would use, in the same manner that tolls are utilized in states that have toll highways, i.e. an automatic charge by passing through a camera that records your trip, with measures that will prevent bikes from going around those cameras, like barricades. With taxes, it is important that the accounting is transparent to show none of the money generated is going to other projects. I appreciate the opportunity present ideas, no matter how different. Sincerely, Frank Koch

111. 12/19/2016 Good Afternoon, Mayor Mitchell and concerned Council Members - My name is Tom Dobrick. I live in Chandler and, therefore, am not a citizen (nor a voter) of Tempe, but I commute daily to and from Tempe. I live about a quarter mile east of McClintock Road, and typically park each weekday morning in the Park & Ride ramp at McClintock/Apache. As a direct result of the increased traffic congestion and travel times on McClintock caused by the reduction of the available traffic lanes on that street by 1/3, my daily commute path has been diverted over to AZ 101. It is well-known that southbound traffic on 101 during the evening rush hour is some of the slowest-moving traffic in the valley, yet I find this route gets me home faster than my prior route using McClintock. This unnecessary aggravation is compounded by the increased risk I take of being in a traffic accident and, for those concerned about vehicular impacts on the environment, it also causes me to burn more gasoline every single day than if I were to take McClintock. While I do not personally believe that an established municipality has any obligation to create new "bicycle-friendly" infrastructure where none previously existed, especially at the expense of existing motor vehicle infrastructure that is already routinely under heavy demand, I understand that that is an argument I would not be likely to win with many elected officials. Instead, I forward the idea that overall public safety would be improved by returning the bike lanes on McClintock to their previous use as traffic lanes. Bicycle riders often respond to this type of suggestion by claiming that pedestrian safety would be compromised if bike riders were diverted to the sidewalks. I ask you to analyze whether bike riders are more or less likely to be more severely injured when struck by cars or trucks than pedestrians would be if struck by bicycles. Considering the greatly smaller number of bicycles and pedestrians on the sidewalks than there are cars and trucks on the streets, it becomes glaringly obvious that overall public safety would be much, much improved by this action. Thank you for your consideration, and I wish you the best in resolving this volatile issue. Tom Dobrick
112. 12/20/2016 Dear Tempe Council Members, As residents of Camelot Village (McClintock & Bell de Mar) we are in favor of returning McClintock to the original configuration of 3 lanes, with a modification of the bike lane. Just a thought for city planners of the future: If the canal paths can accommodate both pedestrians and bike riders, why can't the main surface street sidewalks be designed/constructed to function similarly? (That's -waaay-unconventional/"out of the box," I realize). There are greater numbers of "walkers" out on the canal path daily, co-existing with bikes. I see very little pedestrian traffic -traveling distances, as bikes do - on the main surface street sidewalks, McClintock being a good example. Wide surface street sidewalks (with lane marking...ie the pedestrian "lane" on the far right side of the sidewalk) seem like a safer mix than cars and bikes... Thanks, Susan (& Randy) Wilson
113. 12/20/2016 I recently saw an article in the Arizona Republic reviewing the consequences of decreasing McClintock from 3 lanes to 2 lanes to add a bike lane. I was glad to see the city

council was going to look at that matter again and asked for feedback from Tempe citizens. I have lived in Tempe since 1983. I love Tempe. I live 1/2 mile west of McClintock and Southern Ave. I usually use McClintock 5-6 days a week for either a work commute or to get to retail stores. I have seen the traffic congestion and light wait times triple during peak times. I usually always preferred using McClintock to travel north and south, because with ASU and all the students and stop lights, it was a long commute on Rural Rd. On average I see 2- 3 bike riders a week on McClintock, and for the past month all of those riders were on THE SIDEWALK. My question is why have a bike lane on busy McClintock when College Avenue is only a mile and a half away, and has the perfect set up for bike traffic? Why wasn't public opinion sought prior to creating those expensive bike lanes that no one uses? This was a bad decision, that can be rectified. The city must restore 3 lanes to McClintock Drive between Apache and Guadalupe for traffic flow and decrease congestion and pollution. I want to continue to love our city, please find a way to make this happen. Sincerely, Kathy Hanneken

114. 12/21/2016 I travel round trip from Elliot to Southern via McClintock twice everyday for the past 6 years taking my youngest between home and Ward. I love the new McClintock even though it was faster before the bike lanes. The bike lanes make it easy for my middle kid to ride to McClintock high, and my youngest has expressed interest in riding his bike to Ward. The landscaping is beautiful and two less lanes of traffic make it much nicer to enjoy the scenery. I would appreciate it if the council could find a way to improve traffic flow and neighborhood ingress and egress without adding back those lanes on McClintock. Gary Palangian
115. 12/21/2016 Dear Council, I saw the article in the Wrangler News, and was encouraged that you might take action to restore McClintock to 3 lanes and improve the traffic flow during my commute. As you are well aware, there is little bike traffic, and it seems almost no one using the bike lane to actually commute to work. This leisure biking does nothing to reduce emissions - as you know. Those of us (Tempe residents, taxpayers, and voters) who are not "anti-cars" thank you for reconsidering this issue and hope you will take action soon. Happy Holidays, Bill Todd
116. 12/21/2016 Hello, I read the article in the East Valley Tribune about the bike lanes in Tempe. I'm an ASU student and I ride my bike to campus so I don't have to buy a parking pass. However, I also live at McClintock and Apache and drive to work and on errands. Riding my bike up to or down from University to get to campus is pretty scary. Cars often speed right up to the road before stopping, and despite having lights on my bike they never seem to see me and I have to slow down and avoid them despite having the right of way. Driving to get groceries on Southern is also quite awful and being a full-time student who works part-time means that I really don't get to choose when to go get supplies and so avoiding rush hour (or rush 3 hours, more like) is next to impossible for me. I'm not sure what to suggest, asking for a bike lane and slimming down the lanes seems counter-intuitive for freeing up congestion on McClintock. On the other hand, the way it is right now makes a quick errand an hour or longer ordeal, and I don't feel safe commuting to school. Thanks for taking the time to look into this, Tyler Deuty
117. 12/21/2016 Dear City of tempe, As a cardiac nurse, with an awareness of the critical importance of exercise for overall health, and a cyclist who rides more than 70 miles a week,

I keep asking myself: who is making these decisions to build high rises and apartment complexes on every spare inch of land in Tempe, while simultaneously removing car lanes on our major roads, and replacing them with bike lanes, where few sane cyclists will ever ride? And what is the agenda behind these decisions? If one truly believes in the value of exercise, and the value of cycling as a means of transportation, then there are a few things to consider. Number one is safety! With the incredible number of proliferating digital distractions in cars, and the almost total absence of traffic enforcement in the Valley, no one is safe merely being in a bike lane. I live next to College Ave, one mile from ASU, and just avoiding getting killed by the less than disciplined drivers of our free Orbit service is a serious challenge. Taking my chances on a major road like McClintock, simply is not happening. And that would be if we had a climate like San Diego. We don't. It's much too hot here in the Summer for most people to be on a bike during the heat of the day. Heck, I see more cyclists on the roads and paths of Minneapolis in the Winter that I do here in the heat of Summer. In Portland, OR, where cycling is much, much further advanced, they figured out years ago, that the real progress that needs to be made now is in bike paths - away from cars. And until we have truly safe options for cycling, only a tiny fraction of those who could benefit from it will ever utilize it. The other thing to consider in this regard is the attitude of motorists towards cyclists, which is a critical factor for safety. When motorists see their lanes disappearing, making their already harried commutes much harder, to be replaced by bike lanes, you can be sure that is like waving a red flag at a bull. For reference, I have been hit and sent flying head first into the curb, riding in the bike lane, on Mill in downtown Tempe. That driver was horrified, and did not intend to hit a cyclist. I have been almost killed by an SUV in the same place. In this case, so obvious was it, that a passing motorist stopped to say that she could not believe what she had witnessed, as the driver of the SUV was clearly trying to hit me. I no longer ride my bike on Mill in downtown Tempe. Of course, putting a bike lane between the traffic lane and the parking, and bus-stopping, lane is about as dumb as it gets, safety wise. For these reasons, I would urge you not to fall pray to pie-in-the-sky visions and to make safety the priority it needs to be, if cycling is ever to provide the great benefits that it is capable of. Sincerely, Alexander White

118. 12/21/2016 Dear Mr Mayor, As an avid bicyclist and Tempe resident since 1993, I always evaluate which is the safest route for me to take when biking to and from work or for pleasure. Dedicated bike lanes are better than trying to share the road with drivers and far better than biking on sidewalks. Bike paths are ideal but do not always connect Tempe from north to south. But if given a choice between biking north/south on McClintock and an alternate route I would pick Hardy or College or Mill or Roosevelt before McClintock due to its heavy traffic volume. Thank you, Martin Horwitz

119. 12/21/2016 I live in the McClintock and Baseline Road area with the new lanes. I commend the efforts of the council to address these issues, but I find the lanes confusing too. It would help if bike traffic enforcement was handled similar to automobiles. I see plenty of bikes going the wrong travel direction, and pedestrians in the turn lanes (dangerous) instead of at intersections. Having police traffic motorcycle officers enforcing (fines) traffic laws for auto, bike, and pedestrian at these peak hours would help. I have seen people cross from the auto dealership on Baseline and McClintock without using the crosswalk. I am very surprised that someone has not been killed. I see this happening all over town. Issuing fines for "J" walking might help. It has been getting worse the past five years. Thanks for all you do! Santiago Fimbres



120. 12/21/2016 How about making the sidewalks wider to accommodate bikes and pedestrians. I ride a bike everyday and the street bike lanes are very dangerous. I had an assistant of mine killed by a texting driver while riding a bike in Chandler about a month ago. I do use the canal paths and they are great, but riding a bike on the street even with a bike lane is dangerous. I think on the sidewalk it is much safer. Thank you! James Ben Mansperger  
A curb separating the bike lane would help. I think sidewalk riding accidents are mostly cars turning or pulling into the sidewalk area before the street and the don't see the bike because they are used to pulling out all the way to where the street starts before they look both ways. I wish you could take a middle street like college and turn it into a one way street running north and south and the other half of the street would be for bikes. This would get all the north south traffic from ASU all the way down to the 60 free of traffic in a large area for bikes. After the 60 there are a bunch of options to go east and west. Or maybe take some of the old alleys where there are trash bins and move the bins out on the street and turn some alleys into bike paths College lane makes the most sense as its in the middle of town and does not get the commuter traffic that McClintock, Mill and Rural get. I know you guys are in a tough position trying to please everybody. I do like that you give the encouragement for people to use bikes in Tempe and I think the more you do that the more it helps with traffic and pollution not to mention the health benefits. keep up the good work we all appreciate it.  
James Ben Mansperger

121. 12/21/2016 Please stop removing car lanes for bike lanes. Have you guys tried to go north on McClintock on the north side of the Canal during rush hour? Complete joke and waste of time. Its Phoenix, we're an A/C commuter city with lots of cars. I would guess the traffic studies didn't take into account the 6 months a year people don't want to bike or the model didn't take geographic distances and weather into account. I know I would have a hard time to justify converting to a bike lane when it doesn't get used half of the year. Therefore I purpose, the city of Tempe mandate all lanes be 3 wide in each direction with the turn lane in the middle. Kevin Atwood

122. 12/21/2016 I am a 63 year old professional woman who lives in the Hallcraft subdivision behind the Fry's at Baseline and McClintock. I have lived here for almost 15 years and I am not against having bike lanes on McClintock, but have experienced nothing but problems with the current configuration of McClintock Drive. The removal of one traffic lane has definitely increased traffic congestion and I believe it also has compromised safety for vehicles, bicycles, and pedestrians alike. It has become a nightmare to try to get out of my neighborhood in the morning to turn left to go north on McClintock. The missing third lane gave traffic more room to spread out, thereby giving the folks trying to go north an easier entry into the traffic lanes. I have also seen many drivers get very confused with the "candlesticks" separating the bike lane from the traffic lane. There is also quite often a backup at the intersection where three lanes merge into two lanes and often people go right through the intersection in the bike lane. The very strange striping on the roadway doesn't help matters either. My evening commute is definitely longer and much more frustrating. Hopefully, the planners and the council can work out a way for bike riders and pedestrians to perhaps share some of the area dedicated right now to just a sidewalk. Cars will always be a fact of life here in the desert southwest. I commute to downtown Phoenix every day, and while I sometimes take the bus or light rail, a car is still necessary most of the time for me. I would also like to point out that the new construction of a number of apartments/condos at the northeast corner of Baseline and Rural will soon mean a lot more cars for either Rural

Road or McClintock Road for residents wanting to go north from that location. I am dreading the increase in traffic through my neighborhood and double dreading the effect on travel times and safety on McClintock if the current road configuration isn't changed. I appreciate that the council is taking a second look at the situation. If you would like to contact me, I can be reached at 602-XXX-XXXX or this e-mail address. Sincerely, Rose Gavin

123. 12/22/2016 Dear Tempe City Council and senior staff, I am writing in response to the op ed published by the Mayor and Councilmembers Keating and Arredondo-Savage yesterday asking for input on the McClintock bike lanes. There are a few points I'd like to make on this topic. First and most importantly, just because the McClintock bike lanes now have to be reevaluated does not mean they should not have been added in the first place. This change was consistent with the Transportation Master Plan adopted by voters and supported by traffic data. Having the guts to try out new things that may be unpopular but serve the long-term needs of the community is a critical trait of effective governance, so I applaud you all for taking that step here and continuing to look into this issue thoughtfully rather than emotionally. Second, it may be helpful to take a step back and ask what the goal of the bike lanes is in the first place. If the goal is to increase the number of commuters who cycle, then we should ask, "Why have more people not switched from driving to bicycling to avoid the increased congestion?" There are many potential reasons, but it could be because... Third, the bike network needs to have better connectivity to draw people to it and be truly effective. The councilmembers' op-ed mentions alternate bike routes on Lakeshore and other streets, but this applies only south of US-60. North of Broadway, there is no bike-friendly north/south route at all east of College. (And even College doesn't go all the way to the lake.) Filling in this gap and facilitating easier access to the Salt River path, our city's fantastic east-west bike highway that leads straight to Downtown Tempe, would encourage bike use throughout the area. A **Bike to the Lake** planning principle would prioritize specific projects already in the Transportation Master Plan, such as: Extending the bike lanes on McClintock north to Town Lake. (North of University, there is plenty of room for this on the west side of the street.) Making the long-planned connections over the UPRR at McAllister, Bonarden, Kenneth, and Clark Extending the Dorsey bike route south over US-60 and north through the soon-to-be-redeveloped Karsten Golf Course to Town Lake. Extending it further, over the lake to the Indian Bend Wash trail, would complete a bike-friendly loop around the lake and would also benefit commuters to south Scottsdale Extending the College bike route north to Town Lake Finally, when bike lanes are added to major streets, it should be done in a way that gives cyclists a feeling of safety. This was done well on McClintock, but the "improvements" on Broadway were a major blow to the perception of bike safety in Tempe. I was honestly shocked when the bike lanes were place not on the outside of the new wall, on the residential side, but on the inside next to the high-speed traffic and the wall with sharp green squares poking out of it. Would it be possible to change that configuration to match [this street](#) in Vancouver, for example? Though I realize this is a somewhat separate issue from the McClintock lanes, per my earlier point it is all connected. Thank you for your ongoing attention to this important issue. I look forward to many years of safe and efficient biking, and driving, in the future. Sincerely, Jonathan Gelbart

124. 12/22/2016 Hi, I'm a resident of Tempe for many years. For the past half-decade I have lived very close to McClintock and use the street nearly every day along the most central part of the street (Rio Salado to Baseline). I shop frequently at the corner of Baseline and McClintock. It is not uncommon that I travel further south through Chandler. I am also an

avid cyclist. First, I'd like to say I find the "candlesticks" extremely distracting. For many weeks after they were installed I did not even know what their purpose was. Drivers need fewer distractions on the road. We have to watch for cyclists, pedestrians, and traffic from all sides. I've seen drivers in small cars drive within the bike lane side, not realizing that it was not a traffic lane. I believe there can be safe and effective bicycle lanes without these contraptions and without extraordinarily wide bicycle lanes. Lanes of 36 inches or so are more than most streets have and are generally appropriate for cycling when the lanes are adequately maintained and the lines are kept well-painted. Please keep in mind that normal road cracks and weathering within roadways are magnified on the thin tires and firm structure of a bike. Along with cracks, drainage grates, potholes, and surface joints are all hazards that threaten to throw cyclists into traffic lanes. For example, the lanes along Rio Salado between McClintock and Rural are very good, except for some rough surfacing. I would like to see the McClintock bike lanes maintained, perhaps with some modification. Usage might be increased if the lanes extended all the way to canal pathway to the south through to McDowell on the north (from 202 to McDowell the lanes are adequate, but from University to the 202 there are no lanes at all (and no sidewalks in places on the northbound side). Frankly, University to the bridge is a scary ride. If cyclists avoid a street because of bad design in certain places, it will undoubtedly effect the utility of other place along the corridor that might be more bike friendly Cyclists who use either the canal path or cycle out to the Beeline Highway via McDowell as well as local commuting cyclists would all appreciate a complete line of quality paths. True, rush hour traffic on McClintock can be a pain. But this is true of most roads. The solution is to reduce the amount of travelling during these times.  
Daniel Coven

125. 12/22/2016 Good morning, Would you please give me an update on what method was selected to reduce congestion on McClintock because of addition of rarely used bike lanes? Every day you are exposing residents living in this area to large amount of pollution added by cars sitting in traffic and traffic backed up for miles. When is McClintock going to be restored problem that you guys created be solved? Shahin Rezai
126. 12/22/2016 Dear City Council: I worked in Tempe for 21 years, retiring earlier this year. The installation of bike lanes along McClintock Rd. had a very detrimental impact upon our business. As the Director of Transportation and Safety for 21 years, we relied upon COT traffic engineering to keep traffic moving along the arterial streets at a moderate pace. Our 70 school buses had 80 minutes to move 7,000 students over 5,000 miles per day within the City. Once the bike lanes went in on McClintock, our tightly choreographed routing schemes were adversely impacted. Unfortunately, school bell times are set and because of this, we do not have the luxury of adjusting our routes to compensate for slower traffic trends. I can honestly say in the nearly two years that I experienced first hand and up close the new bike lanes. I drove up and down McClintock (often driving a school bus) during peak periods (7:00 - 8 a.m. and 2:30 - 4:00 p.m.) and I never one time saw a bicyclist in the bike lanes and only saw a couple of bicyclists, who instead chose to stay away from the 45 - 50 MPH traffic by riding on the sidewalks. Thanks for reading my correspondence. Sincerely, Paul M. Novak
127. 12/23/2016 <sigh> So far I've only seen one cyclist use them. And traffic just crawls, rarely approaches 40 mph. Are there at least any reduced accident statistics to make the inconvenience have a silver lining? Andrea R Huelsenbeck

128. 1/2/2017 I support adding a southbound lane of traffic and keeping bike lanes in both directions of McClintock. My guess is the cost of the Candlesticks installed on McClintock and elsewhere is competitive, but maybe instead of replacing them with another vendors MORE reflective sticks maybe the city can find a low cost reflective tape to add to the existing and any replacement Candlesticks. Thanks and have a nice day. Tim McKinstry Picture taken last night when I rode on McClintock. (Taken from the sidewalk when stopped for my safety and the safety of others.)



129. 1/5/2017 Hello Shelly, How are you? I noticed your name on one of the meeting agenda memos for the McClintock Drive discussion. I understand there is a recent study taking place and I'm excited to read that in full soon. I am a homeowner that lives in the Cole Park Neighborhood and I am very unhappy about the changes to McClintock. The most upsetting point is the number of accidents my daughter and I have noticed on our way to and from school. It's sad to see elderly people in car accidents or people road raging because of these changes. However, my only question for you or the committee is this..."Has anyone considered painting a yellow line down the extra large sidewalk along McClintock Drive. There could be a bike side and a walking side. These sidewalks are huge, extra large to be exact. A bike and a person could easily share the sidewalk then McClintock could be restored to it's original state of flow and safety. Thank you, Lindsey Matykiewicz

130. 1/9/2017 Hello, thank you for providing a way to send feedback on the new bike lanes. Here are a few important points I wanted to make. 1. The lanes definitely slow traffic down. The slow traffic down from 60 MPH to 40 MPH. So thank you very much. I have lived just off of McClintock for the last 20 years, and for most of that time it was impossible to think of this road as anything other than a Seven Lane high speed thoroughfare that destroyed any send of community we might have had. 2. My teenage kids finally can cross the road at the lights without feeling like they are risking their lives playing frogger because of speeding texters. 3. There is super fast super expensive freeway one road over. If drivers want to go fast, they should take that. 4. I ride a bike to work three times a week, and I use the bike lines on McClintock. You are welcome. Oh, and thank you for helping me get around a little safer. 5. The economy is BOOMING, there is more traffic everywhere not just McClintock. Please

correct your surveys to reflect the increased city-wide demand for asphalt usage over the last two years. 7. (Oh, I skipped six because that was about the multiple accidents I have witnessed with people pulling out from Fry's and TJ's trying to cross 7 lanes of high speed traffic). So, 7: Since there is no traffic accident/flow data released from ADOT for 2016, it seems to me that any decision to change now would be baseless and founded on a reaction from a few loud complaining motorists who have to wait one traffic to make it through an intersection (just like they did before the bike lanes were installed). Thank you for reading my boring email. Steve Patterson

131. 1/10/2017 Good day Mayor Mitchell and City of Tempe Council Members, I hope your holidays were great, and everyone had a good time. I did an observation Sunday 1/8/17 about 9am to 10am and again Monday evening about 5pm – 6pm. Sunday traffic was light and I was hoping to see some bike traffic, especially families out trying the new bikes Santa brought, but to my disappointment I noted no bike traffic at all. It was a very nice day, so seeing no bikes at all seemed unusual. During my evening observation on Monday from 5pm to 6pm, traffic was the usual gridlock back towards Southern. I noticed something unusual as traffic exiting the 60 west bound was backed up to the point drivers turning south onto McClintock were blocking both the north and southbound lanes of traffic trying to make the turn south. This really added to the time traffic took to move from the US 60 to Baseline. With this time of year being dark at evening rush, it adds to the danger of someone being in an auto accident here. The bike traffic however, was very light. There were about 5 bike riders during this time. Out of the 5 bikes, 4 were on the sidewalk with their lights on, and one in the bike lane with lights on too. While watching the bike rider in the bike lane travel south from Carson to Baseline sort of disappear in the vehicle taillights made me wonder if people in cars see this rider in the low light. The bike rider did have a light on the front and back, but it seemed very insufficient, where those on the sidewalk seemed to stand out more. Maybe because of their location away from the vehicles, and near the dark block wall along McClintock. Looking at both sets of riders, I made myself a mental note that if I ride at dusk, a his visibility vest with reflective panels will be part of my attire. I've also reached out to several people at ADEQ and our internal environmental department on the question of air quality issues concerning free flowing traffic vs. gridlock. The results are what I expected, gridlock puts more emissions in the air than moving traffic. The EPA has now enacted a restriction on idling diesels. They can idle for no more than 30 minutes or face a penalty. Some manufactures of large diesel truck ( Peterbuilt, Volvo, Freightliner, etc.) have put in an automatic shutdown feature if the truck idles more than 30 minutes. Bottom line, the gridlock caused by removing the 3<sup>rd</sup> lane for the little used bike lane north and south of the US 60 has caused a considerable increase in pollution in the neighborhoods near McClintock. As stated in previous emails, data is what data is, and again all my data, observations and feedback from the bike riding public shows the bicycle traffic on McClintock does NOT warrant removing a lane of traffic for a bicycle lane in which is not used. Please restore the 3<sup>rd</sup> traffic lane to McClintock for the safety and sanity of all residents in our neighborhood. Long time Resident Ed Hooten

132. 1/10/2017 WHEN IS THE CITY OF TEMPE COUNSEL GOING TO REALIZE THAT THEY MADE A MISTAKE TAKING THE 3<sup>RD</sup> LANE ON MCCLINTOCK AWAY FOR THE BIKES THAT NEVER USE IT. PLEASE GIVE IT BACK TO THE PEOPLE IN AUTO'S THAT CAN AND WILL USE IT! JON GREER A VERY LONG TIME RESIDENT.....

133. 1/10/2017 Thank you for the reply Mr. Spisz. Our entire neighborhood is looking forward to some sort of normalcy when and if the traffic gets moving again. We know progress and population growth will continue in Tempe (evident by the big apartment project being built in the old Lakes Shopping Center) and traffic and congestion will not subside, however, with good planning and forethought, we will move forward in keeping Tempe a great place to live and raise a family. Please keep us informed on where we are going with the McClintock issue as other neighbors do ask us for updates. Ed Hooten
134. 2/4/2017 Dear Mayor, Vice Mayor, and Council Members, We were pleased to learn of the study being conducted on the reconfiguration of McClintock Drive. We live in South Tempe and both work just north of the Tempe border at different locations. As a result, we are very aware of the congestion and safety issues that have occurred on McClintock Drive (and parallel streets) since the reconfiguration. The number of commuters taking freeways in this area as discussed by a recent article in the Arizona Republic (see <http://www.azcentral.com/story/news/local/tempe-traffic/2016/11/25/adot-loop-101-tempe-busiest-freeway-stretch-anywhere-phoenix-area/93935050/>), coupled with the fact that few roads going north and south bound cross the Superstition freeway, the Salt River, and the Western Canal, requires us to look at ways to accommodate more motorists on Tempe streets, not fewer. We look forward to hearing about the results of your study and subsequent changes in and around Tempe to alleviate traffic and safety concerns. Sincerely, Mr. And Mrs. Fulford
135. 2/11/2017 Here's to your council members decision to lock me in to my neighborhood. Boo Hoo to you and your fellow idiots. I use to be able to exit my neighborhood on Lemon Street, go east to McClintock and then turn south on McClintock. No more. Now, at rush hour, it has become bumper-to-bumper traffic from Apache Blvd to 8th street. I can no longer exit my neighborhood at rush hour and can no longer turn into my neighborhood if approaching from the south. I am absolutely sickened by your decision to delete a traffic lane and make way for a bike lane that no bikers utilize. I am a bike rider so get over the fact that I am not. Tempe admitted that they did not do a study as to how many people actually use McClintock as a bike-way before they decided to delete one lane of traffic. Admit it. Get over it. Delete the bike lane and get me a way out of my neighborhood. I'm sick of Tempe leaders locking me into my neighborhood on this premise of all of us being a "bike friendly" community. Again, I ride a bike... Richard Manning
136. 2/25/2017 As a long time Tempean for 46 Years and ASU grad (1975) the bike lanes on McClintock south of Southern are INSANE!! The bike lanes look HORRIBLE and SLOW traffic to a crawl. I remember WIDENING McClintock from Baseline to Guad as absolute NIRVANA and now you take the lane AWAY... pure insanity!!! I'm all for bike lanes on College and near ASU but hardly anyone rides their bike south of Southern on McClintock. Also, the pavement on my Cul de Sac is deteriorated SO BADLY grass is growing in the cracks. WTF, are you doing with ALL the money generated by all the High Rises in Tempe. We had great roads when there were NO high rises but now you have EXTRA money but can't fix our roads???? I always have voted for Bond increases but you are letting our streets go to HELL.... SERIOUSLY disgusted in South Tempe!!! VERY Seriously Disgusted in South Tempe, Randy J Marcoline

137. 3/6/2017 Good day Mayor Mitchell and City of Tempe Council Members, Spring is here and outstanding weather too! I did a bike ridership observation on Friday evening March 3<sup>rd</sup> from 4:30pm to about 5:30 and again Sunday March 5<sup>th</sup> from about 8am to 9am. During my evening observation on Friday, traffic was the usual gridlock back towards Southern and backed up onto the eastbound US 60. Again, traffic exiting the 60 westbound was backed up to the point drivers turning south onto McClintock were blocking both the north and southbound lanes of traffic trying to make the turn south. This really added to the time traffic took to move from the US 60 to Baseline. This now seems to be the norm. The bike traffic however, was very, very light. There were only 2 bike riders during this time, both were on the sidewalk. I stopped one and asked why they were on the sidewalk vs. the bike lane and he pointed out the condition of the candlesticks and said he did not want to look like those. I do admit, some look pretty beat up and some are missing. So again, bike riders feel safer on the sidewalk vs. the bike lane. Sunday morning traffic was light and I was hoping to see some bike traffic now that the weather is warmer, however, I saw no bike traffic at all. It was a very nice day, but sort of overcast, so seeing no bikes at all seemed unusual. Even pedestrian traffic was light. This seems to be a trend as of late and I don't know why bike traffic has decreased. Maybe the bike routes at Country Club Way & College Ave are now the preferred route. I'll venture over there some morning and see. With the new apartment / townhome / condo project progressing quickly in the old Lakes Shopping Center at Lakeshore and Baseline, it is much larger than I thought (and all of my neighbors agree), it looks like we will be adding 800 – 1200 more residents to our neighborhood. These new residents will add to the already heavily congested streets around our neighborhood, so we who live here ask you to restore the 3<sup>rd</sup> traffic lane to McClintock for safety and sanity of all who live in this neighborhood. Ed Hooten Long Term Tempe Resident
138. 3/10/27 The bike lanes installed on McClintock are a travesty. I see very few bikers and so many drivers do not know how to turn across the marked lanes. Also the candlesticks are worthless. How many have been replaced so far? I know I've seen many beat up, some pulled completely out of their bases. I don't think concrete barriers are a good answer either. Bonnie Willard
139. 3/15/2017 Dear Ms. Taaffe – I hope this message finds you well. I respectfully ask that my comments be forwarded to Members of the City Council and the Mayor regarding the above referenced topic. I have lived in Tempe since 2010 (Terrace Walk, Kyrene & Elliot). I'm a Valley resident since 1986. My daily commute surpasses an hour each way. While I carpool most days, it's still a lengthy and often times frustrating commute. We drive on McClintock Road on a daily basis in both the mornings and the evenings. Most days, the short drive between the freeway and my carpool partner's house in The Lakes is one of the most frustrating aspects of the drive. I appreciate The Council's and The Mayor's willingness to listen to residents on this issue. I understand the background about how this happened and why and admittedly, I wasn't paying attention when this issue was shoved through and put into action. I can assure you – I'm watching now. While all forms and levels of government seem to be encroaching more and more into ever single aspect of our lives, their penchant for waste and mis-spending has put nearly every city, town, metropolis, county, state and our federal government into near-bankrupt status. We need only look at our neighbors to the west – the state with more municipal bankruptcies than nearly every other state combined – to see what this foolishness will bring. We need to learn from and avoid California's mistakes

– not repeat them. Since the bike lanes have been installed, I need only both hands to count how many times I've seen bicyclists actually using the lanes correctly. That's pretty shameful. I'm a daily commuter – I *need* to drive these routes. However, in that same amount of time, I've seen nearly 100 times more bikers using the sidewalk. What I've also seen is miserable commute time conditions – between 6:30am and 9:00am and 4:00pm to 6:30pm, drivers must sit at lights two, sometimes three cycles. I shudder to think of the added pollution this has dumped on our city. I reel at the additional gas we are using to pay for our cars to just sit there idling at lights – not just mine – but the thousands and thousands of other commuters – every single day – sitting at lights and driving 5-10 miles an hour on a road we used to drive 40-50 miles per hour on. All that pollution... all that wasted gasoline. At a time when we as a nation are both trying to reduce our reliance on fossil fuels AND trying to improve our environment. I can't even imagine it's an enjoyable bike ride with all that exhaust in the air. I urge the Council to revert these lanes back to the way they were. While a couple dozen avid bicyclists will be unhappy, thousands upon thousands of city residents will be thrilled.

Jennifer May

140. 3/17/2017 Once again, you are considering what to do about McClintock Drive; this is all well and good but I'm afraid you're missing the forest for the trees. Specifically, you are doing a poor job of protecting public safety. Much has been said about bicyclist safety but that's just the tip of the iceberg. There have been 4 bicyclists killed on Tempe Streets over the five year period ending 2014; at the same time 13 pedestrians and 21 motorists have been killed (these figures exclude freeway deaths). And of course hundreds more have been seriously injured. You are doing something wrong. Your projects should consider safety first, and the only way I know how that happens (before autonomously-driven vehicles arrive) is to reduce peak motor vehicle speeds. Anything you do to try and "improve" congestion is likely to increase peak speeds and therefore cause drivers to kill and injure more people. Keep high speed motor traffic where it belongs -- on the freeways -- which are designed to handle such speeds. You should also recognize the latent demand problem, providing additional capacity simply causes drivers to take advantage of perceived better conditions due to, say, an extra lane, and shift their routes or drive-times accordingly generating more congestion. Regards,

Ed Beighe

141. 3/17/2017 I am not sure that I will be able to attend the upcoming meeting. However, I would like to provide my input as a resident in this neighborhood. While the idea might have been a good idea in concept, I find that it has been a waste of a lane, and taxpayers money. I have not seen a person on a bicycle in the new lane once. Instead I still see people using the sidewalk instead. Traffic is much more congested, and with the planned improvements on the Loop 101 and the excessive back up on the 101 southbound near the Southern Avenue/Baseline Road exit, McClintock Drive is a good secondary street as well as Price Road. It is my opinion that this area is too far south of ASU to be necessary for a lane taking up a lane of traffic. I would have provided feedback had I had any opportunity in the planning. I may have missed it initially. However, I am not a fan of this waste of lane with traffic getting much heavier over the last few years. I am a real estate appraiser and have a background in eminent domain work ,and have never seen the number of lanes in a major arterial lane street reduced in order to provide a designated bike lane such as what is now on McClintock. Tempe is landlocked, and with a number of freeways (60, 101, and 202) the arterials are often alternatives during accidents on the freeways. It never made sense to me why this was completed. Thank you for your time. Jo Dee Reidelberger



142. 3/17/2017 I've never seen anyone in a bike from campus To southern using the bike lane. Whom ever commissioned the studies that it didn't impact traffic flow is an idiot. It's sooo much slower To travel south on McClintock since this idiotic change. Bring back the three lanes. Makes no sense. From a person who actually uses this street. Not a politician.  
Diane Lippincott
143. 3/17/2017 Hi Shauna, Thank you for the information. Out of curiosity, does the City have any data on the number of bikes that use the bike lanes vs the number of bikes that use the sidewalk? Also, what is the average bike count from now compared to before the bike lanes were put in? Also, does the city have vehicle traffic count averages, by hour, in the various sections of McClintock road from now compared to before the bike lanes were put in place? I see an average daily total on one of the presentations, but it doesn't tell me what traffic is during high congestion times (which is when I would most often use McClintock.)  
Jessica Merrow
144. 3/18/2017 Shauna, I am out of the area this month & may not have internet access for the dates listed for comments. I would like to put them in this email in hopes that you are able to forward them to the appropriate channels. First off, I commend Tempe for working hard to be a forward thinking, progressive city. This is the main reason my husband & I chose to move here in 2011. As an avid cyclist, migrating here from Washington State, the infrastructure for getting around by bike here was a disappointment. I was glad to see that there was interest in making the roads more user friendly for bikes. One of the biggest issues I see, is the aggressiveness of auto drivers & along with the high speed limits set the tone for the reluctance of motor vehicles to share the road. Many drivers exceed the posted speed limits & the number of drivers running red lights is ridiculous. Combine all that with the basic lack of information/education on how to safely integrate motorized vehicles with non-motorized vehicles, has the potential to create onesided opinions on how to address the bike lanes. Sadly, this is the case in many major cities, unless of course, those cities choose integration rather than elimination. My own thoughts to some of the negative comments I have heard from 'anti' bike lane folks: \* Causes me to slow down (due to lane reductions)- Ok, so you have to slow down. Is that such a bad thing? If so, why? \* Creates more traffic congestions (due to lane reductions) - I don't understand this line of thinking. If drivers understood how to drive under heavy traffic conditions, it would not seem so congested (IMO). Give yourself & others room to manuever, be considerate of what others need (change lanes, merge in/out, etc.) \* Takes me longer to get to where I need to go (due to lane reductions & congestion). Have they thought to change their schedules to accommodate a slightly longer commute. How about ride sharing, taking a bus, etc. That would put fewer cars on the road equalling less traffic congestion \* Bicycles belong on the sidewalks (very unsafe for the cyclist, btw). Bicycles do not belong on the sidewalk. Motor vehicles do not anticipate a cyclist riding on the side walk & when entering/exiting a driveway, do not look for cyclists on sidewalks, rather other cars on the roads. The other unsafe issue with riding on the sidewalk is that when a vehicle is entering/exiting a drive way onto a street, often they are blocking the path of a cyclist riding on the sidewalk. Therefore the cyclists has to determine which direction to go in order to avoid colliding with the vehicle. \* There are plenty of other roads that cyclists can use. Well, yes they do. And so do the motorists. In a perfect world, the integration of bikers & motor vehicles would be a task that all members of a community would be proud of. The use of altenate forms of transportation

would be looked upon as a benefit to their community & one that would allow obvious consideration of others. There are many places around the world that have accomplished the goal of having a blended transportation system for all their people. I am including a collage photo of a picture of how Portland, OR marks their city streets at main intersections. Portland is a great place to ride a bike. Tempe can make the choice to become the same. Thanks again for listening & happy riding.



DiAnn Bottomly

145. 3/19/2017 The bike lanes are seldom used, but thousands of motorists use the street every day. Please consider the needs of the majority in paving matters. Also, bike riders sometimes ride on the line that separates the lanes, instead of riding in the bike lane itself. That's an added danger for all. In the area of ASU the bike lanes are probably more used and helpful to the students. But outside of those streets, there's not much use. For recreational bike riding the canal system is wonderful and offers miles of safe biking. Thank you. Judy Berry
146. 3/20/2017 Hi Sue. I would like to go on record as being opposed to any more money wasted on bike lanes on McClintock Dr. I live near Guadalupe Rd and McClintock and travel McClintock frequently. I rarely ever see any bicycle traffic. The few folks you see on bikes are riding on the sidewalk. When my wife and I bike we use side streets or sidewalks on busy streets. Traffic is being negatively impacted for this bike lane gaffe for no reason and money is shamefully wasted. Our temperatures will be in the 100's soon and then you won't even see the current small amount of bike traffic on sidewalks. How much money has been spent to date on road construction, painting, signage, candlesticks, etc.? How much more for curbs or future projects? Put the car lanes back please. Bill Buckey
147. 3/20/2017 As a frequent driver on McClintock, I applaud the expanded bicycle lanes. These lanes provide bicyclists an added safety measure between them and the usually heavy traffic on that street. The added safety bicycle lane makes driving in a car past a bicyclist less nerve racking should the bicyclist veer for whatever reason. Robin Whitiker
148. 3/20/2017 I would like to go on record as being opposed to any more money being wasted on the bike lane project on McClintock Drive. I live near Guadalupe Rd and McClintock and travel McClintock frequently. I rarely ever see any bicycle traffic regardless of the time of day. The few folks you see on bikes are riding on the sidewalk. Wise choice in

my opinion. When my wife and I bike we use sidewalks on busy streets. Traffic is being negatively impacted for this bike lane dream for no reason and money is shamefully wasted. Our temperatures will be in the 100's soon and then you won't even see the current small amount of bike traffic on sidewalks. How much money has been spent to date on road construction, painting, signage, candlesticks, etc.? How much more for curbs or future projects? Nobody has money to burn. Please do the fiscally responsible thing. Pull the plug on this bad experiment and put the car lanes back please. There is nothing wrong with admitting that you made a mistake, learning from it and moving forward and saving some money at the same time. I humbly request that you do just that. Thank you, Bill Buckey

149. 3/20/2017 Dear Tempe City Council, I am writing to vocalize my support for the bike lanes on McClintock drive that are currently under debate. Living on McClintock and Elliot and working at Arizona State University, I have not noticed any significant increases in traffic delays due to the bike lanes, during rush hour or otherwise when routinely commuting up McClintock Dr between Elliot and University. Traffic seems to be the same as before the bike lanes were implemented. The bike lanes also seem to have resolved the dangerous lane merging points, such as just South of Guadalupe when heading South on McClintock. Concern over the bike lanes seems to be over-exaggerated, but I urge the City Council to undertake an honest study of traffic on McClintock Drive before taking any action on the bike lanes, a study that should compare pre- and post-bike lane traffic data while controlling for various factors, such as time of day, whether school is in session, as well as population and employment trends (to the best that can be hoped for). Any results or findings of such a study must also then be weighed against improvements in safety and accident reductions for both motorists and cyclists since the bike lanes were implemented. I would also like to urge the City Council to implement bike lanes on Elliot Road, from the 101/Price Road and to the West. There are bike lanes on Elliot Road East of the 101/Price and West of 48th St, but there are no bike lanes between 48th St (West of the I-10) and the 101/Price Road. Last, I would like to caution the City Council against implementing sidewalk bike paths that run directly next to roadways (and next to pedestrian paths), like the one that was implemented on a portion of Hardy Drive. Though it may seem like a good thing, to offer cyclists there own designated sidewalk path, it actually puts cyclists at more danger than simply having a bike lane on the roadway. Again, while it may seem counter-intuitive, even the most cursory of research will demonstrate to you, the Council, why this is more dangerous for cyclists, and I'm sure that you all are capable of undertaking such a cursory amount of research. The biggest issue is the danger posed to cyclists at intersections (or side streets or even shopping center entrances) when they travel on sidewalks running along road ways. I hope that you will take the time to consider this issue, as well as my other recommendations, in a serious manner. Sincerely, Cliff Koehler
150. 3/17/2017 Shauna- I am still adamantly opposed to the current bike blvds on McClintock at the expense of the vehicle lane that was removed. Please make sure to relay this message to Council. I will try to make one of the below meetings to further state that this was the wrong arterial street to do this on. Nick Miner
151. 3/17/2017 Shauna, Thanks for the follow-up. I am out of town for both these public meetings but wanted to let you know I still support the bike lanes. Kevin Brown

152. 3/21/2017 I am a resident of South Tempe and use McClintock Drive on a daily basis. Tempe has a transportation problem and your solution of reducing traffic lanes to encourage bike riding is not going to solve it. With only two major north south streets to handle all of the automobile traffic it does not make sense to restrict one of them and if a streetcar line is put on Rural Road it will cause even more congestion. As you are aware idling cars waiting in traffic jams are responsible for a great deal of air pollution and by causing traffic jams to occur it increases it. South Tempe near Elliot Road where I live is undergoing tremendous economic expansion on the old Motorola site as well as new firms in the ASU Research park. This will bring even more cars and more traffic congestion and more lanes not fewer will be needed. I have read that the Orbit bus line has been extended to Elliot Road along Rural Road it would seem the Orbit routes could also go to Elliot Road on McClintock as well. Both Country Club and College Avenue provide freeway overpasses for bikes and pedestrian traffic. Last Thursday it took 45 minutes to go from Thomas Road in Scottsdale to my home of 1960 E Belmont Drive south of Elliot Road at 5:30 in the afternoon. Losing one south bound lane added the extra time and time is precious. In closing, on my daily trips on McClintock Drive I seldom see even one bike rider using the lanes and in the summer when it gets to be 110 there will not be any. Charles D. Long
153. 3/21/2017 I watch the traffic stack up daily especially during peak hours. I also have seen most all bicycles riding on the sidewalk not the designated bike lane. I think widening the sidewalk to accommodate the bicycles would be better. Please restore the 3rd lane for the sake of the majority. I'm very much into exercise and health. Donna Irby
154. 3/21/2017 I am in favor of the bike lanes with the barriers left in place. The traffic on the two corners at McClintock & Guadalupe are always an issue with cars coming out of multiple exits and sharing the turn lanes. While the traffic during rush hour is heavier, the city should prioritize creating safe bike lanes all through the city. I believe the city is doing a great job in providing safe lanes for bikes. As always, Tempe is a leader in innovation and forward thinking. Keep the bike lanes with barriers. Katherine Meade Hallock
155. 3/22/2017 Dear City Council, In case I am not able to make the McClintock Traffic Meetings on 3/25 or 3/28, I would like to present a few observations and comments. I have lived in this community 38 years and travel McClintock daily and at all hours. I live on Watson Drive and the bike lane 'enhancements' made in 2015 have been quite the topic of conversation at neighborhood gatherings. The summary is that the expense and effort is far out of proportion to its usefulness to the general community and that the time, effort, expense devoted to 'biker friendly exercises' by the City could be spent on items that would better serve the vast majority of residents. There are real traffic safety needs that the Council should focus upon rather than on extravagances that serve a very small but vocal segment of the population. These are the observations: 1. It is indeed a rare sight to see a bicyclist actually traveling the lavish bike lanes along McClintock Drive during cool perfect weather conditions.....even less so during the many hot months. I suspect that that there are hundreds, even thousands of motorists per individual bicyclist using that highway space over a days time. The City claims that bicyclists were very grateful for the additional space.....but where are they ?? 2. Despite cited reduced traffic counts, traffic is bumper-to-bumper on McClintock during early morning and late afternoon. There are long frustrating delays and wasteful idling at traffic lights. 3. Most of the bicycle traffic I see is using the canal paths south between Guadalupe and Elliot, which makes sense. Even before the McClintock

project, there were miles and miles of bike lanes along the main traffic arteries that no-one was using. 4. There are also miles and miles of beautiful fancy wide sidewalks with green belts bordering the main highway arteries with almost no pedestrian traffic, at least in South Tempe. Why not find a way to use this space instead of taking very valuable and expensive highway prepared and justified specifically for motorist use ?? 5. For years we have been requesting speed bumps on residential streets where speeding is excessive, almost insane, putting children and pets at risk. The response from the City has been "We have no money". 6. Buses stopping in the street on the other side of a busy intersection is a traffic nightmare. I suspect it has generated many accidents as motorists are caught by surprise with traffic stacked up behind a bus blocking one of two traffic lanes. Motorists are worried about getting caught in the intersection when the light changes or are just impatient. They end up doing crazy things. Why not take some of the generous wasted space no-one is using and make bus pull-outs ?? Again the response has been "We have limited funds for those projects". 7. Many times there are long backups at intersections because of poor traffic light timing. Some main arteries are stopped during rush hour for relatively long periods at minor side streets with one or two cars waiting and at bike crossings every time a biker shows up and presses the button. During those periods it would make sense time the lights to keep the main traffic moving more efficiently. Comments/questions: 1. I have sent maybe 3 Emails to either Kolby Granville or one of the City Council staff starting back in April, 2015 before the McClintock project with many of the same observations/concerns/questions. Nothing has changed except more of the same. In one Email and in a conversation with one of the City Engineers I asked if there was going to be a post implementation evaluation of the projects to determine the success (if any) and any detrimental or unintended consequences. I never got a definitive answer. It does not seem to be a success by any measure except possibly for bragging rights by the City. Have any independent hourly traffic and bike usage counts been done since project implementation ?? Are they available to view ?? I have lived here nearly 40 years. Traffic seems worse now than ever. 2. There appears to be almost an obsession in most of Tempe public communication, projects, discussions, signs, mailings, meetings, voter initiatives, Plan 2040, etc. with green projects, biker friendly this and that, transit expansion, etc. We are bombarded with it. Generally I am not against these things as long as they are sensible and balanced against other needs. In many cases there seems to be crazy spending with little return, even to the small segment of the population who benefit from it. 3. Tempe, being a University town, tends to cater to that population. That is understandable. Bike projects and limited mass transit enhancements in that area of town make sense. But in South Tempe, with a high Senior and business professional population who need their cars to get around, go to work, and conduct business, it's simply a waste. We probably aren't going to be using bikes in heavy traffic and in 115 degree heat for fun or to go to work. Many retirees reside in South Tempe and more are coming. They are permanent.....the college crowd for the most part is here for a couple of years and then gone. We are the ones paying the bulk of the property, highway, and sales taxes. I'd like to see more attention and spending focused on the things that citizens actually use and need. 4. Finally, what is the true motivation of these wasteful projects ?? Is it a) An attempt to please a loud minority ??, b) A political motivation to have the City identified as a top 'biker friendly community' regardless of the inconvenience and cost to the taxpayer ??, c) A full court press to get people out of their cars no matter how hot, sweaty, and dangerous ? d) Grant money from the Feds that has to be spent in a certain way ?? Or something else ?? 5. I can't believe that you are considering putting up concrete barriers. Have there been accidents ?? I'll admit that it has been quite distracting for a motorist to try to cross these wide traffic/bike lanes to get into a

business or turn right, but how can there have been accidents when there are almost no bikers ?? Also, narrowing traffic lanes is a recipe for more accidents. As I travel around town, I constantly encounter motorists drifting across into my lane and almost hitting me. Luckily there is usually some space to maneuver. Most of the time these 'wanderers' are playing with their cell phones. You may say that is against the law but there is no way the limited number of police have time to patrol the streets all day looking for offenders. It's just a new fact of life. Making the lanes narrower is just aggravating the situation. As you might suspect, I favor no further biking enhancements be done on McClintock Drive and that the original highway stripping be restored. Incidentally, the large electronic signs on McClintock announcing the meetings are difficult to make out and it flashes so quickly from page to page that most drivers will have the passed the sign before deciphering the message. It's particularly dangerous to try to read the sign when traffic is bumper to bumper. It needs to stay on one page long enough to read the information. Thank you for your consideration, Robert Pesek

156. 3/22/2017 Miss Warner, Thanks for the email. I appreciate it. I won't be in town for these meetings, but it's nice to be contacted. As you probably know, I'm not a big fan of the bike lanes. Not because I don't like bikes, (I ride my bike all the time) but because of the current configuration. I can't see how it makes sense to inconvenience thousands to accommodate a few. While it's nice to be considerate of all those who use the bike lanes ( I've now seen two (2) since this change took place.....there should be a font for sarcasm) bikers vying for space with 6,000 pound vehicles at 45 miles per hour on McClintock will never make sense to me. Throw in the summer heat and it makes even less sense. Ok, enough of that. What's the plan going forward? Are they leaving it the same? I assume they will. Thanks again, All the best..... Richard Long, Tempe Arizona
157. 3/22/2017 Please keep the bike lanes on McClintock. The buffers are a nice addition, and the cement blockades while extreme would also protect bikers. But the best deterrent to aggressive drivers would be police enforcement of existing laws. But at the minimum, please keep the bike lanes. Thanks, Charley Rowland
158. 3/25/2017 Hi I heard that there is a meeting coming up to discuss the bike lanes, and I'll be out of town during the discussion. I wanted to let you know that I commute by car on McClintock from Southern to Ray. Southbound in the morning and northbound in the evening during rush hour Monday thru Friday. I think the bike lanes are great and I hope you vote to keep them as is. It's safer with the poles at major intersections. I don't mind a bit that the car traffic lost a lane in some blocks. I'm happy to share the road with people who commute by bike. It's the right thing to do for the environment and for cyclist safety. Thanks for considering my opinion on this. Sincerely, Jaye Matthews
159. 3/25/2017 I attended the McClintock bike path meeting on Saturday at the library and after hearing the comments from the city representatives and the directions given to them by the city council it appears that the city is hell bent on making the bike path a part of their vision of future transportation in and around the city regardless of the unintended impact on the majority of the city residents. We know best is the impression I took from the meeting and compromise may not include no bike path. Here is my response to the document handed out at the meeting asking for input on the project. I'm still trying to figure out just what problem the city of Tempe is trying to solve with this McClintock bike path and the

expenditure of millions to get it done. What I did hear at the meeting on Saturday which I think is interesting is that the city council has a vision for Tempe which includes making bicycles part of the transportation system. That's all well and good but what's the reality of bicycles becoming a major part of people getting around Tempe in the future which justifies the expenditure and unintended impact on automobile traffic. My feeling are bicycles will never become a major player in transportation in and around Tempe and most certainly people will not use the McClintock bike path for a leisurely recreational ride around town. I'm a bike rider every two days and I would never ride McClintock to get to down town Tempe during busy times. I use back streets and College to get to Tempe when necessary. Rob Webster

160. 3/25/2017 Since McClintock Drive is such a busy road, I want at least one vehicle lane added to improve the flow of traffic. Please let me know the final decision. Joyce Reigelsberger

161. 3/25/2017 Dear Mr. Mayor and Council Members, Please forgive my blunt comments and political advice. I do love Tempe and even participate in the Bike to Work Event providing breakfast and coffee for all the participants. I really want Tempe to be a better place to live, work and visit. We hear lots about echo chambers these days. The City Council has its own. The outcomes from governing from the narrow viewpoint of active and involved constituents, i.e., those who vote, those who thinks it even matters and those who share opinions, is a government that doesn't meet the needs of most people. Politicians who are vulnerable. This is exactly how our current president was elected. I think a person could easily win a city council seat on a single topic campaign: The McClintock Bike Lane Saga. I am confident that if someone reached out to all the people who didn't vote, don't attend public meetings, and live in Tempe would agree that the idea of removing two lanes of traffic was ridiculous. Let's be clear: if 3 lanes are reduced to 2, the remaining lanes have a 50% increase in volume. You don't need a study to anticipate what happens when you increase the volume of cars 50%. Not only is traffic going up and down McClintock 50% more congested, but any street, parking lot, or driveway that intersects McClintock shares the congestion as drivers try to turn onto McClintock. People cannot access local business. Residents cannot easily or safely enter and leave their neighborhoods. From a business prospective (Steve's Espresso) I have seen a very significant decrease in commuter customers. The added commute time plus the hassle of getting in and out of our parking lot has proved too much for some customers. When we do get customers on bicycles, mostly on weekends, they ride casually on the sidewalk. NO family rides with children in the bike lane. I didn't notice if any of the plans included a decrease in speed limit, but that would drastically improve safety, rider security and use of bike lanes. My last comments were short on solutions, So I'll try for more here now. Firstly, I've heard that part of the whole project was to discourage through drivers and calm traffic, an idea that I support completely. And I love the street beautification projects around town. So why, why can't we simply lower the speed limit on arterial streets? Don't talk about traffic light synchronization. While that might work at 3:00 am, as soon as you wait for a light to turn green it's meaningless. If you lowered and enforced the speed limit people might be discouraged from zooming down our streets. Traffic would be less hectic, there might be less road rage. There would be less exhaust, and noise pollution. Speed enforcement in our school zones is completely ineffective. I've asked council members, but never received an answer why the city does not want to enforce speed limits especially in school zones. Perhaps they aren't really concerned about child safety. If you really want to make cycling accessible to more residents who don't like to wear a Tour de France uniform, you need to make calm, secure bike paths. Push more traffic down small

streets and get them to Lakeshore and College which are much more user friendly. If you are serious about it build a 2-way separated bike lane on one side of McClintock. Have a look at the Fiesta District on Southern in Mesa. While this doesn't have integrated bike lanes, one can easily envision how they could fit in. This stretch of Southern looks truly amazing. It probably cost a great deal, but it's a long-term infrastructure deal. I'm sure Tempe's share of the proposed street car would be enough. Please stop talking about bike lanes. What are your real goals? Do you really think you are winning any points with the 97% of the residents who NEVER ride a bike? Respectively Yours, Steven Schmidt

162. 3/26/2017 I want to share my personal story with you on how important the Tempe bicycle lanes have been to my recovery from a criminal assault resulting in a life altering brain injury. I attached my bio so you can read my story. The Tempe Bike lanes were crucial in my recovery. My adaptive cycle was THE ONLY way I had to get around by myself. It was helpful when the lanes connected and I was equally disappointed when they dead ended. It was especially helpful when the bike lanes were protected or clearly delineated with that green spray paint and wide lanes because my adaptive cycle is wider than a bicycle and is harder for cars to see because it sits lower to the ground. I know of another adaptive cycling group operating in Tempe with adaptive cycles at the Tempe Town Lake, so it is important that we consider the needs of our disabled community when making decisions in planning. I.E. stroke survivors, brain injury, ptsd, spinal chord etc. Thank you for making Tempe a bicycle friendly place especially as we plan for our aging community. Sincerely, Catherine Brubaker
163. 3/26/2017 Hi Lauren: Thanks for keeping me in the loop, but I'm not able to attend this meeting. Sorry. Hopefully all can be accomplished to keep bike riders safe in whatever new design is approved. Cheers, Bob Jensen
164. 3/27/2017 This is what I submitted using the online form, but I want to make sure you each receive my comments. To sum up- I support the bikes lanes as they are now, if more money is going to be spent on the project, I'd like to see it be used to extend the bike lanes further north. I live in the Shalimar neighborhood off of Southern and McClintock, and I love my close access to bike lanes on McClintock. Twice a week I bike to work at the Mayo Clinic in Scottsdale, finally being able to safely bike on McClintock (at least up until Apache). My boyfriend and I frequently bike to Mill Ave, Tempe Beach Park, and Tempe Marketplace, and bike south down to Chandler for exercise, errands, and leisure. We also bike with our 5yr old twin boys to the "ice cream store" (Joe's Italian Ice) and use the McClintock bike lanes. The bike lanes throughout Tempe have a very positive effect on our quality of life here in our city, and I want to see us to continue to move forward to a more progressive, healthy, environmentally friendly, and sustainable community for us and our children. I think the city needs to keep these lanes, and I also think the city shouldn't spend money on any of these alternatives. If you're going to spend more money on a bike lane project, please do so on extending the bike lanes to Tempe Marketplace/ Rio Salado bike paths. Thank you! Meaghen Sharik
165. 3/27/2017 Please ask Project Manager on McClintock Project call me. 480-220-1242. Otherwise send consultant PM info to me. Very concerned about this project simply based on WHY FHWA Safety guidelines weren't followed and this corridor was designated for bicycle lanes...ADT >25,000 doesn't qualify. Additionally directional ADT counts/thus roadway configurations about 10 days ago were posted incorrectly. Finally after hearing all the complaints of not expecting crowds last week, I don't feel my questions will be addressed. Like LOS segment/intersection not given, trip generation of new/proposed developments haven't been taken into consideration and finally why haven't you done an intersection



improvement project for McClintock/Apache because having transite and bus pullouts with poor left have queuing northbound and no designated right turn lane that has to deal with mass transit, close bus pull out and pedestrian / bike issues. We are asked to provide comments to council...are they educated to address these issues? Renee Probst

166. 3/27/2017 Thanks for the email! I filled out the online survey and will be at tomorrow's meeting! I love the bike lanes, and if there is any more money going to the project I hope it's to extend them further north. See you there, Meaghen Sharik
167. 3/28/2017 Regarding the McClintock bike lane project why not post signs both north and south bond informing people who drive the street every day about these public meetings. To my knowledge, it's been word of mouth about the meetings. Give the average working person a chance to know about what's going on here. Ron Webster
168. 3/28/2017 Lauren First off the alternatives for the different locations all make sense (These are various alternatives and locations along the corridor). I know that on McClintock by narrowing the Street and adding Bikes Lanes has been a source of problems with I don't ride a Bike why have them. I ride a bike and I thank you. Even with McClintock Bike Lane being right against the Curb that would not solve the congestion. Bottom line for me is let's keep Tempe one of the top 10 Bicycle Cities in the Country, but it is hard to separate Church and State so to speak in these different scenario's. I work for SRP that urges employees to use alternative ways to get to work besides Driving yourself! Steve Nestvold
169. 3/28/2017 Please keep the bike lanes. They are important for commuting and help to keep the air clean. Thank you, Jacob Bethem
170. 3/28/2017 As a long-time resident of Tempe (1971), a daily driver on McClintock and a former daily bicycle rider on McClintock I encourage Tempe to retain buffer lanes between the bicycle lane and the car lanes in any re-design of McClintock. I stopped riding my bicycle to work when I was hit (twice) by cars while bicycling on McClintock. I was lucky as I was not seriously injured either time I was hit but I stopped riding on McClintock because I was certain I would be seriously injured eventually. The new buffer lanes, while not perfect, provide an added layer of security for bicycle riders. Sam Baar
171. 3/28/2017 Dear Mayor Mitchell and Tempe City Council As a committed bicycle commuter and Tempe taxpayer I am writing to express how important it is that Tempe maintains (and continues to improve) its bike infrastructure. The bike lanes on McClintock provide safety, facilitate north-south travel, and are a visible part of the signal sent by the entire city that it is forward-oriented. Tempe is a great place to use bicycles (it's flat, has dry weather) and for those of us for whom bicycles are our primary mode of transportation, good bike lanes are essential. One of the best things about Tempe (and one of the things that sets it apart from other cities in the valley) is its commitment to bike infrastructure and I'd hate to see this disappear. In fact I would love the opposite - an increase in bike infrastructure so that more people could enjoy the benefits of safe, convenient bike access across our city. Best Sonja Klinsky
172. 3/28/2017 Dear members of the Tempe City Council, as a long-term resident of the City of Tempe I urge you with this email to keep the bike lanes on McClintock Road and to vote for the option to create concrete barriers to separate the bike and vehicle lanes. Widening the street in some areas in order to add an additional vehicle lane is the worst option, which I strongly oppose. Studies have shown, over and over again, that adding more vehicle lanes creates more motorized traffic. It is no solution to the problem you're trying to resolve. On the contrary, it adds to many of our problems (e.g., climate change, public unhealth, traffic accidents). Removing the buffer between the car traffic lane and bike lane will undo the investment you made into safer streets and safer bike lanes it will also negatively affect

public health because more people withdraw from using the bike lanes because they feel unsafe. Several of my friends and colleagues working and studying at ASU regularly use the bike lane on McClintock Road to commute to work. Some of them have their children with them on the bike seat or in the bike trailer. These people are role models of the mobility of our future. By removing the buffer you will put these people at higher risk! And you will terminate the reputation of the city to be a bike friendly city. In 2014 my colleagues (including sustainability commissioner Arnim Wiek and transportation professor Aaron Golub) and I we organized a study abroad trip to the Netherlands. With 25 students we got around on bikes and on foot, using public transportation. One student joined us in a wheelchair-bicycle. We learned first hand that the right infrastructure arrangements (physically separating bike/pedestrian from car traffic) as well as rules and regulations (that protect the weaker participants and fine reckless behavior as well as reward environmentally-friendly mobility and highly tax car-based mobility) incentivize people to use bikes. This mobility shift increases public health and quality of life of cities. For your convenience, I'm including a video that demonstrates the bicycling infrastructure of the City of Groningen in NL (<https://www.youtube.com/watch?v=cWf5fbSUNAg>). Again, I urge you to KEEP the bike lanes and create concrete barriers to separate the bike and vehicle lanes. I want to live in a city that prepares for the future and does not undo the future. Sincerely, Katja Brundiers

173. 3/28/2017 Some concerns regarding any changes to the current configuration: Tempe makes great changes to increase rider safety on McClintock Road. Drivers complain about the increased drive time and Tempe reverts/changes the configuration. If the modifications potentially decrease the current level of safety (i.e. decrease the space between the motoring public and riders), then Tempe has a potential liability exposure should a rider be struck. Thanks for understanding. Joseph Manning
174. 3/28/2017 Thank you! I did receive a door hangar advertising this as well. Unfortunately, I will not be able to attend this evening due to conflicting obligations with my graduate coursework. The alternatives in the shared materials maintain a bike line, and I **greatly appreciate** that given the lack of realistic alternatives for bicyclists especially north of Corcorda Dr. (where sidewalks are less than 6') I don't personally feel a need for 3' buffers and suspect they enrage drivers since their "cars fit" -- I regularly see cars being driven in the buffer/bike lanes. These alternatives don't address a resolution to the primary ongoing issue from my perspective, which is a safe option for bicyclists travelling northbound on McClintock at the UPRR underpass (no bike lane, bicycles prohibited on sidewalk, aggressive driving patterns). I reside in Shalimar West on Country Club Dr. and am a full-time bicycle commuter to my job as an IT Director at Arizona State University. My department has offices located at 1551 S Rural Rd. and 1150 E University Dr. -- For the most part the city is great for a bicycle commuter, my challenges surround limited options for getting to the other side of UPRR tracks when travelling in either direction. Thank you again for your attention and followup on this issue! Thanks, Nathan Corwin
175. 3/28/2017 Hello Tempe Council members, This is in regards to bike lanes on McClintock Ave. I had planned to attend the meeting this evening but because of change of plans I'm unable to attend tonight meeting (I have attended two meeting regrading this issue in the past and have spoken to you regrading this issue). I live off of Hermosa and McClintock and this issue has affected my directly in a very negative way. Adding bike lanes and reducing two lanes out of McClintock has proven to be a huge mistake. Bike lanes are rarely used and the negative affect on traffic is quite obvious. Even your own study proved this. Traffic is baked up passed Southern during rush hour starting from US60 and making left turns from

McClintock into Hermosa is almost committing suicide. As a result residents have to add about one mile on each trip. Cars sitting idle pollute the air and not to mention wasting people's time. It is time to end this madness and own up to your mistake and restore McClintock to its original form. It has been more than 1.5 years and you have wasted enough of residents' time sitting in traffic and added enough pollution into Tempe air by cars sitting in traffic. A project of this magnitude should have gone through votes from residents. Regards  
Shahin Rezai

176. 3/28/2017 I cannot come tonight so instead I am writing my main concern. My main concern is keeping the bike lanes. Please just make sure these remain! Thank you, Vanessa Lueck
177. 3/28/2017 I went to the meeting that was scheduled for tonight, March 28, 2017 at 6:00 p.m. at McClintock High School per the flyer that was on our door, and there wasn't a meeting being held at that location. Nobody at the school knew anything about it and I couldn't find where it was being held. Very disappointing. No signs indicating where the meeting was to be held, no City of Tempe vehicles in any of the parking lots. My number is 602-628-XXXX. Woody Deemer
178. 3/29/2017 Dear Council members, I attended last night's workshop at McClintock high school, to support keeping the McClintock bike lanes AS IS CURRENTLY. It is a part of the Transportation Master Plan that has been in process since at least 2012. Tempe city staff needs to find their leadership voice and stand by that. I just spent the last hour going through the [tempe.gov](http://tempe.gov) website reading through the history of the TMP, even going back through the Bicycle Advisory Committee info from the 90s; and all the facts, figures, stats are there. The public "outcry" against the bike lanes is embarrassing and isn't based on any real facts. Tempe has committed to being a sustainable, progressive, innovative, bike friendly city, and unless those values have changed, you need to support McClintock being a bike corridor. I heard people saying they've lived in Tempe for 40+ yrs, and that traffic is the worst they've ever seen. I think it's logical to respond to them that Tempe has evolved a lot in those 40 yrs and that regardless of the bike lanes, Tempe will never go back to what it was like in the 1970s. I also think it's reasonable to tell people "Sorry, not going to happen" with putting the 3rd lane back in. McClintock doesn't need to be a 5-6 lane road, and it really shouldn't be. It's a local surface road, and if people are trying to get from Scottsdale to Chandler driving on surface streets they should accept the fact it's going to take a couple extra minutes. There's the 10, 101, 60, plenty of 'alternatives' to efficiently moving across the city. Plus it seems that there's been construction around Apache- University pretty constantly this past year. It's unfair to fully blame the bike lanes, and an illogical solution to remove or alter them. I grew up in New Jersey where we don't have these huge wide multi-lane 45mph roads through residential areas with schools and homes and neighborhoods right there; we have those types of roads as separate highways or state routes, and have normal 2-4 lane 35mph roads through town. A point brought up in my break away session was the lack of enforcement. I believe the man who talked about it wasn't pro or anti bike lanes, just a resident asking some questions. He pointed out that the city did this overhaul in traffic/design, and then let the public figure it out and subsequently mess it up. It could be citing wrong way sidewalk bicyclist, or drivers speeding, running red lights, blocking intersections etc, or even giving warnings to help educate the public (vs 'punishing'). State law says motorists have to give at least 3ft to cyclists, and unfortunately the majority of drivers either don't know or don't care. (In our group there was a really loud and aggressive gentleman who fell in the "don't care" category, which is pretty scary). The buffered bike lanes we have now provide that 3ft zone without impeding traffic, which is a positive result

for both motorist and cyclist. Public education, safety, and enforcement should be the focus of city staff moving forward. The proposed multi-million dollar alternatives are a waste of money, resources, and time, and would simply be the city giving in to the squeaky wheel bullies. I urge you to support the initial project. Thank you, Meaghen Sharik

179. 3/29/2017 Hi All, I just wanted to let you know what I thought of the meeting last night at McClintock and my thoughts going forward. As you know, I am not a proponent of keeping the bike lanes. Again, to cause such disruption for thousands to appease a few does not make sense to me. The slide that showed between 10 and 13 bicyclists who traveled this corridor during your study does not warrant, in any way, the complete and utter chaos that has been caused by implementing these bike lanes. I understand bicyclists need safety; but I don't believe they have to travel these arterial roadways; and, many of the accidents and injuries to bicyclists are because of things they are doing incorrectly. Whether they are travelling on the sidewalk or against traffic or darting in and out of traffic. It's not necessarily the motorists causing these accidents. Last night's meeting was clear to me that minds are made up about this. I do not remember having all of these options for meetings to implement these bike lanes, as I can assure you I would have been at those. There were many people, like me, who did not know about these prior meetings to voice our opposition to bike lanes. I believe many of these bicyclists who travel this corridor, of course, do not live in the corridor; that is the need for the travel. However, from what I heard last night, most of us who live in the corridor, really don't have a say in this. This is disheartening. Two years ago there was a major collision southbound between Broadway and Alameda. The vehicle veered off and went through the perimeter wall of a resident who backs up to McClintock. The sidewalk, surrounding footage of rock and space, kept this from being an incident where the vehicle could have gone into the home. Your proposition is to widen that west side of McClintock, making the buffer from traffic to residents perimeter walls not a safe one; as my son lives 4 homes down from where that accident occurred. This is not a safe option for residents. Yet, I don't hear anything about making residents safer, just bicyclists. I had one option that I shared with Shauna last night. Go back to the way it was; don't widen roads, don't take out foliage, etc. However, make the curb lanes, both north and south bound lanes sharrow lanes. Follow the HOV guidelines and only allow vehicles in these lanes with bicyclists from 6 to 9am and 3 to 7pm. The rest of the day these lanes would be for bicyclists only. I believe this would be a more inexpensive way to go and would be beneficial to everyone. Perhaps some revenue will be made for the city by vehicles who violate this, as the fine should be just as great as when violating current HOV guidelines. At any rate, I am not happy with the current situation, I don't like the idea of widening roads located behind residents' perimeter walls and the horrendous situation that has been caused by adding these lanes; and I am not alone..by no means. Thank you. Roxana Holapfel

180. 3/29/2017 Mayor and Council, The Bicycle Cellar's official position on McClintock road is to leave the existing design as is and make small and affordable tweaks to address specific side street / neighborhood accessibility issues. Why spend \$5 million to solve a "perceived to be worse than it is" congestion problem when urban density will increase and the problem will just re-occur within years? Seems like a waste of money. Congestion is worse everywhere in Tempe, not just McClintock. Shelly said more vehicles are moved with a consistent street design. McClintock is currently mostly consistent. Make it more so by taking away a lane southbound from 202 all the way to Apache. This is an opportunity for the city to say "No, we will support multi-modal transport that will make our city and communities better for everyone, now and in the future. McClintock drive will not be reconfigured, but we will address minor issues with accessibility from side streets / neighborhoods". Don said traffic

engineers will tell you more crashes/injuries will occur on larger arterial streets, why make McClintock less safe again, to ease a few minor issues, for a few years? Will bicyclists who use a reconfigured McClintock have cause to sue the city if they're injured or worse? Why spend even \$500,000 to undo what is actually done very well to go back to a less safe McClintock that is not multi-modal and goes against the general plan? If Mayor & council allows a small minority of residents to outright roll them over and undo what the general plan calls for, where does it stop? You will embolden NIMBYISM and more dangerously, you set a precedent that \*any\* decision can be reversed by a small vocal minority. You were elected to make decisions for \*all\* Tempeans, not just those along McClintock. Multi-modal streets benefit all Tempeans. Speaking again to safety, sharrows are not new technology (as was stated) and per MUTCD they shouldn't be used on roads with speeds higher than 35mph. We do not believe sharrows are acceptable on McClintock without notable speed limit reduction and much more importantly, targeted enforcement of those speed reductions as well as enforcement of the 3 foot passing law and enforcement of aggressive driving which greatly endangers all road users. Sharrows under the rail road tracks do practically nothing to enhance rider safety given the speeds most motorists attain through that underpass. Motorists will continue to think bicycles do not belong in \*their\* lanes, and continue to believe that "Share The Road" means bicycles need to move over for motor vehicles. None of the solutions proposed, even the expensive ones, maintain a standardized thoroughfare for bicycles, and all of them create gaps, safety issues and/or barriers, the opposite of what a Bicycle Friendly Community is supposed to do. The loss of a dedicated bike lane over the 60 freeway northbound in some alternatives is notable and unacceptable. In regards to public meeting attendance, how many of the folks at the two recent public meetings actually live in Tempe full time? How many are winter residents? How many are not residents of the US (possibly Canadians)? Shouldn't their concerns count as half (or less?) of what they are? They only bring sales tax revenue to the city part of the year. The group of bicyclists I rode with to the Saturday morning meeting stopped at three Tempe businesses along the way. Steve's Espresso, AZ Donut Co, and Dunkin Donuts. Bike lanes bring increased revenue to local businesses. Studies have shown that bicyclists spend more than motorists (<https://www.google.com/search?q=bicyclists+spend+more>), making bicycle lanes an economic driver. Furthermore, I'd like to make a statement as to The Bicycle Cellar's future business decisions and how the upcoming vote on the McClintock project will influence those decisions. We have a goal to open a second location, a full size retail bicycle shop, in the future. We will remove Tempe from the list of cities in which we are considering locating said full size retail bicycle shop if the lanes are removed. Mesa is proving itself as an up and coming bicycle friendly city and I'm sure Mesa would welcome the sales tax dollars a full size bicycle shop would generate. Randy, let us remind you that in two separate AZ Central articles you were quoted as wanting to focus on important millennial issues, including transportation alternatives and sustainable living. You also listed multi-modal transportation as one of your top 3 priorities. Will you fulfill these campaign promises? In closing, should removal happen, we will make sure our customers know and remember who on council voted for removal of bike lanes. Our secondary alternative choices are as follows: Apache to Broadway Alternative 3 Broadway to Southern Alternative 2 Southern to Baseline Alternative 1 Baseline to Guadalupe Alternative 2 Guadalupe to Elliot Alternative 1 Thank you, Bicycle Cellar Staff

181. 3/29/2017 Dear Council, I attended your public meeting on the proposed McClintock road changes last night at McClintock High. I have to say I am very disappointed. I worked closely with the City of Tempe several years ago when the bicycle/pedestrian bridge was

proposed to link Rotary and Cole parks; a bridge that the residents of both side were firmly against but you put it in anyway and now the bicyclists no longer want to use it because it's out of their way. The residents of my neighborhood put in a lot of time and effort working with the City and in the end all of the promises that were made to us were ignored and the City did exactly what they wanted to do, but they could claim to have had community input. I got the distinct impression that these meetings you are holding now are exactly the same dog and pony show we dealt with then. I was in a group with Julian and he was not interested in what we had to say and he did not accurately impart our information. There was no consensus that bikes and cars could share the road but he insisted on putting down that there was. There was very little consensus except that we really didn't want sharrows and that we wanted ALL of the traffic lanes restored not just the Southbound. I'm not sure if he imparted that fact as I got disgusted and left after Julian made a sarcastic remark when I asked if it was possible to make the sidewalks a shared used instead of the road and maintain safety. That showed me that you aren't really open to other ideas or solutions. From what I experienced last night I believe this is just a repeat of the bridge debacle. You are going to do what you want to do to continue to promote Tempe as a bike friendly city even though we really have too much traffic and not enough space for bikes and cars to share the road safely. Please don't bother to reply to this email as I have very little faith or belief in anything you might have to say. I only wanted to share my experience with you. Sincerely Mabelle Glassburn

182. 3/29/2017 (via phone message) Dismayed when the bike lanes were put in at the expense of the traffic in that area. Rarely see any bicyclists. Money was spent to do something that did not need done at the detriment of those people trying to get to work and back. The lanes should be restored to auto traffic. Larry Gutoz
183. 3/29/2017 (via phone message) Believe the staff is on purpose skewing results of data to justify a solution that is unhealthy and puts future bicyclists at risk. Never mix bicycles on arterials with regular traffic unless you have to. Tempe took the easy way out politically and now stuck. This is a long continuation of the same problems you've ignored for years with traffic. Now you will pay the price with fatalities and injuries to bicyclists. Kenton Steiner
184. 3/30/2017 Dear Mayor Mitchell and members of the City Council, My name is Jayne Lewis and I reside at XXXX E Redfield Rd. My home is one block south of Bell de Mar on the west side of McClintock. It is a small subdivision that is only accessible from McClintock. Since it is not a through street it enjoys very little traffic in the subdivision. It is a wonderful place to call home and as such I have significantly improved my home with permits. We recently had a block party and many of the neighbors pulled the Mayor, also a resident, aside to discuss the changes to McClintock. Since traffic lanes have been eliminated from McClintock it takes significantly longer to get out of the subdivision, particularly if you are northbound on McClintock during commuting time. It is frustrating, to sit at the intersection and wait. What increases our frustration is that we see few cyclists in the bike lane. I do see the occasional cyclist on the sidewalk. I am not anti-bike. I just want to get out of my subdivision in a reasonable amount of time. What is bothersome is hearing others that do not live proximate to McClintock or those that enjoy a signalized intersection with McClintock say that it does not increase traffic or wait times to get out of these subdivisions. They have no way of knowing since this traffic change doesn't impact their lives. I urge you to map the homes of those who comment and please give due consideration to those that live with this situation. Please keep in mind that turning left into a subdivision is much easier than trying to turn left leaving the subdivision. In the later case, both north and south bound traffic must clear for you to safely traverse the street. I moved to Tempe 3+ years ago

because I have always loved the City. Over my 20 years of working with the City through Papago Park Center, I had always found staff and Council to be considerate and caring of its neighborhoods and residents. Whether we are on 2 wheels or 4, please give consideration to all residents, particularly if we are being adversely impacted. Best Regards, Jayne Lewis

185. 3/31/2017 Do NOT raise taxes. Put McClintock back the way it was. Do NOT have shadows. Joyce Reigelsberger
186. 4/2/2017 Would you consider having a meeting to educate the public. When I read Facebook and Nextdoor comments, I wonder how anyone could fill out the McClintock survey in a reasonable manner. They are hung up on the budget, thinking the city is pushing an agenda, how many bikes are currently using the lanes, etc. It seems like it would really be useful to have a session that educates residents on: how the transportation plan came to be in it's current state, how it fits into city planning, and how funding is obtained for major street projects; the transportation board; it's function and members; what transportation studies here and in other cities have shown the future to be; what it takes to get something on the council's agenda for a vote; whether bike lanes and non-vehicle transportation alternatives impact ability to get funding and attract new jobs to Tempe; how similar Tempe's transportation plan is to other cities; instructs residents on how to quickly find out what meetings and projects are in progress so that they can take responsibility for knowing about these on their own; just explain bike lanes in general; how neighborhood bike lane usage might be different than bike lane usage on streets such as McClintock (commuter vs leisure riders); why bike lanes are important on streets such as McClintock even though data shows a small amount of riders; why people who don't ride bike lanes still want them; why pedestrians and bicyclists shouldn't share a sidewalk; Tempe traffic laws for bikes in roads/sidewalks (and are Tempe laws similar to other cities). What I notice in general is a lack of understanding. They: accuse the city of pushing bike lanes when residents don't want them ... even though a significant number of residents are for them. I was at the Character Area meetings where the city allowed residents to start with a blank piece of paper and turn that into a consensus of desired character for their subdivisions; bike lanes was one that I believe got a lot of votes. don't seem to understand that the city uses the approved Transportation Plan and Character Area documents when they provide street and other designs. If residents are not happy with something in the Transportation Plan, then they need to work to change that (how?) ... but that they can't expect the city not to follow the approved documents. are suspicious of the 750 letters received regarding McClintock and believe that is not representative of the population. Actually, the people that cared took the time to write ... the rest didn't care enough one way or the other. Believe that they are not getting notification from the city; I get them notifications all the time, but others seem to think they don't get them. They somehow seem to think that the city is hiding these from them. Till Fam
187. 4/2/2017 Dear Mayor, Vice-Mayor and other Council Members, Please consider my input as VERY relevant since I live .2 miles from McClintock by bicycle. 4512 S. Kachina Dr. I also drive a car on McClintock dr. daily and so does my wife. We regularly drive north and south on McClintock at ALL hours of the day. My youngest goes to school at Aprende Middle school (~Ray and McClintock) we drive him to and from school leaving from 4512 S. Kachina Dr. ~8am and 3pm. We also drive my oldest to McClintock high school. I support restoring a third lane southbound in most areas of McClintock while making/keeping a **STANDARD** bike lane. It is my personal opinion that all the extra space between the bike lane and the auto lanes created confusion and or resentment towards cyclists. I personally had an ASU staff member (Visible parking placard and ASU badge) cut me off and STOP in the bike lane near

Chapman Chevrolet after the November McClintock bike lanes meeting. After making an emergency stop I confronted the individual by letting them know they can't stop/park in the bike lanes to which they responded "I'm making a phone call". This is just one of many belligerent true stories I and many other cyclists have encountered all in the name of remove the bike lanes. The hostile and aggressive behavior towards us as cyclists also spills over to other motorists. If you have experienced the backups on McClintock you too have probably seen many times when traffic is backed up and people REFUSE to let others in. It really is disgusting. Please consider the cheapest option to restore a third south bound lane while standardizing the bike lane. If there is extra space give it to the motorist similar to the North bound McClintock between Broadway and Apache. Currently there is NO bike lanes and the extra space is left of the left lane. Option #1 for Apache to Broadway mentions use the sidewalk which I believe is currently restricted to pedestrians ~Bicycles must dismount and walk... Please do NOT add buffers or islands. They are not STD or recognized as normal by most people. a Standard Bike lane is safer than huge bike lanes that drivers still drive in with NO consequences. Please include the following data for ALL future meetings where McClintock bike lanes are discussed. 1. Traffic volumes 2010, 2015, 2016, 2017... or what ever is available most people simply do not realize the TOTAL volume has increased. 2. Employment numbers hopefully for similar years as traffic numbers. 3. Population numbers. Presenting the WHOLE picture will help people understand the backups are NOT all a result of the bike lanes on McClintock. I have heard Transparency mentioned, but feel as though you fall short on presenting the WHOLE story. Thanks for all of your hard work I know its hard to filter through all of this information, but remember a few vocal opponents do NOT represent all of your constituents. One more planning item to consider when a final plan is put together. As you repave neighborhoods bordering McClintock (Hopefully Sands East Three is done soon . I've been waiting for ~8+ years) identify a bike lane exiting the neighborhoods. Currently when I go west on Freemont cars pretend its a two lane exit blocking my path when cycling. See the Google street view photo below. The blue car provides almost 5 feet is right on the edge of too close to where they would block a cyclists from riding to the stop sign. Very often cars are two abreast blocking the entire street leaving no space for a cyclists. I know it is unmarked, but I was told many years ago "you can not drain your pool to the street since it would flood the unmarked bike lane". Thanks, Timothy Albert McKinstry

188. 4/3/2017 Greetings, I just wanted to weigh in on the McClintock bike lanes discussion. I believe the best, and cheapest, course of action is to restore the previous configurations to the entire McClintock corridor. The current bike lanes just don't seem to worth the cost, let alone the safety risk posed by buses actually driving in the bus lanes near intersections. Thanks for the opportunity to provide input. Rachel Todd

189. 4/5/2017 To: Councilman Keating and Tempe City Counsel From: Renee Probst Date: April 5, 2017 RE: McClintock Corridor I unfortunately wasn't able to attend the public meetings for the McClintock Improvement Project. I did submit some comments on-line but decided that I needed additional information and to ask a few more questions regarding the scope and goal of these improvements. I'm sure most of my comments/questions were already addressed at the public meeting so I apologize in advance if these are redundant but I'm concerned about the safety and LOS of this corridor. First, if I could be provided with the Scope of Services that the Project Manager included in the RFP this would definitely clarify many of my questions I have about this study. Otherwise I definitely would appreciate a written response to my inquiries. I understand you will be overlaying McClintock between the study limits but I'm confused about the remainder of the study. Is the City's goal to



simply determine segment lane configuration or will it also consider other modifications to improve both the safety and increase capacity of this corridor? On-line I questioned the reasoning behind designating McClintock as a bike corridor based on 2014 ADT since this goes against FHWA recommendations. Additionally many studies suggest a bike corridor shouldn't be established for high capacity roadways with more than 4 thru lanes (a TWLTL is also questionable if there is 5 thru lanes). In the initial information provided on-line (glad you changed directional lane configuration and provided more information) the reasoning was because Chandler had this as a bike corridor. Not sure if Chandler has changed this designation since Tempe decided to encourage bikes along a high capacity arterial roadway, but as of now it doesn't have bike lanes immediately south of Tempe City limits. It seems the big issues presented to the public are the bikes lanes, lane widths and lane configurations; I however have other concerns that I hope are addressed with this study and future improvements. The two main concerns I have is the transition areas approaching the arterial to arterial intersections regarding both the TWLTL and the access control (lack of) in these areas. Plus the need to take into consideration future traffic generation counts for the new developments along Rio Salado, the eastside of McClintock north of Tempe Market Place and the redevelopment of Karsten Golf Course. I also assume soon, the eastside of McClintock between University and Rio Salado will change since it's almost a blight section of McClintock Road. MAG projections should also be used for alternative analysis, not sure why for this study, 2004 data is relevant especially since this isn't a fully developed corridor and Loop 101 is built out. During the few days I considered writing this memo I witnessed 3 examples of why both side friction and transition configurations/modifications at major intersections along this corridor should be included in this study. On March 29 around my normal time driving this roadway (7:30 am to 8:30 am) I was heading SB when all of a sudden a NB motorcyclist had to lay down his bike as he was in the left lane (lane 1) entering the left turn lane for Guadalupe Road, and a car pulled out in front of him (not sure if accident was reported). Reason this incident occurred: there are four full movement access points on the east side of McClintock within the intersection transition area, driver's behavior isn't controllable so someone in both lanes stopped to allow a car to turn left into the TWLTL forcing the motorcyclist to lay down his bike because he couldn't see this gap or car. On March 30 as I was heading SB on McClintock at Baseline there was a 3 car accident (definitely reported), and this occurred because again the closest to the intersection access point out of Fry's Marketplace allowed someone to attempt to turn left (NB) into the TWLTL. I wouldn't be surprised if the south side of McClintock and Baseline doesn't have a higher accident rate, because of the necessary horizontal alignment adjustment of McClintock I believe this is an additional reason to question a TWLTL approaching the Baseline Road intersection. The following day, the same situation described above almost happened to me thus compelling me to write this memo. I believe the scope of services should include traffic accidents counts within the intersection transition areas, LOS, future traffic projections, consider adding medians (safety to minimize intersection accidents and to give pedestrians an area of refuge) and evaluating access control along the corridor. Having shared or limited movement access points besides reducing accidents should also increase capacity/improve intersection LOS. If you evaluate the north side of the McClintock/Ray intersection you will see a good example of access control, plus since it doesn't include bike lanes or TWLTL in the intersection transition areas this allows for a left turn lane and right turn only lane, increasing the LOS of this intersection. I guess my position is that I hope this study takes into consideration safety and LOS of both the section of the roadway plus the intersections. Please consider these improvement rather than studying/arguing over the need/width or pylon controlled bike

lanes which should be the lowest priority (based on counts) for such a major Tempe arterial roadway. Finally the section of McClintock from Broadway to Apache, including this intersection may need additional study or be a stand-alone project since it has mass transit issues and is definitely a bottle neck (LOS F?). Overall I feel that Tempe tends to give into developers regarding access or type of development on corridors or intersections that should be closely controlled or taken into consideration to properly manage the growth. Thus, redevelopment or future development along this corridor and Rio Salado should follow an established corridor safety and access controlled plan. Thanks and I hope to receive the Scope or a response to my memo soon. Contact Tim MLT cti Renee Probst

190. 4/6/2017 Dear couciman, I am an avid cycler and never use the bike lane on McClintock. Why should I? There's a bike lane on Country Club and the surrounding roads close by. I for one have never understood why someone thought it was a good idea to put them in in the first place. All it accomplished was causing traffic congestion. Put McClintock back the way it was. Thanks Eric Ulinger
191. 4/6/2017 I wish I could agree with your statement but actions speak louder than words. For the last almost two years, Tempe City Council has ignored this issue and the congestion, traffic jams and pollution added because of this; resulting in wasting so much of citizen's time sitting idle in traffic and burning gas into the air. The way Tempe executed this plan at the first place, and they way they have handled it is so disgusting, ungraceful, and disappointing. Shahin Rezaï
192. 4/6/2017 My wife and I live at 1641 E. Broadmor Dr. 85282, a block west of McClintock. I have been a Tempe resident for 54 years, My wife Leslie has been a Tempe resident for over 40 years. I am a regular bike rider, both for recreation and errands. Leslie rides her bike occasionally to do the same. We are both **AGAINST** spending all of this money and effort to further congest traffic on Tempe's busiest streets while only theoretically improving safety for bicyclists. Because of the widespread and growing problem of **distracted drivers**, I've had just as many close calls on the 'improved' McClintock as the 'old' McClintock. Besides all the other driver distractions that have always caused accidents, you have to add 'phone faced' multi-taskers nowadays! We instead advocate initiatives that deter distracted drivers (enforcement efforts cannot be effective), relieve congestion, and educate bicyclists on ways to navigate Tempe using residential and feeder streets. There are just so many other street improvements that require more attention and that would be more beneficial to a larger group of Tempe residents. Tons of feeder streets (i. e. Alameda from Mill to Rural) and residential streets that need resurfacing. The huge rut on southbound Mill at the 60. The unsafe misalignment on Baseline at Mill. Tempe also has **regular water main breaks** that require street repairs. Respectfully, Rick and Leslie Budd
193. 4/6/2017 To Whom it may Concern: I am writing this email in response to the McClintock Drive Survey. Ever since McClintock was resurfaced it has cause a great deal of headaches for me. I am handicapped now and I rely heavily on my vehicle to get around. I do understand the plight of the bicyclist since I was one years ago when I could ride. At one time it was my only mode of transportation. I am also unable to take the bus due to the walking issues. For years it was easy to get around the city until just this past year when all the lanes around the city have been taken out and changed to bike lanes. It takes quite a bit more time to get anywhere. When I used to run errands it would only take approximately five minutes from my house to get out onto McClintock and go down to Southern and McClintock from Palmcroft and McClintock. It now takes me anywhere from five to ten minutes at most times to get out of my neighborhood. Then to travel down to Southern another five to fifteen minutes depending upon the traffic. The traffic in my neighborhood has increase

exponentially due to the changes on McClintock because people are trying to avoid the traffic congestions. Many people take Los Feliz off of Broadway and take that across to Southern. Many of these people use Los Feliz at 40MPH rather than the posted 25MPH. This has become a danger to our neighborhood and needs to be addressed by restoring McClintock Dr. to the traffic flow it had been for the past 30 years. If bike lanes have to be installed the following is what I favor. **Apache to Broadway** - Vehicular travel lanes: Northbound: Maintain existing 2 travel lanes Southbound: Restore 3rd travel lane It is of my opinion to get rid of planters on both sides so that the bike lane can be on that part of the sidewalk rather than any of the proposed options. **Broadway to Southern** - Vehicular travel lanes: Northbound: Maintain existing 2 travel lanes Southbound: Restore 3rd travel lane ALT 1 looks like the best option. I am not in favor of adding ANY curbing . There is not room to avoid someone who is driving erratically. **Del Rio to Baseline** - Vehicular travel lanes option #2: Northbound: Restore 3rd travel lane Southbound: Restore 3rd travel lane ALT 3 looks like the best options with the least amount of disruption. **Baseline to Guadalupe** - •Vehicular travel lanes: Northbound: Maintain existing 2 travel lanes Southbound: Restore 3rd travel lane ALT 1 looks like the best options with the least amount of disruption. **Guadalupe to Elliot** - Vehicular travel lanes: Northbound: Eliminate 1 lane (maintain 2 travel lanes) Southbound: Introduce 3rd travel lane ALT 3 looks like the best option with the least disruption and the cost is lower. I am DEFINATELY NOT in favor of separated bike lanes or buffered bike lanes that require the road to be narrowed or can cause a road hazard. I am also not in favor of taking out the third travel lane northbound. That lane helps with traffic congestion. **Finally I would like to see all speed levels restored to 45 MPH** to keep traffic moving and the crosswalk restored at Palmcroft Dr. and McClintock Dr. since there is a bus stop there and I know many people from the neighborhood use that bus stop. Teresa Devine

194. 4/7/2017 I would like to support keeping the current bike lanes on McClintock. My husband uses them frequently to ride to work. I use them to go to the library. I wouldn't feel safe riding on such a busy street if we didn't have the nice lanes that are currently on McClintock. I would like to see Tempe continue to be a bike friendly city. It is important to growth and development, as well as keeping our air cleaner. thank you, Sherri Rowland
195. 4/7/2017 It appears you are insistent on keeping bike lanes that get practically no use. If that is the case, get rid of both 8' sidewalks. put a 4' on one side and have 3 lanes of traffic both ways. John Grootveld
196. 4/8/2017 Hi all. After experiencing the effects to traffic on McClintock Dr. some thoughts come to mind: 1. What was the motivation for taking away the McClintock car lane in the first place? 2. Was there a traffic study to show the negative impact on drivers; traffic congestion; pollution? 3. How was success to be gauged on the car lane reduction project? 4. Were those "success" goals met? 5. All but one of the upcoming plans bring back the car lane. If the City took it away why is the City putting it back? 6. Finding a bicyclist using the bike lane is rare. Don't the needs of 1000s of cars outweigh use by a couple of bikes? (Drive down there any day of the week and count how many bikes you see actually using the bike lane. Next phase 7. Now we find out that you want to spend millions more to rip up sidewalks, lawns and trees? Power poles? 8. How long will this new construction last? 9. What will be the impact on drivers; traffic congestion and pollution? 10. If you were that lone bicyclist would you want to be in that cloud of exhaust? 11. We recently received a mailer that a bicycle project is being planned on Country Club Way. 12. Since Country Club Way is less than a mile east of McClintock Dr. wouldn't the Country Club Way project negate

the need to tear up McClintock? a. That bicyclist would be safer. Less exposure to car danger and exhaust. b. McClintock Dr. traffic flow would improve. c. Tremendous cost savings since there will be one project instead of two. d. Perhaps there will be fewer traffic lights for that bicyclist to deal with? That would not be a hard sell. Wouldn't the Country Club Way project facilitate traffic movement for all automobile traffic and the bicyclist? It seems to be a safer, faster, cheaper, greener option. It sounds like a win-win solution. I am only trying to achieve a common sense solution to this traffic problem. There must be some information that isn't being shared to justify further destroying McClintock Dr. Please share it with me. Thanks for all you do. Bill Buckey

197. 4/10/2017 Dear City Council, Please remove the buffers and candlesticks that add to the congestion and confusion on McClintock and restore the access lanes for the shopping centers and the freeway. I have experienced 45 minute trips from University to Guadalupe in the evening and 20 minute trips from Guadalupe to Southern in the morning. The survey statistics show 25 to 36 thousand motorists still use McClintock as the arterial commuter thoroughfare it was originally intended to be. Particularly confusing are the loss of the access lanes for the Fry's shopping center and the freeway on northbound McClintock. I have seen motorists faced with two lane two light waits use the bike lane and buffer for right turn access to the shopping center, Guadalupe and the freeway. Normal width bike lanes and existing laws should be adequate for the existing bike traffic. I don't believe that Guadalupe and McClintock is the best place to try the "walkable city" concept but I do walk to Mac's since it is easier than driving today. Sincerely, Mike Cryer
198. 4/10/2017 Wrote letter on this issue, safety/capacity should be a priority over bikes. Hope you received and read my letter...no response yet and today bike accident at McClintock /Apache. Independent intersection study needed. Link sends me to page not found. Call me 480-220-XXX. Very frustrated with lack of response, no clear scope and contacted Tempe Councilman/Board . After today's accident I truly would be concerned, many Engineers would question Tempe's decisions and lack of communication with public who have contacted the city. Thanks for acknowledging that your link / website/ hello Councilman contacts don't work. Please contact me at 480-220-1242. I truly want to help with your project, but I think your Transportation Department isn't worried about Safety/LOS because I haven't for weeks heard back from this department. I have however heard back from 30 people who have commented about this project. Councilman, I'm completely willing to provide advice since I believe your board doesn't have the Civil Engineering or Planning background necessary to provide guidance for this project. Finally, I'm hoping to work with the Tempe Project Manager on this project, or Transportation Department and Consultants who have been hired for this project. Today's bike accident (4/10/17 McClintock/Apache intersection bike accident around 9:30 am) is an example of the Tempe Transportation Departments incompetence of prioritizing this corridor's capacity requirements along with the essential safety needs. So please read my letter, other people's email and provide scope of services on-line so those concerned can make sure the study includes more than simply "bile lanes". I have submitted over 5 emails/letters and am surprised that I haven't received comments. As an ex-Maricopa County employee I know that Project Managers will talk to the public about their concerns. I haven't receive any feedback and feel I could provide some input. Respectfully, Renee Probst
199. 4/10/2017 Hi Shauna, I don't have a whole lot to add other than the obvious... McClintock is a major north/south route and it's the primary and safest way to travel

anywhere toward Tempe, Chandler, and points south. In Scottsdale, and northern sections of Phoenix, there are bike paths and numerous safe options - both main roads with adequate bike lanes and quieter back roads without much of a traffic problem for cyclists. The south side of the greater Phoenix metropolitan area truly lacks the same safe bike routes that the northern side has. At the current time, McClintock has some section without a bike lane, some with a smaller bike lane, and other sections with a wide bike lane. Since McClintock is a major route (for cars), vehicles are not accustomed to seeing cyclists on the road, and there has been little policing of safe passing laws, motorists consistently disregard cyclist safety on this stretch of road. It is commonplace to see vehicles pass within mere inches of cyclists while overtaking them, even when there is an open lane to their left. Since we are unlikely to change the mindset of most motorists, the only reasonably safe alternative is to provide as much roadway with adequate bike lanes as we possibly can. At this time, I believe that this is the best design practice for all municipalities and planners involved in this process. -John Kenny

200. 4/11/2017 Hi! We just moved to Arizona. Retired!! We chose Tempe, and a big part of our decision was based on Tempe's bike-friendly traffic patterns. Now we find you may be taking OUT the bike lanes on McClintock??? Really? We are hoping that's just a baseless rumor. If it is true, I'd strongly recommend you not do this! There are many many ways to go north and south in Tempe if you are in a hurry and in a car. There are very few ways to safely go north and south on a bicycle. Please leave the bike lanes alone, or perhaps increase them? Thanks. Peter Harris
201. 4/13/2017 We would like to go on record saying we are OPPOSED to the bike lanes on McClintock. The city council might consider selling registration/bike tags as both a revenue source for these projects, and a poll for the number of riders actually affected. I am sorry we did not get in our comments during the comment period. Dr and Mrs Donald Boles

202. 4/14/2017

April 14, 2017

Carolyn Wagstaff  
6439 S Rockford Drive  
Tempe, AZ 85283



Tempe Engineering Department  
Tempe City Hall  
Traffic Engineering – Shelly Seyler  
31 E 5th St  
Tempe, AZ 85281  
(480) 350-8200

RE: Awkward bike lane engineering along McClintock Drive from the canal north to the US 60

Dear Ms Seyler:

I have watched with interest the very few in number of bike riders in the wide bike lanes on this stretch of road, Tempe Canal south of Guadalupe on up to the 60. Even in the best weather for bike riding I only observed 3 or maybe 4 riders over a several month period while driving that stretch of road several times a day. The lane is way too wide, there are no riders, it takes up an entire lane for traffic and makes turning right across the lane, dangerous and unsatisfactory.

Frankly the “progressive green” party in Tempe needs to realize that traffic is going to continue and that we live in a desert that is unsuitable for bike riding a good portion of the year. We should not have to sacrifice a full land of traffic to be seen as being environmentally and politically correct.

The inconvenience that these fat bike lanes have caused motorists who, by the way, are residents of Tempe is just plain misguided.

Cut it out and think about the “greater good” for once and stop that ninny-nannying. You have created a big public safety problem in your pursuit of a progressive, cool image for Tempe-----Geez!

Sincerely,

A handwritten signature in blue ink that reads 'Carolyn Wagstaff'. The signature is written in a cursive, flowing style.

203. 4/14/2017 (via phone) Camelot Village, He lives off McClintock near Bel de Mar 480-831-XXXX. Got postcard for CCW, but wants to discuss McClintock. Heading north on McClintock across canal, the new bikes lanes starts where it narrows from 3 to 2 lanes. It's marked quite nicely, except the right hand turn on to bel de mar. The light changed and I was about to proceed when two cars were trying to turn in the bike lane, cut me off and almost caused an accident. Saw another car almost do the same thing. Wants candlesticks between bike lanes at this area so cars don't use it as a right turn lane or make signage that say bikes only. Wants a barrier or warning so no one gets hit. Dennis Hagman
204. 4/17/2017 I think for the amount of usage the bike lane gets was a big waste of money and a big inconvenience to the motorists. The previous single lane was more than enough space for bikers. I would love to see it go back the way it was. The traffic has become increasing heavier which brings more exhaust to our beautiful air in Tempe. Thank you for the opportunity to share. Audrey Mascali
205. 4/19/2017 We love the bike lanes! Cars can easily take the 101 (or Rural) if they are in a hurry. We need a N-S bike route in east Tempe. Thanks! Melissa Denton
206. 4/20/2017 Good day Mayor Mitchell and City of Tempe Council Members, Spring looks to be about over and summer fast approaching, so before the heat sets in, I did a bike ridership observation on Tuesday evening April 18th from 5:30pm to about 6:30 and again Wednesday April 19th from about 5pm to 6pm hoping to catch evening commuters. During my evening observations, traffic was the usual gridlock back towards Southern. Again, as on my last observation done in March, the bike traffic was very, very light. There was only 1 bike rider during this time, and he was in the bike lane headed south. I also observed the condition of the bike lane candlesticks and they look pretty beat up and some are still missing. One interesting observation was the bus cruising down the bike lane to the bus stop at Minton. It was a very comfortable couple of evenings, so seeing very few bikes seemed unusual. Even pedestrian traffic was light. This seems to be a trend as of late and I don't know why bike traffic has decreased. The new apartment / townhome / condo project at the Lakeshore Village site at Lakeshore and Baseline is progressing quickly. The projected 800 – 1200 more residents to our neighborhood will be here before long. Also, the major renovation to the Arredondo Elementary school is wrapping up. Looks impressive and double the size of the previous school, therefore we should be seeing double the children and double the parents and their vehicles in our neighborhood. These new residents and young students will add to the already heavily congested streets around our neighborhood, so we who live here ask you to restore the 3rd traffic lane to McClintock before the end of summer and start of school for safety and sanity of all who live in this neighborhood. Attached is a picture of a recent addition on northbound McClintock near the US 60 of a commuter bike. Not sure if this is a symbol / statement / or art. You may interpret as you wish, we in the neighborhood find it amusing... for the moment... Ed Hooten Long Term Tempe Resident



207. 4/20/2017 I AGREE WITH ED. IT SURE WOULD BE GREAT IF THEY WOULD PUT IN THE 3<sup>RD</sup> LANE IN AT THE SAME SPEED THAT THEY TOOK IT AWAY. IF IT GOES ON ANY LONGER THE PEOPLE THAT HAVE LIVED IN THIS NEIGHBORHOOD WILL BE LOCKED IN AND WILL NOT BE ABLE TO GET OUT UNLESS IT IS THE WEEKEND. I WENT OUT THIS WEEK END AND THE TRAFFIC WAS JUST AS BAD ON SATURDAY AS IT WAS THROUGH THE WEEK. VERY DANGEROUS FOR THE AUTOS TO GET ON TO MCCLINTOCK GOING EITHER DIRECTION FROM ANYWHERE AROUND THE 60 FREEWAY. PLEASE GIVE BACK THE 3<sup>RD</sup> LANE BEFORE THE END OF SUMMER AND SOMETHING BAD HAPPENS JON GREER LONGEST TIME RESIDENCE.

208. 4/23/2017 I had the opportunity to attend the McClintock Bike Lane meeting at McClintock High School and was very disappointed in this meeting. I wish to share my concerns with you. First logistics. Despite voicing my opinion at earlier periods, I only received a geo notice from Councilman Granville. One neighbor received an e-mail notice with attachments. Another friend received a door hanger. But these two citizens live further away from McClintock than I do! The electronic message boards seemed focused near US 60 and McClintock and either more needed to be used or the two signs spread out to cover more territory. After the previous Saturday's meeting at the library, the message should have been updated with more info focused on the high school meeting notice. If you don't want people sitting in the back of the room, rope off the area ahead of time. If your excuse is people won't hear the public's comments, here is a lesson from Public Speaking 101. REPEAT the question for all to hear! Meeting I found the staff very condescending. One employee stated sarcastically everybody is a traffic engineer when they are stuck in traffic. That attitude does not suggest they are open to opinions or wish to hear from the "uneducated" public. The Public Works Director stated they didn't want us to focus on one section of the road, like the Library meeting did. This implied a preconceived agenda. Personally I don't know much about or care about the section of road from Apache to Broadway. One employee also stated that studies show bikes on sidewalks are not safe. Then added it was because bicyclists ride the wrong way, which is a usage issue not a design issue. Frankly for any study that says bikes need a bike lane, I am sure there are others indicating they are not necessary. Bike lane is a specific use issue for any one city and studies from elsewhere are not too germane. I found the listing of alternates very befuddling. Why would anyone advocate cutting down scores of trees and losing yards of green space? There was hardly any time devoted in the first hour to public comment. When one citizen asked how often the new bike lanes are being utilized, the city employee skirted the issue, said if you had attended other meetings you would know and basically tried to avoid directly answering a very reasonable question until a different staff member put up the slide from a PowerPoint that showed the



bike lane isn't being used. The director boasted about seeking consensus but for that to occur there needs to be some middle ground that all can support. That is not the case with these bike lanes and to think consensus from all can be reached is awfully simplistic and idealistic. Bottom Line Could anybody tell me what the goal of adding the bike lane was? If it was to make traffic more congested, mission accomplished! If it was to make a surface used by bicyclists on a consistent and frequent basis, sorry - staff failed. I love that the City of Tempe is willing to TRY things, but let's admit that this idea flopped and return McClintock to its original design. Mark Bach

209. 5/6/2017 Country Club Way should have always been the bike route. This is far better than creating a traffic nightmare when McClintock was narrowed. Bikes belong on less congested streets like Country Club Way and College. But instead the city wasted money on the McClintock disaster. Pat Hune

210. 5/7/2017 Hello Tempe City Council members, This is quite belated, but I want to thank you all very much for hosting the April meeting about the future of the McClintock bike lanes. I was very impressed by your graciousness throughout the entire evening, even when the audience was a bit unruly. Your patience and professionalism was commendable. I left a comment card that evening, but upon more reflection (often as I bike up and down McClintock), I'd like to add a couple other comments. First, thank you so much for the very thorough analysis of all aspects that would be affected by adding or removing bike lanes. I particularly appreciate how you take the trees into consideration- the tall palms are so majestic and it would be devastating to lose them! Second, I really appreciate the cost breakdown of each option. I think that both "sides" are a bit concerned about financial implications- and rightly so. Given this, it seems to me that the most fiscally and environmentally responsible move is one that was not proposed at the meeting: keeping McClintock as it is now with the bike lanes. I understand that we're trying to restore a third lane of traffic, but I really believe that if this is part of the Vision for 2040 for the city that we must prioritize how residents of the city in 2040 will value their transportation options- and I think that the younger generation now is more and more open to (and desiring) safe, sustainable modes of transportation, including bike lanes. I don't think that two versus three lanes will make that large of a difference in a few years, and the financial toll on taxpayers (whatever option is taken, apart from leaving McClintock as it is) will be considerable. In order to protect tax payers, to invest in a sustainable future, and not to respond prematurely to those resistant to change I strongly urge the Council not to reverse this positive improvement to McClintock. I hope that McClintock's protected bike lane will serve as a model for other street improvements in Tempe and the valley. Thank you so much for all of your hard work on this matter. I know that it is impossible to please everyone, and that you put a lot of thought into these decisions. Respectfully, Heidi Lynch

211. 5/9/2017 Hi Robert, Can you please tell me how the Country Club Way Improvement project is different than the bike lane project on McClintock? I was not able to come to any of the meetings and am having trouble understanding why the City wants to spend millions on the McClintock Drive bike lane issue and also potential millions more on a road that is only 1/2 mile away from McClintock. It makes more sense to me to just spend the money on one of the locations and to really put in the elements that are important to reach the goals in the Transportation Master Plan. It seems to me that the solution is to utilize the improvements to Country Club Way to accomplish a safe, calmer, more peaceful, path for bicycles and pedestrians and to leave McClintock as it used to be. Is this being considered? If not, can it be? Thanks! Lisa Zyriek

212. 5/17/2017 Which quarter is the car lane being restored between I-60 and Guadalupe? I seem to recall Mayor Mitchell asking staff to look at option to bring back the car lane that was obliterated a few years ago. The afternoon traffic on that road is getting ridiculous. Thank you, Melody Moss

213. 5/25/2017 Good day Mayor Mitchell and City of Tempe Council Members;  
Summer looks to be here and school is out, therefore I expect bike ridership to be even less along the McClintock corridor. I did a bike ridership observation on Wednesday evening May 24th from about 5pm to 6pm hoping to catch evening bike commuters.

During my evening observations, traffic was the usual gridlock back towards Southern. Again, as on my last observation done in April, the bike traffic was as usual, very, very light. There was **only 1 bike rider during this time**, and they were in the bike lane headed south. I understand there was a significant accident the morning of Wednesday May 24 about 0815 about Carson and McClintock which closed north bound McClintock traffic for quite some time. By the amount of police, fire and rescue personnel present and reports from neighbors, it appears to have been a fatality accident. With the constant gridlock discussed at many council / public meetings and the majority of the residents at those meetings calling for the 3<sup>rd</sup> traffic lane to be reestablished, I find it very troublesome the City of Tempe is dragging their feet on resolving this problem. Is it because the council believes if no action is done, the residents will eventually give up? Or does the council listen only to the minority special interest entities and not the residents? I don't know. This recent potential death of a person (I say potential as I have not heard either way on if the person survived) which I attribute to the bike lane debacle has added fuel to my passion to get traffic back flowing along McClintock and reduce the size of\*, or totally eliminate the bike lane. I believe it is time to go to the next level on getting more public involvement in this issue. I will be discussing with my neighbors on maybe printing up flyers and hand them out to the motorists sitting in traffic in the mornings and evenings to contact the Tempe City Council expressing their feelings on the unused bike lanes and their extended commute along McClintock. If the public meetings held at the Tempe Library and McClintock High School did not provide enough public opinion, perhaps getting more participation by the motoring public is needed.

Ed Hooten Long Term Frustrated Tempe Resident \*the size of the bike lane from McClintock High School north (about 4' wide next to the curb) seems to be no problem for those who use it. There was a lot of comment by the biking community on the lack of a NB bike lane under the railroad overpass between Broadway and Apache Blvd. I suggest the center breakdown / turn lane be decreased in size to allow a bike lane like the SB side has. One early Sunday morning my trusty 25' tape measure and I did some measurements and found this plan will work, and be much more cost effective than the other options discussed. Perhaps the Tempe traffic engineers can look into this... Ed Hooten

214. 5/28/2017 Some thoughts to keep in mind as the anticar crowd tries to let a tiny minority of bike riders control the conversation. Jim No Last Name

Bike Path Collisions – City Planners and Business Owners at Odds in Minneapolis: NMA E-Newsletter #437

Let's focus for a moment on the opening statement of the NMA's Streets That Work initiative: Motorists deserve roads that not only work, but can also be put to work. That means allowing people the freedom to travel to the destination of their choice when they want with the least amount of interference. That is a fundamental principle of the American way of life. It also means

keeping roads open for the movement of goods and services that is essential for society as a whole. The last sentence resonates when learning about plans by Minneapolis, Minnesota officials to add protected bicycle lanes along two one-way streets lined with small businesses, plans that have many of those business owners unhappy. Let's start with daily traffic numbers provided by the city for the affected sections of 26<sup>th</sup> and 28<sup>th</sup> streets between I-35W and Hennepin Avenue:

### **26<sup>th</sup> Street**

Motorized traffic:	3800 to 6100
Pedestrians:	630
Bicyclists:	220

### **28<sup>th</sup> Street**

Motorized traffic:	4300 to 7000
Pedestrians:	750
Bicyclists:	340

On any given day, cars and other motorized traffic make up 80 to 88 percent of the road users, pedestrians 9 to 14 percent, and bicyclists 3 to 5 percent. Minneapolis transportation planner Rebecca Hughes says that the bike lanes will help keep bicyclists safe while noting the benefit of slowing down traffic as a whole. About 100 parking spots along the streets will be eliminated. Larry Ludeman, a board member of the local business association, questions the need for bike paths when a greenway with riding paths runs parallel to both streets and is just a block away from 28th Street. "Yes, I believe bicycles are an integral part of our transportation system," Ludeman said, "however, there is one group that the bike lanes discussion has left out, and that's people who drive cars. We are still in the majority, yet we have no say in this. I think the whole thing has been rigged." Local resident Dick Rueter's response to the tug of war between city planners and bicyclists on one hand and small business owners on the other sums it up nicely: I was happy to read Jon Tevlin's April 30 column [in the Star Tribune] about bike lanes. I have been perplexed by their proliferation in my south Minneapolis neighborhoods. I think biking is an important step we can take in lessening our dependence on fossil fuels. For three decades, I commuted by bike to my job at Abbott Northwestern, though not in winter. Those were years when there were no bike lanes. For safety, and in avoidance of inhaling exhaust fumes, I mostly used side streets. Now, in my late 60s, I am a fair weather biker at best, and I still use side streets. I have heard that up toward 16 percent of our populace commutes by bike. It's hard for me to believe that number when I travel

down Park, Portland or Blaisdell avenues in bumper-to-bumper traffic, seeing one to two bikes at best. At the recent precinct caucus, my City Council person promised me a link to the "Bike Master Plan," which I have yet to see. I can't imagine what that plan will look like, and how it will choke even more car traffic. I think it would be wise to pause and look at the entire city's transportation plan before proceeding further with bike lanes. From a clean-air perspective, cars idling on our streets waiting at traffic lights harm our air quality. We live here. I ask for some common sense as we move forward. Citizen input would be a good thing. We don't need to prove how groovy we are by reaching for designation as the No. 1 bike-friendly city in the nation. We are already groovy. The tail will continue trying to wag the dog if we let it.

215. 6/6/2017 Good morning, Would you please give me an update on what's being done to correct and remedy the horrible traffic jams that we are experiencing on McClintock because of added bike lanes are not even used? Every morning and evening I'm confronted with long lines of cars that stretch from US60 to Southern and either to make a suicide left turn from McClintock to Hermosa with that huge conjunction or to go about 1.5 extra mile to get to my house and go thru Oak and Southern to make the left turn into my neighborhood. Enough is enough, myself and neighbors I talk to are frustrated and so disappointed in the way that this is being handled by City Of Tempe. Please correct this issue once and for all and restore McClintock to its original form. Regards Shahin Rezai

Case Submission Date	McClintock Drive 311 Calls After 12/15/2017
12/16/2016 0:00	one candlestick has been knocked down in the bike lane which is now half way in the bake lane and curb lane on McClintock between baseline and us60 in southbound lane
2/8/2017 0:00	driving the streets around Tempe is bottlenecked and over crowded. Bike lanes around ASU great, past Broadway Rd, not so much.
3/13/2017 9:34	worst idea ever, not enough people using bike lane to justify the grief it creates for everyone else, trying to get out of neighborhoods, long waits at lights, more pollution from cars backed up, poor use of tax payer money to fix a problem that did not exist. Tree Huggers fail again!!!!
3/16/2017 12:22	I have lived just off McClintock between Bel De Mar and Baseline for 43 years and in Tempe since 1951. Narrowing McCintock ito two lanes each way as vehicles approach US 60 was one of the worst ideas the City Council has ever approved. Already very congested, the City made the situation worse and much more unsafe for bicyclists, drivers, and pedestrians. It is illogical to narrow approaches to principal destination, i.e. US 60. The roads should get wider, not narrower! Since the City reconfigured MCC, I HAVE SEEN FEWER BICYCLISTS on th road due to the danger. The striping is very confusing for all. How and when can a driver make a right hand turn? Bicyclists, including myself, don't need a 15 foot wide lane to ride in. Make it 3 feet wide and narrow the sidewalk if you have to. No one walks along McClintock, so use some sidewalk as a bike path. Why not put bike paths on the half mile streets and use the freeway overpasses? You can use the Price Road frontage roads too. They have little traffic. If this was such a great idea, why not on Rural Road too? Just asking. Give me a call. 480-650-XXXX
3/20/2017 8:39	I am so disappointed in the city going with this complete lane for a bike path on McClintock Dr! I have no problem with a bike path, but the complete driving lane! I have lived in south Tempe behind the Frys store for over 30 years, with very little bike traffic, and to change the regular bike lane is very stupid. Let's get it changed back as it was, and let's try to spend our tax dollars more wisely. Jim Clement
3/20/2017 13:57	General complaint
3/23/2017 7:24	I learned about this meeting from a friend who lives on the east side of McClintock. She received a door hanger. We live on the west side and did not receive a door hanger. I will not be able to attend the meetings due to the arrival of out of town guests, but wanted to take a moment to express my opinion, even though I do not feel it will do any good. We learned of the change of three automobile lanes to two through a flyer from the city. Evidently, research seemed to show that decreased traffic along McClintock pointed to the addition of a bike lane. Had anyone doing the research driven along McClintock during rush hour? I live on East Julie Drive and on occasion have had to drive north to the light on Watson in order to make a left hand turn. It was also condescending, in my opinion, to read that the various "lane divider posts" were installed (I'm sure at a high cost), to educate the drivers on how to drive with the new bike lanes. Who is going to educate the bicycle riders to use the lanes? As I drive along McClintock, it appears that only about 25% of bike riders use the lanes. In fact, on one occasion, I observed a group of 17 bicyclists riding the wrong way on the sidewalk. I appreciate the opportunity, as an uneducated driver, to express my opinion, even though I am positive this decision is one that is irreversible. Rebecca Downing

3/23/2017 12:30	<p>This comment concerns the McClintock Drive Study data. The peak travel times are expressed in average minutes. It would be a lot more helpful if the peak data were broken down as number of instances travel times fall within certain parameters. For example, number of times per study period that travel time was below 2 minutes, between 2.0-2.5 minutes, , between 2.5 -3.0 minutes, between 3.0 -3.5, between 3.5-4.0 minutes and above 4 minutes. Averages can be misleading and I have noticed traveling on north bound McClintock Drive during morning peak that some days traffic is extremely light and other days it takes multiple lights to proceed through an intersection. It would be interesting to know if there were a pattern to these extremely busy or light days, such as certain days of the week. This type of data could be extracted from the existing McClintock Drive study data. I would hope that this data would be presented as part of the on-going study of this issue. I also believe an assessment of potential future traffic on McClintock should be done. While this would be an estimate, there should be some sort of co-ordination with the Development department to determine future business and multi-family construction that could impact McClintock Road traffic, such as the business park on Elliot east of McClintock. Also curious if the Fire Department has provided input as there is a fire station proposed for McClintock south of Elliot and whether the vehicular lane elimination might have an impact on response time.</p>
3/24/2017 7:17	<p>Please keep the bike lanes on McClintock Drive. We have lived between McClintock and Price for 34 years. I appreciate the options of transit, bike lanes, sidewalks, and vehicular lanes that Tempe provides. More options are always preferable to only providing access to those who can drive. I have only been riding my bike for a couple of years, but I appreciate the bike lanes for my safety and convenience.</p>
3/29/2017 7:16	<p>Not a good idea. The times I have been traveling on McClintock the bike lane has either been empty or not used at all. It would seem that the traffic stripping for 3 lanes each way is the best solution. I have witnessed bike in the sidewalk vs using the bike lane. Maybe the intent was good, but the application is non-existent.</p>
3/30/2017 8:50	<p>"We are residents of Tempe and are frequent users of McClintock Drive between Broadway and Guadalupe Roads. We have not seen many bicycles on McClintock Drive at that location. The very limited use of the bicycle lanes does not, in our opinion, support the continued use of such dedicated lanes on McClintock Drive. The removal of one vehicle lane has resulted in a significant increase in traffic congestion during peak usage hours. We urge the Council to establish bike paths on the sidewalks and to open another lane to vehicles."</p> <p>Edward McDowell  Diane McDowell  2115 E Hermosa Drive  Tempe, AZ 85282  (480) 831-7405</p>
3/30/2017 15:51	<p>Dan Nowell I attended the community meeting to discuss bike lanes at McClintock High on March 28, 2017. Despite all the advertising drawing residents they ran out of comment cards. I want to make it clear that I am opposed to spending money on moving curbs, taking out trees or tearing out sidewalks. As you know the audience was very agitated over the general idea. Bikes don't even marginally approach car traffic on McClintock though this comparison was cleverly avoided during the presentation. Occasional bikes on streets carrying thousands of cars traveling 45-50 MPG are a hazard to both the cyclist and the motorist. A meeting of this sort, and its proper notification, should have been held long before the first bike lane was installed. Now we have a contentious issue. I re-state my and my wifes position - we stand firmly against bike lanes on McClintock.</p>

4/3/2017 8:05	Go back to how it was; 3 traffic lanes wherever possible, definitely 3 lanes north and south at the 60, and double left-turn lanes to the ramps there. Revert to three lanes northbound from Elliot to Guadalupe. Do not remove landscaping at the RR south of Apache. One thing that did stand out to me is that if alternate 4 or 5 is selected, there will be significant loss of landscaping which Tempe citizens have already funded. I can't support spending this \$ on something that will be used by so few, when there are other projects that would benefit more citizens. There will be a negative impact on traffic, as we have seen. Additionally, when there is a problem on the 101, that traffic moves onto McClintock. There is a desire by the Council to make Tempe a "multi-modal" city. Since Tempe is already built out, it is difficult to do, and it is costly, especially on McClintock Drive.
4/11/2017 16:48	I wrote a letter to the Tempe Council Board about the McClintock Corridor. Have receive a notification that you received or read my letter. I will resubmit prior to tomorrow's meeting. Bike accident today at McClintock/Apache intersection. Please READ comments, letters and I truly question why you have a cut off date!
4/17/2017 8:54	I appreciate that Tempe has been forward looking with making our city safer for bikers. I welcome the additional buffers between cars and bikes. My son bikes daily, to work in Tempe, from home in Tempe. He also bikes for most of his other transport needs. He relays first hand how absolutely 'blind', if not inconsiderate, most drivers are of bikers. I realize the city is under pressure from a large segment of constituents who make up the population of said drivers. I realize the city struggles with putting bike lanes through neighborhoods, like the Corona del Sol attempt. This is not an apples to apples choice. It is ease vs safety. When put in that context, safety should always win. Each voice that prefers 'easy' should recommend how to ensure 'safety'. Will each put a camera on his car, to record his commitment to safety, in trade for being given 'easy'? Will each buy a bright yellow vest for the bikers (in essence, the other vehicle) to ensure visibility, when the one desire for ease is being paid for in injury by the other? Will each pay more in taxes to assist ensuring safety? The city neither guaranteed car-drivers the right to 3 lanes, nor guaranteed bikers his/her own lane. However, the city does strive to guarantee safety, and this needs to be paramount in the solution developed. -thank you, Trish Gainer
4/17/2017 9:03	Remember that these bike lanes are not being used by commuters and are not taking cars off the road. Therefore, this is too much money to spend on recreational bike riding. If you want to spend money on something that will have a beneficial effect on traffic, add bus pullouts wherever possible.

**STAFF REPORT**

---

**AGENDA ITEM 4**

**DATE**

May 15, 2017

**SUBJECT**

Road Construction Traffic Mitigation

**PURPOSE**

The purpose of this memo is to present to the Transportation Commission information about the Tempe traffic barricading program to mitigate traffic congestion, results of the resident telephone survey, Tempe's road construction policies and procedures in comparison with other Arizona jurisdictions, feedback on recent night work projects, and the issue of barricading with no visible construction work.

It's the policy of the Public Works Department to manage and minimize the impact of construction on city streets in Tempe. On average, the city processes over 1,400 traffic control plans each year for placement of barricades in the public right-of-way related to private development, utility construction, city asset management work and associated capital improvement program construction. Most utilities are located under city streets requiring the balancing of improving infrastructure and managing traffic control.

**Tempe Traffic Barricade Program**

**Traffic Barricade Program Team**

The city of Tempe barricade program currently consists of a supervising Senior Civil Traffic Engineer, two Traffic Engineering Technicians and a Traffic Engineering Analyst. The second Traffic Engineering Technician is a new position and was recently filled on May 1, 2017. This new position was added in the 2016/17 budget in order to provide improved oversight of barricading, which will result in reduced impacts of construction projects for Tempe residents and our visitors. The core duties of this group include reviewing traffic control plans (TCP's), attending preconstruction meetings and coordinating with contractors, barricade companies, and city staff. This team also provides some amount of inspection to ensure compliance to the approved TCP's in order to minimize the impact of restrictions, especially when work is not in progress.

**Tempe Traffic Barricade Manual**

The city is governed by the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highways Administration (FHWA) and the Tempe Traffic Barricade Manual as a supplement to address local conditions. The manual recognizes the need for providing a safe working environment for those performing the work and those traveling through the construction zone while allowing for the successful completion of construction and maintenance projects.

In March 2016, the Tempe Traffic Barricade Manual was updated to better reflect the needs of the city. The purpose of the manual is to provide clear and standardized guidelines and requirements for the proper planning and placement of temporary traffic control devices in the public right-of-way and



ensure that Tempe's unique approach to safe and empathetic outcomes are respected. The goals for temporary traffic control are to:

- Acknowledging that Tempe is unique in the Valley and our situation requires a stronger and more visible demonstration of empathy including improved notification of street restrictions and closures to residents and businesses
- establish a cooperative work environment with contractors and barricade companies to ensure that all traffic control barricading for construction and maintenance within the city's right-of-way are conducted safely with minimal disruption to the transportation system (vehicles, pedestrians, bicyclists, and transit);
- reduce conflicts and coordinate street restrictions between multiple construction projects;
- provide timely and accurate information to the workgroup and public on street restrictions resulting from construction activities and special events; and
- assist contractors and event promoters in timely completion of their project and event.

Changes were reflected in the 2016 Tempe Traffic Barricade Manual to better manage the system for our residents and the community. Major changes to the Tempe Barricading Manual included:

- Implementing peak hour traffic barricading restrictions between the hours of 6:30 and 8:30 a.m. and 3:30 and 6:30 p.m. meaning work in the right-of-way is limited to emergency work or as approved by the City Traffic Engineer during these times.
- Conducting night work when possible in non-residential areas for shorter duration work.
- Improving accommodations for transit users, bicycles/pedestrians and people with disabilities. These accommodations include:
  - Bus stops located within a reasonable distance from the closed bus stop.
  - Advanced notification signage of a bike lane closure.
  - Share the road signage for bicycles.

To better address the placement of barricades on city streets, staff developed a public relations campaign with a focus on empathy, which included the following key messages:

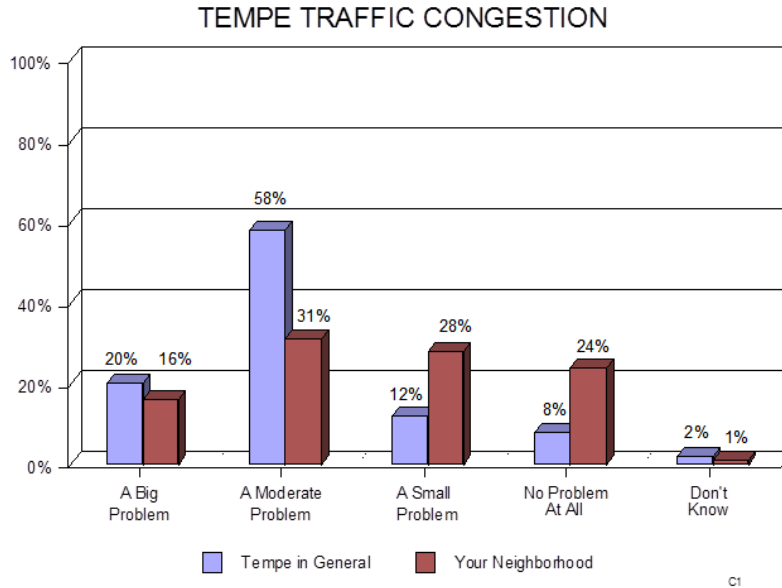
- Street restrictions and closures are part of the city's ongoing asset management program, capital improvement program, as well as private development projects around the city.
- The city works with private and public entities on over 1,400 construction projects annually that affect traffic.
- During June and July, Tempe sees a 20 to 30 percent reduction in traffic and that is why we plan these types of closures and restrictions to occur in the summer.
- Residents can use the city's website for more information and to subscribe to get notifications.

### **Telephone Survey**

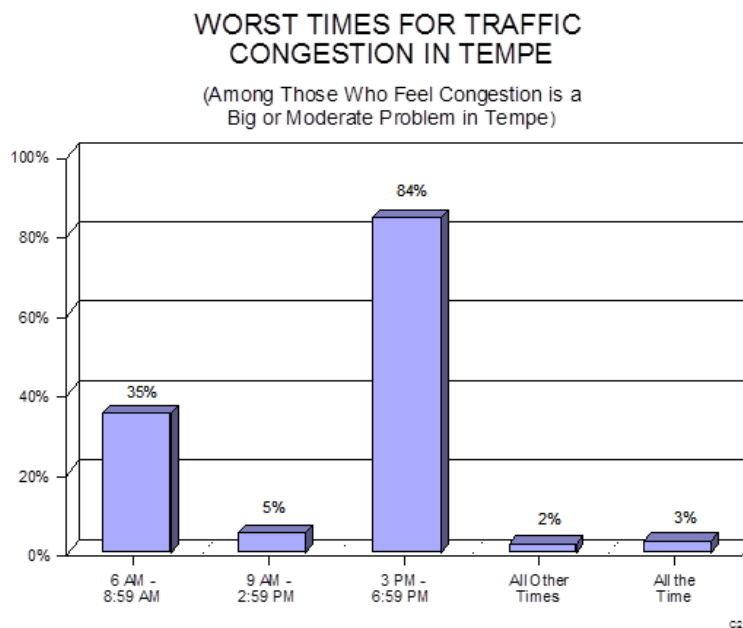
In September and October 2016, a telephone survey of 425 Tempe residents was conducted by Behavior Research Center. This telephone survey is statistically significant with a margin of error of +4.8% at a 95% level of confidence, which means that the probability is 95% that the estimates are within 4.8 percentage points of the numbers that would have obtained had every qualified resident in Tempe been interviewed. This study was commissioned to determine residents' attitudes about traffic congestion within the city. More specifically, this study addresses residents' attitudes about how big of a problem traffic congestion is in Tempe in general and on major roads adjacent to their neighborhood and residents' experiences with traffic delays on major Tempe roads due to construction.

Key findings include:

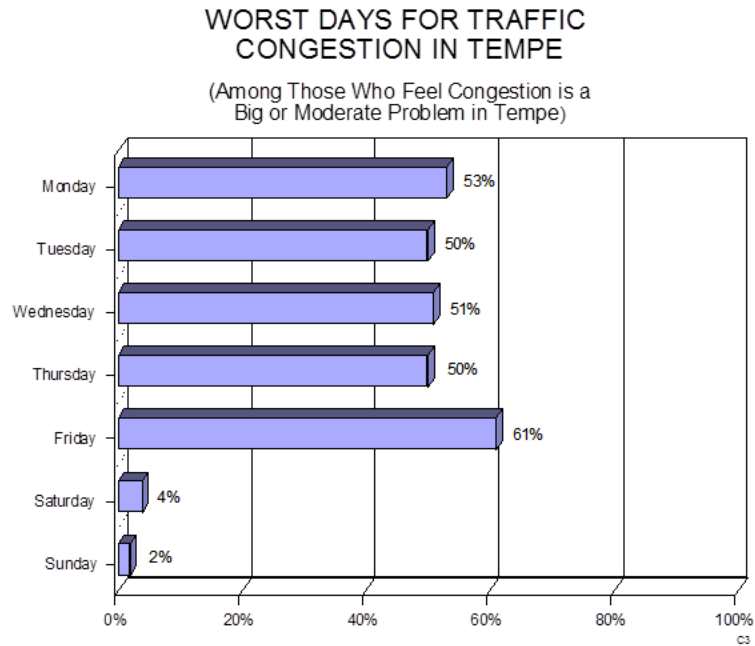
- Seventy-eight percent of Tempe residents believe that traffic congestion in Tempe “in general” is either a big problem (20%) or a moderate problem (58%), while less than a majority of residents (47%) believe that traffic congestion on the “major roads adjacent to their neighborhood” is a big (16%) or moderate (31%) problem.



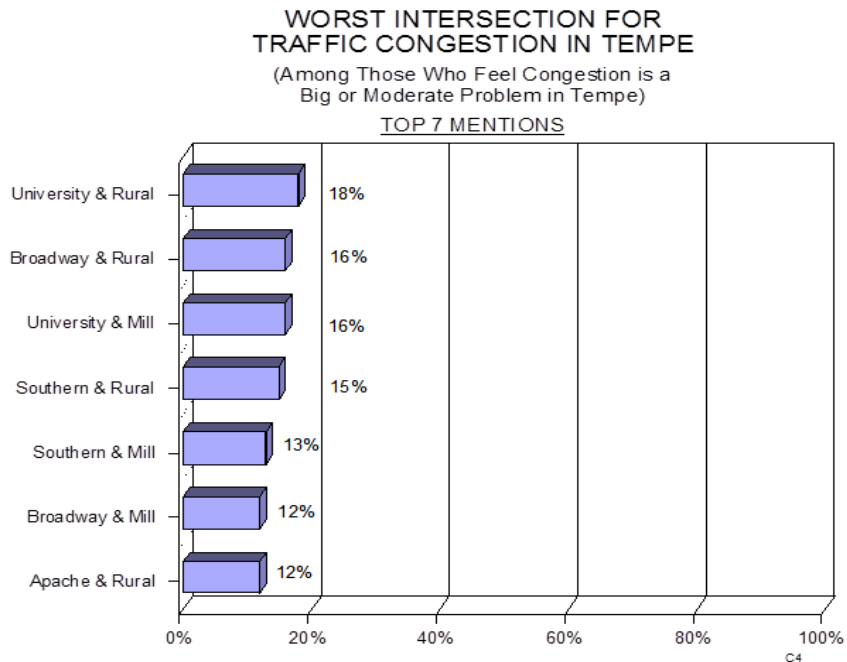
- Residents believe that afternoon drive time is by far the worst time for congestion with a reading of 84 percent. Morning drive time is mentioned by 35 percent of residents as the worst time. (Note: Residents were not limited to a single answer.)



- With a reading of 61 percent, Friday is viewed as the worst day for congestion in Tempe. Receiving slightly lower readings of approximately 50 percent are the remaining four weekdays.

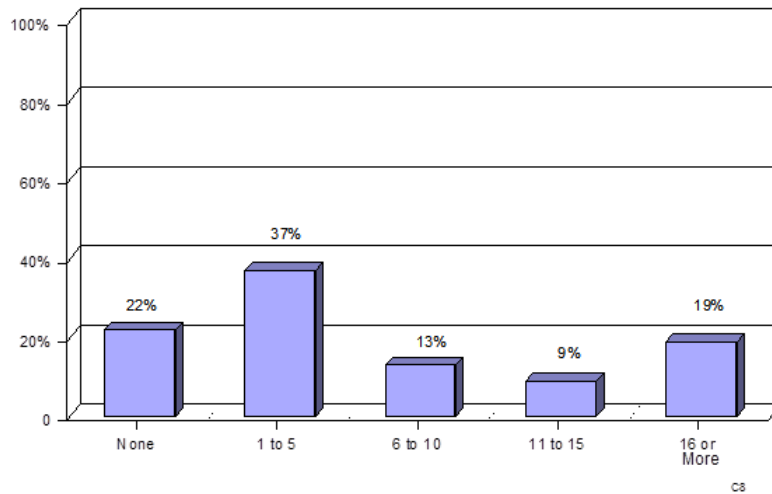


- Seven Tempe intersections receive readings over ten percent when residents are asked to indicate those intersections with the worst congestion problems: University & Rural (18%); Broadway & Rural (16%); University & Mill (16%); Southern & Rural (15%); Southern & Mill (13%); Broadway & Mill (12%); Apache & Rural (12%).



- Seventy-eight percent of residents indicate that in the past three months they have been delayed in traffic while traveling on a major road in Tempe because of a lane restriction related to construction, with a median reading of 4.0 times over the period.

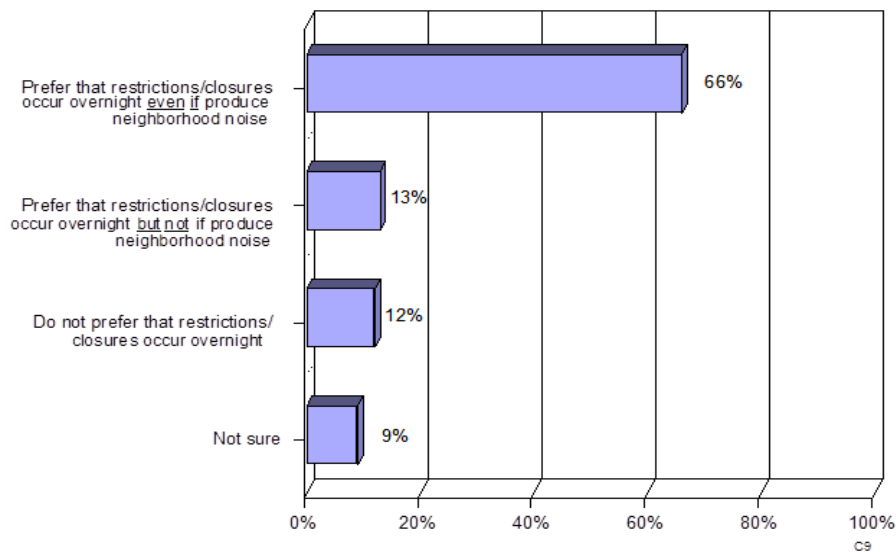
EXPERIENCE WITH CONSTRUCTION -  
CAUSED TRAFFIC DELAYS



- Sixty-six percent of residents who experienced construction delays in the past three months would prefer that lane restrictions or closures related to construction occur overnight, even if it might produce noise on a major road adjacent to their neighborhood.

PREFERENCE FOR OVERNIGHT  
CONSTRUCTION CLOSURES

(Among Those Who Have Experienced Construction Delays in the Past 3 Months)



**Peer City Night Work Comparison**

City	Noise Ordinance?	Night Work Allowed?	Residential: Major Night Work Allowed?	Residential: Minor Night Work Allowed?	Non-Residential: Night Work Allowed?	Special Attention?
Chandler	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events
Mesa	Yes	Yes, Case-by-Case	Very Rarely (not within 500')	Yes, Very Low Noise	Yes	Downtown, Special Events
Phoenix	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Holiday Shopping
Scottsdale	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Tourist Season
TEMPE	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Holiday Shopping

**Feedback on Recent Night Work Projects**

The following large projects have or had major work constructed during night time hours and the City received few, if any, complaints from Tempe residents:

- **Southwest Gas:** University Drive Mainline Replacement Project
- **Southwest Gas:** Apache Boulevard Mainline Replacement Project
- **City of Tempe:** Guadalupe Road Pavement Rehabilitation Project
- **City of Tempe:** Warner Road Pavement Rehabilitation Project

Positives of night work include:

- Significantly reduces impacts to traffic for residents and businesses
- Cooler temperatures for workers
- Easier to accommodate larger/safer work zones
- Less neighborhood cut-through traffic

Negatives of night work include:

- Noise, especially to adjacent residential
- City inspection staff availability
- Impaired drivers
- Contractor “push-back” (higher construction costs)

**Barricading with No Visible Construction Work**

On occasion, Traffic Engineering staff receives complaints from Tempe residents regarding barricaded streets with no visible construction work taking place. This is understandably very frustrating. This generally occurs under one of two conditions: “lazy barricading” or construction logistics.

“Lazy barricading” is generally a result of contractors not coordinating efficiently with their hired barricade companies. This occurs most frequently when there is a significant delay between when the barricade company sets-up and when the contractor begins working or between when the contractor finishes their work and the barricade company removes the barricades. Only trained barricade personnel are allowed to set-up and remove barricades. Traffic Engineering staff is proactively monitoring, identifying and correcting poor behavior in order to minimize “lazy barricading.” Tempe residents can assist Traffic Engineering staff by reporting projects that appear to be “lazy barricading” through 311.

Construction logistics sometimes require closures when no work is taking place. This occurs most frequently when there is a safety concern like a hole that is too large to be covered with a steel plate or a materials issue like concrete that requires time to cure (harden).

**FISCAL IMPACT**

N/a.

**RECOMMENDATION**

For information.

**CONTACT**

Julian Dresang  
480-350-8025  
Julian\_dresang@tempe.gov

**ATTACHMENTS**

- PowerPoint
- Executive Summary and Tempe Traffic Barricade Manual
- Traffic Congestion Telephone Survey
- Traffic Congestion Online Survey

# Road Construction Traffic Mitigation Update

June 13, 2017

Transportation Commission



# Barricading in Tempe

- 1,400 traffic control plans (TCPs) issued annually
- TCP submittals have increased 52% since 2011
- Recently hired additional Traffic Engineering Technician





# Tempe Barricading Manual

“To provide clear and standardized guidelines and requirements for the proper planning and placement of temporary traffic control devices in the public right-of-way.”



## City of Tempe Traffic Barricade Manual

UPDATED MARCH 2016



# Focus on Safety

## Safety of all Users

- Drivers
- Pedestrians
- Bicyclists

## Safety of all Workers



# Focus on Empathy

- Eliminating prolonged or over-deployed barricading.
- Preserving access to neighborhoods and businesses.
- Accommodating night and weekend work when appropriate.



# March 2016 Major Revisions

- Peak traffic restrictions
- Improved notification to the public
- Continue focus on accommodating people with disabilities, transit users, pedestrians and bicyclists

**8:30AM to 3:30PM**

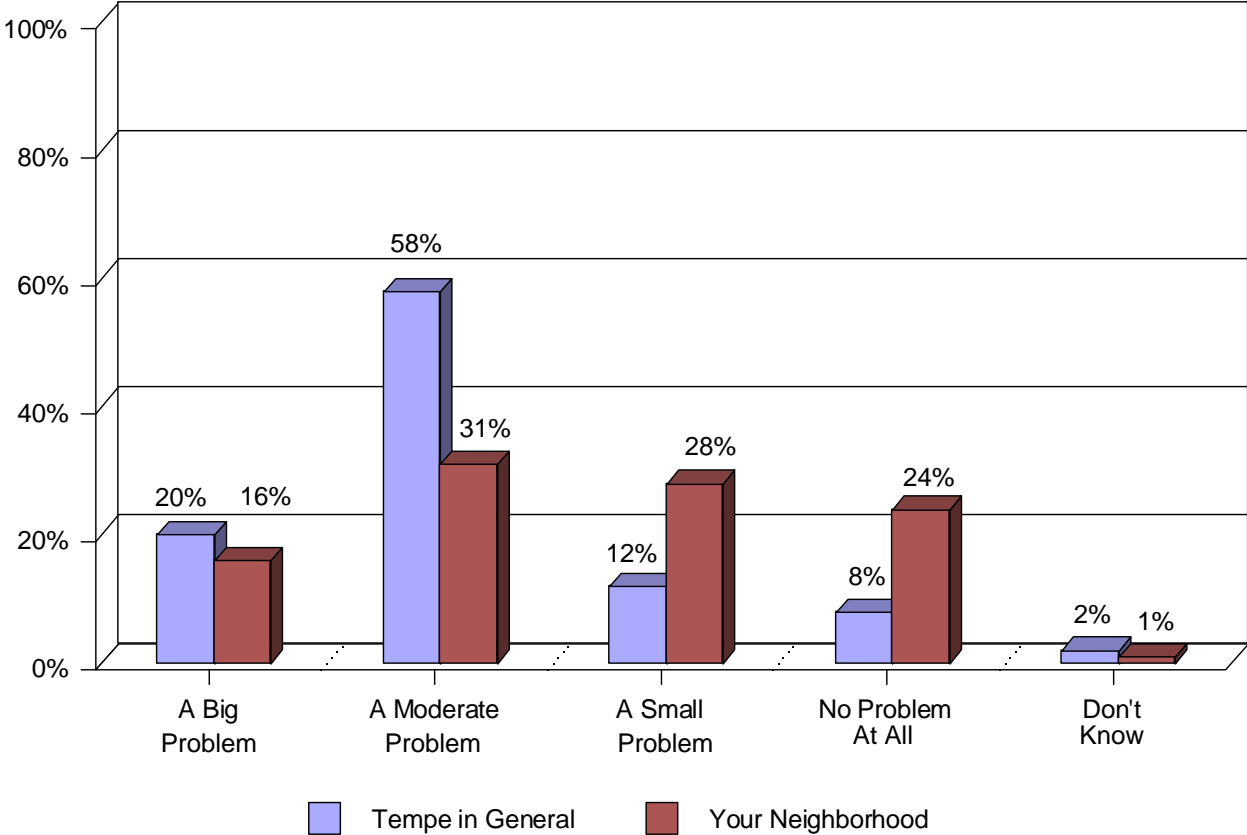


# Telephone Survey Methodology



- Conducted in Sept./Oct.2016 by Behavior Research Center
- Wanted to gain insights into residents' perceptions of traffic congestion.
- 425 Tempe residents surveyed (land and cell lines).
- Margin of error for this sample size is approximately ±4.8% at a 95% level of confidence.

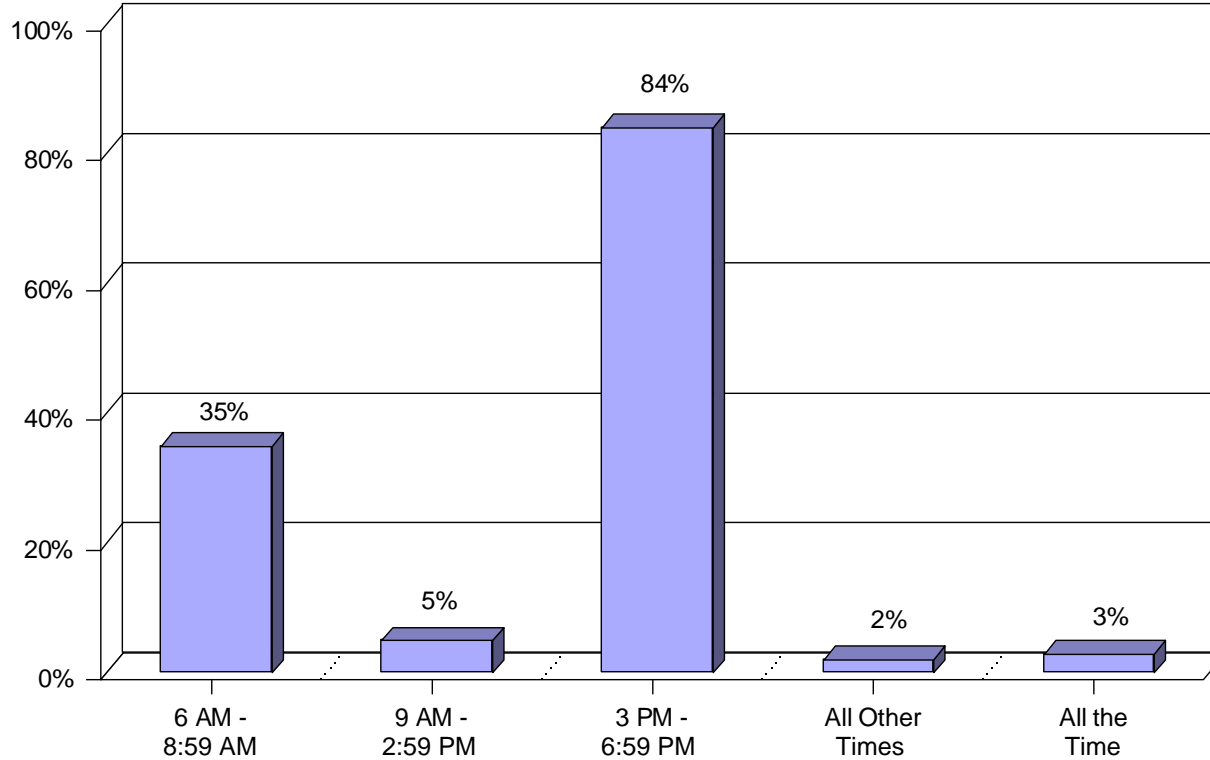
# TEMPE TRAFFIC CONGESTION



78% percent of residents believe traffic congestion in Tempe is either a big or moderate problem.

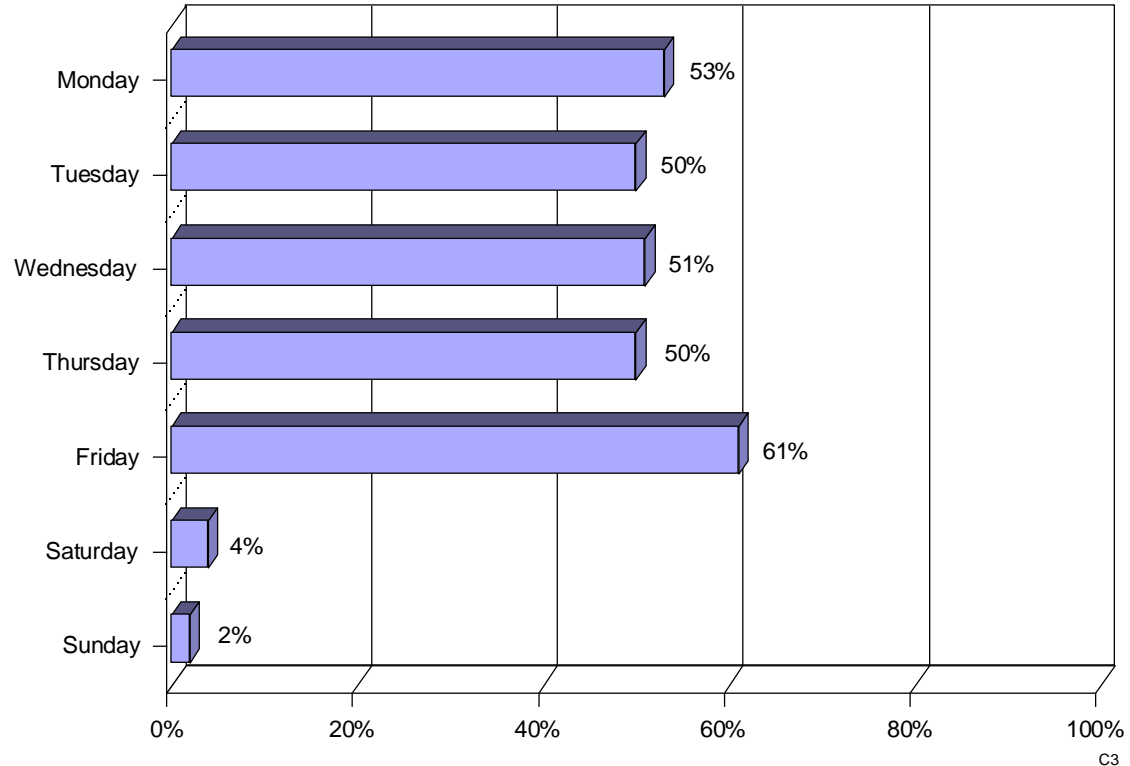
# WORST TIMES FOR TRAFFIC CONGESTION IN TEMPE

(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)



# WORST DAYS FOR TRAFFIC CONGESTION IN TEMPE

(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)

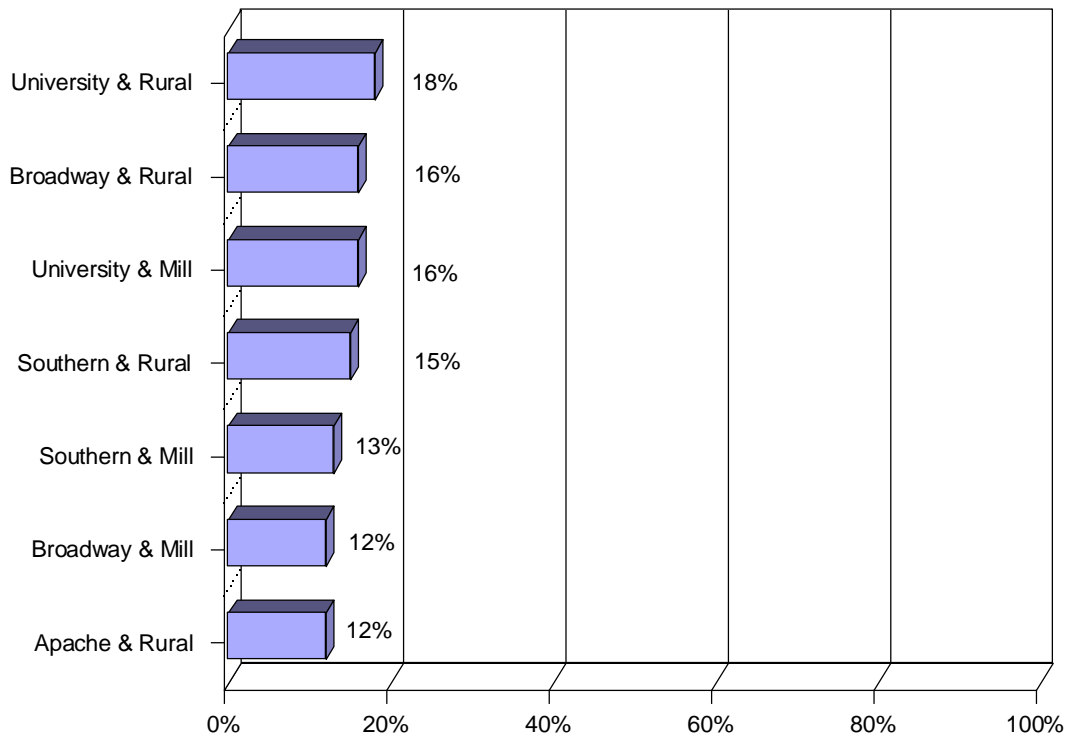




# WORST INTERSECTION FOR TRAFFIC CONGESTION IN TEMPE

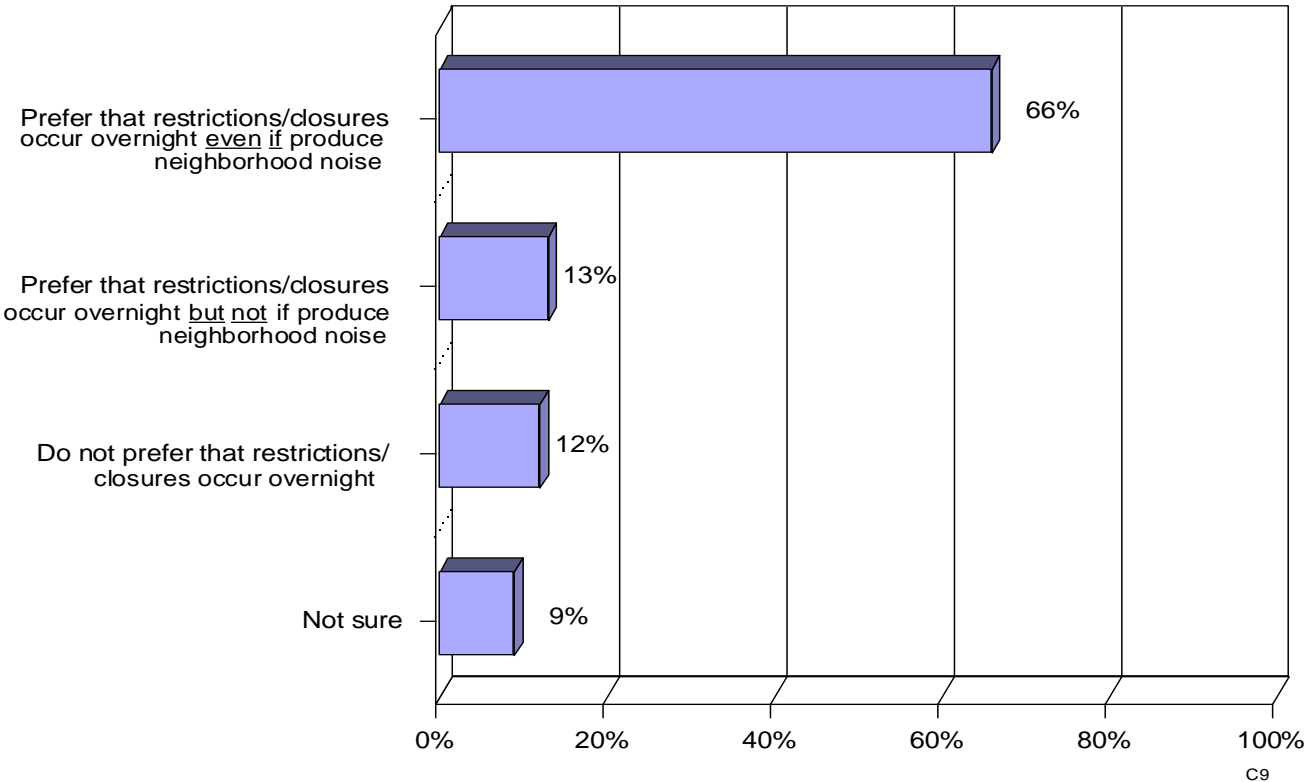
(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)

## TOP 7 MENTIONS



# PREFERENCE FOR OVERNIGHT CONSTRUCTION CLOSURES

(Among Those Who Have Experienced Construction Delays in the Past 3 Months)



66% of residents who experienced construction delays in the past 3 months would prefer that lane restrictions or closures related to construction occur overnight, even if it might produce noise on a major road adjacent to their neighborhood.

# Peer Analysis

City	Noise Ordinance?	Night Work Allowed?	Residential: Major Night Work Allowed?	Residential: Minor Night Work Allowed?	Non-Residential: Night Work Allowed?	Special Attention?
<b>Chandler</b>	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events
<b>Mesa</b>	Yes	Yes, Case-by-Case	Very Rarely (not within 500')	Yes, Very Low Noise	Yes	Downtown, Special Events
<b>Phoenix</b>	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Holiday Shopping
<b>Scottsdale</b>	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Tourist Season
<b>TEMPE</b>	Yes	Yes, Case-by-Case	Rarely	Yes, Very Low Noise	Yes	Downtown, Special Events, Holiday Shopping

# Feedback on Recent Night Projects

The following large projects have or had major work constructed during night time hours with few, if any, complaints:

- **Southwest Gas:** University Drive Mainline Replacement
- **Southwest Gas:** Apache Boulevard Mainline Replacement
- **City of Tempe:** Guadalupe Road Pavement Rehabilitation
- **City of Tempe:** Warner Road Pavement Rehabilitation

# Positives & Negatives of Night Projects

## Positives:

- Significantly reduces impacts to traffic and businesses
- Cooler temperatures for workers
- Easier to accommodate larger/safer work zones
- Reduces neighborhood cut-through traffic

## Negatives:

- Noise (especially to adjacent residential)
- City inspection staff availability
- Impaired drivers
- Contractor “push-back” (higher construction costs)

# Barricading with No Visible Construction

Generally occurs under one of two conditions:

## 1. “Lazy Barricading”

- Lack of communication between contractor and barricade company
- Traffic Engineering is proactively monitoring, identifying and correcting poor behavior

## 2. Construction Logistics

- Safety concern (ex: hole too large to cover/plate)
- Material issue (ex: concrete curing/hardening)



# City of Tempe Traffic Barricade Manual

## EXECUTIVE SUMMARY

The Public Works Department Transportation Division manages the city transit system (local and regional arterial bus service, regional express bus service, neighborhood circulator service the light rail system) in collaboration with Valley Metro, and is responsible for the design, management and operation of the city's diverse and proactive transportation system including traffic engineering, transportation system management, traffic operations and street maintenance and transportation planning. In addition to an active capital program to promote multi-modal solutions, Tempe is actively engaged in a range of asset management activities in the ROW and it is imperative that our projects are delivered in a way that respects the quality of life and the importance of commerce with adjacent residents and business neighbors by ensuring our activities are nimble and empathetic.

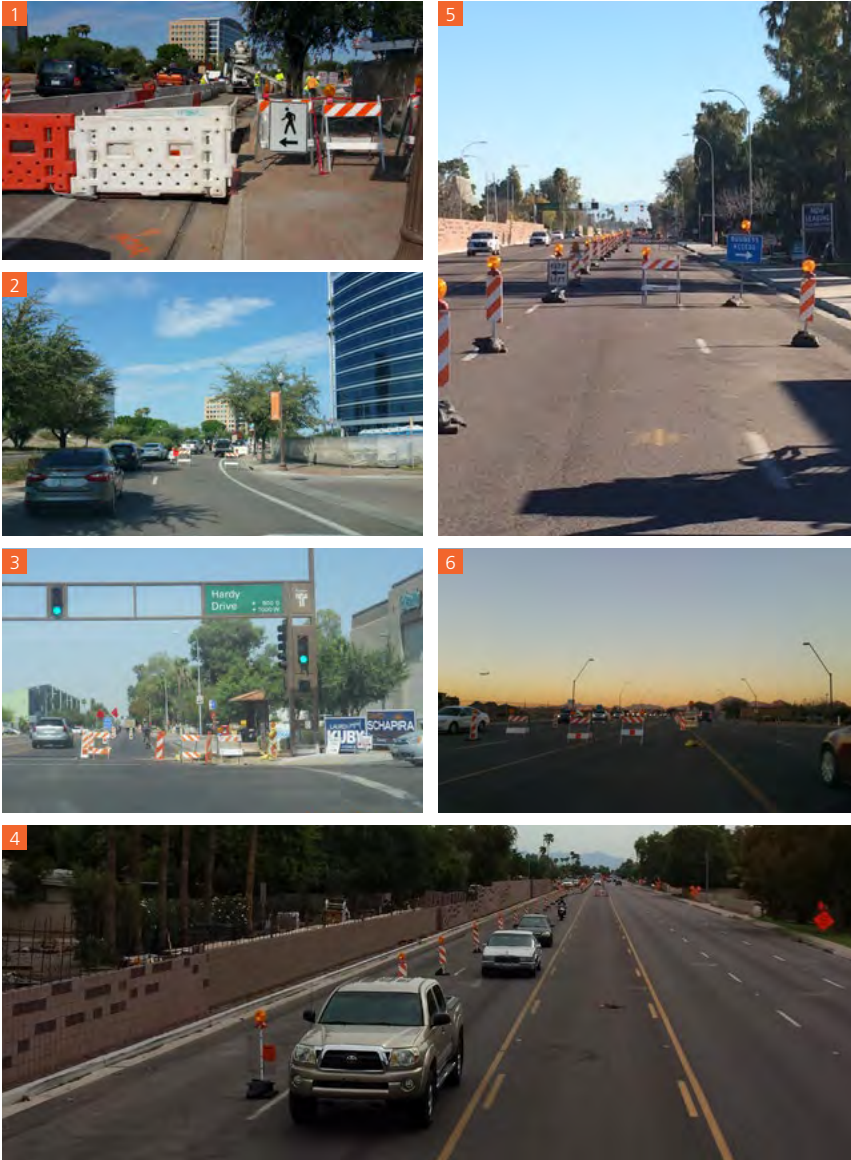
Tempe is like no other Valley city and as such, has opportunities to locate businesses in historic buildings, along the Tempe Town Lake, at a state-of-the-art ASU research park and adjacent to the nation's largest university, ASU. It is among Arizona's most educated cities with Arizona State University located adjacent to the downtown area. With more than a dozen colleges, trade schools and universities, about 40 percent of Tempe residents over the age of 25 have Bachelor's degrees or better.

Tempe hosts about 300 special events every year and is a workforce importer of approximately 150,000 people in a city of about 164,750 residents. At only 40 square miles in size, Tempe has a population density of 4,050 people per mile making it the densest city in the East Valley. As an importer of jobs, Tempe's arterials and freeways are often at capacity during peak travel hours making efficient barricading a priority to our residents and visitors.

Tempe is constantly growing and evolving and as such has a large number of utility and private development projects occurring within Tempe at any given time. The successful completion of construction and maintenance projects and implementation of special events in the public right-of-way is vital to the economic health and quality of life in Tempe. Providing a safe working environment with minimal disruption to the transportation system during these projects and events is essential.



The purpose of the City of Tempe Traffic Barricade Manual is to provide clear and standardized guidelines and requirements for the proper planning and placement of temporary traffic control devices in the public right-of-way. This includes:



1. Provide safe conditions for the contractor & public
2. Minimizing disruptions to the traveling public including the restriction of peak hour construction
3. Complete projects in a safe and timely manner
4. Minimize prolonged or over deployed barricading
5. Preserve access to neighborhoods & businesses
6. Conduct night & weekend work in non-residential areas

In addition to the City of Tempe Barricade Manual, the City has also adopted the policies, standards and guidelines as set forth in the most recently adopted versions of the Manual on Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation and the Arizona Supplement to the MUTCD published by the Arizona Department of Transportation. The City of Tempe also has adopted the policies, standards and guidelines of the City of Phoenix Traffic Barricade Manual, except as modified per the City of Tempe Barricade Manual.

A right-of-way permit and traffic control plan are required whenever any construction work will take place within the public right-of-way. Fees are applied to the placement of traffic control devices on arterial roadways during the weekday by the amount of roadway capacity that is restricted and the number of days that the roadway restriction is in place. Fees are also applied for sidewalk and bike lane closures. The purpose of the fees is to provide a financial incentive to minimize disruption to the transportation system and complete work in a timely manner. Construction that is planned for a period of time longer than 60 days is required to be resubmitted to the Traffic Engineering Section prior to permit expiration.

The City reserves the right to modify submitted traffic control plans to better reflect traffic control on urban city streets.







# City of Tempe Traffic Barricade Manual

UPDATED MARCH 2016



# Table of Contents

INTRODUCTION .....	3
1. PURPOSE AND GOALS .....	3
2. TEMPORARY TRAFFIC CONTROL DEVICE REQUIREMENTS .....	4
2.1 TEMPORARY TRAFFIC CONTROL REVIEW PROCESS .....	4
2.2 ANNUAL TRAFFIC BARRICADE CERTIFICATION REQUIREMENTS .....	4
3. RIGHT-OF-WAY PERMIT .....	5
4. TRAFFIC CONTROL PLAN .....	5
4.1 PURPOSE OF THE TRAFFIC CONTROL PLAN .....	5
4.2 TRAFFIC CONTROL PLAN REFERENCES AND STANDARDS .....	5
4.3 TRAFFIC CONTROL PLAN SUBMITTAL .....	6
4.4 TRAFFIC CONTROL PLAN REVIEW .....	7
4.5 TRAFFIC CONTROL PLAN CHANGES AND EXTENSIONS.....	7
4.6 ACCOMMODATING USERS OF TRANSIT, PEDESTRIAN AND BICYCLE FACILITIES .....	7
4.7 CONSTRUCTION SIGNS AND CHANGEABLE MESSAGE BOARDS.....	8
4.8 EMERGENCIES.....	9
5. FEES FOR CONSTRUCTION .....	9
5.1 CONSTRUCTION FLAT FEES .....	9
5.2 CONSTRUCTION VARIABLE FEES .....	9
6. SPECIAL EVENT PROCEDURES .....	10
6.1 SPECIAL EVENT PROCEDURES OPTIONS .....	10
6.2 PROCEDURES FOR DESIGN BY PERMITTED THIRD PARTY BARRICADE COMPANIES .....	11
6.3 FEES FOR SPECIAL EVENTS .....	11
7. CITY OF TEMPE CONTACTS .....	11
ATTACHMENT A - CITY OF TEMPE CONTACT INFORMATION PAGE .....	12





## INTRODUCTION

The Public Works Department Transportation Division manages the city transit system (local and regional arterial bus service, regional express bus service, neighborhood circulator service the light rail system) in collaboration with Valley Metro, and is responsible for the design, management and operation of the city's diverse and proactive transportation system including traffic engineering, transportation system management, traffic operations, street maintenance and transportation planning. In addition to an active capital program to promote multi-modal solutions, Tempe is actively engaged in a range of asset management activities in the right-of-way (ROW) and it is imperative that our projects are delivered in a way that respects the quality of life and the importance of commerce with adjacent residents and business neighbors by ensuring our activities are nimble and empathetic.

Tempe is like no other Valley city and as such, has opportunities to locate businesses in historic buildings, along the Tempe Town Lake, at a state-of-the-art ASU Research Park and adjacent to the nation's largest university, Arizona State University (ASU). It is among Arizona's most educated cities with Arizona State University located adjacent to the downtown area. With more than a dozen colleges, trade schools and universities, about 40 percent of Tempe residents over the age of 25 have Bachelor's degrees or higher.

Tempe hosts about 300 special events every year and is a workforce importer of approximately 150,000 people in a city of about 164,750 residents. At only 40 square miles in size, Tempe has a population density of 4,050 people per mile making it the densest city in the East Valley. As an importer of jobs, Tempe's arterials and freeways are often at capacity during peak travel hours making efficient barricading a priority to our residents and visitors.

Tempe is constantly growing and evolving and as such has a large number of utility and private development projects occurring within Tempe at any given time. The successful completion of construction and maintenance projects and implementation of special events in the public right-of-way is vital to the economic health and quality of life in Tempe. Providing a safe working environment with minimal disruption to the transportation system during these projects and events is essential.

## 1. PURPOSE AND GOALS

The purpose of this document is to provide clear and standardized guidelines and requirements for the proper planning and placement of temporary traffic control devices in the public right-of-way. The goals of the traffic barricade program are to:

- establish a cooperative work environment with contractors and barricade companies to ensure that all traffic control barricading for construction and maintenance within the City's right-of-way are conducted safely with minimal disruption to the transportation system (vehicles, pedestrians, bicyclists, and transit);
- reduce conflicts and coordinate street restrictions between multiple construction projects;
- provide timely and accurate information to the workgroup and public on street restrictions resulting from construction activities and special events; and
- assist contractors and event promoters in timely completion of their project and event.



## 2. TEMPORARY TRAFFIC CONTROL DEVICE REQUIREMENTS

Persons placing temporary traffic control devices within the right-of-way shall:

1. Be employed by a barricade company that has obtained a City of Tempe issued annual traffic barricade certification permit.
2. Have received training on the proper placement and implementation of traffic control. Acceptable training may include, but is not limited to, IMSA Work Zone Traffic Control Certification, ATSSA Traffic Control Technician Certification, or ATSSA Traffic Control Supervisor Certification.
3. Have a traffic control plan that has been reviewed by the City's Traffic Engineering Section.
4. Use proper personal protective equipment at all times (example: safety vests).
5. Use properly maintained equipment including traffic cones, barricades and any other traffic control device as required by the City.

### 2.1 Temporary Traffic Control Review Process

The purpose of the temporary traffic control review process is to allow contractors and barricade companies to work within the public right-of-way efficiently and effectively while maintaining a safe and uniform flow of traffic. A reviewed traffic control plan shall be obtained by completing the following steps:

1. Contractor, or entity conducting work, obtains a right-of-way permit from the City's Engineering Division, Community Development Department or other governmental agency (Section 3).
2. Contractor retains the services of a barricade company that has obtained an annual traffic barricade certification permit (Section 2.2).
3. Contractor coordinates a preconstruction meeting with assigned Engineering inspector.
4. Barricade company submits a traffic control plan to the City's Traffic Engineering Section for review (Section 4).
5. Contractor pays any applicable fees (Section 5).

### 2.2 Annual Traffic Barricade Certification Requirements

The purpose of the annual traffic barricade certification permit requirement is to ensure that all barricade companies providing their services within the City of Tempe have the required trainings, insurances, and licenses.

The following items must be delivered to the Traffic Engineering Section in order to obtain the annual traffic barricade certification permit:

- ATSSA Certification for designers, field supervisors, foremen and operations managers;
- insurance coverage (general, vehicle, etc.) with additional language as required by the City;
- copy of contractor's license;
- copy of contact information form (Attachment A); and
- payment for annual certification permit (Tempe City Code , Appendix A , Fee Schedule).



### **3. RIGHT-OF-WAY PERMIT**

A right-of-way permit issued by the City's Engineering Division, Community Development Department or other governmental agency is required in order for work to take place within the right-of-way. This permit allows the contractor to conduct work within the right-of-way and is required prior to submitting the traffic control plan. The permit number shall be identified on the traffic control plan so that the City's Traffic Engineering Section can verify the right-of-way permit and proceed with review of the plan.

### **4. TRAFFIC CONTROL PLAN**

A traffic control plan is required whenever any construction work will take place within the public right-of-way which requires the placement of temporary traffic control devices on sidewalks, bike lanes, streets and alleys.

#### **4.1 Purpose of the Traffic Control Plan**

The purpose of the traffic control plan is to document the set-up reviewed by the City and to ensure traffic control plans meet specification and standards, and allow the City of Tempe to notify impacted residents of traffic restrictions and disruptions to transit services.

#### **4.2 Traffic Control Plan References and Standards**

Traffic control plans are required to be designed according to the following references:

- The City has adopted the policies, standards and guidelines for proper design set forth in the most recently adopted version of the City of Phoenix Traffic Barricade Manual except those sections that provide information such as fines, web sites, specific departments, and phone numbers with the following modifications:
  - All persons, contractors, utilities and other agencies must obtain a right-of-way permit for work on all streets, sidewalks and alleys within the City of Tempe.
  - Traffic restrictions are not permitted on arterial/collector streets during peak traffic hours (7:00 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m. on weekdays).
  - The contractor, utility or other agency, may be required to provide a uniformed off-duty police officer to assist with traffic control.
  - The City of Tempe requires an operating arrow panel and either a light bar, yellow flashers or strobe lights for all short term operations not to exceed 60 minutes. A short taper of cones (minimum of 50 feet) is also required.
  - All temporary pavement markings shall be to City of Tempe standards.
  - The City has adopted the policies, standards and guidelines for proper design set forth in the most recently adopted version of the Manual on Uniform Traffic Control Devices published by the U.S. Department of Transportation and the Arizona Department of Transportation supplement to the Manual on Uniform Traffic Control Devices.

A copy of the City of Phoenix Traffic Barricade Manual can be obtained from the Right-of-Way Management Section counter located at Phoenix City Hall, 200 W. Washington Street, 6th floor, Phoenix AZ. A copy of the Manual on Uniform Traffic Control Devices is available on-line at: <http://mutcd.fhwa.dot.gov>.



#### 4.3 Traffic Control Plan Submittal

Traffic control plans shall be submitted to the City's Traffic Engineering Section a minimum of three (3) full working days prior to the proposed construction work and/or the placement of traffic control devices in the right-of-way. Traffic control plans can be delivered in person at the Tempe Transportation Center located at 200 E. Fifth Street, 2nd floor or can be submitted online through the Accela Citizen Access Portal at <http://www.tempe.gov/city-hall/public-works/transportation/barricading-permits>.

The following information shall be included on the traffic control plan submitted to the City for review:

- Start and end date of construction
- Hours of traffic restrictions\*
- Right-of-way permit number
- Preconstruction meeting date and name of inspector (when applicable)
- Contractor company name, contact name and phone number
- Show and label all streets within and surrounding the work area
- Show work zone
- Show location and placement of all temporary traffic control devices
- Show potential conflicts (bus stops, bike lanes, driveways, etc.)
- Show crosswalks and traffic islands
- Indicate if any intersections are signalized
- Indicate lane configurations (i.e. protected left turns, free right turns, share through and turning lanes, etc.) at intersections

\*Any night-time work must comply with Tempe City Code (Section 20-8) and shall be accompanied by a written authorization letter obtained by the contractor from Neighborhood Services Division at 480-350-8883. From April 15 to October 15 inclusive, concrete may be poured, and concrete mixing trucks may be idled, each day between the hours of 5:00 a.m. and 7:00 p.m. or at such other times pursuant to written authorization. From October 16 to April 14 inclusive, concrete may be poured, and concrete mixing trucks may be idled, each day between the hours of 6:00 a.m. to 7:00 p.m. or at such times pursuant to written authorization. From April 15 to October 15 inclusive, all other construction or repair work shall not begin prior to 6:00 a.m. and must stop by 7:00 p.m. each day in or within five hundred (500) feet of a residential zone or at such other times pursuant to written authorization. From October 16 to April 14 inclusive, all other construction or repair work shall not begin prior to 7:00 a.m. and must stop by 7:00 p.m. each day in or within five hundred (500) feet of a residential zone or at such other times pursuant to written authorization. Construction and repair work in commercial and industrial zones not within five hundred (500) feet of a residential zone shall not begin prior to 5:00 a.m. and must stop by 7:00 p.m. or it may be conducted at such other times pursuant to written authorization. Notwithstanding the foregoing, construction or repair work shall not begin prior to 7:00 a.m. and must stop by 7:00 p.m. and concrete pouring should not begin prior to 6:00 a.m. and must stop by 7:00 p.m. on any Saturday, Sunday or holiday, unless such other times are allowed by written authorization.

Deviations from the minimum requirements of traffic control plan submittals shall be made to the City Traffic Engineer in written format.



#### **4.4 Traffic Control Plan Review**

Upon submittal of the traffic control plan, the City's Traffic Engineering Section will review the plan for accuracy and consistency with the established standards. Requests for street restrictions during weekday peak travel hours (7:00 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m.) are prohibited except under emergency situations or as approved by the City Traffic Engineer or his/her designee.

The City reserves the right to modify the submitted traffic control plan to better reflect traffic control on city streets. If the changes are minor, the changes will be made on the submitted plan, which will then become part of the reviewed traffic control plan. If the changes are significant, the plan will be returned to the applicant for revision and resubmittal. The City may make changes with regards to the following:

- Placement of traffic control devices
- Length of tapers and spacing of traffic control devices
- Location of arrowboard(s)
- Placement of advance warning signs
- Type of signs to be used
- The location of pedestrian detour signs
- The use of off-duty police officers
- The times the traffic control plan is effective
- The dates of construction
- Other restrictions as necessary

#### **4.5 Traffic Control Plan Changes and Extensions**

Traffic control plan changes and extensions shall be submitted at a minimum by 11:00 a.m. of the business day prior to expiration of the original traffic control plan. Traffic control plan changes which will disrupt transit operations shall be submitted at a minimum by 11:00 a.m., two (2) days prior to the expiration of the original traffic control plan. Contractors requesting an extension should have a legitimate reason for not completing the work in the time period identified on the initial traffic control plan.

#### **4.6 Accommodating Users of Transit, Pedestrian and Bicycle Facilities**

The contractor shall strive to safely accommodate all modes of transportation. At a minimum the contractor shall:

- Provide a pedestrian escort and/or clearly delineate pedestrian detours through or around the work zone.
- Protect any pedestrian detours in the roadway with concrete or water-filled barriers.
- Ensure that any temporary walkway surfaces and/or ramps are stable, firm and slip-resistant and kept free of any obstructions and hazards such as holes, debris, mud, construction equipment, and/or stored materials.
- Ensure that any temporary pedestrian and transit facilities include accessible features consistent with the ones present in the existing facility that are being blocked or closed.
- Ensure that access to transit stops are maintained or relocated (with prior approval). Transit stops relocated beyond 500 feet of the existing transit stop requires approval by the City Traffic Engineer or his/her designee.
- Ensure that transit stops accommodate passengers to be able to safely board and depart from the transit vehicle.



- When closing a bicycle lane, a SHARE THE ROAD (W16-1P) sign shall be placed 50 feet in advance of the merging taper. Additional SHARE THE ROAD signs shall be placed 50 feet downstream of any intersecting collector or arterial streets.

#### **4.7 Construction Signs and Changeable Message Boards**

Construction signs shall be required for work performed within the City of Tempe right-of-way on all major arterials and collector streets lasting more than one (1) week.

Construction signs shall include the following:

- 3 feet x 5 feet in size, 6 inch black text with 6 inch spacing on an orange background sign.
- Name of the company for whom the work is being performed.
- Name of the contractor performing the work.
- One line of text general description of the work being performed.
- Start and end date of construction.
- A twenty-four (24) hour contract phone number where persons may speak with a representative of the company for whom the work is being performed or may leave a request to speak with such a representative and for which all calls will be returned by such a representative within twenty-four (24) hours.

Changeable message boards shall be installed 48 hours in advance of a traffic restriction if all the following apply:

1. The restriction/closure results in 50% or greater reduction in the vehicular lane capacity (by direction).
2. The restriction/closure is in place for greater than five (5) calendar days.
3. The restriction/closure is located on an arterial roadway immediately following an interchange with a state route/interstate route where there is not an opportunity for traffic to reroute in advance of the restriction/closure.

Changeable message boards shall be installed seven (7) calendar days prior to a restriction/closure that results in 66% or greater reduction in vehicular capacity (by direction) during peak travel hours (7:00 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m.).

Changeable message boards may be required under additional conditions, while recognizing that each circumstance may vary, at the discretion of the City Traffic Engineer or his/her designee.

Pavement edge drop-offs shall adhere to the most recent addition of the AASHTO Roadside Design Guide and the following requirements for excavations adjacent and parallel to the pavement edge:

- If drop-off is three (3) inches or less in depth, provide vertical panels along the recessed portion of the roadway and close adjacent bicycle lanes (if present).
- If drop-off is greater than three (3) inches and less than eighteen (18) inches in depth, provide a minimum three (3) foot wide buffer between the edge of the nearest travel lane and the drop-off. If there are bicycle lanes adjacent to the drop-off, the bicycle lanes may be closed to provide the required buffer area.
- If drop-off is eighteen (18) inches or greater, provide a minimum ten (10) foot wide buffer between the edge of the nearest travel lane and the drop-off. Depending on depth and location, the need for fencing and/or barriers may also need to be considered.





Open trenches are not treated as pavement drop-offs and shall instead be protected with steel plates as outlined by the most recent addition of the City of Tempe Utility Permit and Construction Manual.

**4.8 Emergencies**

The Tempe Police Department shall be notified (call 9-1-1) immediately of any unplanned restrictions due to emergencies such as water main breaks, utility damage, pavement failures, etc. An emergency is considered to be any unplanned event requiring immediate action to preserve or protect public health, safety or welfare. An event or incident that does not require an immediate response and can be scheduled for a future time does not meet the definition of an emergency.

**5. FEES FOR CONSTRUCTION**

Based on the final reviewed traffic control plan, the City’s Traffic Engineering Section will provide a fee invoice, which lists all applicable fees due to the City. The contractor will be notified at that time that the traffic control plan is ready for issuance. Upon receiving payment, the City’s Traffic Engineering Section will issue the permit to the contractor. The applicable fees are divided into two types, flat and variable fees.

**5.1 Construction Flat Fees**

The purpose of the flat fees is to help the City’s Traffic Engineering Section recoup some of the costs associated with review and issuance of permits.

- \$50 for review of traffic control plan
- \$75 issuance of annual traffic barricade certification permit
- \$12,000 annual traffic barricade fee for utilities unless otherwise exempted

**5.2 Construction Variable Fees**

The purpose of the variable fees is to provide a financial incentive to contractors to minimize both the impact and length of time of construction activities that affect City facilities.

Sidewalk closure .....	\$50 per day up to a \$1,000 maximum
Bike lane closure .....	\$50 per day up to a \$1,000 maximum
Shared use path closure .....	\$50 per day up to a \$1,000 maximum



Variable fees are applied to the placement of traffic control devices on arterial roadways during the weekday by the amount of roadway capacity that is restricted and the number of days that the roadway restriction is in place. These fees do not apply to weekend, holiday and night (7:00 p.m. to 6:00 a.m.) roadway restrictions. Construction that occurs for a period of time longer than 60 days shall be resubmitted to the City’s Traffic Engineering Section, prior to permit expiration, and appropriate fees will apply. The following variable fee structure applies to arterial roadway restrictions:

LESS THAN 50% TRAVEL		50% OR MORE TRAVEL	
Restriction per direction, per mile		Restriction per direction, per mile	
Time Period	Fee	Time Period	Fee
1 Day	\$ 0	1 Day	\$50
2 Days	\$75	2 Days	\$150
3 Days	\$100	3 Days	\$200
4 Days	\$125	4 Days	\$250
5 Days	\$150	5 Days	\$300
6 - 10 Days	\$300	6 - 10 Days	\$600
11 - 29 Days	\$525	11 - 29 Days	\$1,050
30 - 60 Days	\$1,000	30 - 60 Days	\$2,000

Fees are non-cumulative. Arterial closures will be assessed a variable fee of \$2,500 per day, per direction calculated in daily increments.

## 6. SPECIAL EVENT PROCEDURES

In an effort to partner with event promoters, the City has implemented procedures regarding the implementation of traffic control for special events.

### 6.1 Special Event Procedures Options

Promoters will be given the following options for design and implementation of traffic control plans for special events within the City’s right-of-way:

1. The promoter may choose to implement the City of Tempe standard route (only available for 10K or shorter runs/walks) using City crews for implementation. Fees will not be assessed for review of the traffic barricade plans and issuance of the special event traffic barricade permit; however, the promoter will be responsible for fees associated with implementing the plan by City crews unless otherwise exempted. This may include equipment rental, labor, and vehicle costs associated with the event. These fees are invoiced separately through the Special Events Office at 480-350-4311.



2. The promoter may choose to contract with a third party barricade company that currently holds an annual barricade permit with the City of Tempe to design and implement the event route. Fees will be charged by the City for review of plans and issuance of the special event traffic barricade permit unless otherwise exempted. See Section 6.3.

### 6.2 Procedures for Design by Permitted Third Party Barricade Companies

- Prior to meeting with the barricade company, the route/event footprint must be approved by the Community Services Department Special Event and Public Works Transportation Division staffs.
- Once approved, the promoter will work with a barricade company that holds an approved annual barricade permit from the City of Tempe to design plans for the route/event.
- Plans are submitted to the City’s Traffic Engineering Section for review at which time fees will be assessed.
- Hard copy plans shall be submitted on 11”x 17” sheets of paper. Electronic files in 11” x 17” formatting are also accepted in PDF form.

### 6.3 Fees for Special Events

Based on the final traffic control plan, the City’s Traffic Engineering Section will generate a fee invoice, which lists all applicable fees due to the City. The promoter will be notified at that time that the traffic control plan is ready for issuance. Upon receiving payment, the City’s Traffic Engineering Section will issue the special event traffic barricade permit to the promoter. The applicable fees are provided below:

- \$50 per page for review of special event traffic control plan
- \$75 issuance of special event traffic barricade permit

## 7. CITY OF TEMPE CONTACTS

Police Department (emergencies).....	9-1-1 or 480-350-8311
Utilities Control Center (after hours) .....	480-350-2837
Fire Department.....	9-1-1 or 480-858-7200
Police Department (off-duty officers).....	480-350-8789
Neighborhood Services.....	480-350-8883
Public Information .....	480-350-2707
Engineering Inspection Hotline .....	480-350-8475

Please call 480-350-4311 for the following:

- Traffic Engineering
- Engineering Permits
- Street Maintenance &Traffic Signals
- Community Development Special Use Permits
- Solid Waste
- Special Events



**ATTACHMENT A  
CITY OF TEMPE CONTACT INFORMATION PAGE**

	CURRENT	CHANGE/NEW
Company Name:		
Address:		
Designer/Phone#:		
Foreman/Phone#:		
Field Sup/Phone#:		
Ops Mgr/Phone#:		
General Mgr/Phone#:		
President/Phone#:		
Owner/Phone#:		
Office #:		
Fax #:		
Dispatch #:		
Email address		

PLEASE CHECK THE APPROPRIATE BOX BELOW AND SIGN.

All information is current and correct.

Please update our information as outlined above.

Signature \_\_\_\_\_ Date \_\_\_\_\_

# CITY OF TEMPE TRAFFIC CONGESTION SURVEY

October 2016

Prepared for  
City of Tempe  
Transportation Division

Prepared by  
Behavior Research Center, Inc.  
45 East Monterey Way  
Phoenix, Arizona 85012  
(602) 258-4554



## TABLE OF CONTENTS

	Page
INTRODUCTION	1
SUMMARY OF THE FINDINGS	3
KEY STUDY FINDINGS	3
TRAFFIC CONGESTION IN TEMPE	4
EXPERIENCE WITH BUS DELAYS	11
EXPERIENCE WITH CONSTRUCTION-CAUSED DELAYS	15
ATTITUDE ABOUT ADDING BIKE LANES ON MAJOR ROADS	18
MAJOR TEMPE ROADS TRAVELED MOST OFTEN	20
APPENDIX	21
SURVEY QUESTIONNAIRE	22

## LIST OF TABLES

TABLE 1: EVALUATION OF TEMPE TRAFFIC CONGESTION	5
TABLE 2: WORST TIMES FOR TRAFFIC CONGESTION IN TEMPE	6
TABLE 3: WORST DAYS FOR TRAFFIC CONGESTION IN TEMPE	8
TABLE 4: WORST INTERSECTIONS FOR TRAFFIC CONGESTION IN TEMPE	10
TABLE 5: EXPERIENCE WITH BUS-CAUSED TRAFFIC DELAYS	11
TABLE 6: INTERSECTIONS WHERE BUS DELAYS EXPERIENCED	13
TABLE 7: PERCEIVED IMPACT OF BUS PULLOUTS ON TRAFFIC CONGESTION	14
TABLE 8: EXPERIENCE WITH CONSTRUCTION-CAUSED TRAFFIC DELAYS	15
TABLE 9: PREFERENCE FOR OVERNIGHT CONSTRUCTION CLOSURES	17
TABLE 10: ATTITUDE ABOUT ADDING BIKE LANES TO MAJOR TEMPE ROADS	19
TABLE 11: MAJOR TEMPE ROADS TRAVELED MOST OFTEN	20

## INTRODUCTION

This study was commissioned by the City of Tempe Transportation Division to determine residents' attitudes about traffic congestion within the City. More specifically, this study addresses the following issues:

- Residents' attitudes about how big of a problem traffic congestion is in Tempe in general and on major roads adjacent to their neighborhood.
- Residents' experiences with traffic delays at Tempe intersections due to stopped buses.
- Residents' experiences with traffic delays on major Tempe roads due to construction.
- Residents' attitudes about adding bicycle lanes to major roads in Tempe.

The information contained in this report is based on 425 telephone interviews conducted with a representative cross-section of Tempe residents 18 years of age or older. For the purpose of this research, a minimum of 100 interviews were conducted in each of four geographic analyses zones:

Northwest – north of US 60, west of Rural Road  
Northeast – north of US 60, east of Rural Road  
Southwest – south of US 60, west of Rural Road  
Southeast – south of US 60, east of Rural Road

Respondent selection for this project was accomplished via a computer-generated pure unweighted (EPSEM) random digit dial (RDD) telephone sample which selects households on the basis of telephone prefix. This method was used because it ensures a randomly-selected sample of area households proportionately allocated throughout the sample universe. This method also ensures that all unlisted and newly listed telephone households are included in the sample. A pre-identification screening process was also utilized on this project. This computer procedure screens the sample to remove known business and commercial phone prefixes in addition to disconnects, faxes and computers. Both landlines and cell telephones were included in this research.

All of the interviewing on this project was conducted between September 28 and October 9, 2016, at the Center's central location telephone facility where each interviewer worked under the direct supervision of BRC supervisory personnel. All of the interviewers who worked on this project were professional interviewers of the Center. Each received a thorough briefing on the particulars of this study. During the briefing, the interviewers were trained on (a) the purpose of the study, (b) sampling procedures, (c) administration of the questionnaire and (d) other project-related factors. In addition, each interviewer completed a set of practice interviews to ensure that all procedures were understood and followed.

Interviewing on this study was conducted during a cross-section of late afternoon, evening, weekday and weekend hours. During the interviewing segment of this study, up to five separate attempts, on different days and during different times of day, were made to contact each selected household. Only after five unsuccessful attempts was a household substituted in

the sample. Using this methodology, the full sample was completed and partially completed interviews were not accepted nor counted toward fulfillment of the total quotas.

As the data collection segment of this study was being undertaken, completed and validated interviews were turned over to BRC's Coding Department. The Coding Department edited, validated and coded the interviews. Upon completion of coding, a series of validity and logic checks were run to ensure the data were "clean." Following this procedure, the study data were "weighted" by the actual volume of residents in each geographic zone to make the final study sample representative of the study universe.

All surveys are subject to sampling error. Sampling error, stated simply, is the difference between the results obtained from a sample and those which would be obtained by surveying the entire population under consideration. The size of sampling error varies, to some extent, with the number of interviews completed and with the division of opinion on a particular question. An estimate of the sampling error range for this study is provided in the following table. The sampling error presented in the table has been calculated at the confidence level most frequently used by social scientists, the 95 percent level. The sampling error figures shown in the table are average figures that represent the maximum error for the sample bases shown (i.e., for the survey findings where the division of opinion is approximately 50%/50%). Survey findings that show a more one-sided distribution of opinion, such as 70%/30% or 90%/10%, are usually subject to slightly lower sampling tolerances than those shown in the table.

As may be seen in the table, the oversampling error for this study is +/-4.8 percent when the sample is studied in total. However, when subsets of the total sample are studied, the amount of sampling error increases based on the sample size within the subset.

SAMPLING SIZE	APPROXIMATE SAMPLING ERROR AT A 95% CONFIDENCE LEVEL (PLUS/MINUS PERCENTAGE OF SAMPLING TOLERANCE)
425	4.8%
300	5.8
200	7.1
100	10.0

#### SAMPLE PROFILE

<u>AGE</u>		<u>TYPICAL MODE OF TRANSPORTATION</u>	
Under 25	9%	Car/Truck	84%
25 to 34	38	Bike	10
35 to 44	11	Bus	2
45 to 54	17	Ride Share/Taxi	2
55 to 64	8	Walk	1
65 or over	<u>17</u>	Light rail	1
	100%	Motorcycle	<u>1</u>
			101%

\*Does not equal 100% due to rounding



## SUMMARY OF THE FINDINGS

### KEY STUDY FINDINGS

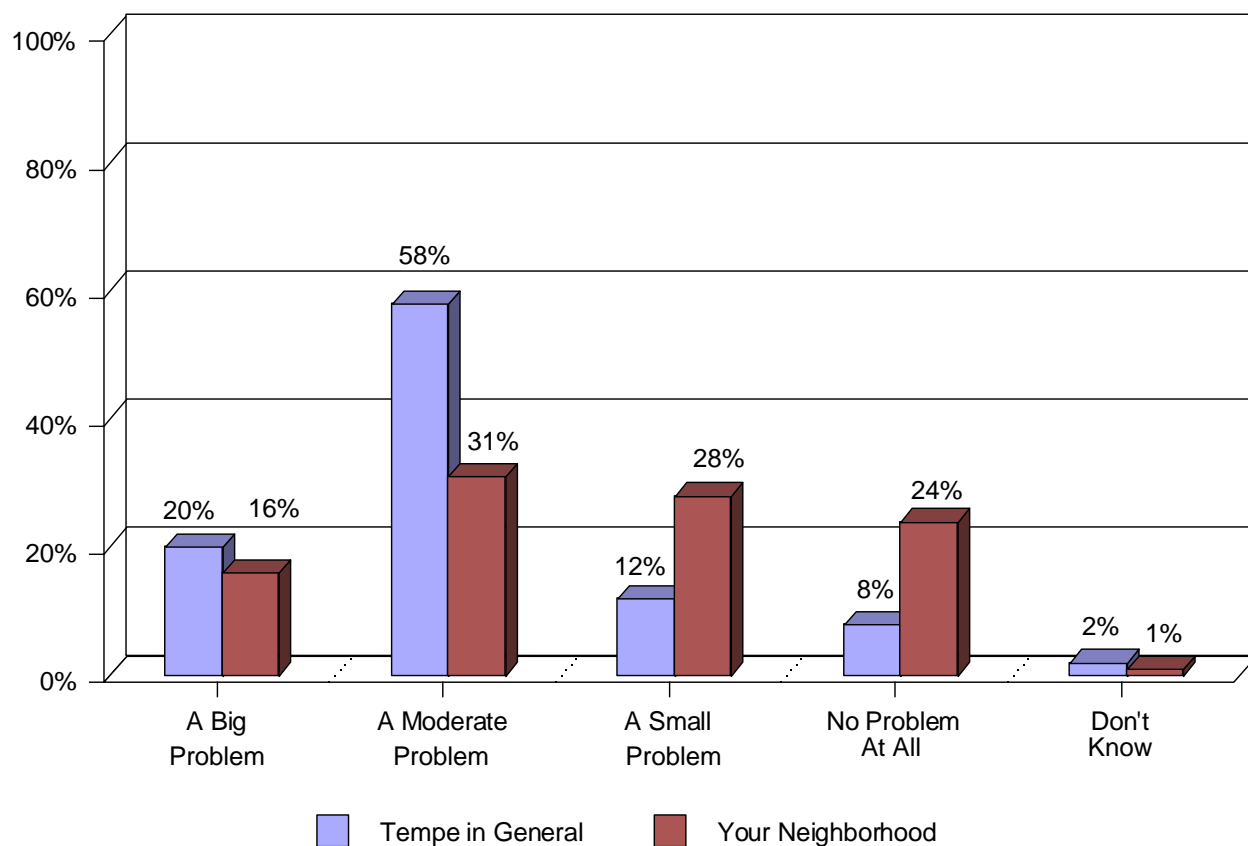
- Seventy-eight percent of Tempe residents believe that traffic congestion in Tempe in general is either a big problem (20%) or a moderate problem (58%), while less than a majority of residents (47%) believe that traffic congestion on the major roads adjacent to their neighborhood is a big (16%) or moderate (31%) problem.
- Residents believe that afternoon drive time is by far the worst time for congestion with a reading of 84 percent. Morning drive time is mentioned by 35 percent of residents as the worst time.
- With a reading of 61 percent, Friday is viewed as the worst day for congestion in Tempe. Receiving slightly lower readings of approximately 50 percent are the remaining four weekdays.
- Seven Tempe intersections receive readings over ten percent when residents are asked to indicate those intersections with the worst congestion problems: University & Rural (18%); Broadway & Rural (16%); University & Mill (16%); Southern & Rural (15%); Southern & Mill (13%); Broadway & Mill (12%); Apache & Rural (12%).
- Sixty-one percent of residents indicate that in the past month they have been delayed at an intersection in Tempe because of a stopped bus, with a median reading of 2.0 times over the period.
- Fifty-nine percent of residents who had experienced a bus-caused delay in the past month believe that the installation of bus pullouts would help “a lot” to improve Tempe traffic congestion.
- Seventy-eight percent of residents indicate that in the past three months they have been delayed in traffic while traveling on a major road in Tempe because of a lane restriction related to construction, with a median reading of 4.0 times over the period.
- Sixty-six percent of residents who experienced construction delays in the past three months would prefer that lane restrictions or closures related to construction occur overnight, even if it might produce noise on a major road adjacent to their neighborhood.
- A slight majority of Tempe residents (52%) oppose adding bike lanes to major roads in Tempe if it means removing a lane of traffic.

### TRAFFIC CONGESTION IN TEMPE

Nearly eight out of ten residents (78%) believe that traffic congestion in Tempe in general is either a big problem (20%) or a moderate problem (58%), with northern Tempe residents offering somewhat higher problem readings than southern Tempe residents.

In comparison, less than a majority of residents (47%) believe that traffic congestion on the major roads adjacent to their neighborhood is a big (16%) or moderate (31%) problem. Only among northwestern Tempe residents does the problem reading reach majority status (55%).

### TEMPE TRAFFIC CONGESTION



C1

TABLE 1: EVALUATION OF  
TEMPE TRAFFIC CONGESTION

“How big of a problem would you say the amount of traffic congestion in **Tempe is in general?**”

	REGION				
	TOTAL	North- west	North- east	South- west	South- east
A big problem	20%	18%	23%	17%	20%
A moderate problem	58	64	58	57	53
A small problem	12	10	10	14	15
No problem at all	8	7	6	10	12
Don't know	<u>2</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>0</u>
	100%	100%	100%	100%	100%
<b>BIG/MODERATE SUMMARY</b>	<b>78%</b>	<b>82%</b>	<b>81%</b>	<b>74%</b>	<b>73%</b>

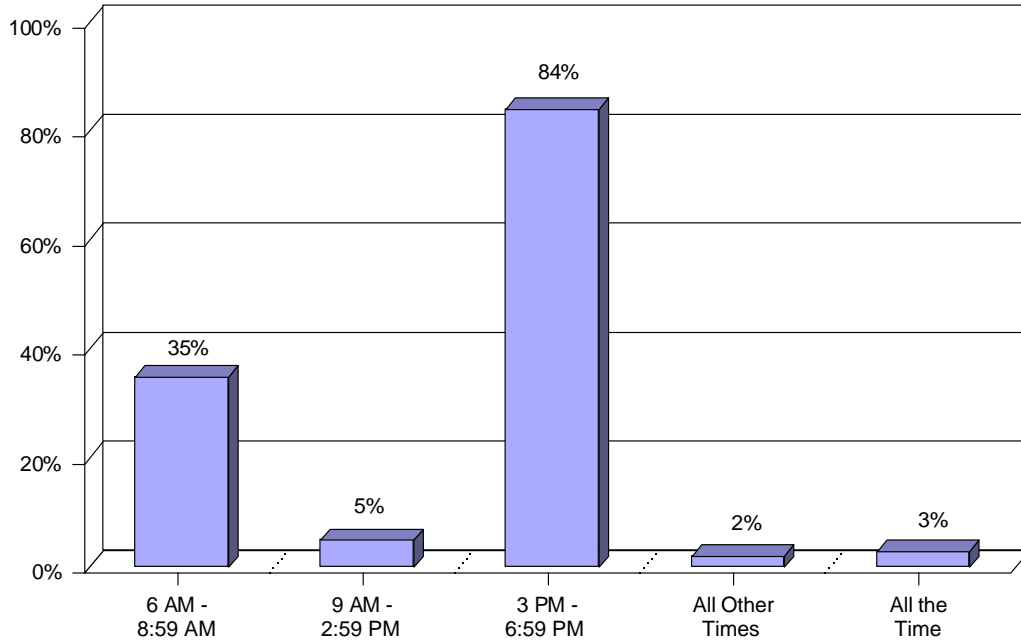
“How big of a problem would you say traffic congestion is on the major streets adjacent to **your neighborhood?**”

A big problem	16%	20%	16%	11%	17%
A moderate problem	31	35	24	36	29
A small problem	28	13	38	29	28
No problem at all	24	31	19	22	25
Don't know	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>1</u>
	100%	100%	100%	100%	100%
<b>BIG/MODERATE SUMMARY</b>	<b>47%</b>	<b>55%</b>	<b>40%</b>	<b>47%</b>	<b>46%</b>

When residents who believe congestion is a big or moderate problem in Tempe are asked to reveal the worst times for congestion, the afternoon drive time receives by far the highest reading of 84 percent. This high reading is consistent across all regions. Morning drive time is mentioned by 35 percent of residents, with residents in southern Tempe offering particularly high readings.

### WORST TIMES FOR TRAFFIC CONGESTION IN TEMPE

(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)



C2

**TABLE 2: WORST TIMES FOR TRAFFIC CONGESTION IN TEMPE**

(AMONG THOSE WHO FEEL A CONGESTION IS A BIG OR MODERATE PROBLEM IN TEMPE)

“Is there a certain time of day that you feel congestion is worse in Tempe?”

	REGION				
	TOTAL	North-west	North-east	South-west	South-east
6 a.m. to 8:59 a.m.	35%	25%	31%	50%	41%
9 a.m. to 2:59 p.m.	5	16	1	2	2
3 p.m. to 6:59 p.m.	84	76	90	86	80
All other times	2	2	1	2	5
All the time	3	1	6	1	2

Totals do not equal 100% due to multiple responses

Continuing with this line of questioning, we find that Friday, with a reading of 61 percent, is viewed as the worst day for congestion in Tempe. Receiving slightly lower readings of approximately 50 percent are the remaining four weekdays. The data also reveals that northeast residents offer particularly high weekday readings, while southwest residents offer particularly low weekday readings.

## WORST DAYS FOR TRAFFIC CONGESTION IN TEMPE

(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)

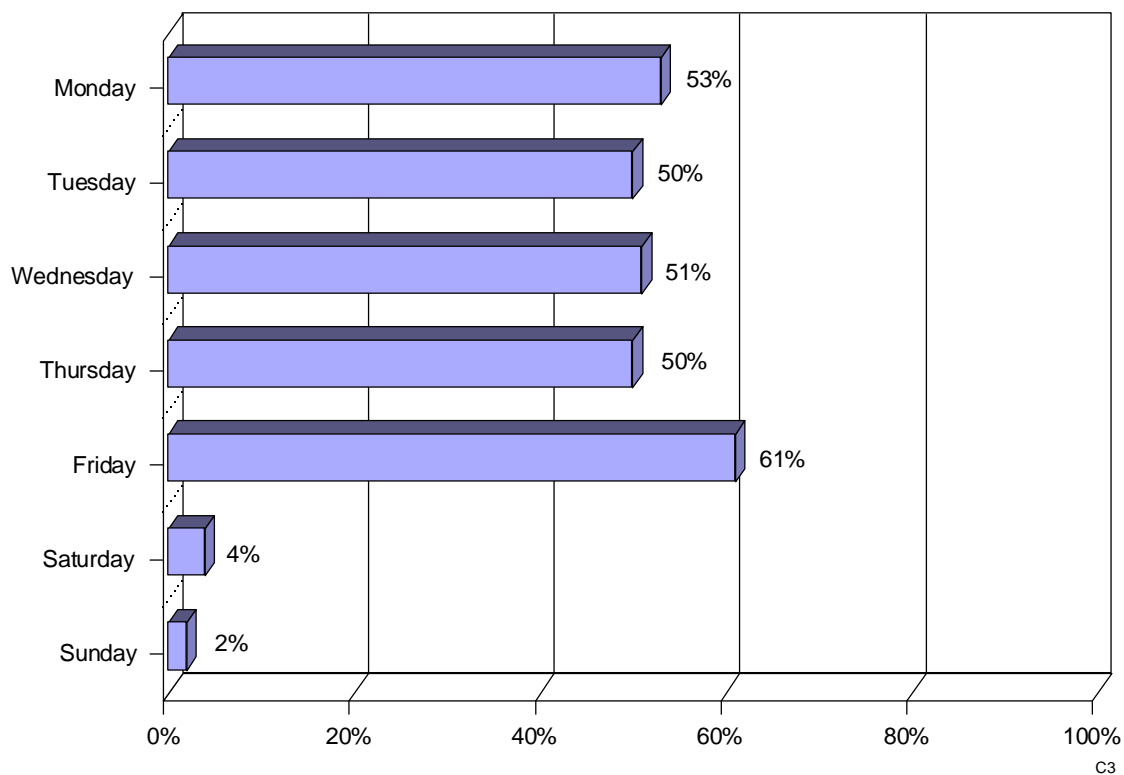


TABLE 3: WORST DAYS FOR TRAFFIC  
CONGESTION IN TEMPE

(AMONG THOSE WHO FEEL CONGESTION IS A  
BIG OR MODERATE PROBLEM IN TEMPE)

“Is there a certain day of the week that you feel congestion is  
worse in Tempe?”

	REGION				
	TOTAL	North- west	North- east	South- west	South- east
Monday	53%	49%	67%	39%	51%
Tuesday	50	48	61	39	49
Wednesday	51	53	63	39	43
Thursday	50	48	60	40	49
Friday	61	56	78	51	52
Saturday	4	2	7	2	2
Sunday	2	2	2	2	1
Every day	15	21	5	20	14

Totals exceed 100% due to multiple responses

Finally, in this section we find that seven Tempe intersections receive readings over ten percent when residents are asked to indicate those intersections with the worst congestion problems. As might be expected, response to this question varies sharply by city region.

### WORST INTERSECTION FOR TRAFFIC CONGESTION IN TEMPE

(Among Those Who Feel Congestion is a Big or Moderate Problem in Tempe)

#### TOP 7 MENTIONS

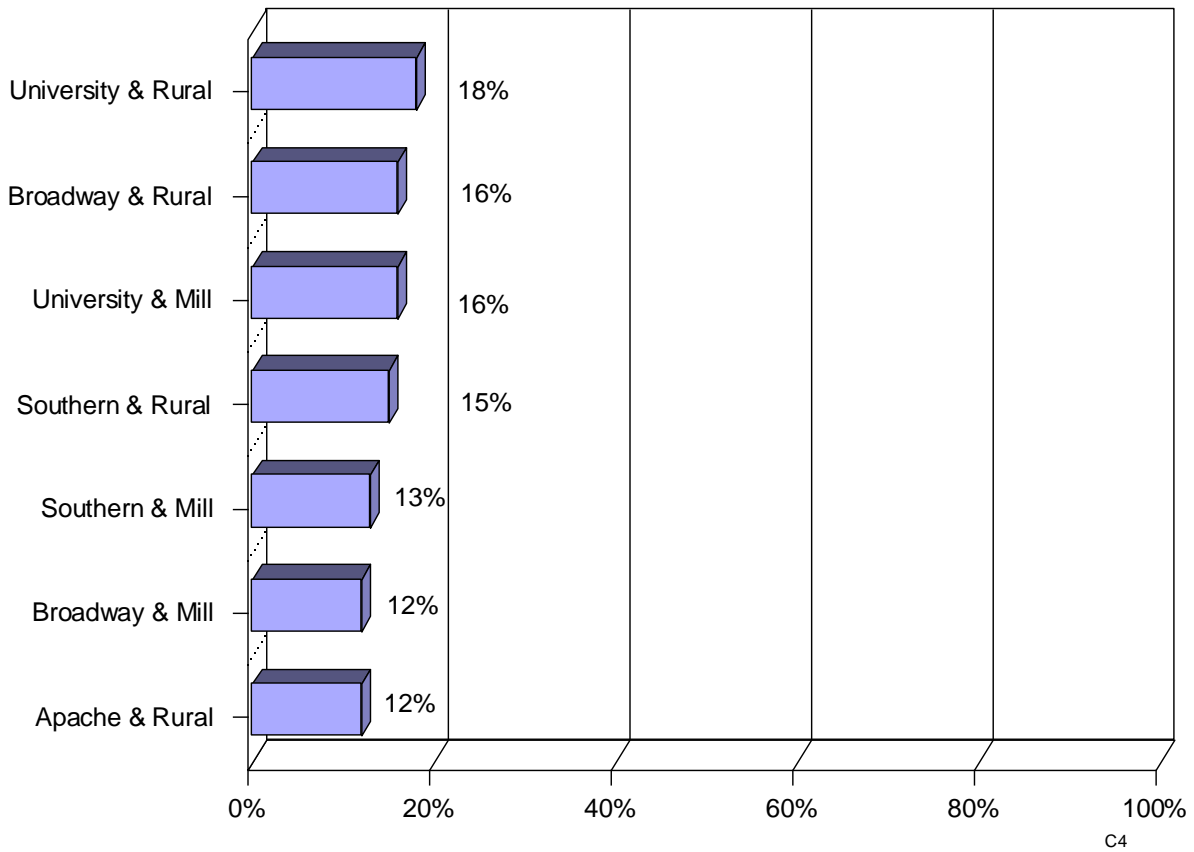


TABLE 4: WORST INTERSECTIONS FOR  
TRAFFIC CONGESTION IN TEMPE

(AMONG THOSE WHO FEEL CONGESTION IS A  
BIG OR MODERATE PROBLEM IN TEMPE)

“Which intersections in Tempe do you feel have the worst  
congestion problems?”

	REGION				
	TOTAL	North- west	North- east	South- west	South- east
University & Rural	18%	11%	19%	30%	13%
Broadway & Rural	16	15	27	8	9
University & Mill	16	25	17	10	7
Southern & Rural	15	19	16	14	10
Southern & Mill	13	19	12	9	11
Broadway & Mill	12	5	26	6	5
Apache & Rural	12	9	13	8	19
Southern & McClintock	9	3	8	9	21
Baseline & Mill	9	7	5	23	2
University & McClintock	9	14	6	8	9
Baseline & McClintock	9	2	5	16	16
Baseline & Rural	8	4	4	13	16
Apache & McClintock	7	4	8	3	13
Broadway & McClintock	6	3	2	6	15
Baseline & Priest	5	2	2	16	4
Guadalupe & McClintock	5	1	1	6	20
Southern & Priest	5	7	6	4	1
Broadway & Priest	4	8	3	4	1
Guadalupe & Rural	3	2	*	5	7
All others	17	10	19	26	12

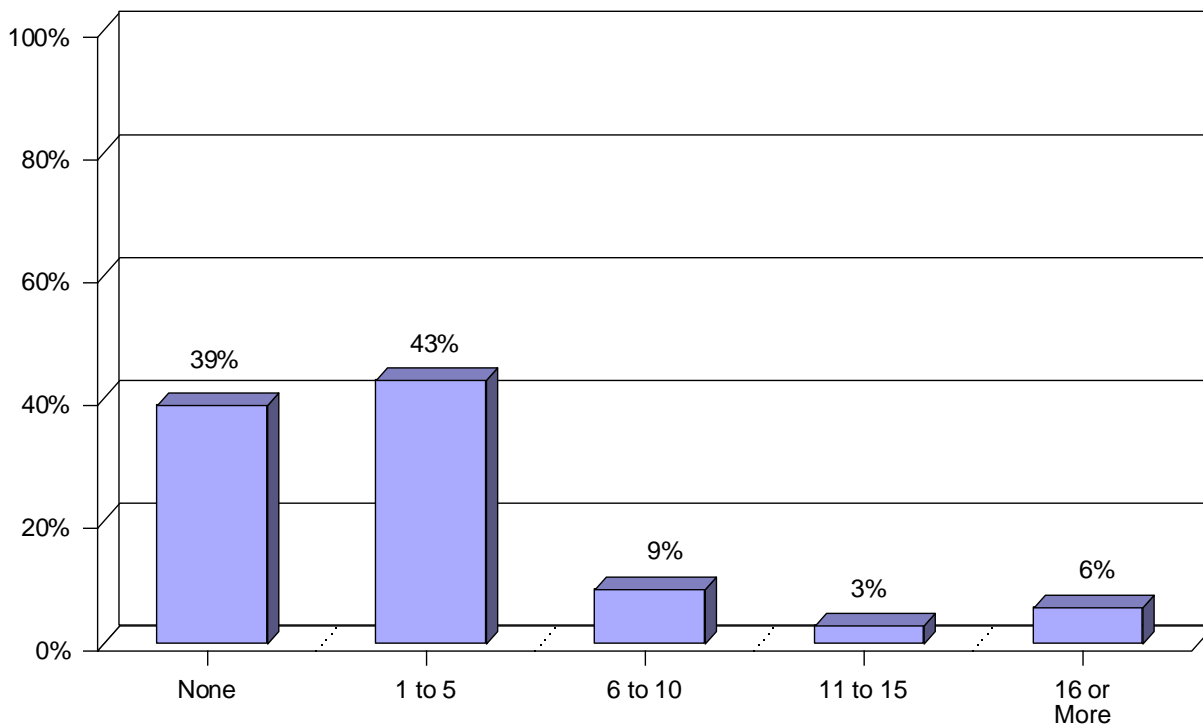
\* Indicates % less than .5



**EXPERIENCE WITH BUS DELAYS**

Sixty-one percent of residents indicate that in the past month they have been delayed at an intersection in Tempe because of a stopped bus, with a median reading of 2.0 times over the period. Southeast residents report the lowest bus-caused delay reading.

**EXPERIENCE WITH BUS-CAUSED TRAFFIC DELAYS**



C5

**TABLE 5: EXPERIENCE WITH BUS - CAUSED TRAFFIC DELAYS**

“Next, in the past month, how many times, if any, have you been delayed at an intersection in Tempe because of a stopped bus?”

	REGION				
	TOTAL	North-west	North-east	South-west	South-east
None	39%	33%	39%	33%	56%
1 to 5	43	50	39	45	36
6 to 10	9	4	16	10	1
11 to 15	3	1	2	7	*
16 or more	6	12	4	5	7
	100%	100%	100%	100%	100%
<b>MEDIAN TIMES</b>	2.0	2.4	2.1	2.5	<1.0

\*Indicates % less than .5

Eight Tempe intersections record readings of ten percent or over when residents are asked to reveal those intersections where they have experienced bus-caused delays.

### INTERSECTIONS WHERE BUS DELAYS EXPERIENCED

(Among Those Who Have Experienced Bus Delays in the Past Month)

#### TOP 8 MENTIONS

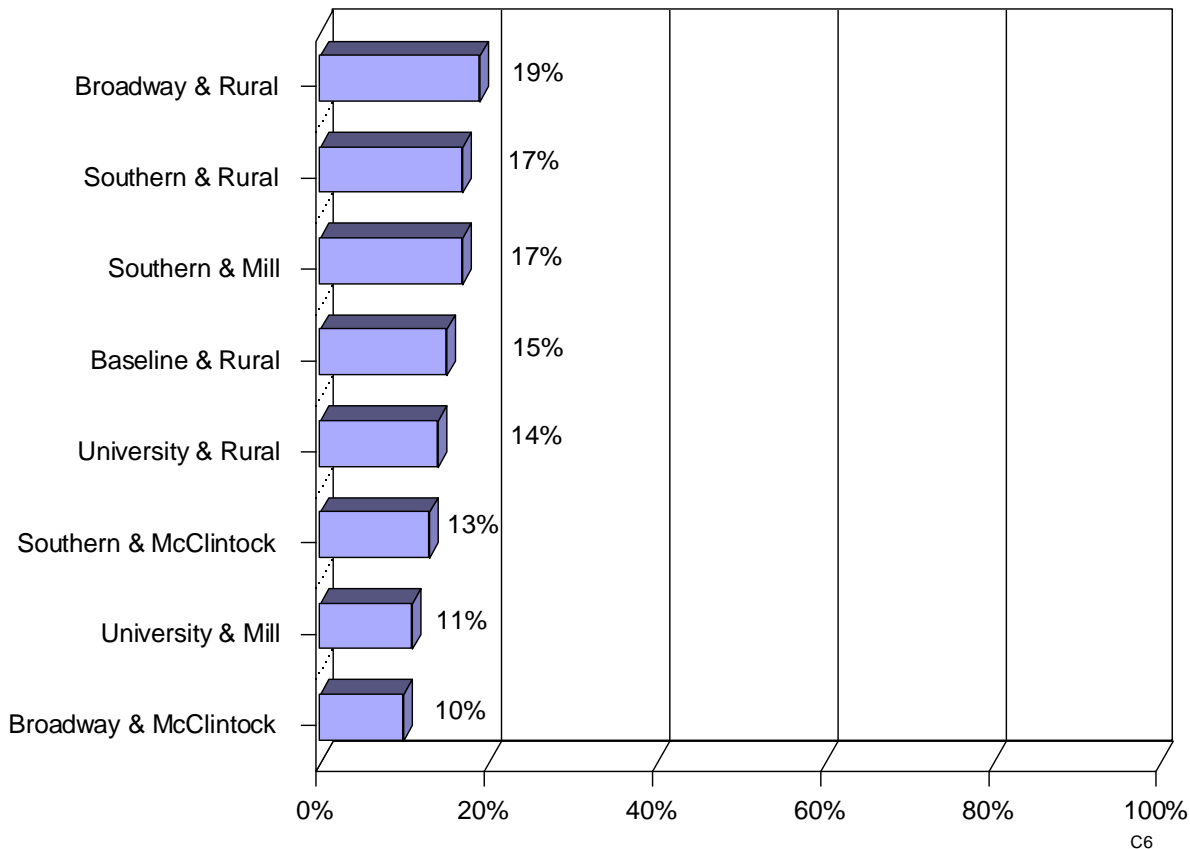


TABLE 6: INTERSECTIONS WHERE  
BUS DELAYS EXPERIENCED

(AMONG THOSE WHO HAVE EXPERIENCED  
BUS DELAYS IN THE PAST MONTH)

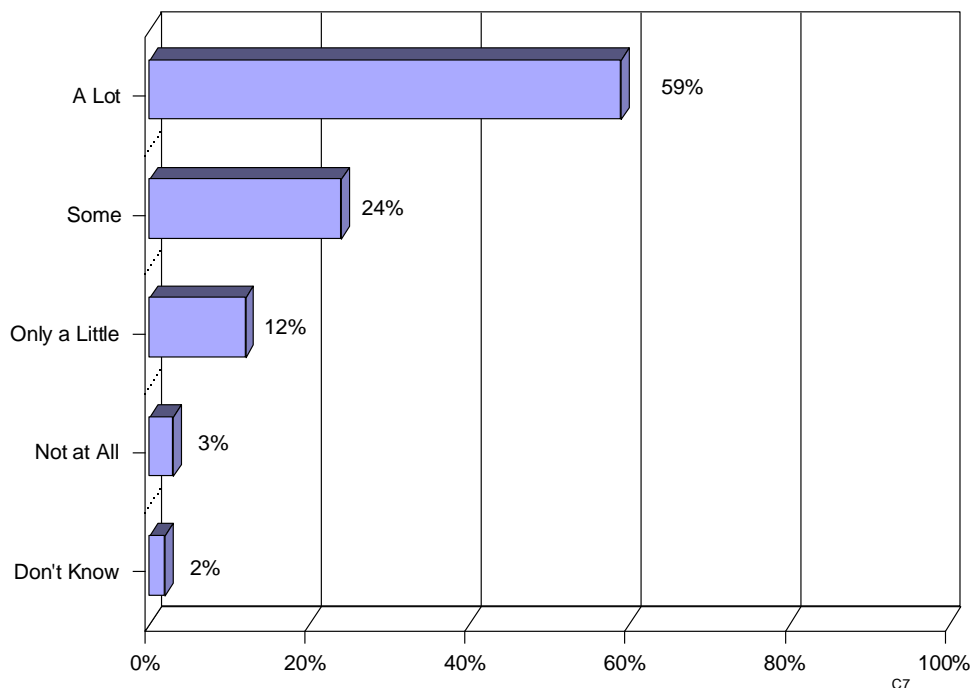
“At which intersection have you experienced delays? Please give me the cross streets that form each intersection.”

	REGION				
	TOTAL	North- west	North- east	South- west	South- east
Broadway & Rural	19%	37%	19%	5%	10%
Southern & Rural	17	19	25	8	10
Southern & Mill	17	28	14	9	16
Baseline & Rural	15	27	8	15	8
University & Rural	14	25	10	10	6
Southern & McClintock	13	24	11	4	10
University & Mill	11	18	9	12	1
Broadway & McClintock	10	16	3	7	17
Apache & Rural	9	15	7	9	1
Baseline & Mill	9	16	1	13	2
Baseline & McClintock	9	17	4	9	7
Baseline & Priest	9	15	1	17	1
Broadway & Priest	9	23	6	1	1
Guadalupe & Rural	9	14	1	12	12
University & McClintock	8	15	6	4	2
University & Priest	8	15	11	1	0
Broadway & Mill	7	15	9	0	0
Apache & McClintock	7	15	2	6	2
Guadalupe & McClintock	6	14	2	0	10
Southern & Priest	5	15	0	1	6
McClintock & Elliot	2	0	0	8	1
McClintock & Warner	1	0	0	0	8
All others	10	11	3	13	16

In a related question, 59 percent of residents who had experienced a bus-caused delay in the past month believe that the installation of bus pullouts would help “a lot” to improve Tempe traffic congestion. Only among southeast residents does the “a lot” reading dip below 50 percent.

### PERCEIVED IMPACT OF BUS PULLOUTS ON TRAFFIC CONGESTION

(Among Those Who Have Experienced Bus Delays in the Past Month)



**TABLE 7: PERCEIVED IMPACT OF BUS PULLOUTS ON TRAFFIC CONGESTION**

(AMONG THOSE WHO HAVE EXPERIENCED BUS DELAYS IN THE PAST MONTH)

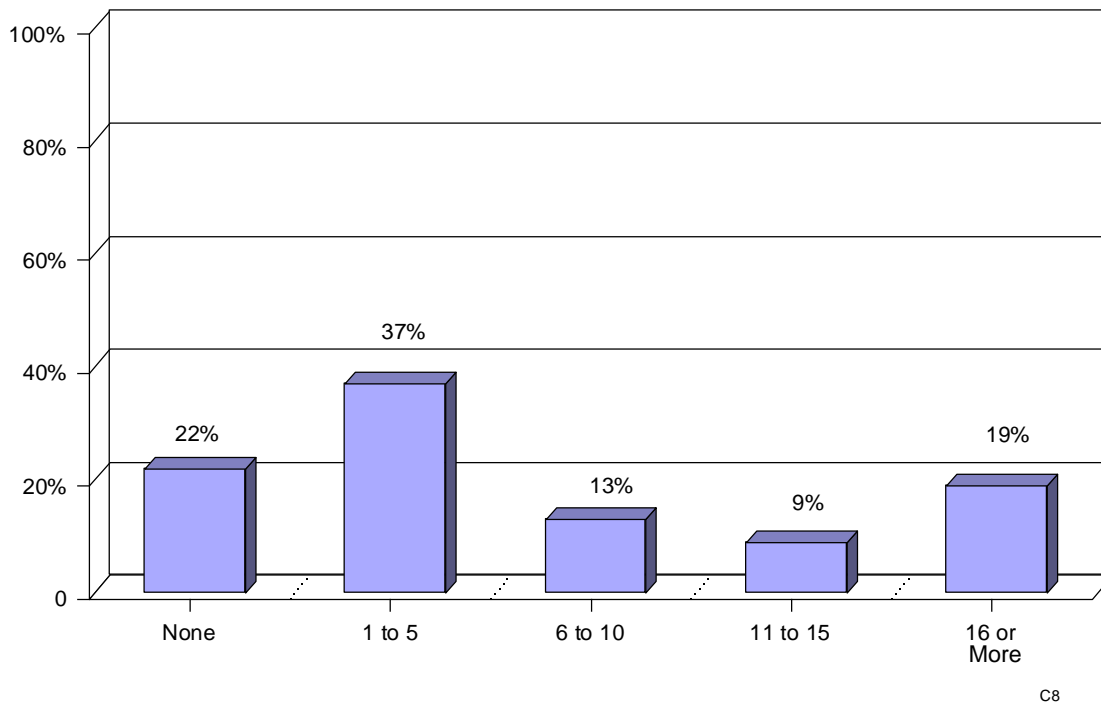
“Do you feel that installing bus pullouts, which is when a bus pulls out of the traffic lane to pick up passengers, would help a lot, some, only a little or not at all to improve traffic congestion in Tempe?”

	REGION				
	TOTAL	North-west	North-east	South-west	South-east
A lot	59%	51%	67%	66%	46%
Some	24	30	18	20	29
Only a little	12	16	11	5	17
Not at all	3	2	3	4	4
Don't know	<u>2</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>4</u>
	100%	100%	100%	100%	100%

**EXPERIENCE WITH CONSTRUCTION-CAUSED DELAYS**

Seventy-eight percent of residents indicate that in the past three months they have been delayed in traffic while traveling on a major road in Tempe because of a lane restriction related to construction with a median reading of 4.0 times over the period. Once again, southeast residents report the lowest construction caused delay reading.

**EXPERIENCE WITH CONSTRUCTION -  
CAUSED TRAFFIC DELAYS**



**TABLE 8: EXPERIENCE WITH CONSTRUCTION-  
CAUSED TRAFFIC DELAYS**

“In the past three months, how many times, if any, have you been delayed in traffic while traveling on a major road in Tempe because of a lane restriction or closure related to construction?”

	REGION				
	TOTAL	North-west	North-east	South-west	South-east
None	22%	19%	19%	24%	25%
1 to 5	37	35	34	36	49
6 to 10	13	17	15	7	13
11 to 15	9	10	6	16	5
16 or more	<u>19</u>	<u>19</u>	<u>26</u>	<u>17</u>	<u>8</u>
	100%	100%	100%	100%	100%
<b>MEDIAN TIMES</b>	4.0	4.5	4.7	3.8	3.1

When residents who have experienced construction delays in the past three months are asked if they would prefer that lane restrictions or closures related to construction occur overnight, 66 percent say yes, even if it might produce noise on a major road adjacent to their neighborhood. This attitude is universal across each City region.

## PREFERENCE FOR OVERNIGHT CONSTRUCTION CLOSURES

(Among Those Who Have Experienced Construction Delays in the Past 3 Months)

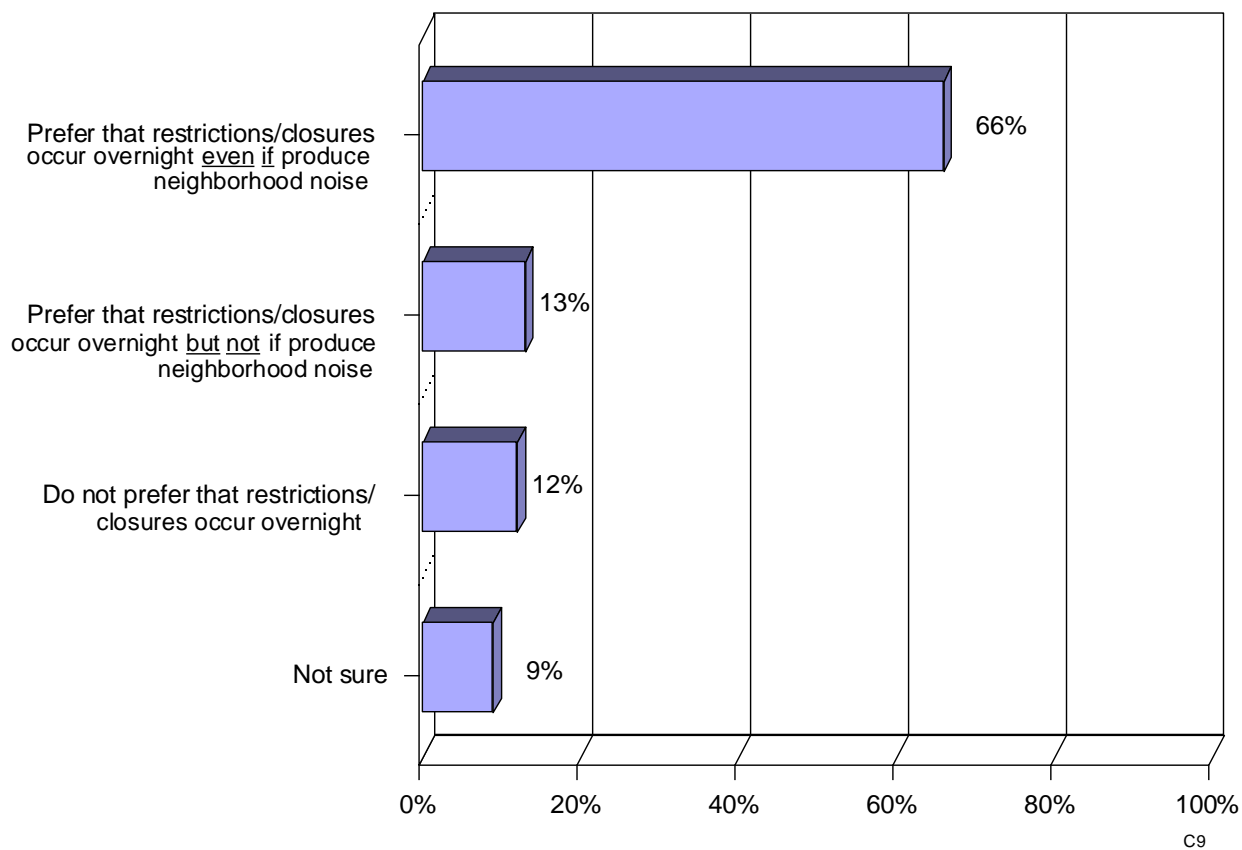


TABLE 9: PREFERENCE FOR OVERNIGHT  
CONSTRUCTION CLOSURES

(AMONG THOSE WHO HAVE EXPERIENCED  
CONSTRUCTION DELAYS IN THE PAST 3 MONTHS)

“Would you prefer that lane restrictions or closures related to  
construction occurred overnight in Tempe?”

	REGION				
	TOTAL	North- west	North- east	South- west	South- east
Yes	83%	87%	86%	81%	75%
No	12	13	12	11	13
Don't know	<u>5</u>	<u>*</u>	<u>2</u>	<u>8</u>	<u>12</u>
	100%	100%	100%	100%	100%

(AMONG THOSE PREFERRING OVERNIGHT CLOSURES)

“And would you still prefer that lane restrictions and closures  
related to construction occurred overnight in Tempe even if it was  
on a major road adjacent to your neighborhood which may  
produce noise?”

Yes	80%	88%	71%	84%	77%
No	15	9	22	13	14
Don't know	<u>5</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>9</u>
	100%	100%	100%	100%	100%

\*Indicates % less than .5

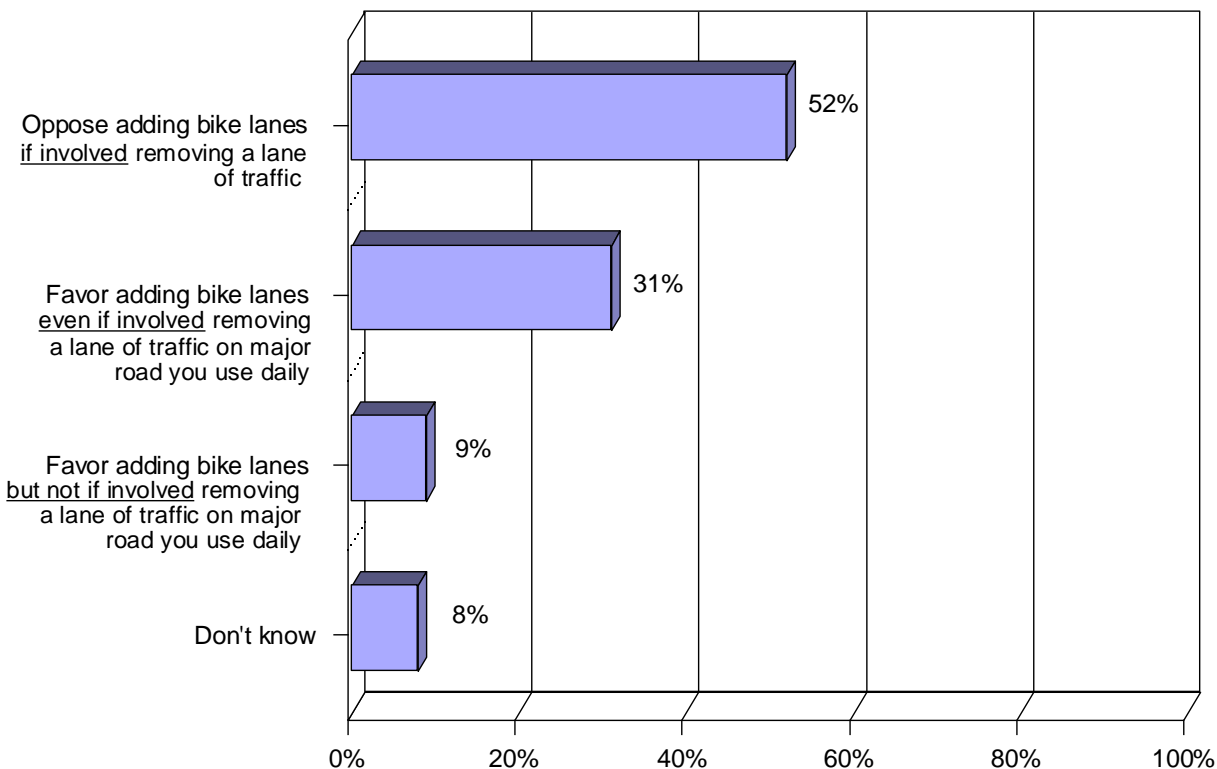
SUMMARY

Prefer restrictions/closures occur overnight <u>even if</u> produce neighborhood noise	66%	77%	61%	69%	58%
Prefer restrictions/closures occur overnight <u>but not if</u> produce neighborhood noise	13	8	19	10	11
Do not prefer restrictions/ closures occur overnight	12	13	12	12	12
Don't know	<u>9</u>	<u>2</u>	<u>8</u>	<u>9</u>	<u>19</u>
	100%	100%	100%	100%	100%

## ATTITUDE ABOUT ADDING BIKE LANES ON MAJOR ROADS

A majority of Tempe residents (52%) oppose adding bike lanes to major roads in Tempe if it means removing a lane of traffic. Only in the northwest region of the City does opposition drop below majority with a reading of only 34 percent. In this region, 50 percent of residents favor adding bike lanes even if it involves removing a lane of traffic on a major road they use daily.

### ATTITUDE ABOUT ADDING BIKE LANES TO MAJOR TEMPE ROADS



C10



TABLE 10: ATTITUDE ABOUT ADDING  
BIKE LANES TO MAJOR TEMPE ROADS

“Do you favor or oppose adding bicycle lanes to major roads in Tempe if it means removing a lane of traffic?”

	REGION				
	TOTAL	North-west	North-east	South-west	South-east
Favor	43%	54%	41%	38%	36%
Oppose	51	34	56	61	56
Don't know	<u>6</u>	<u>12</u>	<u>3</u>	<u>1</u>	<u>8</u>
	100%	100%	100%	100%	100%

(AMONG THOSE FAVORING BIKE LANES)

“And would you still favor adding bicycle lanes to major roads in Tempe if it involved removing a lane of traffic along a major road that you use daily?”

Favor	74%	92%	79%	38%	74%
Oppose	21	7	20	42	26
Don't know	<u>5</u>	<u>1</u>	<u>1</u>	<u>20</u>	<u>*</u>
	100%	100%	100%	100%	100%

\*Indicates % less than .5

SUMMARY

Oppose adding bike lanes <u>if involved</u> removing a lane of traffic	52%	34%	56%	61%	56%
Favor adding bike lanes <u>even if involved</u> removing a lane of traffic on major road you use daily	31	50	32	15	26
Favor adding bike lanes <u>but not if involved</u> removing a lane of traffic on major road you use daily	9	4	8	15	9
Don't know	<u>8</u>	<u>12</u>	<u>4</u>	<u>9</u>	<u>9</u>
	100%	100%	100%	100%	100%

## MAJOR TEMPE ROADS TRAVELED MOST OFTEN

The three most travelled major streets in Tempe are Rural (45%), McClintock (43%) and Southern (38%).

TABLE 11: MAJOR TEMPE ROADS  
TRAVELED MOST OFTEN

“What major street in Tempe do you travel the most?”

	TOTAL	REGION			
		North-west	North-east	South-west	South-east
Rural	45%	48%	40%	51%	44%
McClintock	43	17	64	28	62
Southern	38	57	46	24	16
Broadway	23	26	37	13	6
Baseline	19	6	13	37	26
Mill	17	30	16	10	8
University	17	19	26	9	6
Priest	11	19	6	15	3
Apache	10	2	21	5	6
Elliot	9	1	1	19	23
Guadalupe	7	1	1	13	20
Warner	3	0	*	8	7
All others	8	5	4	11	11

\*Indicates % less than .5

**APPENDIX**

Survey Questionnaire

Hello, my name is \_\_\_\_\_ and I'm with the Behavior Research Center of Arizona. We're conducting a survey for the City of Tempe Transportation Division on important transportation issues affecting the City and I'd like to speak with you for a few minutes.

A. Before we get started however, are you 18 years of age or older and a resident of Tempe?

IF YES: CONTINUE

IF NO: ASK TO SPEAK WITH OTHER HOUSEHOLD MEMBER 18+ AND RESIDENT. REINTRODUCE YOURSELF AND CONTINUE. IF NONE AVAILABLE, ARRANGE CALLBACK. IF NONE, TERMINATE.

**(CELLPHONE SAMPLE ONLY)**

B. Are you currently driving a vehicle or doing any activity that requires your full attention?

(ARRANGE CALLBACK) Yes...1  
(CONTINUE) No...2

1. To begin, do you live north or south of US 60?

North...1  
South...2

2. And do you live east or west of Rural Road?

East...1  
West...2

3. How big of a problem would you say the amount of traffic congestion is in Tempe in general?  
(READ EACH EXCEPT DK)

A big problem...1  
A moderate problem...2  
A small problem...3  
Or no problem at all...4  
Don't know/NA...5

4. And how big of a problem would you say traffic congestion is on the major streets adjacent to your neighborhood? (READ EACH EXCEPT DK)

A big problem...1  
A moderate problem...2  
A small problem...3  
Or no problem at all...4  
Don't know/NA...5

**(IF Q3 OR Q4 = 1 OR 2, GO TO Q5; OTHERWISE GO TO Q8)**

5. Is there a certain time of day that you feel traffic congestion is worse in Tempe? (DO NOT READ)

6 a.m. to 9 a.m....1  
9 a.m. to 3 p.m....2  
3 p.m. to 7 p.m....3  
All the time...4  
Don't know/NA...5

6. Is there a certain day of the week that you feel traffic congestion is worse in Tempe? (DO NOT READ – MARK ALL MENTIONED).

- Sunday...1
- Monday...2
- Tuesday...3
- Wednesday...4
- Thursday...5
- Friday...6
- Saturday...7
- Every day...8
- Don't know/NA...9

7. Which intersections in Tempe do you feel have the worst congestion problem? Please give me the two cross streets that form each intersection. (MARK ALL MENTIONED).

- Apache and Rural...1
- Apache and McClintock...2
- Baseline and Priest...3
- Baseline and McClintock...4
- Baseline and Mill...5
- Baseline and Rural...6
- Broadway and Rural...7
- Broadway and McClintock...8
- Broadway at Mill...9
- Broadway at Priest...10
- Guadalupe and Rural...11
- Guadalupe and McClintock...12
- Southern and McClintock...13
- Southern and Priest...14
- Southern and Mill...15
- Southern and Rural...16
- University and McClintock...17
- University and Priest...18
- University and Mill...19
- University and Rural...20
- \_\_\_\_\_ Other (SPECIFY)

8. What are the major roads in Tempe that you travel the most? (MARK ALL MENTIONED)

- Apache...1
- Baseline...2
- Broadway...3
- Elliot...4
- Guadalupe...5
- McClintock...6
- Mill...7
- Priest...8
- Rio Salado...9
- Rural...10
- Southern...11
- University...12
- \_\_\_\_\_ Other (SPECIFY)

9. Next, in the past month, how many times, if any, have you been delayed at an intersection in Tempe because of a stopped bus?

- (GO TO Q11) None...1
- 1 to 5...2
- (GO TO Q10) 6 to 10...3
- 11 to 15...4
- 16 or more...5

10. At which intersections have you experienced delays? Please give me the two cross streets that form each intersection. (MARK ALL MENTIONED).

- Apache and Rural...1
- Apache and McClintock...2
- Baseline and Priest...3
- Baseline and McClintock...4
- Baseline and Mill...5
- Baseline and Rural...6
- Broadway and Rural...7
- Broadway and McClintock...8
- Broadway at Mill...9
- Broadway at Priest...10
- Guadalupe and Rural...11
- Guadalupe and McClintock...12
- Southern and McClintock...13
- Southern and Priest...14
- Southern and Mill...15
- Southern and Rural...16
- University and McClintock...17
- University and Priest...18
- University and Mill...19
- University and Rural...20
- \_\_\_\_\_ Other (SPECIFY)

11. Do you feel that installing bus pullouts, which is when a bus pulls out of the traffic lane to pick up passengers, would help a lot, some, only a little or not at all to improve traffic congestion in Tempe?

- A lot...1
- Some...2
- Only a little...3
- Not at all...4
- Don't know...5

12. In the past three months, how many times if any, have you been delayed in traffic while traveling on a major road in Tempe because of a lane restriction or closure related to construction?

- (GO TO Q15) None...1
- 1 to 5...2
- (GO TO Q13) 6 to 10...3
- 11 to 15...4
- 16 or more...5

13. Would you prefer that lane restrictions or closures related to construction occurred overnight in Tempe?

- (GO TO Q14) Yes...1
- No...2
- (GO TO Q15) Don't know...3

14. And would you still prefer that lane restrictions and closures related to construction occurred overnight in Tempe even if it was on a major road adjacent to your neighborhood which may produce noise?
- Yes...1  
No...2  
Don't know...3
15. Do you favor or oppose adding bicycle lanes to major roads in Tempe if it means removing a lane of traffic?
- (GO TO Q16) Favor...1  
Oppose...2  
(GO TO Q17) Don't know...3
16. And would you favor or oppose adding bicycle lanes to major roads in Tempe if it involved removing a lane of traffic along a major road that you use daily?
- Favor...1  
Oppose...2  
Don't know...3
17. Now, before I finish, I need two pieces of information about yourself for classification purposes only. First, which one of the following categories best describes your age? (READ EACH EXCEPT REFUSED)
- Under 25...1  
25 to 34...2  
35 to 44...3  
45 to 54...4  
55 to 64...5  
65 or over...6  
Refused...7
18. And finally, what mode of transportation do you use most often to travel in Tempe? (DO NOT READ)
- Car/truck...1  
Bus...2  
Bike...3  
Walk...4  
\_\_\_\_\_ Other (SPECIFY)

Thank you very much, that completes this interview. We very much appreciate your help on this project. My supervisor may want to call you to verify that I conducted this interview so may I have your first name so that they may do so?  
(VERIFY PHONE NUMBER)

NAME: \_\_\_\_\_ PHONE #: \_\_\_\_\_

**CITY OF TEMPE  
TRAFFIC CONGESTION SURVEY**

**ONLINE SUPPLEMENT**

October 2016

Prepared for  
City of Tempe  
Transportation Division

Prepared by  
Behavior Research Center, Inc.  
45 East Monterey Way  
Phoenix, Arizona 85012  
(602) 258-4554





## SURVEY BACKGROUND

This summary report presents the findings of an Online Supplement Survey to a City of Tempe Traffic Congestion Survey conducted for the City of Tempe Transportation Division.

The base Tempe Traffic Congestion Survey was based on 425 telephone interviews conducted with a representative cross-section of Tempe residents 18 years of age or older. Respondent selection for the project was accomplished via a computer-generated pure unweighted (EPSEM) random digit dial (RDD) telephone sample which selects households on the basis of telephone prefix. This method was used because it ensured a randomly-selected sample of area households proportionately allocated throughout the sample universe. This method also ensured that all unlisted and newly listed telephone households were included in the sample. A pre-identification screening process was also utilized on this project. This computer procedure screened the sample to remove known business and commercial phone prefixes in addition to disconnects, faxes and computers. Both landlines and cell telephones were included in this research.

All of the interviewing on the base survey was conducted between September 28 and October 9, 2016, at the Center's central location telephone facility where each interviewer worked under the direct supervision of BRC supervisory personnel. Interviewing was conducted during a cross-section of late afternoon, evening, weekday and weekend hours. During the interviewing segment of this study, up to five separate attempts, on different days and during different times of day, were made to contact each selected household. Only after five unsuccessful attempts was a household substituted in the sample.

All random sample surveys are subject to sampling error. Sampling error, stated simply, is the difference between the results obtained from a sample and those which would be obtained by surveying the entire population under consideration. The size of sampling error varies, to some extent, with the number of interviews completed and with the division of opinion on a particular question. The estimated sampling error for the base survey is +/-4.8 percent at a 95 percent confidence level. This sampling error figure represents the maximum error for survey findings where the division of opinion is approximately 50%/50%. Survey findings that show a more one-sided distribution of opinion, such as 70%/30% or 90%/10%, are usually subject to slightly lower sampling tolerances than those shown in the table.

**The results of the Online Supplement Survey presented in this summary report are based on a non-scientific opt in survey of 332 individuals who filled out the survey online between September 30 and October 23, 2016. Respondents were invited to participate in the survey either via an online invitation sent by the Transportation Division to neighborhood, homeowner and affiliated association contacts or via invitations posted on the city's Facebook and Twitter accounts. Non-scientific online surveys conducted using an opt in methodology do not lend themselves to the calculation of sampling error estimates as are traditionally reported for random sample telephone surveys.**

### SAMPLE PROFILE

<u>AGE</u>		<u>TYPICAL MODE OF TRANSPORTATION</u>	
Under 25	2%	Car/Truck	88%
25 to 34	20	Bike	10
35 to 44	21	Bus	1
45 to 54	23	Ride Share/Taxi	<u>1</u>
55 to 64	20		100%
65 or over	<u>14</u>		
	100%		

TABLE 1: EVALUATION OF  
TEMPE TRAFFIC CONGESTION

“How big of a problem would you say the amount of traffic congestion in Tempe is in general?”

	RESIDENT TELEPHONE SURVEY	ONLINE OPT IN SURVEY
A big problem	20%	34%
A moderate problem	58	44
A small problem	12	16
No problem at all	8	6
Don't know	<u>2</u>	<u>0</u>
	100%	100%
<b>BIG/MODERATE SUMMARY</b>	<b>78%</b>	<b>78%</b>

“How big of a problem would you say traffic congestion is on the major streets adjacent to your neighborhood?”

A big problem	16%	34%
A moderate problem	31	37
A small problem	28	18
No problem at all	24	11
Don't know	<u>1</u>	<u>0</u>
	100%	100%
<b>BIG/MODERATE SUMMARY</b>	<b>47%</b>	<b>71%</b>

~~~~~

TABLE 2: WORST TIMES FOR TRAFFIC  
CONGESTION IN TEMPE

(AMONG THOSE WHO FEEL CONGESTION IS A  
BIG OR MODERATE PROBLEM IN TEMPE)

“Is there a certain time of day that you feel congestion is worse in Tempe?”

|                     | RESIDENT<br>TELEPHONE<br>SURVEY | ONLINE<br>OPT IN<br>SURVEY |
|---------------------|---------------------------------|----------------------------|
| 6 a.m. to 8:59 a.m. | 35%                             | 57%                        |
| 9 a.m. to 2:59 p.m. | 5                               | 3                          |
| 3 p.m. to 6:59 p.m. | 84                              | 86                         |
| All other times     | 2                               | 1                          |
| All the time        | 3                               | 6                          |

Totals do not equal 100% due to multiple responses  
~~~~~

TABLE 3: WORST DAYS FOR TRAFFIC  
CONGESTION IN TEMPE

(AMONG THOSE WHO FEEL CONGESTION IS A  
BIG OR MODERATE PROBLEM IN TEMPE)

“Is there a certain day of the week that you feel congestion is worse in Tempe?”

	RESIDENT TELEPHONE SURVEY	ONLINE OPT IN SURVEY
Monday	53%	78%
Tuesday	50	77
Wednesday	51	76
Thursday	50	78
Friday	61	69
Saturday	4	8
Sunday	2	1
Every day	15	15

Totals exceed 100% due to multiple responses  
~~~~~

TABLE 4: WORST INTERSECTIONS FOR  
TRAFFIC CONGESTION IN TEMPE

(AMONG THOSE WHO FEEL CONGESTION IS A  
BIG OR MODERATE PROBLEM IN TEMPE)

“Which intersections in Tempe do you feel have the worst congestion problems?”

|                         | <u>RESIDENT<br/>TELEPHONE<br/>SURVEY</u> | <u>ONLINE<br/>OPT IN<br/>SURVEY</u> |
|-------------------------|------------------------------------------|-------------------------------------|
| University & Rural      | 18%                                      | 40%                                 |
| Broadway & Rural        | 16                                       | 33                                  |
| University & Mill       | 16                                       | 31                                  |
| Southern & Rural        | 15                                       | 43                                  |
| Southern & Mill         | 13                                       | 29                                  |
| Broadway & Mill         | 12                                       | 28                                  |
| Apache & Rural          | 12                                       | 30                                  |
| Southern & McClintock   | 9                                        | 41                                  |
| Baseline & Mill         | 9                                        | 10                                  |
| University & McClintock | 9                                        | 26                                  |
| Baseline & McClintock   | 9                                        | 30                                  |
| Baseline & Rural        | 8                                        | 18                                  |
| Apache & McClintock     | 7                                        | 32                                  |
| Broadway & McClintock   | 6                                        | 34                                  |
| Baseline & Priest       | 5                                        | 17                                  |
| Guadalupe & McClintock  | 5                                        | 16                                  |
| Southern & Priest       | 5                                        | 18                                  |
| Broadway & Priest       | 4                                        | 15                                  |
| Guadalupe & Rural       | 3                                        | 8                                   |
| All others              | 17                                       | 26                                  |

Note: online respondents reacted to a list of defined Intersections.

~~~~~

TABLE 5: EXPERIENCE WITH BUS -  
CAUSED TRAFFIC DELAYS

“Next, in the past month, how many times, if any, have you been delayed at an intersection in Tempe because of a stopped bus?”

	<u>RESIDENT TELEPHONE SURVEY</u>	<u>ONLINE OPT IN SURVEY</u>
None	39%	30%
1 to 5	43	44
6 to 10	9	17
11 to 15	3	4
16 or more	<u>6</u>	<u>5</u>
	100%	100%
 MEDIAN TIMES	 2.0	 2.8
 ~~~~~		

TABLE 6: INTERSECTIONS WHERE  
BUS DELAYS EXPERIENCED

(AMONG THOSE WHO HAVE EXPERIENCED  
BUS DELAYS IN THE PAST MONTH)

“At which intersection have you experienced delays? Please give me the cross streets.”

	<u>RESIDENT TELEPHONE SURVEY</u>	<u>ONLINE OPT IN SURVEY</u>
Broadway & Rural	19%	25%
Southern & Rural	17	36
Southern & Mill	17	27
Baseline & Rural	15	16
University & Rural	14	22
Southern & McClintock	13	41
University & Mill	11	24
Broadway & McClintock	10	28
Apache & Rural	9	17
Baseline & Mill	9	12
Baseline & McClintock	9	26
Baseline & Priest	9	9
Broadway & Priest	9	11
Guadalupe & Rural	9	7
University & McClintock	8	18
University & Priest	8	7
Broadway & Mill	7	21
Apache & McClintock	7	27
Guadalupe & McClintock	6	12
Southern & Priest	5	15
McClintock & Elliot	2	1
McClintock & Warner	1	0
All others	10	15

Note: online respondents reacted to a list of defined Intersections.

~~~~~

TABLE 7: PERCEIVED IMPACT OF BUS  
PULLOUTS ON TRAFFIC CONGESTION

“Do you feel that installing bus pullouts, which is when a bus pulls out of the traffic lane to pick up passengers, would help a lot, some, only a little or not at all to improve traffic congestion in Tempe?”

|               | RESIDENT<br>TELEPHONE<br>SURVEY | ONLINE<br>OPT IN<br>SURVEY |
|---------------|---------------------------------|----------------------------|
| A lot         | 59%                             | 47%                        |
| Some          | 24                              | 32                         |
| Only a little | 12                              | 16                         |
| Not at all    | 3                               | 3                          |
| Don't know    | <u>2</u>                        | <u>2</u>                   |
|               | 100%                            | 100%                       |

~~~~~

TABLE 8: EXPERIENCE WITH CONSTRUCTION-  
CAUSED TRAFFIC DELAYS

“In the past three months, how many times, if any, have you been delayed in traffic while traveling on a major road in Tempe because of a lane restriction or closure related to construction?”

	RESIDENT TELEPHONE SURVEY	ONLINE OPT IN SURVEY
None	22%	11%
1 to 5	37	51
6 to 10	13	22
11 to 15	9	6
16 or more	<u>19</u>	<u>10</u>
	100%	100%
 MEDIAN TIMES	 4.0	 4.1

~~~~~

TABLE 9: PREFERENCE FOR OVERNIGHT  
CONSTRUCTION CLOSURES

(AMONG THOSE WHO HAVE EXPERIENCED  
CONSTRUCTION DELAYS IN THE PAST 3 MONTHS)

“Would you prefer that lane restrictions or closures related to construction occurred overnight in Tempe?”

|            | RESIDENT<br>TELEPHONE<br>SURVEY | ONLINE<br>OPT IN<br>SURVEY |
|------------|---------------------------------|----------------------------|
| Yes        | 83%                             | 92%                        |
| No         | 12                              | 7                          |
| Don't know | <u>5</u>                        | <u>11</u>                  |
|            | 100%                            | 100%                       |

(AMONG THOSE PREFERRING OVERNIGHT CLOSURES)

“And would you still prefer that lane restrictions and closures related to construction occurred overnight in Tempe even if it was on a major road adjacent to your neighborhood which may produce noise?”

|            |          |           |
|------------|----------|-----------|
| Yes        | 80%      | 77%       |
| No         | 15       | 9         |
| Don't know | <u>5</u> | <u>14</u> |
|            | 100%     | 100%      |

SUMMARY

|   |          |           |
|---|----------|-----------|
| Prefer restrictions/closures occur overnight <u>even if</u> produce neighborhood noise    | 66%      | 63%       |
| Prefer restrictions/closures occur overnight <u>but not</u> if produce neighborhood noise | 13       | 7         |
| Do not prefer restrictions/closures occur overnight                                       | 12       | 7         |
| Don't know  | <u>9</u> | <u>23</u> |
|   | 100%     | 100%      |

~~~~~



TABLE 10: ATTITUDE ABOUT ADDING  
BIKE LANES TO MAJOR TEMPE ROADS

“Do you favor or oppose adding bicycle lanes to major roads in Tempe if it means removing a lane of traffic?”

	RESIDENT TELEPHONE SURVEY	ONLINE OPT IN SURVEY
Favor	43%	36%
Oppose	51	55
Don't know	<u>6</u>	<u>9</u>
	100%	100%

(AMONG THOSE FAVORING BIKE LANES)

“And would you still favor adding bicycle lanes to major roads in Tempe if it involved removing a lane of traffic along a major road that you use daily?”

Favor	74%	93%
Oppose	21	3
Don't know	<u>5</u>	<u>4</u>
	100%	100%

SUMMARY

Oppose adding bike lanes <u>if involved</u> removing a lane of traffic	52%	55%
Favor adding bike lanes <u>even if involved</u> removing a lane of traffic on major road you use daily	31	34
Favor adding bike lanes <u>but not if involved</u> removing a lane of traffic on major road you use daily	9	1
Don't know	<u>8</u>	<u>10</u>
	100%	100%

~~~~~

TABLE 11: MAJOR TEMPE ROADS  
TRAVELED MOST OFTEN

“What major street in Tempe do you travel the most?”

|            | <u>RESIDENT</u><br><u>TELEPHONE</u><br><u>SURVEY</u> | <u>ONLINE</u><br><u>OPT IN</u><br><u>SURVEY</u> |
|------------|--|---|
| Rural      | 45%  | 63%   |
| McClintock | 43   | 72  |
| Southern   | 38   | 68  |
| Broadway   | 23   | 49  |
| Baseline   | 19   | 45  |
| Mill       | 17   | 39  |
| University | 17   | 29  |
| Priest     | 11   | 26  |
| Apache     | 10   | 16  |
| Elliot     | 9  | 13  |
| Guadalupe  | 7  | 20  |
| Warner     | 3  | 1   |
| All others | 8  | 15  |

Note: online respondents reacted to a list of defined intersections

~~~~~

**STAFF REPORT**

---

**AGENDA ITEM 6**

**DATE**

June 2, 2017

**SUBJECT**

Future Agenda Items

**PURPOSE**

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

**BACKGROUND**

The following future agenda items have been previously identified by the Commission or staff:

- July 11
- August 8
  - Leading vs. Lagging Left Turn Signals
  - Bus Security Program
  - Streetcar
  - Small Area Transportation Plan
  - 1<sup>st</sup> Street/Ash Avenue/Rio Salado Pkwy Intersection
- September 12
  - Highline Canal MUP Final Design
  - Country Club Way Streetscape Design
  - Annual Report
  - Commuter Rail Study
- October 10
  - Fifth Street Streetscape Design
  - Western Canal Expansion MUP Final Design
  - Annual Report
  - Alameda Drive Streetscape
  - 8<sup>th</sup> Street Streetscape
  - Autonomous Vehicles
- November 12
  - Plan for Expansion of Bicycle/Pedestrian Paths
  - North/South Railroad Spur MUP
  - Bike Share
  - Streetcar
  - Maintenance Procedures for Sidewalk Shade Trees near Overhead Power Lines
- December 12
- January 9
  - Speed Limits

- February 13
- March 13
- April 10
- TBD: Bicycle/Pedestrian Signal Activate Operations Update
- TBD: Prop 500

**RECOMMENDATION**

This item is for information only.

**CONTACT**

Shelly Seyler

480-350-8854

shelly\_seyler@tempe.gov