REVISED

PUBLIC MEETING AGENDA

Transportation Commission

MEETING DATE
Tuesday, October 12, 2021 at 7:30 a.m.

MEETING LOCATION

https://tempe.webex.com/tempe/onstage/g.php?MTID=e3adc76a2d64e62eff35c1a4e2c46bd40
Join Via Cisco Webex Meeting
Event password: GxxduZZg327
United States Toll+1-408-418-9388
Access Code/Event Number: 2481 904 3345

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Public Appearances The Transportation Commission welcomes public comment for items listed on this agenda. There is a three-minute time limit per citizen.	JC Porter, Commission Chair	Information
2. Approval of Meeting Minutes The Commission will be asked to review and approve meeting minutes from the September 14, 2021 meeting.	JC Porter, Commission Chair	Action
~~**3. Open Mobility Data Standards**~~	~~Andrew Salzberg, Loeb Fellowship at Harvard~~	~~Information~~
4. Regional Transit Fare Collection System Commissioners will have the opportunity to ask follow-up questions from the Sept. 14 presentation.	Eric Iwersen, Engineering & Transportation Department	Information
5. Climate Action Plan Commissioners will have the opportunity to ask follow-up questions from the Sept. 14 presentation.	Braden Kay, Sustainability Office	Information
6. Annual Report Staff will present the 2021 annual report including Transportation Commission goals for 2022.	Eric Iwersen, Engineering & Transportation Department	Action
7. Transit Program Update Staff will present an update on the transit program, upcoming service changes, upcoming programs, the	Eric Iwersen, Engineering & Transportation Department	Information

forecast for the fund, and prototype transit shelters.		
8. **Streetscape Transportation Enhancement Program** Staff will provide an update on the draft Neighborhood Traffic Calming Guide and request support for the draft plan.	Cathy Hollow, Engineering & Transportation Department	Action
9. Scottsdale Road Bike Lanes Staff will provide an overview of the project.	Chase Walman, Engineering & Transportation Department	Information
10 . Department & Regional Transportation Updates Staff and commission members will provide information on relevant meetings and events.	Engineering & Transportation Department Staff and Transportation Commissioners	Information
11. Future Agenda Items Commission may request future agenda items.	JC Porter, Commission Chair	Information

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

Minutes
City of Tempe Meeting of the Transportation Commission
September 14, 2021

Minutes of the meeting of Tempe Transportation Commission held on Tuesday, September 14, 2021, 7:30 a.m. via Cisco Webex.

(MEMBERS) Present:

Jeremy Browning
Alana Chavez Langdon
John Federico
Brian Fellows
Pam Goronkin
David Sokolowski
JC Porter
Alice Bimrose
John Christoph
David A. King
Peter Schelstraete
Bobbie Cassano
Susan Conklu
Dawn Hocking
Paul Hubbell

(MEMBERS) Absent: None

City Staff Present:

Abel Gunn, Transportation Financial Analyst
Laura Kajfez, Neighborhood Services Specialist
Marilyn DeRosa, Engineering & Transportation Director
Eric Iwersen, Interim Deputy Engineering & Transportation Director
Cathy Hollow, Traffic Engineer
Julian Dresang, Deputy Engineering & Transportation Director
Tony Belleau, Streetcar Project Manager
Sam Stevenson, Interim Transit Manager
Braden Kay, Sustainability Director
Robert Yabes, Principal Planner
TaiAnna Yee, Public Information Officer
Sue Taaffe, Senior Management Assistant
Shauna Warner, Neighborhood Program Manager
Chase Walman, Senior Transportation Planner
Ken Halloran, Senior Civil Engineer
Bonnie Richardson, Principal Planner
Mitchell Willard, Intern
Andy Escober, Intern

Guests Present:

Mike James
Tyler Olson
Bryan Dominguez
Tim Palmer
Mackenzie McGuffie
Julie Cruz
Joe Bowar

Commission Chair JC Porter called the meeting to order at 7:37 a.m.

Agenda Item 1 – Public Appearances

None

Agenda Item 2 – Minutes

JC Porter introduced the minutes of the June 8 meeting of the Transportation Commission and asked for a motion for approval.

Motion: Commissioner Dawn Hocking
Second: Commissioner John Federico
Decision: Approved by Commissioners

Jeremy Browning
John Federico
Brian Fellows
Pam Goronkin
David Sokolowski
JC Porter
Paul Hubbell
John Christoph
David A. King
Peter Schelstraete
Bobbie Cassano
Susan Conklu
Dawn Hocking
Alice Bimrose

Abstained: Alana Chavez Langdon

Agenda Item 3 – Welcome New Commissioner Alice Bimrose
JC Porter introduced and welcomed Alice Bimrose to the Commission. Alice provided a brief overview of her experience and background.

Agenda Item 4 - Electrification of Bus Fleet
Mackenzie McGuffie with Valley Metro and Sam Stevenson with City of Tempe made a presentation about the status of electrification of the Valley's bus fleet. Topics included:

- Tempe assets – facilities and fleet
- Electric Buses in Tempe
- Overview of electric bus technology
- Summer 2020 testing
- Lessons learned
- Next steps
- Electric bus initial investment

Discussion included charging types, lifecycle of batteries, solar, testing and manufacturer.

Agenda Item 5 – Regional Transit Fare Collection System
Joe Bowar, City of Phoenix and Tyler Olson, Valley Metro provided information on the regional transit fare collection system. Topics included:

- Project goals
- Procurement process
- Phoenix contract details
- Valley Metro contract details
- Timeline
- Features and equipment
- Retail network
- Call center
- Mobile app
- Tempe Streetcar
- Milestones

Discussion included fare collection and reduced fare ID. In an effort to save time, additional questions were tabled.

Agenda Item 6 - Climate Action Plan

Braden Kay and Andy Escobar presented the current status of the climate action plan. Topics included:

- Schedule
- Partnerships
- Actions
- Business community agenda
- Neighborhood agenda
- Youth agenda
- Next steps

In an effort to save time, questions were tabled.

Agenda Item 7 - Streetcar Update

Tony Belleau provided an update on the Tempe Streetcar project. Topics included:

- Overview
- Construction
- Public art
- History panels
- Vehicles
- Schedules (opening in late March/early April 2022)
- Next steps

Agenda Item 8- Upcoming Transportation Public Meetings & Announcements

At the May Transportation Commission meeting, the Commission approved honoring Joe Pospicil with some type of sign or memorial near Sierra Vista and Broadway. Recently, the Tempe City Council approved agenda item 5A7, which will fund the sign at the bicycle and pedestrian crossing location.

It was announced that Eric Iwersen is now the Interim Deputy Engineering and Transportation Director while Shelly Seyler remains the Interim Community Development Director.

Agenda Item 9 – Future Agenda Items

The following future agenda items have been previously identified by the Commission or staff:

- October 12
    1. Annual Report
    2. Transit Fund & Program Update/ Transit Shelter Design
    3. Streetscape Transportation Enhancement Program
    4. Scottsdale Road Bike Lanes
    5. Open Mobility Data Standards - Andrew Salzberg (per commission request)
- November 30
    1. Annual Report
    2. Tempe Adaptive Streets Implementation Design Guide
    3. Transit Program Update & Bus Service Governance Study /Transit Security Update
    4. Mobility Hubs
    5. Transportation Demand Management Plan/Transportation Management Association
- December 14 - Canceled

- January 11
    1. Commission business
    2. North/South Rail Spur MUP
    3. MAG Values Mapping
    4. Crosswalk Signal Countdown & Signal Detection for Bicycles
    5. Ash/University Intersection & 1st/Ash/Rio Roundabout Traffic Data Counts Update
- February 8
    1. Personal Delivery Devices
- March 8
    1. Mobility Hubs
    2. Transportation Demand Management Plan/Transportation Management Association
- April 12
- May 10
    1. Bike Hero
- June 14
- TBD: BRT Study
- TBD: Bike Bait (once program resumes)
- TBD: Commuter Rail Study/MAG Commuter Rail Plan
- TBD: AZ State Rail Plan/AZDOT Phoenix-Tucson Corridor Plan

The next meeting is scheduled for November 30.

The meeting was adjourned 9:07 a.m.

Prepared by: Sue Taaffe
Reviewed by: Eric Iwersen

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Eric Iwersen, Interim Deputy Engineering & Transportation Director

DATE: October 12, 2021

SUBJECT: Climate Action Plan and Fare Media Follow Up Questions

ITEM #: 4 and 5

PURPOSE:
Below are questions emailed to Staff after the September Commission meeting regarding Climate Action Plan and Fare Media.

1. Can alleys be used for native landscaping and natural walkways / cool corridors? Can the city create a demonstration area and potentially reduce dumping and reclaim the alley as public space?

2. Can the city work to build community consensus on an urban density bonus program? Potentially with a focus on affordable housing, resiliency hubs and mobility hubs.

3. In regards to 100% bus stop shelter coverage, can we add "sufficient" or other language to mean that it should protect riders through out most of the day?

4. "Install buttons for emergency services and on-demand transportation at bus shelters" is listed twice, what was the second option? Could cold water refill stations be an alternative?

5. My question from this morning's meeting around fare collection is a concern for the low income, disabled, elderly (probably all Title VI?) who don't have access to, or the understanding of smart cell phones and loading apps. Will this group just be expected to use cash? I understand the majority of ridership on all the forms of mobility might have access to the media cards without a problem, but I'm still concerned we not neglect this group of riders who are left with no alternative forms of transportation.

   Answer: Our most recent regional Origin and Destination Survey data (2019) indicates that 91% of bus ridership owns a smart phone and 93% of rail ridership owns a smart phone. With that being said, the new fare collection system will provide a suite of alternatives for those who may not have access to a smart phone or who may be unable to utilize a smart phone. Although passengers will still have the option to pay with cash on the bus, at a TVM or for Streetcar, our hope is that the majority of passengers will take advantage of the new account-based system through use of either reloadable smart cards or the mobile app, affording them the opportunity to take advantage of a new fare-capping model in lieu of the all-day passes currently being used. Smart cards will be available for purchase at a number of retailers throughout the valley (ie. convenience stores) and at ticket vending machines along the rail alignment or at other key locations. Smart cards will also be reloadable, so anyone who wishes to establish an account and take advantage of fare capping may do so without the need to rely on the mobile app. The retail network and ticket vending machines will also be capable of reloading value onto smart cards. There will be multiple retail locations where transit riders can take cash and add value to the reloadable smartcard or mobile ticketing application.

6. How easy is the application process to get certified/set up an account for reduced fares? I am glad to hear that they are not going to just mobile because many of the people we support do not have a cell phone.

   Answer: The application process to establish certification for a reduced fare account will be straightforward; a similar process exists today for those who wish to obtain a reduced fare ID at the Valley Metro Mobility Center. We are also exploring the possibility of in-field certification events in which staff would mobilize the certification process and hold events at select locations to help, especially during the transition period. Passengers who qualify for reduced fare

who do not establish certification for a reduced fare pass may still purchase a one-way single-ride reduced fare, but will be unable to take advantage of the available fare caps. We recognize that this is a one-time additional step for those who are eligible for reduced fare and who are frequent transit passengers, however we feel this additional verification step will significantly mitigate the level of reduced-fare abuse that we believe exists with the current model. Reduced fare IDs, once an individual is registered, will have their photo and will provide the necessary, and protected, account information in the fare collection system to allow individuals to purchase their fare at the reduced fare rate.

7. Phoenix City Councilmember Ansari has recently announced she wants to make public transit fare-free in Phoenix. I can see a scenario where other cities in the Valley Metro system may not necessarily do the same thing even if Phoenix does. How would the new fare system accommodate different cities instituting different fare policies?

   Answer: Fare policy changes are coordinated regionally through a working group comprised of multiple regional cities and ultimately approved by the Valley Metro Board. At the City of Phoenix, fare policy must also be approved by the City Council. Historically, efforts have been directed to promote a consistent fare policy throughout the region. The legacy fare collection system in place today attributes boardings and associated revenue to each jurisdiction, and the new system will also maintain data on fares collected by jurisdiction. All future changes to fare policy will be vetted regionally and the fare collection system will be adapted to accommodate any changes to fare policy.

8. Valley Metro is required to provide a 50% reduce fare, do you know any reason (other than politically) that we can't provide a 100% reduced fare? the regulation seems to indicate we cannot charge more than 50% but doesn't seem to exclude 0% as an option.

   Answer: As a condition of the federal funding received to subsidize the cost of providing transit service, transit agencies are required to offer a reduced fare which cannot exceed 50% of the regular full fare. The regulation requires that the reduced fare be made available during off-peak hours; however, this region exceeds the requirement by offering reduced fares at all times of day. The regulation does not preclude transit agencies from waiving fares completely, including waiving fares solely for those who are eligible for reduced fare. Fare policy changes are coordinated regionally through a fare policy working group, and are ultimately approved by the Valley Metro Board and City Council in some jurisdictions, including the City of Phoenix. When adjusting fare policy, the fiscal impacts are also considered – fare revenue collected aids in offsetting the costs of providing the service, and any fare revenue not collected due to fare policy changes would need to be replaced by an alternate source of funds in order to maintain the same level of service.

9. Are you able to determine how much fare revenue was collected in 2019 and how much total was reduced fare passes?

   Answer: Fare revenue collected in Tempe totaled $5,071,910 in 2019. A sampling of fare types collected indicates that approximately 26% of revenue collected in 2019 can be attributed to reduced fare types. This data is specific to Tempe only and does not include fares allocated to other regional cities.

10. Also, would you have information about how much it will cost to install TVMs? I was hoping at some point you might have seen a break down of the costs to install and maintain the TVMs.

Answer: The capital cost to purchase TVM's is $57,500 per unit. Installation cost per TVM is $1,500 per unit, and annual maintenance costs are approximately $9,000 per unit. An alternative solution is currently being considered for streetcar platforms – if selected, the devices would accept cash and credit/debit cards to provide access to single-ride fares at the 14 streetcar platforms and offer a solution at a lower cost, requiring a smaller footprint for the simplified hardware. The estimated cost to purchase and install each unit is approximately $16,000. This solution would be paired with on-board technology to validate mobile tickets and smart cards, ensuring the streetcar is integrated with the new fare collection system. Although unknown at this time, annual maintenance costs are expected to be reduced compared to the full-functionality TVM's due to the simplified hardware.

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Eric Iwersen, Interim Deputy Engineering & Transportation Director, 480-350-8810

DATE: October 12, 2021

SUBJECT: 2021 Transportation Commission Annual Report

ITEM #: 6

PURPOSE:
To request that the Transportation Commission review the draft 2021 Transportation Commission Annual Report and discuss the proposed goals for 2022.

RECOMMENDATION OR DIRECTION REQUESTED:
To approve the 2021 Transportation Commission Annual Report pending the attendance of Commissioners at the October and November meetings.

BACKGROUND INFORMATION:
To better serve the City Council and community on the work of Tempe's various advisory boards and commissions, the City Manager asks staff to produce an annual report detailing the work of the board or commission to submit to the City Clerk by December of each year. The report features the membership, accomplishments, goals, attendance and the overall work of the City's board and commission volunteers. The various reports are combined into one resource for City Council to review. If requested by the Mayor, board and commission chairs may present their annual report to the City Council during a Work Study Session.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:
None

ATTACHMENTS:
- Annual Report
- PowerPoint

Transportation Commission 2021 Annual Report

Transportation Commission
October 12, 2021

Tempe.
Transportation

Mission Statement

The Transportation Commission advises and makes recommendations to the City Council and assists City departments and the City Manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution, and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled.

Proposed Goals for 2022

1. Select a 2022 Bike Hero
2. Select project(s) to be submitted for local and federal grants,
3. Monitor and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program
4. Oversee strategic development of transportation systems and use of transit funds
5. Monitor progress and provide feedback of Transportation Master Plan and the transportation chapter of the General Plan and emerging technologies
6. Monitor and provide feedback on Vision Zero plan
7. Ensure programs and projects are compliant with Americans with Disabilities Act
8. Monitor progress of Regional Proposition 400E

TRANSPORTATION COMMISSION
2021 ANNUAL REPORT

Description as Defined in Ordinance:

The Transportation Commission shall have the following powers and duties:

(1) To suggest to the Mayor and City Council qualified and interested persons eligible for appointment for commission vacancies;

(2) To consult, through the chairman of the commission, with the Engineering and Transportation Department, as to the items to be included on the agenda of meetings of the commission prior to the preparation and distribution of the agenda by the Engineering and Transportation Department;

(3) To prepare and submit an annual report to the City Manager and City Council including applicable Council committees;

(4) To advise and make recommendations to the City Council and to assist city departments and the City Manager to plan and implement a balanced transportation system within Tempe which incorporates all forms of transportation in a unified, interconnected manner and complements land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, while promoting economic development and providing mobility for all persons, including elderly and disabled;

(5) To advise and make recommendations to the City Council and to assist city departments and the City Manager on appropriate performance standards and benchmarks for use in evaluating the city's transportation system and program, based on nationally recognized guidelines and local priorities;

(6) To advise and make recommendations to the City Council and to assist city departments and the City Manager on transportation plans, projects and ordinances, including but not limited to:

a. To recommend and review short and long-range plans and studies for the city's transportation system, including streets, transit, bicycling, pedestrians and demand management;

b. To periodically review and update the transportation elements of the city's general plan;

c. To provide input and review regional, state and federal transportation plans, projects and issues especially as provided by federal law; and

d. To promote and maintain bicycling as a safe and effective mode of travel for recreation, health and transportation.

(7) To advise and recommend to the City Council and to assist city departments and the City Manager annually on the elements of prioritized, unified operating and capital improvement program budgets for transportation;

(8) To provide a forum for public hearings and other public involvement mechanisms to assure community-based transportation plans, projects and issues, and to meet all federal and other guidelines for public involvement in transportation projects where applicable; and

(9) To take any such further actions as may be deemed necessary and appropriate to further the goals of the commission.

TCC § {City Code, Chapter 2, Article V, Division 8}

List of Board and Commission Members, Including Attendance and Service Dates from January 2021 to December 2021:

Board/Commission Members:	Service Dates:	Attendance Record:
Jeremy Browning	12/31/2022	Attended X meetings out of 9
Susan Conklu	12/31/2023	Attended X meetings out of 9
Brian Fellows	12/31/2023	Attended X meetings out of 9
Alana Chavez Lagdon	12/31/2023	Attended X meetings out of 9
David Sokolowski	12/31/2023	Attended X meetings out of 9
Paul Hubbell	12/31/2022	Attended X meetings out of 9
David A. King	12/31/2021	Attended X meetings out of 9
Alice Bimrose	12/31/2022	Attended X meetings out of 3
Pam Goronkin	12/31/2021	Attended X meetings out of 9
JC Porter	12/31/2021	Attended X meetings out of 9
John Federico	12/31/2021	Attended X meetings out of 9
Peter Schelstraete	12/31/2021	Attended X meetings out of 9
Bobbie Cassano	12/31/2023	Attended X meetings out of 9
John M. Christoph	12/31/2022	Attended X meetings out of 9
Dawn Hocking	12/31/2022	Attended X meetings out of 6

Name of Chair and Vice Chair:

- Chair – JC Porter
- Vice Chair – David A. King

Staff Liaison and Contact Information:

Staff Liaison:	Department:	Phone:	Email:
Eric Iwersen	Engineering & Transportation	480-350-8810	Eric_iwersen@tempe.gov

Meeting Frequency and Location:

Meetings are typically held the second Tuesday of the month at 7:30 a.m. at 200 E. Fifth Street, Don Cassano Community Room, Tempe, AZ 85281 or via Cisco WebEx.

Number of Meetings Cancelled and Reason for Cancellation:

- July 2021 and August 2021– traditional summer break
- December – combined with November meeting

Vacancies and Duration of Vacancies: February 9 to March 25, 2021 and April 20 to June 24, 2021.

Subcommittee and Subcommittee Activity:

Did the Board/Commission have any subcommittees active during the reporting period? ☐ **YES** ☒ **NO**

Mission Statement:

The mission of the Transportation Commission is to ensure that the city has a balanced transportation system which incorporates all forms of transportation in an interconnected manner while complementing land use, making a positive environmental impact through reduction of energy consumption, air pollution and congestion, promoting economic

development, providing mobility and accessibility for all persons, and creating a forum for residents to provide input on transportation plans, projects and issues.

Accomplishments (Past 12 Months):

Council Priority #4: Implementing sustainable growth and development strategies to improve Tempe's environment, quality of life and economic outcomes. Tempe strives to make long-term generational investments in technology, infrastructure and public transit that create a safe, clean, equitable and healthy city.

Transportation Commission accomplishments as they relate to the above-mentioned Council priority:

Transit Service Reduction Plan: Commission approved the proposed outreach and service reduction approach for October 2021 transit service changes.

Transit Service Reduction Plan: Commission approved the October 2021 transit service changes.

Bike Hero: Commissioners selected John Dollar and Melissa Mahon as the recipients of the 2021 Bike Hero Award.

Annual Report: Commission approved the 2021 Transportation Commission Annual Report.

Transit Asset Advertising: The Commission supported conducting a study of potential revenue for advertising on transit assets (larger buses, streetcar and rail platforms only) with the understanding that staff must present the results of the study to the Transportation Commission before any final determinations have been made.

Request to Name a Bicycle Crossing: The Commission approved a request to install a plaque near the bicycle/pedestrian crossing at Broadway Road and Sierra Vista in honor of Joe Pospicil.

Goals Related to City Council Strategic Priorities, if Applicable (Next 12 Months):

- Recommend project(s) to be submitted for regional and federal grants.
- Guide and provide feedback for Tempe Streetcar project, bus and light rail operations, bicycle and pedestrian projects and bike share program.
- Guide strategic development of transportation systems and use of transit funds.
- Guide progress and provide feedback of Transportation Master Plan, the transportation chapter of the General Plan and emerging transportation technologies.
- Guide and provide feedback on Vision Zero plan.
- Ensure programs and projects are compliant with Americans with Disabilities Act (ADA).
- Work with community advocacy groups on programs like the Bike Hero Award.
- Maintain regular contact and form partnerships with other Boards and Commissions.
- Provide general recommendations regarding transportation safety.
- Monitor progress of Regional Proposition 400E.

Transit Program & Fund Update

Transportation Commission
Oct. 12, 2021

Tempe

City Council Strategic Priority Performance Measures

Quality of Life 3.26

Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.

Quality of Life 3.29

Achieve ratings of “Very Satisfied” or “Satisfied” with the “Overall Satisfaction with Transit System in Tempe” greater than or equal to 80% as measured by the City of Tempe Transit Survey.

Agenda

- Transit Fund Update
- Oct 2021 Transit Service Changes
  - Public Process & Feedback
  - Equity
- Transit Asset Advertising
- Fare Collection System
- Streetcar Update
- New Bus Shelter Designs
- Bus Service Scenarios Contract Study
- Next Steps

Tempe Transit Tax Program Elements (FY22)

- Local/Express Bus, Orbit & FLASH (29%)
- Light Rail and Streetcar (26%)
- Personnel & Operating (22%)
- Capital Expenditures (10%)
- Debt Service (9%)
- TTC, Bus Shelters & Pathways (3%)
- Paratransit (1%)

Transit Fund and Current Trends

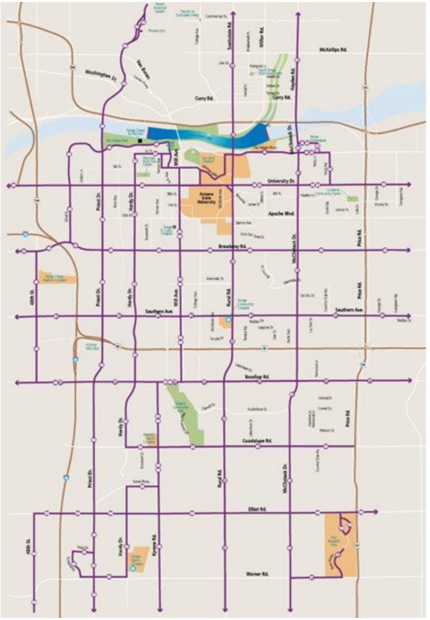
- Successful – highest transit ridership per capita in region
  - 25 years of tax = city-wide transit service & infrastructure
  - Operating fund, not an expansion fund
- Current Trends
  - Pandemic related reduced ridership & fare collection
  - New fare collection systems (address fare abuse & regional enforcement)
  - Increasing transit service costs
  - Unstable economic conditions
- Expenditures exceeding revenues
  - Utilizing reserve, but now is the time to balance fund long term
- Federal Covid "one-time" relief: ARP, CRSSA, CARES

Transit Fund Strategies & Forecast

- Strategies to Balance Fund
  - Transit Service reductions & optimization
  - Personnel efficiencies & vacancy review
  - Limited bike/public events & marketing
  - EVBOM & TTC operations reductions, mindful of life cycle maintenance
  - Limited capital expansion (streetscapes, pathways)
  - Control rail & bus service costs, coordinate with Valley Metro
  - Increase real estate revenues
  - Advertising
  - Proposition 400E (regional transit funds) & federal funds
    - 2026 & beyond
- Improving forecast for fund
  - Assumption of controlled growth of rail & bus operations costs
  - Improving local sales tax

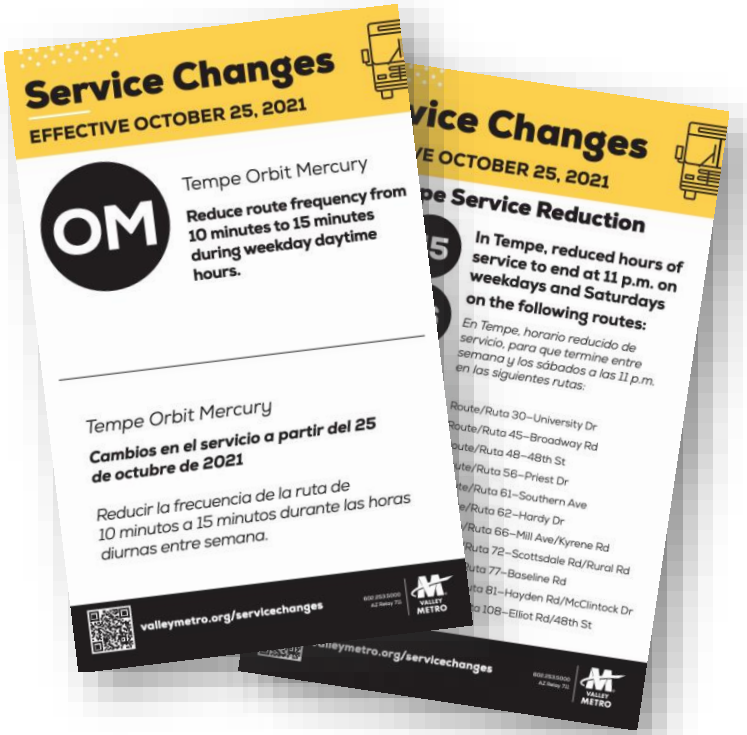
October 2021 Service Changes

- October 25, 2021
  - Span of Service Reduction – All Local Routes
  - Frequency Reduction – Orbit Mercury
  - Service Optimization – Guadalupe Road (Orbit Saturn, Routes 62/65/66)
- Outreach during Spring 2021, council approval May 2021
- Next Steps:
  - Transit Facility Updates/Coordination
  - Customized, Equitable Outreach Approach
    - October 2021



Customized, Equitable Outreach Approach

- Partnership with Strategic Management and Diversity Office
- Data Analysis: Rider Demographics
  - Route-level
  - 2019 Origin and Destination Survey
- Enhanced outreach strategies tailored to rider composition
  - BIPOC ridership (by ethnicity)
  - Low-Income ridership
- New standard for transit system outreach



Advertising

- Regional coordination at Valley Metro
  - Past practice: no advertising on transit assets (city-owned vehicles or facilities)
  - May 2021 Council direction to continue pursuing advertising on 40-60 foot buses
- Assessing opportunities to promote Tempe-specific initiatives and events on-board
  - COVID-19 Vaccination Events
- "Adopt a Transit Shelter" program
  - Localized advertising

Fare Collection Update

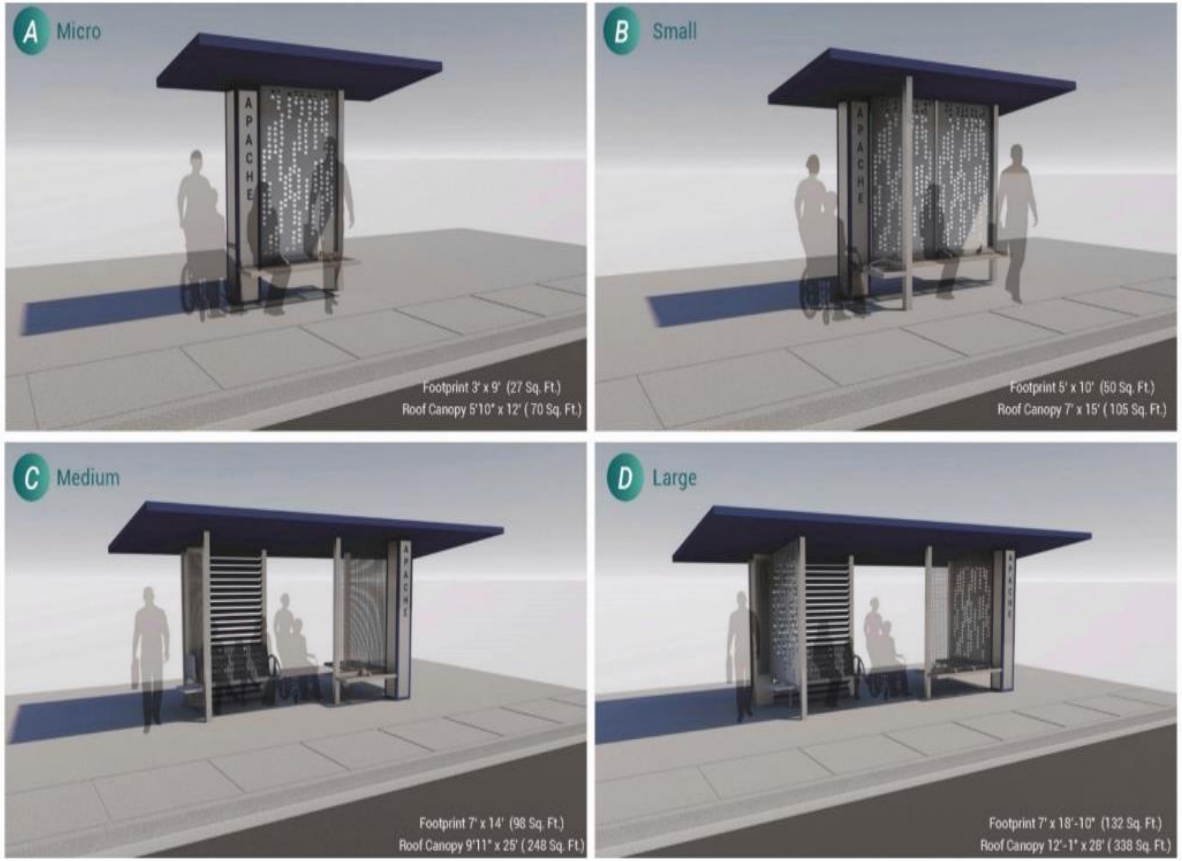
- Front Door Boarding Resumes Oct 11
  - Fare enforcement becomes easier
  - Operator barrier installation completed
- Looking ahead: New Fare Collection System
  - Regional Effort
  - Multi-Phased Project, 2022/2023
  - New ticket vending machines, validators
  - Mobile Ticketing, Smart Cards, Fare Capping
  - Mitigates reduced fare abuse

Streetcar Update

- Construction close out items
  - Street resurfacing
  - Fareboxes
  - Public art
  - History panels
- Vehicles
  - 3 of 6 delivered
  - Testing on TSC alignment began June 28
- Opening Spring 2022

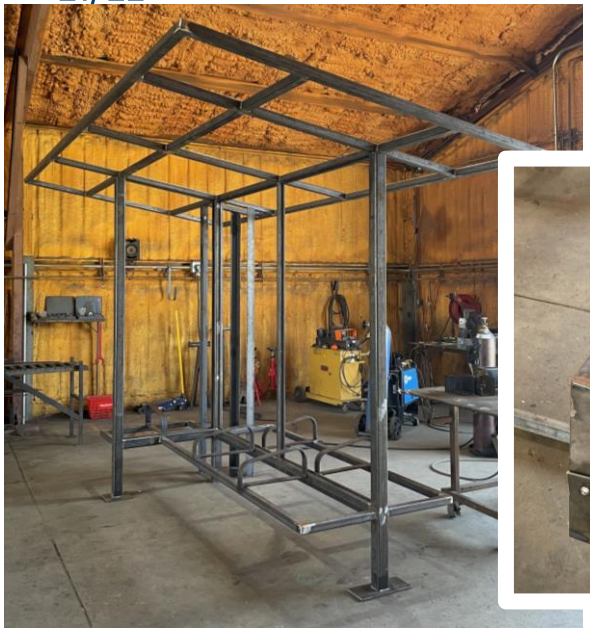
Transit Shelter Update

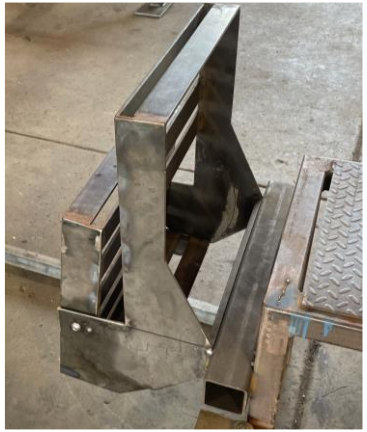
- Four Sizes
- Stakeholder-inspired designs
  - Improves shade coverage
  - Increases seating
- Adaptable to multiple locations
  - 777 bus stops citywide
  - 310 existing shelters
  - 467 stops without shelters
  - Many with limited ROW



Transit Shelter Update

- Fabrication of micro, small & medium prototypes
- Open House for public review – Fall/Winter 21/22

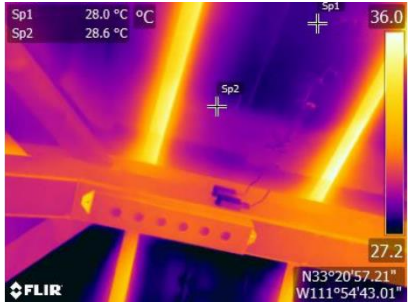




Transit Shelter Update

- Research of Sustainable Materials:
  - Collaboration between Tempe, ASU and 3M Corporation
  - Testing new proprietary radiative film product on 3 existing shelters
  - Goal is to reduce temperature under canopy while extending the life of solar panels
  - When air temperature is above 100 deg F, surface of roof with film was more than 13 deg F cooler than the standard shelter surface.

Top surface: want high solar reflectance & high thermal emittance



Bottom surface: want low thermal emittance

Transit Shelter Update

- Next Steps:
  - Prioritization of new shelter locations
  - Costs
    - Existing shelters: $19,000 - $31,000
    - New shelters (90% estimate): $11,000 - $37,000
    - Full new install (467 stops): $8.9M - $14.5M
  - Installations
    - 24 – 39 shelters/year (estimate)
    - Years to complete: 11 - 19
    - Beginning Fall 2022

TRANSIT STOP WITHOUT SHELTER PRIORITIZATION SCORING CRITERIA

PROJECT GOAL	DATA FACTORS	DATA SOURCE	CLASSIFICATION BREAKS	POINTS	PRIORITY	SCORE
Transit Propensity	See factors below	MAG Census Block Data 2010	less than 20	1	x .50	0.50
			21 - 31	2		1.00
			32 - 45	3		1.50
Transit Ridership	Average weekly boardings	METRO Bus Ridership 2019	0 - 50	1	x .25	0.25
			51-149	2		0.50
			150+	3		0.75
Heat Vulnerability	Mean Land Surface Temperature (Fahrenheit) 2015 - 2020		104 - 111	1	x .25	0.25
			112 - 117	2		0.50
			118 - 125	3		0.75

Transit Propensity indicates the likelihood to use transit within a census block. Factors include:

population
employment
zero car households
poverty
minorities
disabled population

Transit Governance Study

- Council Direction: January 2021
- Existing Contract through June 2023
- Consultant: Nelson\Nygaard
- Service Delivery and Governance Options
  - Benchmarking costs and benefits
- Peer Review and Analysis – 15 peers
  - Local Peers (7)
    - Regional Cities and Valley Metro
  - National Peers (8)
    - Costs and Size
    - Diverse Operating Models
    - College/University Towns
- Recommendations: Spring 2021

Next Steps

- Continue to Advance Advertising w/ Valley Metro
  - Adopt A Shelter
- Bus Shelter Prototypes, Open House & Prioritization
- October Service Change Implementation & VM Coordination
- Continued Transit Fund Long-term Solvency
- Bus Service Operations Contract Study

MEMORANDUM

TO: Transportation Commission

FROM: Eric Iwersen, Interim Deputy Engineering and Transportation Director (480-350-8810)
Catherine Hollow, City Traffic Engineer (480-350-8445)

DATE: October 12, 2021

SUBJECT: STEP Manual Update

PURPOSE
The purpose of this memo is to provide the Commission an opportunity to review and comment on the changes to the STEP Manual.

CITY COUNCIL STRATEGIC PRIORITY

- Quality of Life 3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.
- Safe & Secure Communities 1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

BACKGROUND
Tempe's STEP manual allows transportation staff to work with neighborhoods to develop efficient traffic calming solutions on local streets, that create a safe, efficient, accessible and balanced transportation system. The Manual presents a process for working with residents as well as a toolbox of solutions that could be implemented.

On September 8, 2020, staff presented an overview of the existing STEP Manual to the Transportation Commission. A similar presentation was made to the City Council on September 17, 2020. Questions at these meetings and questions from residents indicated that the Manual needed to be updated.

THE MANUAL UPDATE
To date, most of the neighborhood traffic mitigation has been speed cushions. Neighborhoods are now discussing overall neighborhood mitigation projects that may require different project criteria and approvals. The draft manual has a new name: Neighborhood Traffic Calming Guide. focusing on what type of neighborhood approval process should be required to install different traffic mitigation devices.

To guide this Update, the process has included stakeholder advisory meetings, Transportation and Neighborhood Commission meetings, a review of other cities' practices, public meetings, and an online survey. A summary of resident comments has been included in your meeting packet.

The presentation will cover the key changes to the Guide including adding speed cushions (which previously had its own process), presenting criteria, discussing the potential for outside funding, and the petition process (such as number of signatures, rental properties and online options).

PROJECT TIMELINE
The Neighborhood Traffic Calming Guide is anticipated to be completed by October 2021 following the Council Work Study Session.

RECOMMENDATION OR DIRECTION REQUESTED
This item is presented to request the Transportation Commission's support of the Draft Guide.

ATTACHMENTS

1. PowerPoint

2. Draft Manual
3. Public Comments

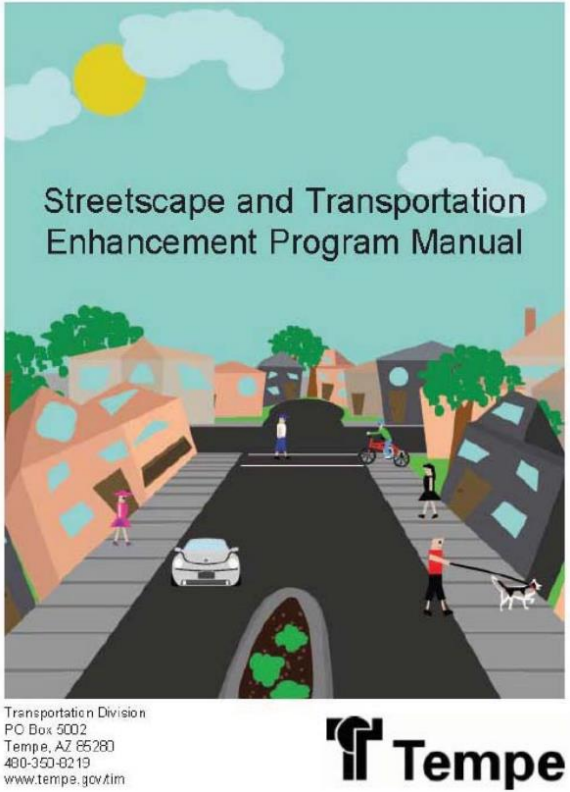
STEP Manual Update

Transportation Commission
October 12, 2021

Tempe
Making waves in the desert

STEP Manual

- Traffic calming policies
- Last updated 2008



Update Process

- Stakeholder advisory meetings
- Review of other cities' practices
- Public meetings (June 2021)
- Online survey

Pros and Cons of STEP

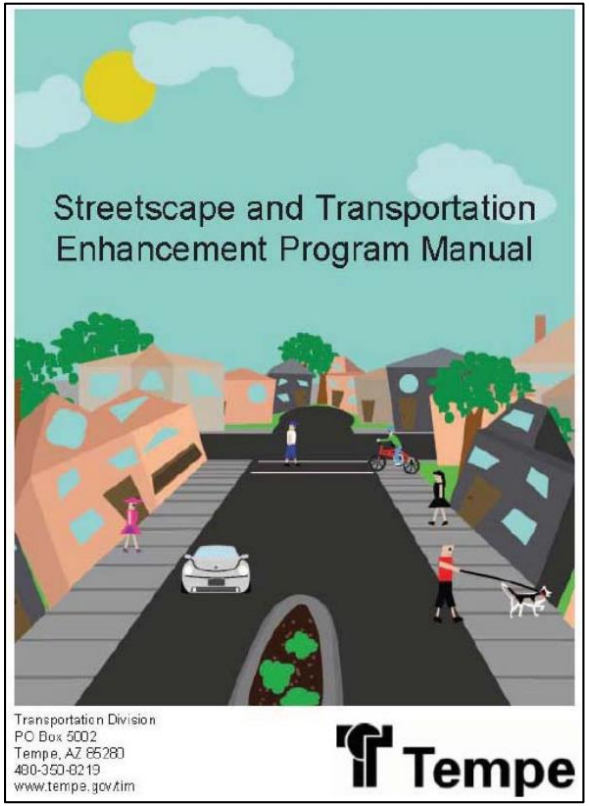
PROS

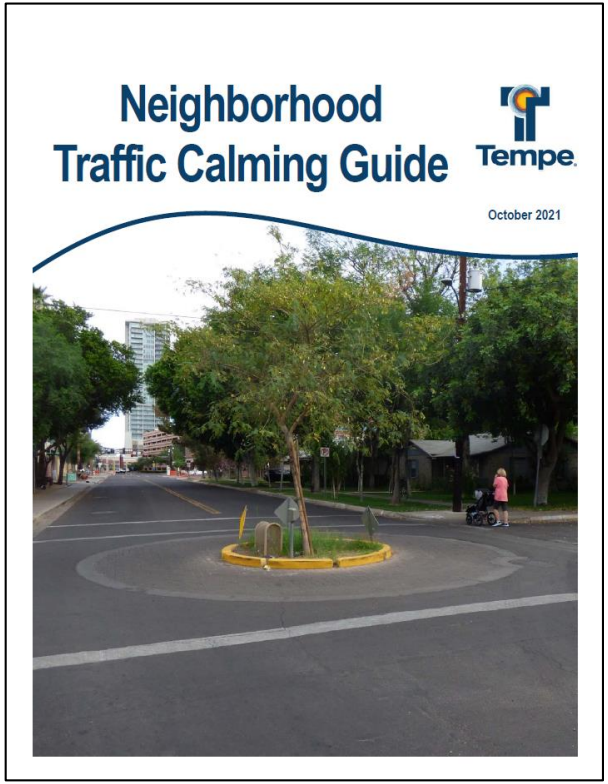
- Emphasizes resident participation
- Variety of traffic calming devices
- City funding available

CONS

- Petitioning is challenging
- Contacting absentee owners is difficult
- “Old school” tech

New Draft to Replace STEP





Key Changes

Inclusion of Speed Cushions

EXISTING

- Speed cushions not included in STEP
- Tempe has separate speed cushion guidelines

PROPOSED

- Speed cushions included
- Same process for speed cushions as other devices

Qualifying Thresholds

EXISTING

- Speed cushions:
  - 85th percentile speed 6 mph over speed limit
  - At least 400 vpd

PROPOSED

- Same for all devices
- Collectors: 1000 vpd
- Bicycle boulevards, schools, parks: 4 mph over speed limit

Outside Funding

EXISTING

- STEP doesn't address
- Speed humps: Outside funding can circumvent speed thresholds

PROPOSED

- Outside funding permitted
- All qualifying thresholds apply
- No wait for city funds

Petition Thresholds

EXISTING

- 100% adjacent to a device
- 75% primary street
- 51% access affected

PROPOSED

- 100% adjacent to a device
- 70% primary street
- 51% access affected

Other Agencies' Thresholds

- Of 11 agencies contacted:
  - **5** require 100% support for parcels adjacent to a device
  - **3** do not require 100% support
  - **3** did not respond

Online Petitioning

EXISTING

- STEP doesn't address

PROPOSED

- Upon request, city provides an online petition platform
- Supplement to hard-copy petitions

City Outreach

EXISTING

- During petitioning, residents conduct outreach to neighbors
- City may mail ballots to some parcels

PROPOSED

- Upon request, city mails information to petition boundary
- Mailing includes link to online petition

Non-Responsive Households

EXISTING

- A household is assumed to oppose traffic calming until they sign a petition in support

PROPOSED

- City may mail a certified letter to non-respondents, to which no response is considered support

Rental Properties

EXISTING

- No guidance on whether renters or owners are authorized to sign petitions

PROPOSED

- Single-family: Renter or owner may sign
- Multi-family: Owner or manager may sign

Professional Judgment

- City staff may use their professional judgment and expertise to modify the process or the traffic calming plan.

Questions, Comments?

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Tempe City Traffic Engineer
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Tempe

DRAFT

Neighborhood Traffic Calming Guide

Tempe

October 2021

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Introduction

Traffic calming means reducing the speed or amount of traffic in neighborhoods, using physical devices called ***traffic calming devices***, to make streets more livable. This guide is designed to help Tempe residents learn about traffic calming devices and how these devices can be installed in neighborhoods.

Quick Start: See page 31 for the **Neighborhood Traffic Request Form** that can be used to start the traffic calming process.

Other Traffic Resources

Traffic calming is not the only way to improve traffic conditions in neighborhoods. The City of Tempe provides several other services that can help, including the following:

- *Police enforcement.* Exceeding the speed limit, failing to stop for STOP signs, and improper parking are examples of behaviors that police can enforce. Drivers who have an encounter with police may be likely to change their behavior. Tempe's Selective Enforcement Motorcycle Squad (SEMS) is a unit created expressly to address neighborhood traffic safety concerns. The city's SEMS site provides more information and allows online enforcement requests, or residents can call **480-858-SEMS**. Enforcement can be requested instead of pursuing traffic calming or at any time before, during, or after traffic calming.

- *Traffic signs and markings.* To request a change to an existing traffic sign or pavement marking, such as STOP or YIELD signs, speed limits, parking prohibitions, and crosswalks, complete a Tempe 311 request or contact Tempe Traffic Engineering at **480-350-4311**. These requests can be made independent of the traffic calming process.

- *Streetlights*. Streetlights provide illumination during nighttime hours that can promote neighborhood safety and security. To request new streetlighting, visit the city's streetlight web page or call **480-350-4311**.

- *Resident permit parking.* If a neighborhood is excessively impacted by "outsider" parked vehicles, residents can pursue a permit parking program that includes special parking signs and vehicle decals to limit parking to only area residents and authorized guests. To learn about and establish a permit parking program, review the city's Residential Permit Parking Program or call **480-350-4311**.

- *Maintenance*. For concerns related to maintenance of streets, including potholes, buckled or damaged sidewalks, and storm drains, as well as maintenance of traffic signals, streetlights, signs, and pavement markings, complete a Tempe 311 request or contact Tempe Transportation Maintenance at **480-350-4311**.

Implementing Traffic Calming

Traffic calming devices have varying impacts on neighborhoods. While they can improve traffic conditions, they also have disadvantages, such as reduced emergency response time, the potential for traffic to be diverted to other streets, and possible changes to on-street parking. Furthermore, traffic calming devices affect all drivers, including neighborhood residents, which some residents may oppose.

Tempe's role in the process is to collect traffic data, provide expert advice on traffic calming, prepare petitions, and fund and install traffic calming devices for which neighborhood support is documented.[1] However, Tempe remains neutral about traffic calming and does not advocate for or against traffic calming devices in any neighborhood.

Residents' role is to follow the process, understand the advantages and disadvantages of the devices under consideration, decide on a traffic calming plan to implement (with city staff assistance) and obtain neighborhood consensus for the selected plan. Because the devices have both advantages and disadvantages, it is essential that a neighborhood show wide support.

For questions about any part of the traffic calming process, please call **480-350-4311**.

Step 1: Residents Submit Initial Request

Residents interested in traffic calming should complete and submit a **Neighborhood Traffic Request Form**, which can be found on page 31 of this guide. The form requests signatures from residents representing six households to indicate neighborhood support for the initial request. The form should be submitted to the city of Tempe at TrafficCalming@tempe.gov.

It may be helpful to discuss previous or current traffic calming efforts with other neighbors and representatives of a Neighborhood Association or Homeowners Association (if applicable).

[1] City funding is limited to traffic calming devices. "Betterments," such as landscaping in a median, are not eligible for traffic calming funds but can be installed with a different funding source.

Step 2: City Staff Review

When a completed **Neighborhood Traffic Request Form** is received, city staff will review the neighborhood and schedule a time to count the number of vehicles and measure speeds on the affected streets. This information will help residents and city staff select the most appropriate traffic calming devices in later steps of the process.

The traffic calming program is open to neighborhood streets that meet all these criteria:

- Criterion 1: The streets have mostly **residential land use**, which means they serve mostly homes, rather than businesses or other uses. Both single-family homes and multi-family residential complexes, such as apartments and townhouses, are considered residential land use.

- Criterion 2: The streets are classified as **local or collector streets**. The traffic calming program is not applicable to arterial streets. Tempe's Street Classification Map (Figure 1, on the next page) shows the city streets classified as arterials and collectors. A street that does not appear on this map is a local street.

- Criterion 3: The speed limit is **30 mph or less**.

- Criterion 4: The 85th-percentile speed[2] is as follows:
    - For most streets, the 85th-percentile speed is at least **6 mph above the speed limit**.
    - For streets with schools, parks, or bicycle boulevards[3], the 85th-percentile speed is at least **4 mph above the speed limit**.

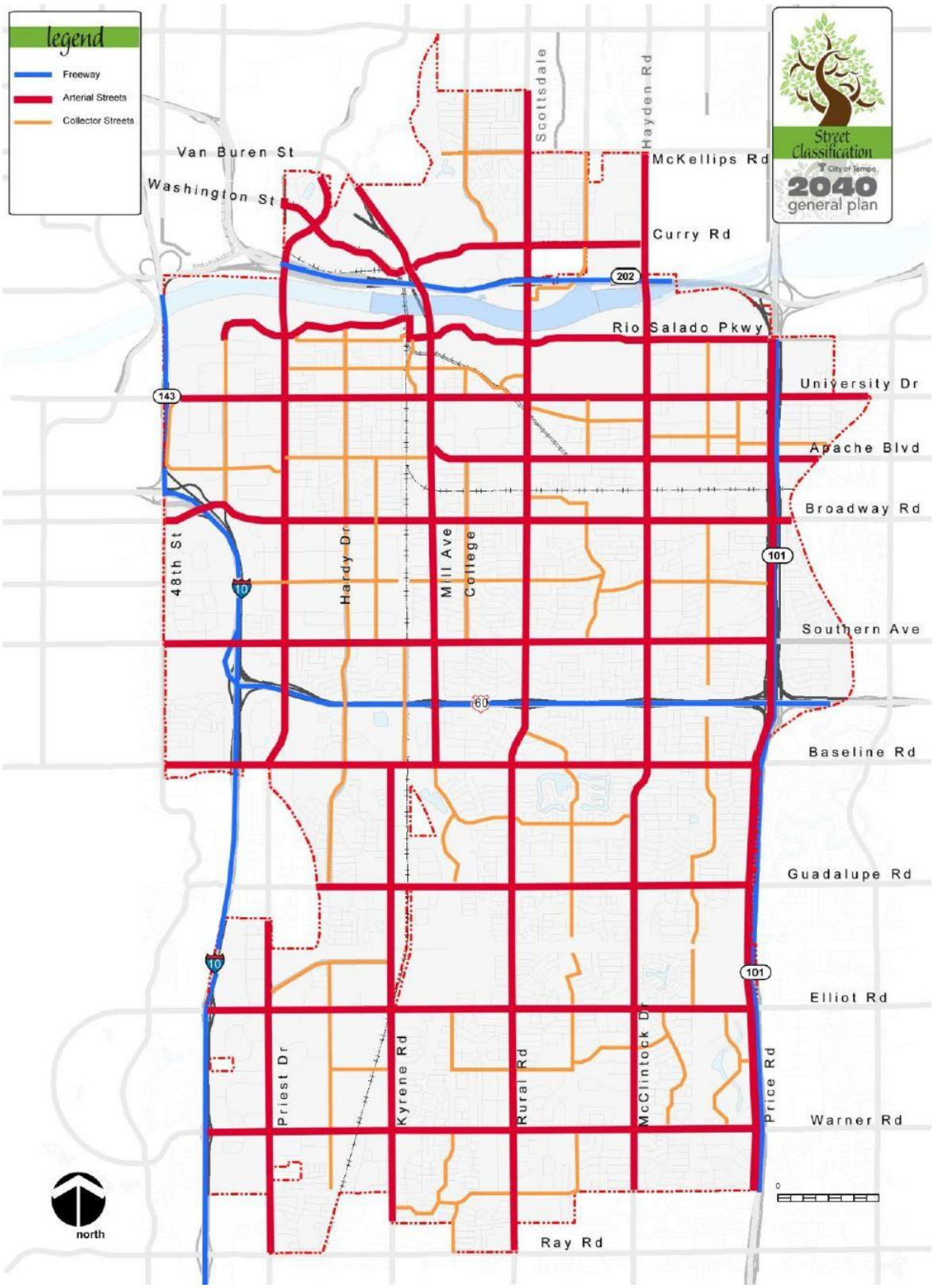
- Criterion 5: The amount of traffic is as follows:
    - For local streets, the amount of traffic is at least **400 vehicles per day**.
    - For collector streets, the amount of traffic is at least **1,000 vehicles per day**.

City staff have the authority to waive these thresholds for streets with a documented cut-through traffic problem.

City staff will respond to the requestor within 30 days of collecting traffic data. If the neighborhood meets the relevant criteria, the response will include a suggestion for potential traffic calming treatments and outline additional steps in the process.

[2] The 85th-percentile speed is the speed exceeded by the fastest 15 percent of traffic on a street. For example, a street might have an average speed of 27 mph, which means that about half of vehicles travel faster than 27 mph and half of vehicles travel slower than 27 mph. On this street, the 85th percentile speed might be about 31 mph.

[3] A bicycle boulevard is a street that has been designated with signs as a low-stress route for bicyclists. A map of and information about bicycle boulevards in Tempe can be found at tempe.gov/bike.



Source: City of Tempe General Plan 2040, Circulation Chapter, November 2013, p. 18.

Figure 1: Tempe Street Classification Map

Step 3: Residents Decide How to Proceed

If the neighborhood meets the qualifying criteria shown on page 4, residents can determine whether to pursue traffic calming devices. The decision can be based on traffic data collected in Step 2, along with community input. It may be desirable to convene a neighborhood meeting to discuss the advantages and disadvantages of traffic calming devices. If so, city staff can attend the meeting to help with the traffic calming program, traffic calming options available, and expert advice.

Some residents may determine that traffic calming is not a good fit for their neighborhoods based on the traffic data and community input. This is an acceptable decision. Residents can instead consider other traffic resources presented on page 2 of this guide.

If residents elect to proceed with traffic calming, neighborhood leaders will work with city staff to develop a ***traffic calming plan***, shown on a map, that indicates which traffic calming devices are proposed at what locations. The plan needs to show the exact locations of each traffic calming device so all residents of a neighborhood can see how the devices will impact their homes and their access.

City staff will determine whether the traffic calming plan is considered ***small-scale*** or ***large-scale***. A small-scale traffic calming plan typically includes only signs, pavement markings, and/or a limited number of physical devices, such as speed cushions, and does not affect access. Small-scale traffic calming plans can be implemented when neighborhood consensus is reached. A large-scale traffic calming plan typically includes multiple physical devices other than speed cushions or affects access. Large-scale plans are typically tested before permanent installation. The two types of plans have different processes because of the testing phase of large-scale plans.

City staff will designate a ***study area boundary*** that indicates which households are affected by the traffic calming plan. The boundary will encompass streets with proposed traffic calming devices and other nearby streets expected to experience a change in access or traffic patterns.

Step 4: Public Meeting and Testing (applicable only to large-scale plans)

For small-scale traffic calming plans (such as those that include only speed cushions), Step 4 is not applicable. Neighborhoods pursuing small-scale plans may skip to Step 5.

For large-scale traffic calming plans, city staff will work with neighborhood leaders to hold one or more public meetings to discuss the plan. The meeting will be facilitated by city staff, who will notify stakeholders of the meeting via U.S. mail, door hangers, or other methods. City staff also will make information about the proposed plan available online. At the meeting and for a 30-day (or appropriate length) comment period following the meeting, city staff will invite the public's input on the proposed plan and record all comments received.

City staff will determine the number of comments received from households in the study area boundary, called ***local comments***. Multiple comments from a single household will be counted as one comment, but if the comments conflict, the comments will be recorded and the household will be considered neither in support nor opposed.

If **at least 51% of local comments** express support for the proposed traffic calming plan, city staff will schedule the plan for testing. City staff reserves the right to determine if the comments reflect a sufficient level of neighborhood participation.

During the test, the traffic calming plan will be implemented using temporary devices, such as portable barriers, signs, and pavement markings, so drivers and residents can learn firsthand the impact of the plan on the neighborhood. City staff will determine the duration of the test, usually 30 to 90 days, and may adjust the plan if necessary.

Step 5: Petitioning

The purpose of petitioning is to document widespread neighborhood support for the proposed traffic calming plan, recognizing that some people may not support the plan. Tempe's traffic calming petitions allow residents who sign them to designate either support or opposition to a traffic calming plan.

For small-scale traffic calming plans, petitioning can begin after residents finalize a plan (Step 3). For large-scale plans, petitioning begins during or after testing (Step 4).

City staff takes on the following functions to assist neighborhood leaders with the start of petitioning:

- City staff will prepare a petition form and will supply copies for residents to circulate within the study area boundary. The petition will include information about the proposed plan and a map showing the location of each traffic calming device in the plan.
- If requested by neighborhood leaders, city staff will also prepare an online version of the petition. City staff will provide neighborhood leaders a link to the online version of the petition and will periodically inform neighborhood leaders which households have signed the online petition. Online petitioning is intended as a supplement to hard-copy petitions.
- City staff will send information about the proposed traffic calming plan and the traffic calming process to all households in the study area boundary via U.S. mail. The mailing will also include a link to the online petition, if used.
- City staff will subdivide the study area boundary into the following three tiers for petitioning purposes:
    - ***Tier 1*** consists of households immediately adjacent to a proposed traffic calming device. For ***street segment devices***, such as speed cushions, Tier 1 consists of all parcels adjacent to a proposed device. For ***intersection devices***, such as traffic circles, Tier 1 consists of the parcels on all corners of the intersection.
    - ***Tier 2*** consists of households other than those in Tier 1 whose primary street would be affected by the proposed traffic calming plan.
    - ***Tier 3*** consists of households other than those in Tiers 1 and 2 whose access is affected by the proposed traffic calming plan.

Neighborhood leaders take on the following tasks:

- Neighborhood leaders will circulate the petition, either hard copy or online, to all households in the study area boundary.
- To document support of the traffic calming plan, the following levels of support are required from the three tiers:
    - **Tier 1: 100%**
    - **Tier 2: 70%**
    - **Tier 3: 51%**

Because of the 100 percent support requirement in Tier 1, neighborhood leaders may want to start by petitioning households in Tier 1. If any Tier 1 household is opposed to the plan, it may be possible to reconfigure the plan to move a proposed device away from a household opposed to the plan. (Some

neighborhoods informally reach out to Tier 1 households before beginning the petition process to avoid the need to change the plan if one of these households is opposed.)

Petitioning Guidelines:

- If a parcel is vacant, without a habitable structure, residents should alert city staff so the parcel can be subtracted from the study area boundary.
- If a parcel has a home residents believe is unoccupied, the owner of the home is entitled to sign the petition on behalf of the household.
- City staff will assist neighborhood leaders upon request to determine the ownership of any parcels.
- If a single-family home is a short-term rental (such as an Airbnb), the home's owner is entitled to sign the petition on behalf of the household.
- If a single-family home is occupied by a tenant (other than a short-term rental), either the tenant or the owner is entitled to sign the petition on behalf of the household.
- For rental apartment complexes, the owner or the manager of the complex is entitled to sign the petition on behalf of all units in the complex. (However, traffic calming outreach mailed by city staff will include all tenants.)
- For owner-occupied multi-family complexes, such as condominiums or townhouses, each unit is considered a household for the purposes of petitioning.
- Streets in gated communities are private, so traffic calming on these streets falls outside the purview of this guide. However, if a gated community is within the study area boundary for traffic calming on a public street, it is not expected that petitioners attempt to enter the community to circulate petitions. Rather, online petitioning should be used to reach these residents. The city can also provide contact information for the gated community's registered Homeowners Association (HOA) to assist with outreach.
- If a household does not respond to a petitioner after repeated attempts at contact, especially when the household is in the 100%-support Tier 1, city staff can assist with outreach to that household. City staff will send the owner of the parcel a certified letter that describes the proposed traffic calming plan and offers 30 days for comment. The letter will indicate that if no response is received in the 30-day period, the household will be considered in support of the plan.

Once residents have completed petitioning, city staff will confirm that sufficient support for the traffic calming plan has been documented.

City staff retains the ability to modify the traffic calming process or a traffic calming plan if circumstances warrant.

Step 6: Funding and Installation

Once sufficient neighborhood consensus has been demonstrated, the traffic calming plan is eligible for installation. Several funding sources may be used for traffic calming:

- Small-scale traffic calming plans can be implemented within the budgetary authority of the Tempe Engineering and Transportation Department Director. Typically, Tempe has traffic management funding available in its budget to implement small-scale projects once they become eligible for installation. (However, the availability of funding is subject to change.) City staff will arrange for installation and communicate the installation schedule to neighborhood leaders.

- Large-scale traffic calming plans may require funding beyond Tempe's traffic management funding and may require a budget item as part of the city's Capital Improvement Program (CIP). City staff will prioritize large-scale projects that require alternative funding on a first-come, first-served basis, according to the date sufficient petition support is documented. Funding for large-scale projects may require city council approval.

- Tempe has other funding sources that can be considered for installation of traffic calming plans. Neighborhood grant funds are available for Neighborhood Associations and Homeowners Associations registered with the city's Neighborhood Services Division. Traffic calming projects (and "betterments") are eligible for consideration in this competitive annual funding process, subject to funding availability.

- A neighborhood may have separate funding for traffic calming devices, perhaps because funding is supplied by a developer. In this case, after following the process outlined in previous steps, the neighborhood may proceed to install the traffic calming plan under a permit. City staff can help guide neighborhood leaders through the permit process.

Traffic Calming Devices

A variety of traffic calming devices might be appropriate components of a neighborhood's traffic calming plan. Different devices accomplish different objectives, such as reducing traffic speeds, volumes, or both. City staff will work with neighborhood leaders to suggest traffic calming devices that would be effective components of a traffic calming plan. A plan may include more than one type of traffic calming device.

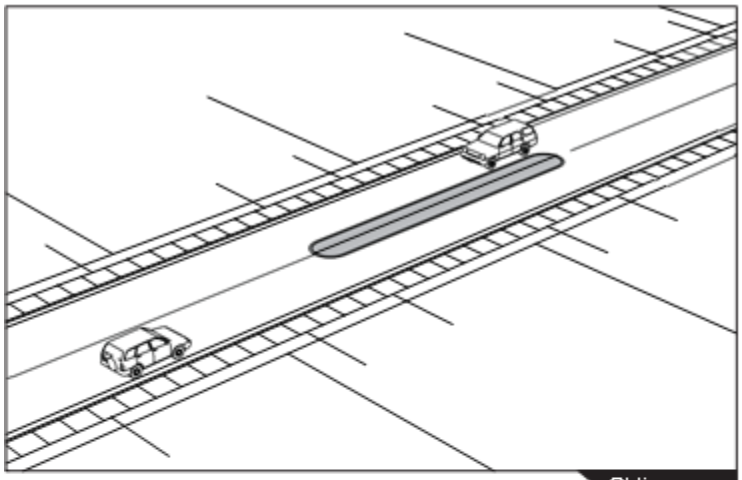
The following pages describe traffic calming devices most often used, including their objectives, advantages, and disadvantages. Some traffic calming devices are designed for use at intersections, and others are used along street segments away from intersections. A summary of the devices can be found on page 29 of this guide.

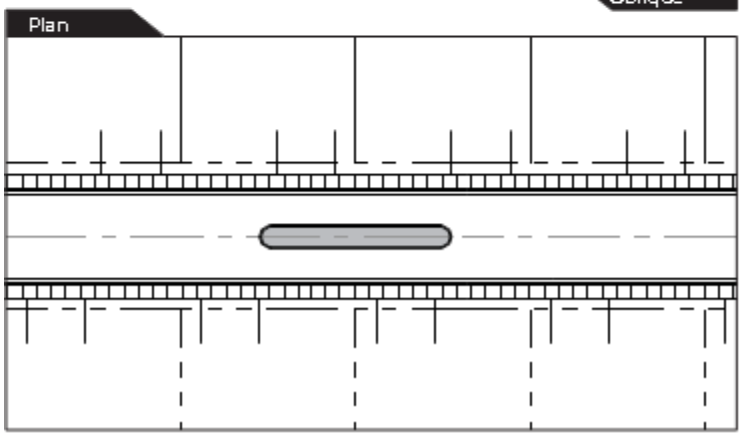
Traffic signs and pavement markings (and sometimes additional streetlights) need to accompany most traffic calming devices to properly warn approaching traffic.

Median

STREET SEGMENT DEVICE

A median is a raised island near the center of a street. The median narrows the traffic flow and serves as a "channel" that may slow traffic.





Design Considerations

The construction of a median may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the median, utilities may be impacted and require relocation.

Advantages

A median for traffic calming may produce a speed reduction and may reduce traffic noise. Medians may be constructed on local, collector, or arterial streets.

Disadvantages

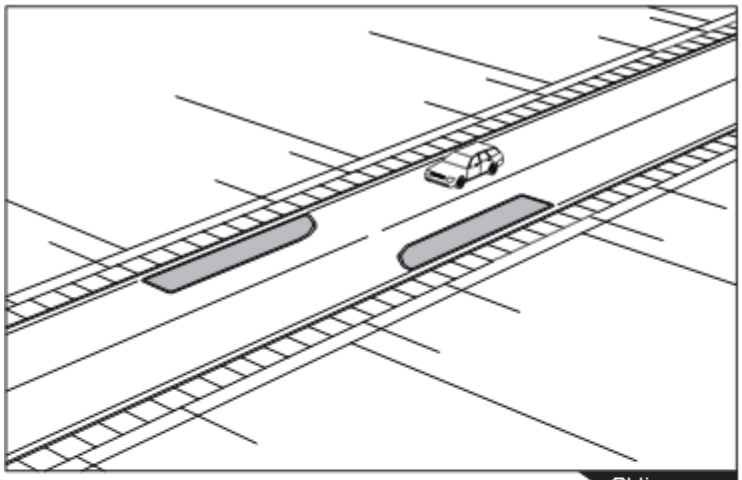
Medians do not reduce traffic and do require maintenance. Medians usually limit on-street parking. Medians may also limit the ability to provide bicycle lanes and driveway access.

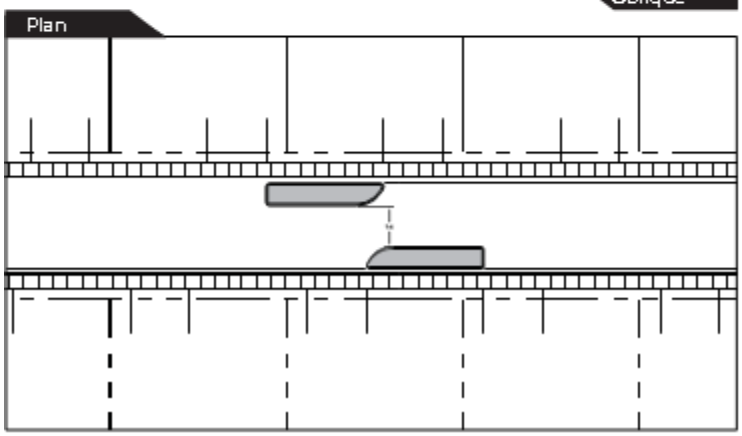
Can be used on local streets	**Yes**
Can be used on collector streets	**Maybe**
Reduces traffic	**No**
Reduces speeds	**Maybe**
Reduces noise	**Maybe**
Improves safety	**Maybe**
Restricts traffic access	**Maybe**
Slows emergency response	**No**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**No**
Approximate cost	**$10,000**

One-Way Choker

STREET SEGMENT DEVICE

A one-way choker is a barrier on either side of a local street that "channels" traffic at certain points. The one-way choker reduces traffic speed, noise, and may reduce traffic volume.





Design Considerations

The construction of a one-way choker may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the one-way choker, utilities may be impacted and require relocation. Problems related to drainage may also result.

Advantages

A one-way choker can be used on local streets and may reduce traffic volume as well as traffic speeds and traffic noise.

Disadvantages

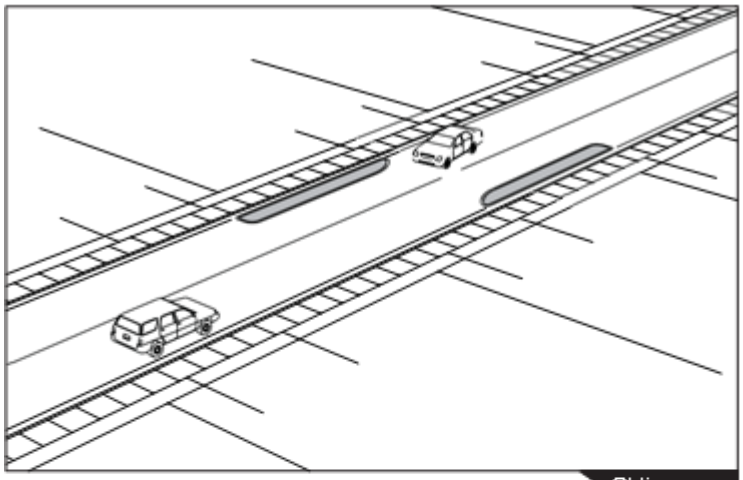
A one-way choker is a higher-cost device and may result in changes to traffic patterns. A one-way choker may restrict emergency vehicle access, the ability to provide bike lanes, and access to driveways.

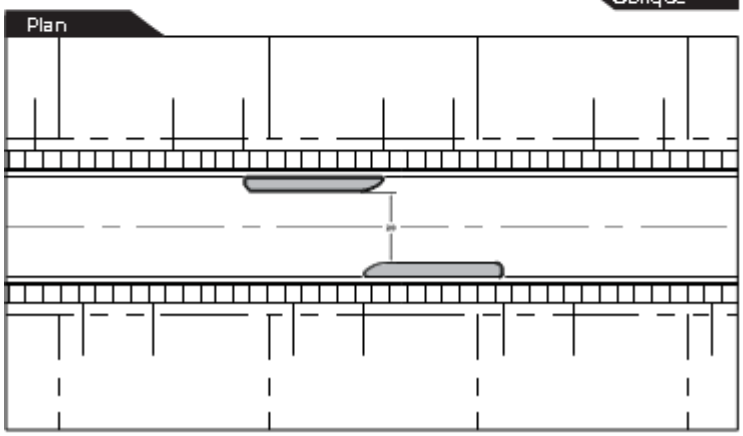
Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Maybe**
Reduces speeds	**Yes**
Reduces noise	**Maybe**
Improves safety	**No**
Restricts traffic access	**No**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**Moderate**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Minor**
Approximate cost	**$7,000**

Two-Way Choker

STREET SEGMENT DEVICE

A two-way choker is a barrier on either side of a local or collector street that narrows the street but allows traffic in both directions at the same time. A two-way choker is used primarily to reduce traffic speeds but may result in reduced traffic volumes and noise.





Design Considerations

The construction of a two-way choker may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the two-way choker, utilities may be impacted and require relocation. Problems related to drainage may also result.

Advantages

Compared to a one-way choker, a two-way choker does not as significantly restrict emergency vehicle access. The two-way choker allows traffic in both directions.

Disadvantages

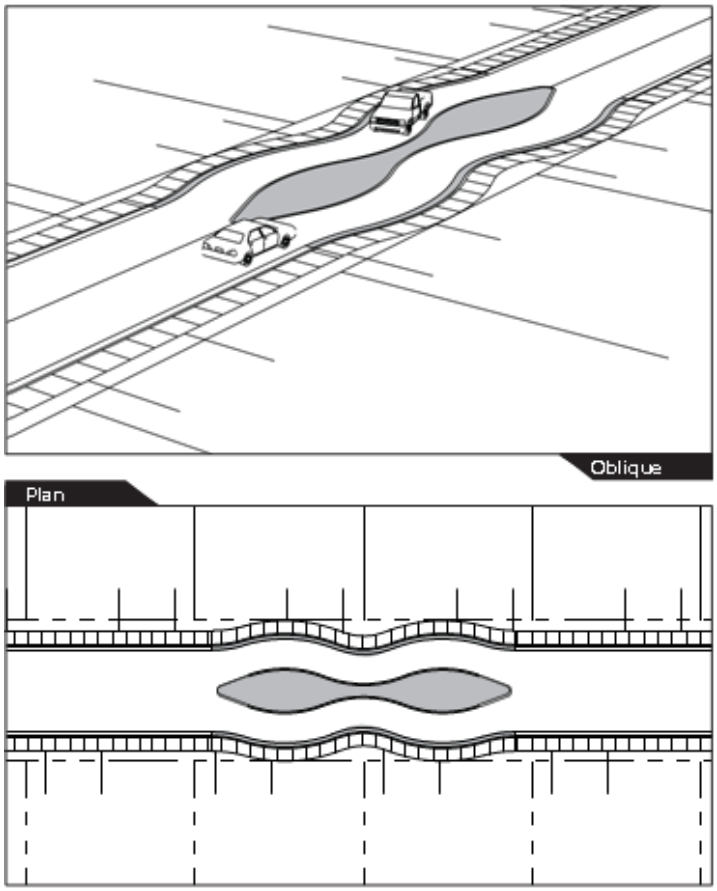
A two-way choker often does not result in a marked reduction in traffic speed and noise and may require the loss of bicycle lanes. In many cases, the speed reduction of a two-way choker diminishes as drivers become accustomed to it. A two-way choker may also impede driveway access and may require regular maintenance due to vandalism.

Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**No**
Reduces speeds	**Minor**
Reduces noise	**No**
Improves safety	**No**
Restricts traffic access	**No**
Slows emergency response	**No**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Minor**
Approximate cost	**$5,000**

Traffic Footballs

STREET SEGMENT DEVICE

Traffic footballs are raised curvilinear medians in the roadway that require drivers to steer around the curves. When several are used consecutively, traffic footballs serve to slow traffic on local or collector streets by guiding traffic.



Design Considerations

The construction of traffic footballs may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of traffic footballs, utilities may be impacted and require relocation.

The construction of traffic footballs may require relocation of curb, gutter, and sidewalk, and may require costly street revisions to allow for proper drainage.

Advantages

When implemented correctly, traffic footballs are effective means of slowing traffic.

Disadvantages

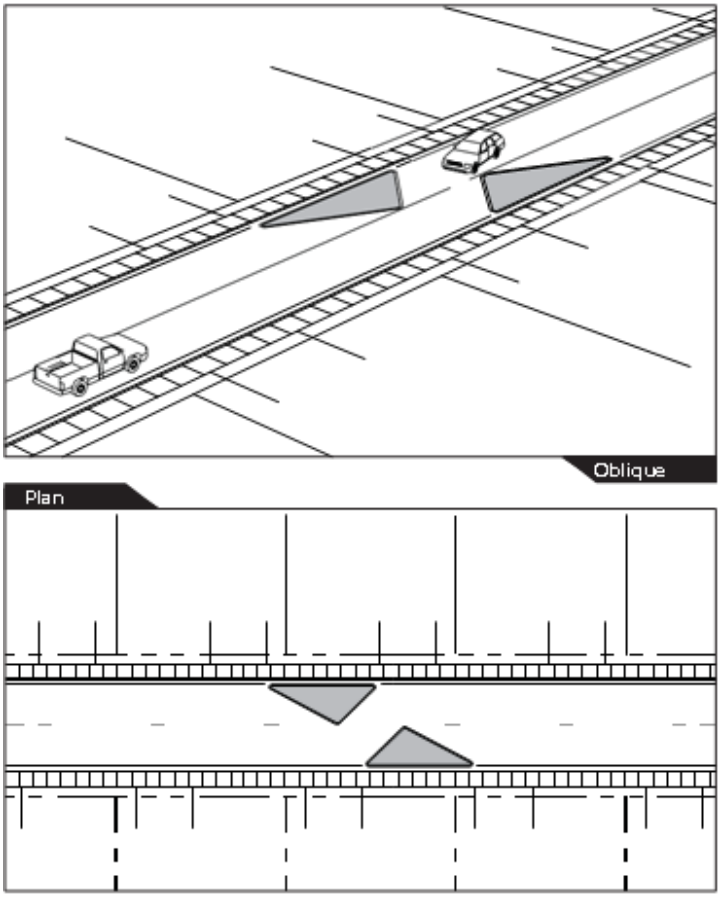
Creating curvature in the roadway will likely have an adverse impact on bicycle lanes, on-street parking and emergency vehicle access.

Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**No**
Reduces speeds	**Yes**
Reduces noise	**Maybe**
Improves safety	**No**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Maybe**
Approximate cost	**$25,000**

Chicane

STREET SEGMENT DEVICE

A chicane is a series of curb extensions on alternating sides of a local street that narrow the roadway to one lane and require drivers to steer from one side of the road to the other. Chicanes reduce traffic speed and may reduce traffic volume.



Design Considerations

The construction of a chicane may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional neighborhood participation in funding.

Depending on the type and location of the chicane, utilities may be impacted and require relocation. Problems related to drainage may also result.

Advantages

Chicanes reduces traffic speed and noise. They may also reduce traffic volume and restrict "straight through" movement of traffic.

Disadvantages

With no other traffic present, drivers can accelerate through the chicane which may limit speed reduction. Chicanes lose their effectiveness when a low volume of traffic is present.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Maybe**
Reduces speeds	**Yes**
Reduces noise	**No**
Improves safety	**No**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**High**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Minor**
Approximate cost	**$7,000**

Speed Cushion

STREET SEGMENT DEVICE

Speed cushions are rounded raised areas of pavement that are parabolic in shape and are placed across roadways primarily to reduce the speed of traffic on local and collector streets.

Design Considerations

The construction of speed cushions may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Speed cushions are often installed in a series and are usually spaced between 300 and 600 feet apart. Speed cushions are typically 12 to 14 feet in length 3 to 4-inches in height at the crest of the hump. Channels in the speed cushion help mitigate their impact on emergency vehicles.

Advantages

Speed cushions slow traffic more gradually than speed bumps and can be effective in slowing traffic and reducing traffic volume.

Disadvantages

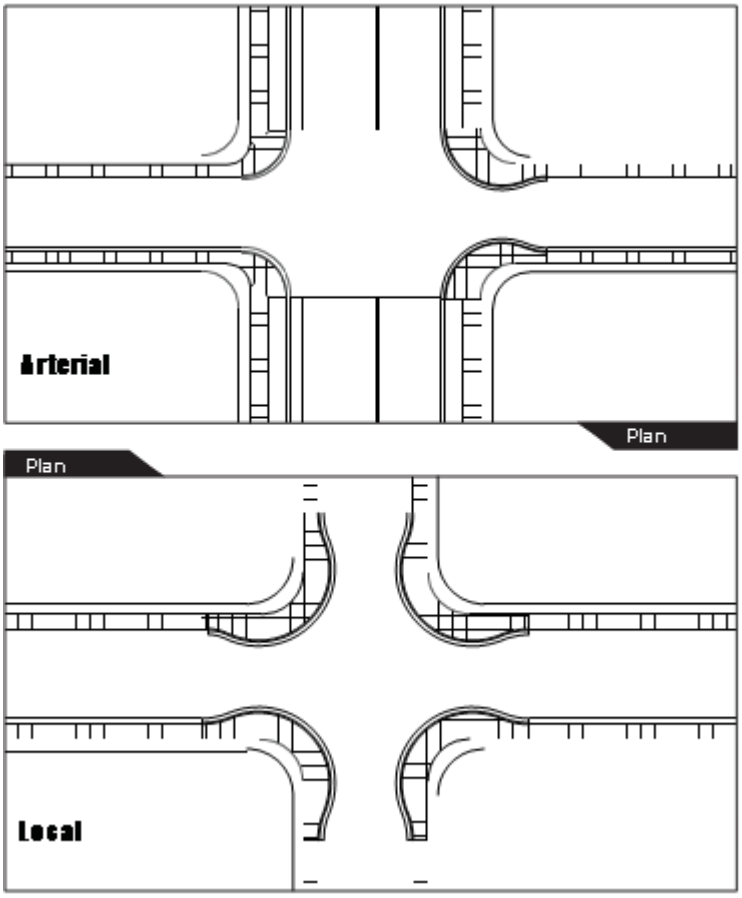
Drivers can slow before a speed cushion and accelerate between speed cushions, producing more acceleration noise. Speed cushions can impact transit routes. Drivers wanting to avoid streets with speed cushions may divert to nearby streets. Speed cushions may cause discomfort to drivers with back issues.

Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**Maybe**
Reduces speeds	**Yes**
Reduces noise	**No**
Improves safety	**No**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**No**
Frequency of violations	**Low**
Adversely impacts bicyclists	**No**
Adversely impacts transit	**Maybe**
Approximate cost	**$3,000**

Bulb-Out

INTERSECTION DEVICE

A bulb-out is a narrowing on both sides of an intersection, but it allows all traffic movements. Bulb-outs are used primarily to reduce speeds (mostly turning speeds) but may result in reduced traffic volumes.



Design Considerations

The construction of a bulb-out may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the bulb-out, utilities may be impacted and require relocation. Problems related to drainage may also result. Typically, two bulb-outs are constructed at the intersection of an arterial street, while four bulb-outs are constructed at the intersection of local or collector streets.

Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**No**
Reduces speeds	**Minor**
Reduces noise	**No**
Improves safety	**Yes**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**None**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Minor**
Approximate cost (per pair)	**$5,500**

Advantages

Bulb-outs do not significantly restrict emergency vehicle access. Bulb-outs may reduce the operating speed of traffic and may also reduce traffic volume. Bulb outs also shorten pedestrian crossing distances and make pedestrians more visible to approaching traffic.

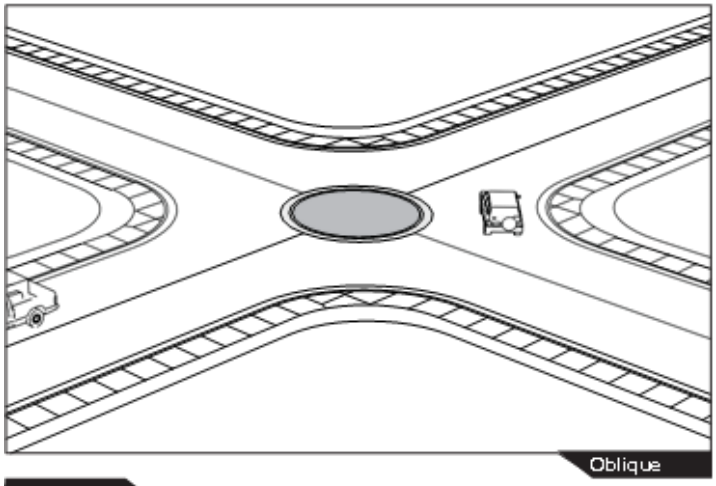
Disadvantages

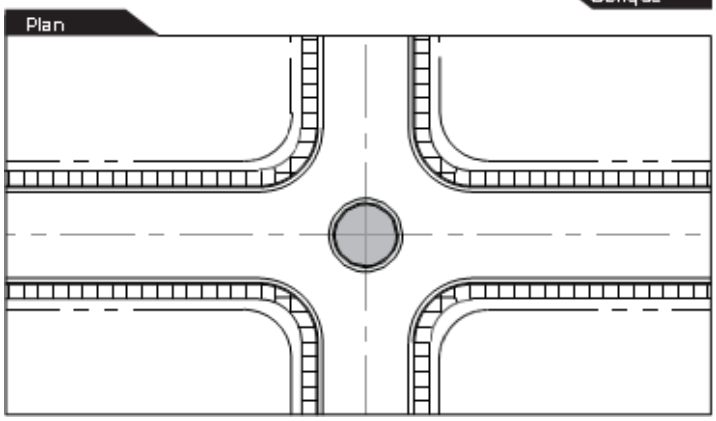
Bulb-outs may not result in marked reduction in traffic speed and noise and may require the loss of bicycle lanes. In many cases, speed reduction of the bulb-outs diminishes as drivers become accustomed to them. Bulb-outs may also require regular maintenance.

Traffic Circle

INTERSECTION DEVICE

Traffic circles are raised islands in intersections around which traffic circulates. Traffic circles are implemented to slow traffic and discourage cut-through traffic but do not affect access.





Design Considerations

The construction of a traffic circle may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the traffic circle, utilities may be impacted and require relocation.

Advantages

Traffic circles are effective at reducing speed and can be used on both local and collector streets. Traffic circles also can improve safety by moderating speeds and can have a positive aesthetic value.

Disadvantages

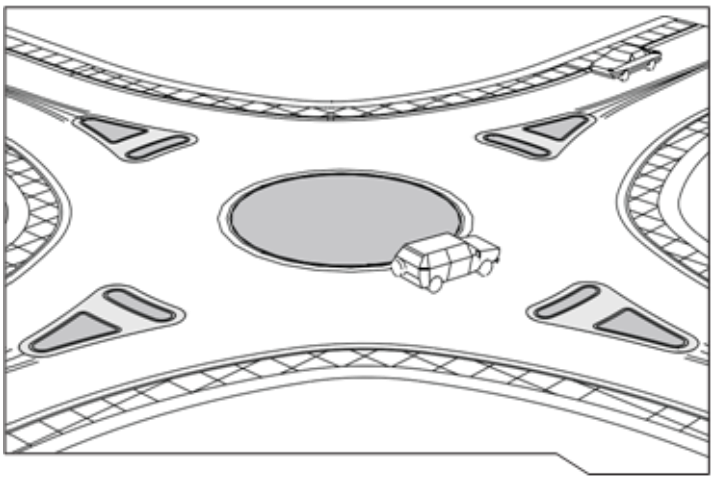
Traffic circles can be difficult for large vehicles, motorists pulling trailers, and emergency vehicles to navigate. Traffic circles must be designed in such a manner as to not encroach on crosswalks.

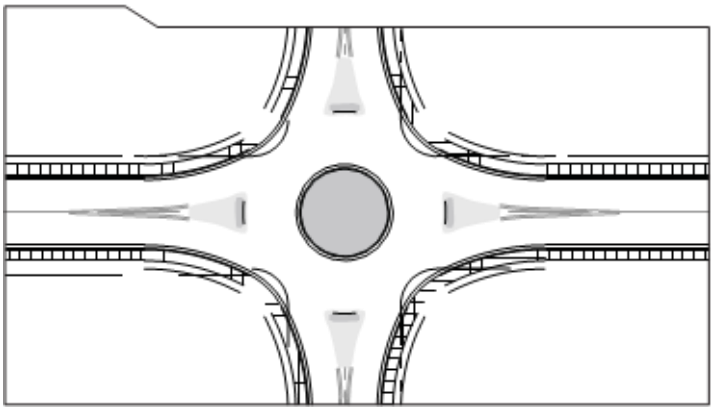
Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**Maybe**
Reduces speeds	**Likely**
Reduces noise	**No**
Improves safety	**Yes**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Yes**
Approximate cost	**$5,000**

Roundabout

INTERSECTION DEVICE

Roundabouts require traffic to circulate counterclockwise around a central island. Roundabouts typically slow traffic to 15 mph, but usually do not provide a reduction in traffic volume.





Design Considerations

The construction of a roundabout may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the roundabout, utilities may be impacted and require relocation. The construction of a roundabout may also require additional right-of-way and may impact adjacent properties

Advantages

Roundabouts can be effective in moderating traffic speeds on arterial streets. Roundabouts can be aesthetically pleasing when well landscaped. Roundabouts can be safer and less expensive than traffic signals.

Disadvantages

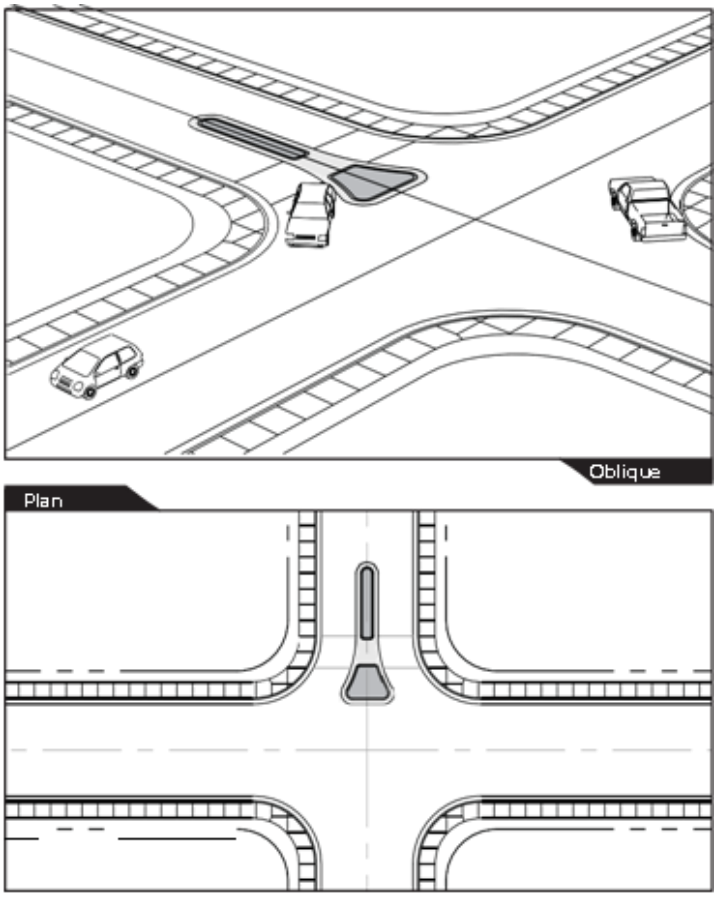
The construction of roundabouts may require additional right-of-way and may impact adjacent properties and utilities.

Can be used on local streets	**No**
Can be used on collector streets	**Yes**
Reduces traffic	**No**
Reduces speeds	**Yes**
Reduces noise	**Maybe**
Improves safety	**Yes**
Restricts traffic access	**No**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**No**
Adversely impacts transit	**No**
Approximate cost	**$55,000**

Right-Turn Diverter

INTERSECTION DEVICE

A right-turn diverter is a raised barrier that forces right turns at an intersection. Through movements and left turns both into and out of the street are prohibited.



Design Considerations

The construction of a right-turn diverter may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the right-turn diverter, utilities may be impacted and require relocation.

Advantages

Right-turn diverters prevent cut-through traffic and reduces traffic volume on local streets.

Disadvantages

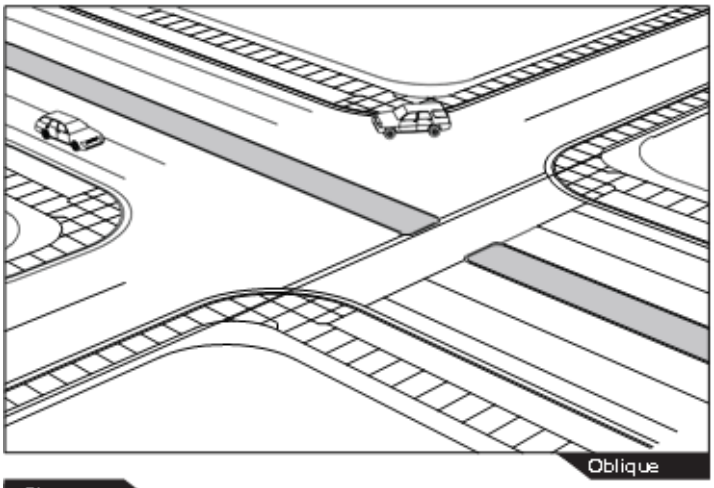
Right-turn diverters are ineffective in places where traffic can use driveways to bypass the diverter. Right-turn diverters may also redirect traffic to nearby streets causing additional impact to residents. Before being implemented, traffic circulation patterns must be reviewed to ensure that restricting through traffic and permitting only right turns will not be detrimental to efficient circulation. This traffic calming tool must be supplemented by regulatory turn restriction signs.

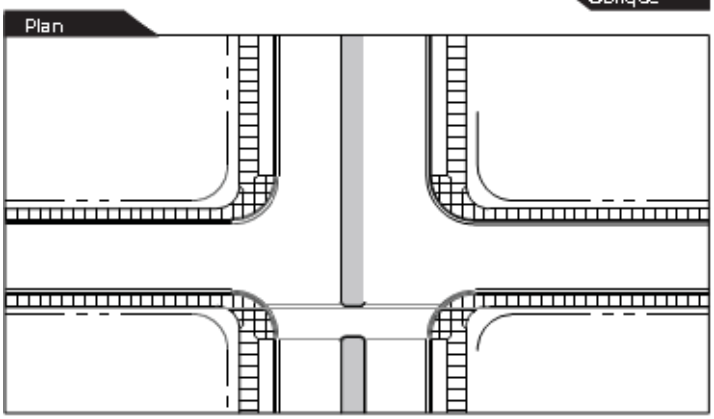
Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Maybe**
Reduces noise	**Yes**
Improves safety	**Maybe**
Restricts traffic access	**Yes**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**High**
Adversely impacts bicyclists	**No**
Adversely impacts transit	**Maybe**
Approximate cost	**$3,500**

Median Barrier

INTERSECTION DEVICE

Median barriers are raised islands along the center of a street that continue through an intersection to block traffic at a cross street (with openings only for pedestrian crossings). This restricts movements on the side streets to right-in and right-out only.





Design Considerations

The construction of a median barrier may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

Depending on the type and location of the median barrier, utilities may be impacted and require relocation.

Advantages

Median barriers can improve safety at intersections and can reduce traffic volumes on major streets.

Disadvantages

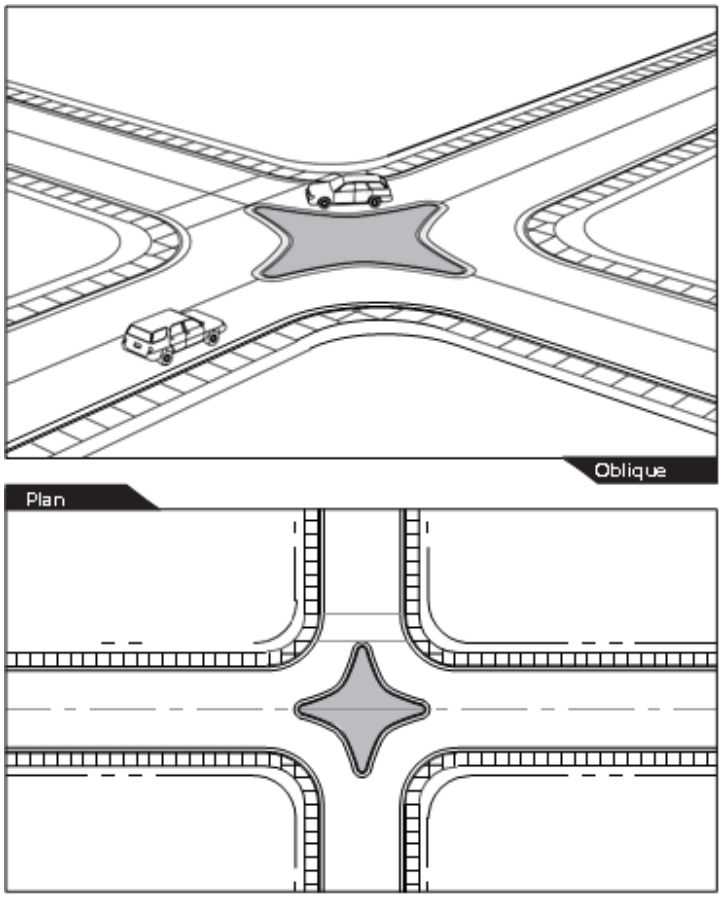
Median barriers may require wider streets and limit turning to and from side streets for local residents and emergency vehicles. Traffic may be diverted onto adjacent streets.

Can be used on local streets	**Yes**
Can be used on collector streets	**Yes**
Reduces traffic	**Yes**
Reduces speeds	**No**
Reduces noise	**No**
Improves safety	**Yes**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Low**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$30,000**

Star Diverter

INTERSECTION DEVICE

A star diverter is a raised barrier placed in an intersection that allows traffic to make only right turns and prevents traffic from proceeding through an intersection.



Design Considerations

The construction of a star diverter may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional neighborhood participation in funding.

Depending on the type and location of the star diverter, utilities may be impacted and require relocation.

Advantages

Star diverters can usually be installed within the existing intersection and right-of-way. Star diverters may reduce traffic volume and restrict "straight through" movement of traffic.

Disadvantages

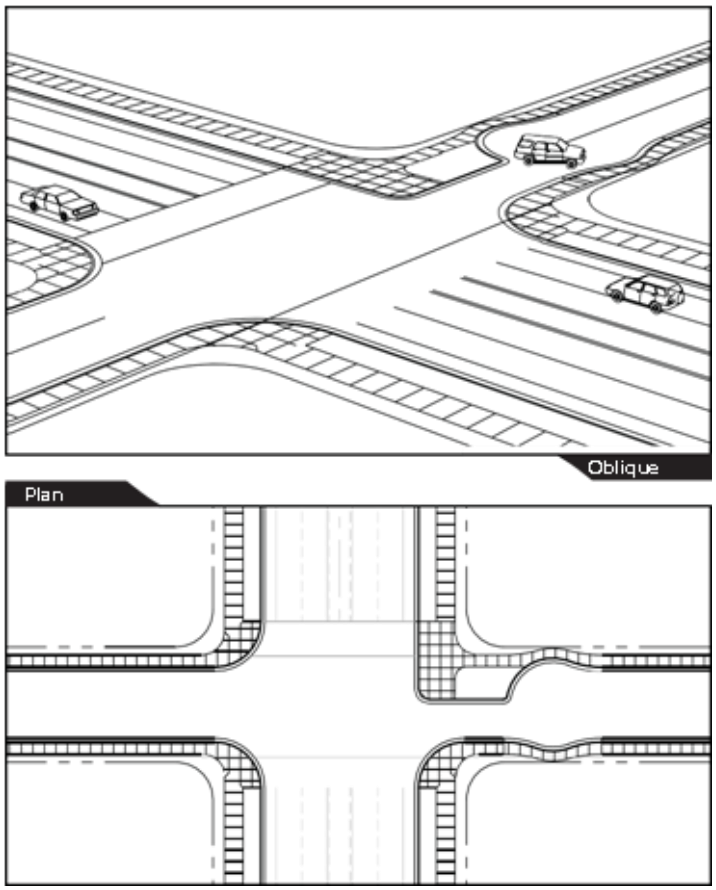
Star diverters eliminates all left turns and through traffic and are expected to change traffic circulation patterns and divert traffic onto adjacent streets.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Yes**
Reduces noise	**Yes**
Improves safety	**Maybe**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Maybe**
Adversely impacts transit	**Yes**
Approximate cost	**$9,000**

Departure Choker

INTERSECTION DEVICE

A departure choker is a curb extension that narrows a local street to allow travel in only one direction. A departure choker serves to eliminate traffic flow in one direction.



Design Considerations

The construction of a departure choker may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of a departure choker requires approval from the fire and sanitation departments as it may impact their access.

Depending on the type and location of the departure choker, utilities may be impacted and require relocation.

Advantages

Departure chokers can reduce both traffic speed and volume and if designed well can have positive aesthetic value. Departure chokers are negotiable by emergency vehicles.

Disadvantages

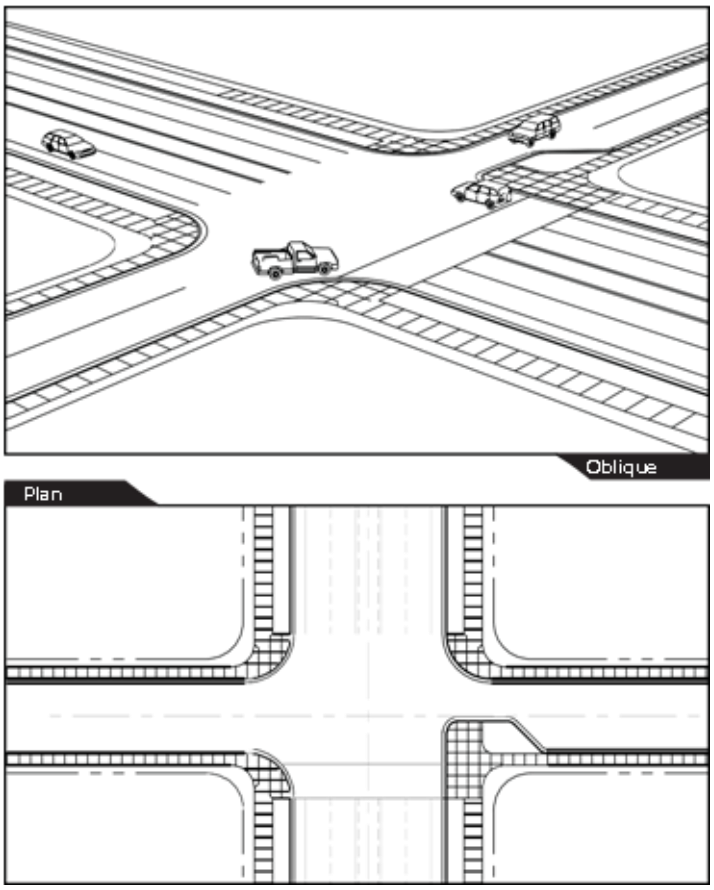
Departure chokers lose effectiveness in the absence of other traffic. Bicycle lanes may be removed and bicyclists would have to merge with vehicular traffic. Departure chokers may require elimination of some on-street parking and construction of a large cul-de-sac.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Minor**
Reduces noise	**Yes**
Improves safety	**Maybe**
Restricts traffic access	**Yes**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**Moderate**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$17,000**

Entry Choker

INTERSECTION DEVICE

An entry choker is similar to a departure choker except it restricts traffic from entering a street.



Design Considerations

The construction of an entry choker may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of an entry choker requires approval from the fire and sanitation departments as it may impact their access.

Depending on the type and location of the entry choker, utilities may be impacted and require relocation.

Advantages

Entry chokers are easily negotiable by large vehicles and can reduce both traffic speed and volume. If designed well, entry chokers can have positive aesthetic value.

Disadvantages

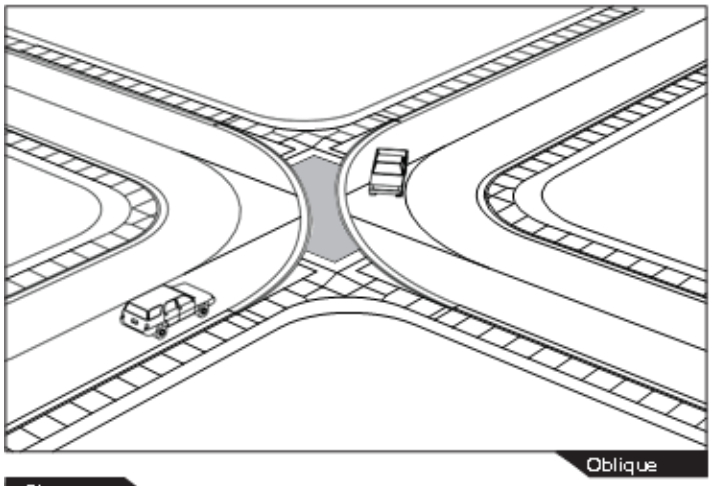
Entry chokers also lose effectiveness in the absence of other traffic. Bicycle lanes may be removed and bicyclists would have to merge with vehicular traffic. Entry chokers may require the elimination of some on-street parking.

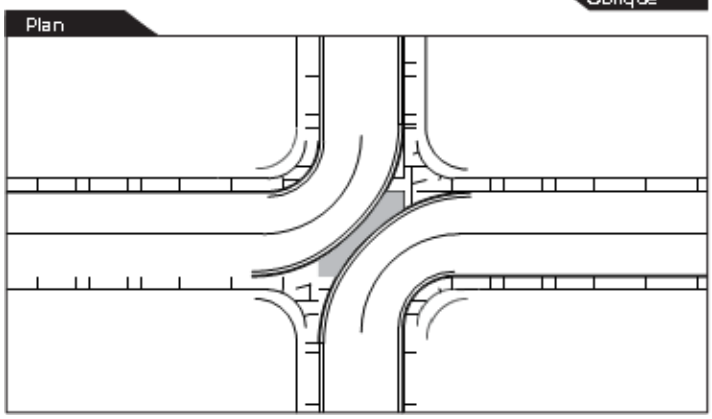
Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Minor**
Reduces noise	**Yes**
Improves safety	**Maybe**
Restricts traffic access	**Yes**
Slows emergency response	**Minor**
Requires maintenance	**Yes**
Frequency of violations	**Moderate**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$10,000**

Diverter

INTERSECTION DEVICE

A diverter is constructed diagonally across an intersection to redirect traffic and maintain one movement on each approach.





Design Considerations

The construction of a diverter may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of a diverter requires approval from the fire and sanitation departments as it may impact their access.

Depending on the type and location of the diverter, utilities may be impacted and require some level of relocation. Drainage may also be impacted.

Advantages

Diverters can improve safety by restricting turning movements and can reduce traffic volume on a cut-through route. Diverters can be designed to accommodate bicyclists making all movements.

Disadvantages

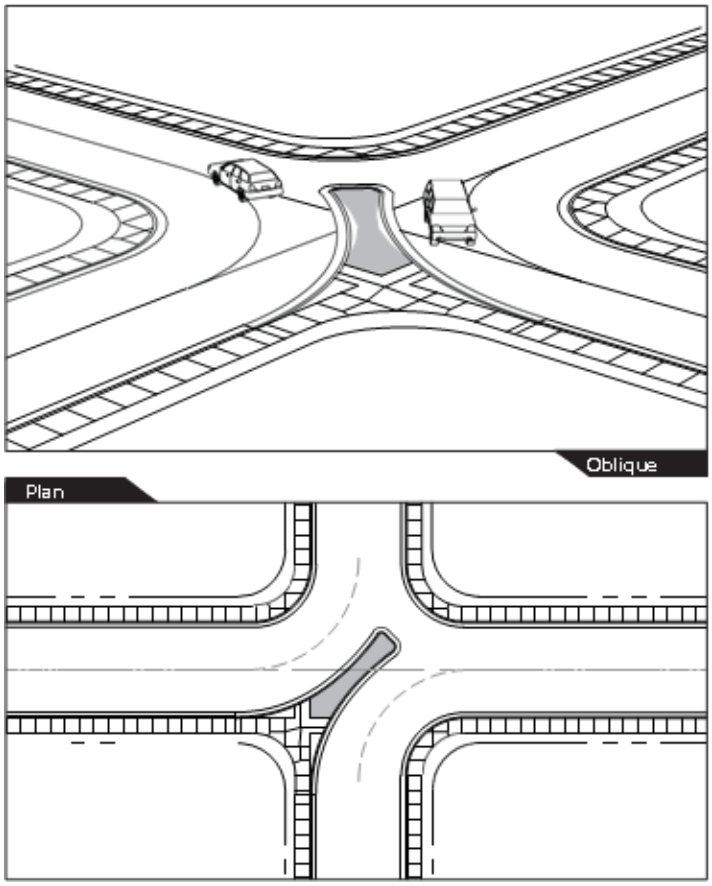
Diverters limit turning and access. Implementation of a diverter may require a wider street to accommodate traffic. Parallel streets may experience an increase in diverted traffic.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Minor**
Reduces noise	**Yes**
Improves safety	**Yes**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**None**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$14,000**

Semi-Diverter (Type A)

INTERSECTION DEVICE

A semi-diverter is similar to a diverter but does not completely bisect the intersection diagonally.



Design Considerations

The construction of a semi-diverter (type A) may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of a semi-diverter requires approval from the fire and sanitation departments as it may impact their access.

Depending on the type and location of the semi-diverter, utilities may be impacted and require some level of relocation. Drainage may also be affected.

Advantages

Semi-diverters can improve safety by restricting turning movements and can reduce traffic volume on a cut-through route. Semi-diverters can be designed to accommodate bicyclists making all movements.

Disadvantages

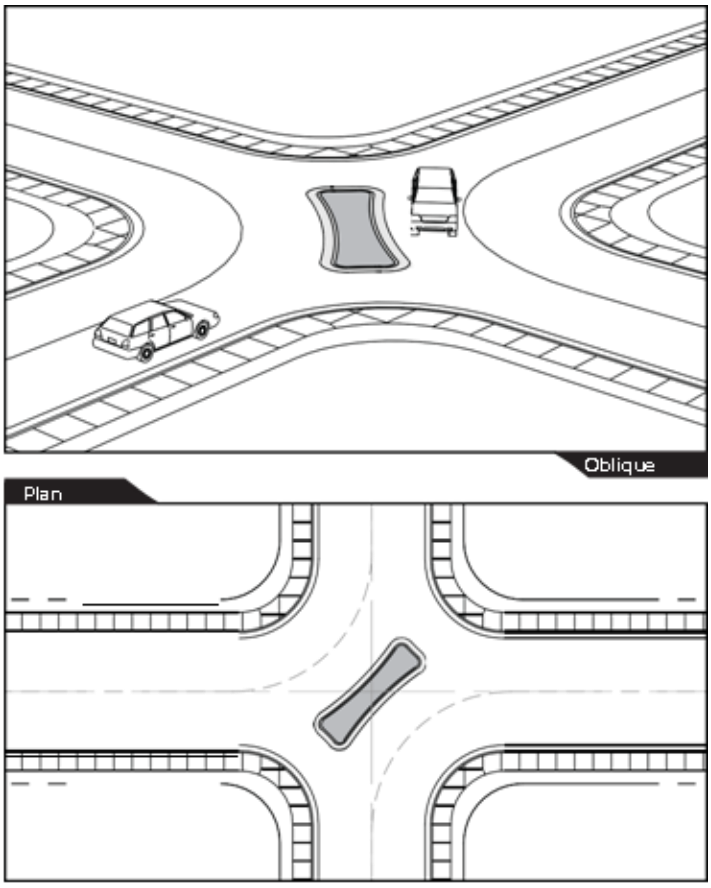
Semi-diverters limit turning and access. Implementation of a semi-diverter may require a wider street to accommodate traffic. Parallel streets may experience an increase in diverted traffic.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Minor**
Reduces noise	**Yes**
Improves safety	**Yes**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$9,000**

Semi-Diverter (Type B)

INTERSECTION DEVICE

A semi-diverter is similar to a diverter but does not completely bisect the intersection diagonally.



Design Considerations

The construction of a semi-diverter (type B) may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of a semi-diverter requires approval from the fire and sanitation departments as it may impact their access.

Depending on the type and location of the semi-diverter, utilities may be impacted and require relocation.

Advantages

Semi-diverters can improve safety by restricting turning movements and can reduce traffic volume on a cut-through route. Semi-diverters can be designed to accommodate bicyclists making all movements.

Disadvantages

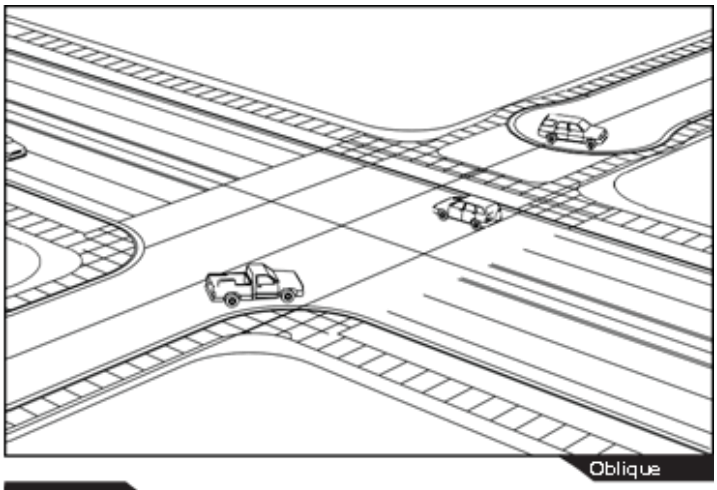
Semi-diverters limit turning and access. Implementation of a semi-diverter may require a wider street to accommodate traffic. Parallel streets may experience an increase in diverted traffic.

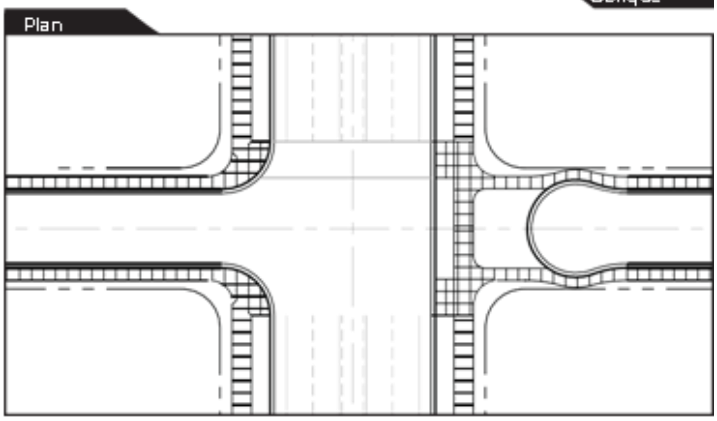
Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Minor**
Reduces noise	**Yes**
Improves safety	**Yes**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**Moderate**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$3,500**

Cul-de-Sac

INTERSECTION DEVICE

An intersection cul-de-sac prevents cut-through traffic by blocking a road at an intersection.





Design Considerations

The construction of an intersection cul-de-sac may be funded by the City of Tempe's current budget. Landscaping or other improvements beyond basic construction may increase the cost of the project and may require additional stakeholder participation in funding.

The implementation of a cul-de-sac also requires approval from the fire and sanitation departments as it impacts access.

Utilities may be impacted and require relocation. Problems related to drainage may also result. Curb, gutter, and sidewalk are likely to require relocation. Additional right-of-way may be needed for a proper cul-de-sac turnaround.

Can be used on local streets	**Yes**
Can be used on collector streets	**No**
Reduces traffic	**Yes**
Reduces speeds	**Likely**
Reduces noise	**Maybe**
Improves safety	**Maybe**
Restricts traffic access	**Yes**
Slows emergency response	**Yes**
Requires maintenance	**Yes**
Frequency of violations	**Low**
Adversely impacts bicyclists	**Minor**
Adversely impacts transit	**Maybe**
Approximate cost	**$16,000**

Advantages

An intersection cul-de-sac effectively blocks cut-through traffic and slows traffic speeds.

Disadvantages

Speed reduction occurs only on the street that is closed. Cul-de-sacs have a high cost of implementation and may impact utilities and access. Intersection cul-de-sacs can only be implemented on local streets. Transit, emergency service, and sanitation routes may also be impacted by prohibiting through traffic. Traffic will likely be diverted onto other streets.

Summary of Traffic Calming Devices

	Traffic reduction	Speed reduction	Safety benefit	Restricts access	Emergency impacts	Maintenance needs	Violations	Bicyclist impacts	Transit impacts	Cost
Street segment devices										
Median	No	Poss.	Poss.	Poss.	No	Yes	Low	Poss.	No	Med.
One-way choker	Poss.	Yes	No	No	Yes	Yes	Some	Poss.	Low	Med.
Two-way choker	No	Low	No	No	No	Yes	Low	Poss.	Low	Low
Traffic footballs	No	Yes	No	No	Low	Yes	Low	Poss.	Low	High
Chicane	Poss.	Yes	No	No	Low	Yes	High	Poss.	Low	Med.
Speed cushion	Poss.	Yes	No	No	Low	Low	None	No	Poss.	Low
Intersection devices										
Bulb-out	No	Low	Yes	No	Low	Yes	None	Poss.	Low	Low
Traffic circle	Poss.	Yes	Yes	No	Low	Yes	Some	Low	Yes	Low
Roundabout	No	Yes	Yes	No	Low	Yes	Low	No	No	High
Right-turn diverter	Yes	Poss.	Poss.	Yes	Low	Yes	High	No	Low	Low
Median barrier	Yes	No	Yes	Yes	Yes	Low	Low	Poss.	Poss.	High
Star diverter	Yes	Yes	Poss.	Yes	Yes	Yes	Low	Poss.	Yes	Med.
Departure choker	Yes	Low	Poss.	Yes	Low	Yes	Some	Low	Poss.	High
Entry choker	Yes	Low	Poss.	Yes	Low	Yes	Some	Low	Poss.	Med.
Diverter	Yes	Low	Yes	Yes	Yes	Yes	None	Some	Poss.	Med.
Semi-diverter (type A)	Yes	Low	Yes	Yes	Yes	Yes	Some	Some	Poss.	Med.
Semi-diverter (type B)	Yes	Low	Yes	Yes	Yes	Yes	High	Some	Poss.	Low
Cul-de-sac	Yes	Yes	Poss.	Yes	Yes	Yes	None	Poss.	Poss.	High

Neighborhood Traffic Request Form

We, the undersigned, request a traffic study at the location identified below because of our concern about traffic conditions in our neighborhood. The following signatures, representing six households in the neighborhood, indicate our commitment to work with the City of Tempe's *Neighborhood Traffic Calming Guide* to improve traffic conditions.

	Print Name	Address	Signature	Phone	I volunteer to assist with traffic calming.
1					☐
2					☐
3					☐
4					☐
5					☐
6					☐

Contact name:		Phone:
Address:		
Neighborhood name (if applicable):		
Location of concern:		
What traffic concerns do you have at this location?		

Submit completed forms to Tempe at TrafficCalming@tempe.gov.
Attach additional pages as necessary. For questions, please call 480-350-4311.

Streetscape and Transportation Enhancement Program Manual
Public Input Summary – August 2021

I. Background

The City of Tempe recently engaged Lee Engineering to review the Streetscape and Transportation Enhancement Program (STEP) Manual to consider potential changes to the process for installing traffic calming devices in Tempe neighborhoods. The existing STEP Manual was updated most recently in February 2008.

Tempe's STEP program allows transportation staff to work with neighborhoods to develop efficient traffic calming solutions on local streets, that create a safe, efficient, accessible and balanced transportation system. Traffic calming means reducing the speed and/or amount of traffic in neighborhoods to make streets more livable. Traffic calming devices typically include speed cushions (previously speed humps), neighborhood traffic circles, chicanes, and other treatments.

Input was collected on possible changes to the manual.

II. Outreach

- Virtual public meetings were held on June 26 and 28, 2021; a total of 12 people attended online.
- The topic was posted online from June 26 to July 12 and Aug. 12 to 23, 2021 on Tempe Forum.
- Emails were sent to the stakeholder advisory group, neighborhood and homeowners' association contacts as well as participants in previous traffic calming efforts and speed hump requests.

Below is a summary of digital outreach that provided information to the public regarding the meetings, project and opportunities for input:

PRESS RELEASE

6/15– virtual public meeting: 2,779 emails sent, 33.6% open rate, 1.5% click rate
6/21– Coronavirus news, meetings: 6,855 emails sent, 25.8% open rate, 3.6% click rate
7/7 - Coronavirus news, survey: 6,847 emails sent, 26.4% open rate, 3.9% click rate
8/12– input extended: 2,789 emails sent, 31.7% open rate, 2.9% click rate
8/13 – input extended resent: 1,991 emails sent, 19.2% open rate, 1.9% click rate
8/16 - Coronavirus news, input extended: 6,977 emails sent, 28.5% open rate, 2.7% click rate

FACEBOOK

6/16 – public meetings: Reach/Impressions: 1,972 I Engagement: 8
6/25 – meeting reminder: Reach/Impressions: 1,639 I Engagement: 48
7/1 –survey reminder: Reach/Impressions: 3,131 I Engagement: 107
7/9 - survey reminder: Reach/Impressions: 1,796 I Engagement: 130
8/16 –input extended: Reach/Impressions: 3,206 I Engagement: 170
8/21 – input closes: Reach/Impressions: 2,851 I Engagement: 250

TWITTER

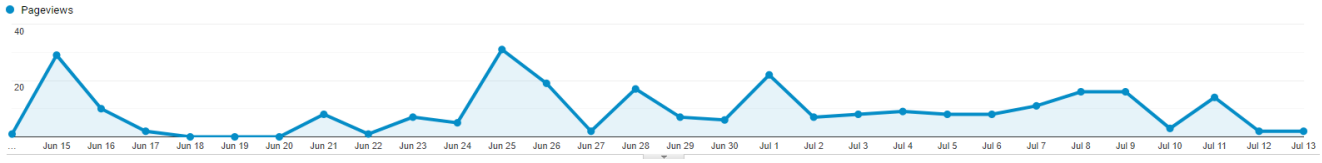
6/16 – public meetings: Reach/Impressions: 1,257 I Engagement: 30
6/25 – meeting reminder: Reach/Impressions: 1,545 I Engagement: 18
7/1 – survey reminder: Reach/Impressions: 4,081 I Engagement: 117
7/8 –survey reminder: Reach/Impressions: 1,317 I Engagement: 24
8/21 – input extended: Reach/Impressions: 1,522 I Engagement: 20
8/21 – input closes: Reach/Impressions: 1,343 I Engagement: 30

NEXTDOOR

6/16 – public meetings: Reach/Impressions: 1,195 I Engagement: 0
6/25 – public meetings: Reach/Impressions: 1,621 I Engagement: 0
7/6 –survey reminder: Reach/Impressions: 1,053 I Engagement: 1
8/19 –input extended: Reach/Impressions: 1,260 I Engagement: 2

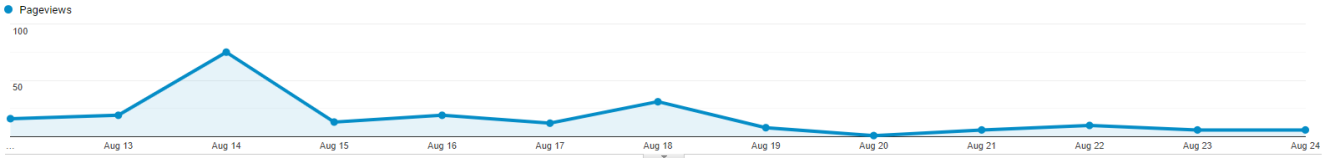
Website Google Analytics:

tempe.gov/STEP from 6/14 – 7/13 – 271 views



- Top Sources:
  - City of Tempe email
  - Google
  - Direct
  - Facebook
  - Mailchimp
- Spikes:
  - 6/25 – 31 pageviews
  - 6/15 – 29 pageviews
  - 7/1 – 22 pageviews

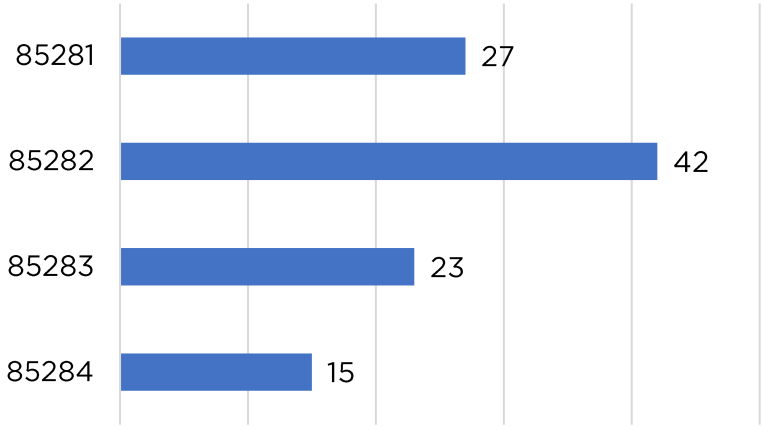
8/12 – 8/24 – 222 views



- Top Sources:
  - Direct
  - Google
  - Mailchimp
  - Open Town Hall
  - ABC15
- Spikes:
  - 8/14 – 75 pageviews
  - 8/18 – 29 pageviews
  - 8/16 – 22 pageviews

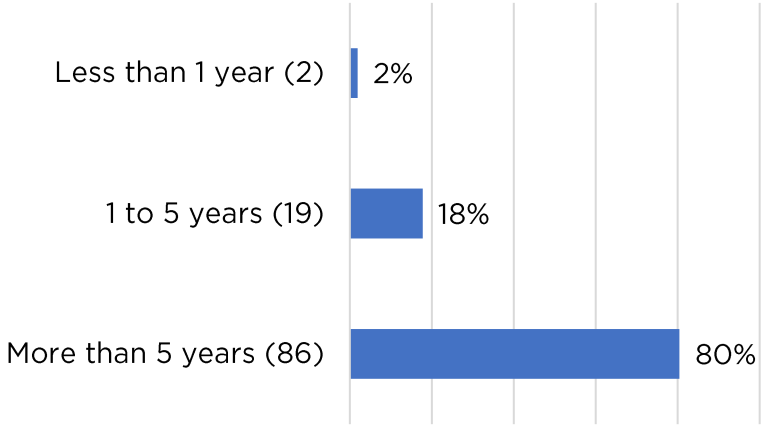
III. Survey Results

1. **What is your zip code?**



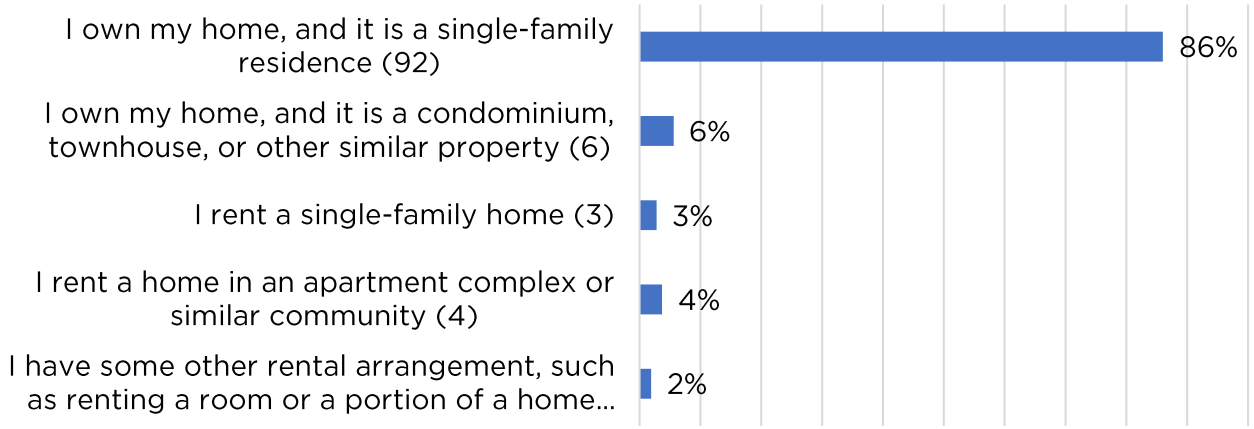
Responses: 107

2. **How long have you lived in your current home?**



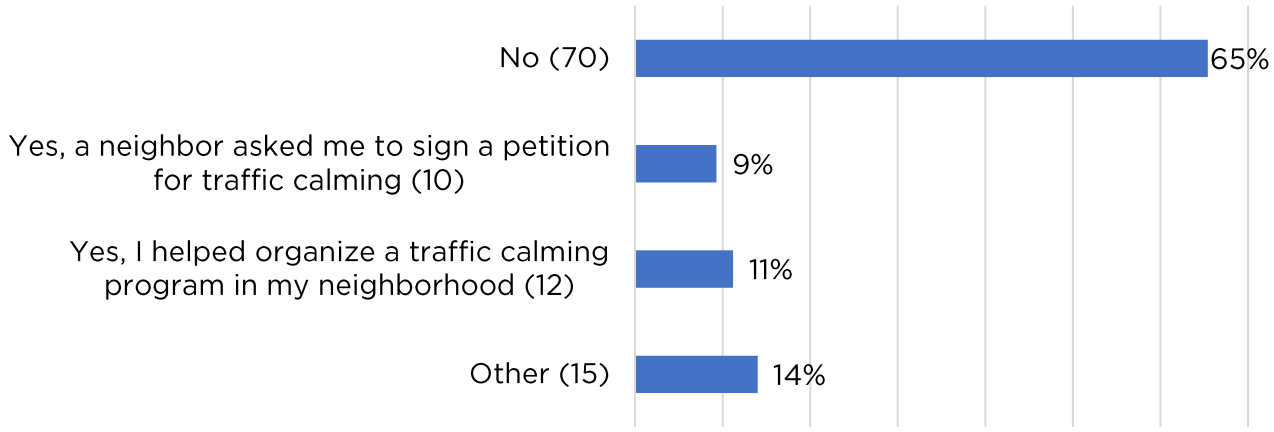
Responses: 107

3. Do you own or rent your home?



Responses: 107

4. Have you been involved with a traffic calming program in Tempe?

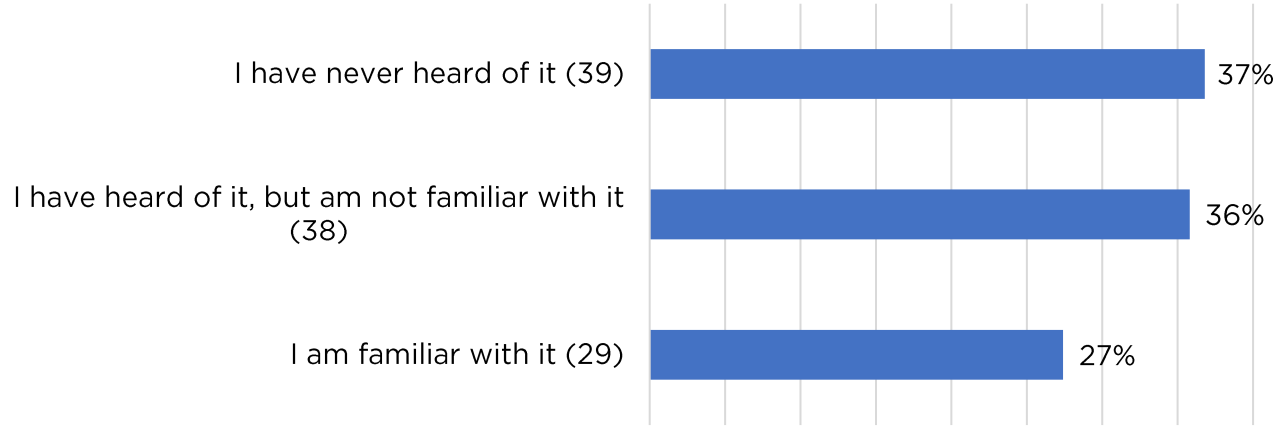


Other:

- As the President of the Camelot Village N.A. (long time ago) I made a comment in the newspaper when they first added rubbarized asphalt the newly constructed 101
- Attempted to obtain a petition to get speed bumps on Hazelton
- Discussed at past Cole Park NA meetings.
- Indicates support for traffic circle at McKellips and College
- Many years ago I was involved in traffic control
- My husband participated in an online forum a few months ago
- Not directly, i have a speed bump directly in front of my house that was installed without notification - its been there for several years now
- previous surveys
- Redesigned part of College Ave, 2009-10
- The city tried to put speed bumps on Country Club Way
- There are speed humps in my neighborhood, but I was never asked to participate.
- Through neighborhood association- speed bumps on La Rosa
- We have traffic calming in Hudson Manor
- we took part, several years ago, in a city hearing about Country Club Way improvements north of Southern Ave.
- Yes, I called asking for more info and was told we were put on a wait list 4 years ago.

Responses: 107

5. **Are you familiar with the city of Tempe STEP (Streetscape and Transportation Enhancement Program) Manual?**



Responses: 106

6. **In your opinion, what are residents' top 3 challenges to implementing traffic calming devices?**

1. Appearance. Some neighborhoods look very nice over time. Others look like trash collection/dead plant areas.
   People don't know how they work and prefer stop signs.
   People need to know how they are going to look after completion. Art work? Plants? A rendering would be helpful.
2. cut through traffic because of speed humps on adjacent streets
   it requires permanent changes to neighborhood environment which cannot be reversed w/o spending more money.
   It drops property values.
3. stupidity
   police enforcement
   lack of caring
4. Getting all neighbors who might be affected to agree on what kind of calming would be OK, and even if needed.
   Cost running outside Neighborhood Grant allotment
   Not having access to data on how successful different calming techniques are
5. Commute lengthen
   Constant construction to add bike lanes, speed bumps, etc
   Opposition is louder than support
6. non-residents, investors not supporting the neighborhood efforts
   ignorance, uninvolvment, disinterest, unconcern
   cost
7. participation from neighbors, no volunteers to step up and apply
   long & slow process
   city is financially strained
8. Cost
   Lack of information
   Selfish neighbors

9. Knowing where to start
   Knowing what is possible
   Conflicting neighborhood interests
10. Speeding on residential streets
    Running stop signs
    Not paying attention to pedestrians/cyclists
11. getting residents in the neighborhood involved
    getting City staff to look at the situation
    getting projects funded
12. Gaining the required support from the community
    Obtaining signatures from addresses that refuse to answer the door
    Finding the correct resources at the City to begin the process
13. The City not executing on the completed study. i.e. Maple-Ash study.
    Lack of enforcement is the real issue, fix that.
    Lack of commitment by City Management to focus on anything but new development.
14. The city doesn't actually understand what the neighborhoods need
    Residents don't understand what all the options are (they think "speed bumps" are the only solution)
    Residents believe that they traffic calming will have negative impacts (but there are often other workable alternatives)
15. knowing how to use them for exp.- roundabouts can be dangerous if not shown on media such as TV
    Public Knowledge of these "traffic calming devices" Many don't sign up for Tempes email
16. Getting affected households to agree
    Speed enforcement not done at appropriate time ie rush hour
    Not priority with PD
17. Funding
    Neighbor approval
18. Stop voting for corrupt pols on council.
    Stop trying to regress.
    Stop dangerous bike deadenders.
19. Neighbors not agreeing
    Funding
    Petition process (knocking on doors)
20. People in the neighborhood don't want them because it would impede speeding down the street.
21. Being able to reach all the property owners
    People don't want to be inconvenienced even for safety
    Neighbors being concerned it will effect the condition of their vehicle
22. Unaware of what to do to make a change
    Unaware of options
    Seeing timely /helpful progress from government
23. Disruption to our neighborhood.
    Changes to our street landscape that may or may not be attractive.

Putting in calming devices that people don't know how to use, like roundabouts, increases the chances of accidents.

24. getting enough neighbors interested in the change effort
25. indifference from affected neighbors
    inconvenience to drivers - resistance from drivers
26. Tax concerns
    Bicyclists
    Neighborhood apathy
27. Very biased question, assumes a problem implementing TCD
    Assumes a demand for further traffic restrictions
28. Safety
    Speed
    Volume
29. Neighbor buy in
    Not knowing about the process
30. How to even begin
    The options that are available
    How long it will take
31. neighborhood engagement
    apathy
    not educated on issues
32. Safety
    Reduce speed through neighborhood
    Noise control
33. Most people don't like them
34. Time it takes the implement research strategies
    Understanding what it takes to implement a traffic calming device
35. Fire department and emergency services approval which absolutely must not be circumvented, ignored or avoided - politics be damned.
    Like government, less traffic control or 'calming'. is better and safer. Most speed bumps are to high and too slowing and harmful to vehicles.
    Review and eliminate many existing traffic control or 'calming'. There is a reason why hospitals don't have traffic control or 'calming' in their parking lots. Show courage and say no to politics and other hysteria.
36. The physical space to enact a calming g devise/circle.
    The number of the back-to-back
    Speeders
37. gaining consensus of affected residents
    receiving city approval
    location and types of devices
38. What challenge? It's the easy way out.
39. Blocking through traffic, whether it be a stopped Orbit bus, a broken down vehicle, or just an inconsiderate driver.
    Inappropriate removal of separated right turn lanes.
    The misconception that roadways are playgrounds.

40. Gaining agreement
    Location on streets
    Added costs
41. local residents irritation with speed bumps
    itinerant nature of many local residents (students, part-time)
    none of the solutions are as good as people simply slowing down!
42. Those who speed through neighborhoods to get around traffic
    Construction Detours
    Artistic appeal
43. It's often only one person that is reckless, so it's not looked at as problematic
    Police don't do enough about the problem of reckless driving in neighborhoods with kids.
44. design
    true need
    residents approval
45. enough neighbor engagement
    apathy
    sees traffic calming as a nuisance
46. Residents challenges in NOT having traffic calming devices where it impedes traffic flow
    This question is addressed to residents who want traffic calming, not the others
47. Educating/warning Tempe residents that future residential streets will have more alternative forms of transportation other than automobiles.
    Limited parking on the streets.
    Proudly share Tempe's efforts to address global warming.
48. Proper design (so as not to damage vehicles following the speed limit)
    Maintenance of devices
49. Protecting children near the neighborhood parks, we have "bumps-in-the-road" but should have more.
    People who tailgate you as you slow down for the "bumps".
    Impatient drivers in too much of a hurry.
50. Proving that there is a problem since traffic is not analyzed.
    Rapid development without traffic mitigation
    Lack of alternative transportation
51. The nay sayers who are see anything implemented for the common good as an affront to their freeedom.
52. Unsure about process
    Unsure about types of traffic calming strategies
53. Approval of neighbors.
    Cost
    Drivers complying to calming devices.
54. getting support from neighbors
    most people are not paying attention on their options to improve their neighborhood
    no idea how to pursue one

55. administrative burden
    refusal to implement more humps then there already are
    lack of direct contact with offices
56. Getting neighbors to open their door!
    All residents approval near the bump
    Figuring out the process
57. Traffic calming should be implemented by traffic engineers who know the best practices.
    Most residents don't take into account all of the users. They think only of drivers.
58. Stopping cellphone use
    Stop street racing
    Enforcement
59. Who to contact
    Physically getting signatures
    Large neighborhood
60. Minimal knowledge of process
    Not all are in agreement
    Collecting signatures
61. We are walking a tightwire here: we want to help ease the traffic in our neighborhoods without fencing ourselves in, or making it a PITA for us to come home.
62. Cost
    Placement choices
63. I don't what that is
64. Apathy by traffic authorities " due to "¦ (see challenge #2 below)
    Lack of understanding of how BAD the speeding is at 100-500 block of S. Hardy drive
    Budget / inertia of traffic planners / engineers
65. temporary stakeholders (renters)
66. Uncertainty on process
67. Getting a prompt response
    Getting a clear list of steps for action
    Improved assessment process - a simple traffic count doesn't prove how dangerous a street or it's drivers can be
68. What steps are required
    Living next to a loud street but it's not your immediate street (University)
69. Preventing damage to vehicles
    Community buy in
    Change management
70. Perception of speed bumps/cushions
    Existing speed limits are already low so one might question whether or not it's necessary
    Need for larger concensus
71. some residents feel traffic 'humps' disrupt their house foundation
    some residents feel they can't safely drive a trailer through a traffic circle
    some residents feel it will slow them down

72. Speeding in dense areas like Mill Ave, University, Rio Salado Parkway
    Excessive vehicle noise, loud exhaust
    Exhibition of speed, burning rubber, short bursts of speed
73. Most aren't needed
74. Many aren't needed
    Many aren't useful
    Many interfere with emergency response
75. Awareness of the process
    Proving the need
    Apathy or opposition from neighbors
76. No one important to talk to
    No one to listen
    To long to investigate and make decision to implement
77. red tape
    other residents blocking requests
    city government / traffic engineers not understanding how fast and how frequent the speeding is on S. Hardy Dr.
78. Getting everyone to agree on a plan.
    Most people in my neighborhood don't like speed bumps.
    Who maintains them and who pays for them. Grant process is too difficult and time consuming.
79. Too much input from other current neighbors is needed.
    Respecting the 25 mph speed limits
    9
80. non-residents, investors not supporting the neighborhood efforts
    ignorance about traffic and pollution
    disinterest, unconcern about traffic and pollution
81. Getting them put where residents want them, not where just the city thinks is best.
    Torn up streets during construction
82. How many signatures are needed
    Understanding the process
    Residents understanding the benefits
83. Cost
    Simultaneous construction projects all over the city!
    University student and landlord resistance.
84. Choosing a practical solution
    Getting sufficient buy-in from area residents
    Organizing adequately
85. Knowledge of available types
    Experience with living in a neighborhood that includes them
    Time commitment for application process
86. Unrealistic expectations
    Area they live in
    Implementation process
87. That no one is going to take me seriously.
    That not enough people realize that they do have a voice and can get things

changed.
That residential areas are not taken into consideration.

88. Don't want any change
Fear the unknown consequences
Inconvenience

89. Education
Overcoming opposition
Adequate Range of alternatives

90. Drivers ignore speed/ driving rules already
Traffic circles are terrible and most people don't know how to use them properly
Waste of money

91. engagement
communication

92. Current state of road surfaces should be improved before this, pothole and bad surfaces in most of the neighborhoods north of baseline requires more attention on the road to avoid a crash without adding more objects.
Re routed traffic that take roads that do not have calming measures.
Damage that can be caused to peoples vehicles from bumps etc even at low speeds

93. Getting the city to observe
Willing neighbors
Not easy to contact all neighbors

94. Implementing it when people don't really want it
Assuming people will sign a petition when they are not home

95. Inertia; resistance to change
Construction disruption
Additional land required

96. People afraid to speak up to slow traffic down in residential neighborhoods.
Rental/transient population not caring enough to ask for what is needed to "calm" traffic.
Lack of knowledge about available solutions.

97. People driving too fast/barreling down the street
On their phones

98. Gap in data awareness related to roundabouts preventing pedestrian/auto deaths v Y street v four way stops
Gap in desire to adopt roundabout v speed bumps to slow traffic and establish a sense of neighborhood
Fear, real or not, ability to maintain roundabout maintenance

99. Neighborhood participation
Stringent rules
Those that Like being able to speed

7. Do you have suggestions for changes to the city's traffic calming program?

1. 4 way stops should become small round-abouts, like Maple/Ash.
   - traffic lights on small neighborhood streets (e.g. Hardy / 13th Street) should become round-abouts
   - on Hardy, the plateaus do not work, they should also be small round-abouts.
2. Replace speed plateaus/speed tables on Hardy with circles, so that traffic can flow, but bikes, walkers have an opportunity to cross the street.
   - Replace 4 way stops and minor Stop lights (e.g. Hardy/13th Street) with circles, so that traffic can flow, but bikes, walkers can still cross the street.
3. 1. Educate folks that more alternative forms of residential street travel will be part of Tempe's future including electric bikes and cars, skateboards, traditional bikes, walk/run/jog ect.
   2. More topes (larger traffic bumps) like they have in Mexico.
   3. 10 miles per hour on city streets.
   4. Define more residential streets as green spaces where Tempe helps residents plant zero scape trees that calm hurried speeders.
4. Advertise, survey neighborhoods
5. Allow more direct feedback. This website does not work with common browsers. Allow easier installation of traffic calming.
6. Based on complaints about a certain street, intersection or curve, setup temporary cameras for a week or two and collect video of potentially dangerous conditions. The STEP staff can then see what the residents are experiencing and can make a better assessment. These cameras can be part of a waiting list and moved around.
7. Broadcast this on every "MAJOR" newscast program so people become aware of this....not everyone signs up to receive your emails and there are a lot of busy families that do not know this program exists!
8. Change the name, there is nothing calming about traffic. Maybe Neighborhood Traffic Management or Neighborhood Traffic Safety
9. Close it.
10. Cut back on funding of this program, require 75 percent of effected residents to approve any change in traffic flow
11. Dips rather than speed bumps- one doesn't really need to slow down to go over the humps or tables.
12. Do NOT increase minimum cars per day from 400 to 1000. That is a very large increase and does not seem justified.
13. Do you have reps attend HOA meetings to give pros and cons on issues?
14. Enforce/enhance existing laws pertaining to bicycles, jaywalkers and scooters. REQUIRE participation, related student education, and enforcement cooperation from ASU.
15. give information in simple form - step by step with only a few options which are the most appropriate.
16. Have majority of affected households agree not 100% exclude apartments or large apartment type condominiums
17. I discourage the city from relaxing any of the constraints to the request and approval process for installation of traffic calming devices. I also note that the

draft changes fail to address the unintended consequences of these devices, including lowering property values, inability to navigate around stopped or distressed vehicles, and the burden of increased landscaping maintenance. I also suggest that any current or new traffic calming devices be re-evaluated every five years, and be reconsidered for removal should they be found to exceed the intended traffic reduction.

18. I don't know enough about it to make suggestions.
19. I like the idea of providing the petition online.
20. I like the name change. I do not agree with removing vacant parcels from being required to be notified and part of the voting process. This could impact future development of the vacant parcel. I do not believe an unresponsive owner should be changed to a support vote and should remain as no support.
21. I live in the neighborhood adjacent to Country Club south of Guadalupe and we have had a number of meetings about slowing traffic down on Country Club & Bel de Mar to Vaughn to River. Most neighbors agreed on traffic circles and bike lanes along Country Club - similar to the City's plans. What they could not agree on was any traffic calming or speed bumps on Bel de Mar to Vaughn to River because of all the homes along this street. Plus the expense associated with such a project was not in the Neighborhood Association budget. However, if the project is part of a city plan, I beleive most of the homeowners would agree that the traffic calming, similar to the Maple-Ash and Mitchell Park neighborhoods.
22. I understand that Tempe is landlocked but when eateries and bars are allowed to exist in a residential area especially where seniors live you are asking for a fatality to eventually happen. Not only does my area of farmer from University to 1st Street have no speed cushions but we have a bar at first Street and the foot traffic and the speeding is unbelievable. It's not only dangerous trying to enter and exit our parking lot but the constant drunken and high people passing by make us worry for our safety plus they also take our parking spaces. I know I have wrapped up several issues in one but they all go together where I live. With ASU back in full force it's all going to start again and all of us here dread it. South of University have speed cushions on Farmer but Farmer on the north side has absolutely none and the speeders love it. It's very enticing for them to fly from first straight through to University. We fear walking across the street and also trying to pull in and out of our parking lot. And I might add that our Street bottlenecks a bit in front of our apartment complexes. I am waiting for one of the cars to end up in a bedroom or living room which are just feet from the street. I don't know where else to voice this problem so I'm starting with this opportunity. I am begging someone to look at this area. It is a residential area yet everyone uses it as a main thoroughfare. And they believe that our private parking area even the handicap spots are up for grabs for party nights. If Tempe welcomes all people then seniors should also be welcome especially since I live in a 55 plus apartment building. Most people living here don't want to complain and when I ask why they say because they know no one will listen to them. Well I am sticking my neck out

and I'm going to try and make a difference starting with this. Thank you for listening.

23. If residents had to pay for their own traffic calming devices maybe there would less areas considered for implementation. If speeds or traffic control violations are excessive, have police officers enforce it, don't punish all drivers for a few bad apples.
24. If the CIty of Tempe would add police to enforce traffic laws we would not need traffic calming.
25. Increase fines for speeding in residential neighborhoods (like they do in other states when road workers are present on a highway) to make it more cost effective for the police to enforce the law. All we ever hear is that the police have better things to do than enforce speed limits in residential neighborhoods. Find the right sized fine that would make it pay for the police time. Plus, having more police presence in neighborhoods would be good. (If we were talking about downtown, there's never a shortage of enforcement.). IMO, making roads less passable is a mindless, uncreative solution. Usually people complain about potholes in the road. Now we're creating them on purpose as a virtue? Fine the living daylights out of violators. Stop treating everyone like the lowest common denominator.
26. Install calming devices on S. Hardy drive. They work well 1 mile south - between university and Broadway for example. There is nothing from Rio Salgado to university and motorists (trucks buses cars motor cycles) routinely travel IN EXCESS OF 50 MPH in the 30 mph zone. There's $$$$$$$$$$ to be made here with a speed trap. Seriously "¦.
27. Make it easier to implement. Add other traffic calming measures beyond 'speed cushions'?
28. Make it easy to get involved, lower the barrier of understanding to get more voices and opinions. When looking to accept/reject a recommendation it's necessary to actually see it and talk to community residents "especially those with families as Speed and other traffic violations might impact them/children playing outside most
29. make it more known that ppl have a say in the process and what that process is
30. Make it more proactive. It should not only rely on neighborhoods that have residents with the time to gather petitions etc.
31. Make sure to include enough visual cues to make drivers aware of the places that have traffic slowing changes. I often see cars damaged by the dips in the road. While I don't think these are meant to act primary as speeding deterrents, they certainly do that. I just feel bad when people damage their vehicles since they were never warned to slow do, and going to speed limit over those dips will damage shorter vehicles.
32. might consider addressing also the question of neighborhood noise - - motor bikes, hot rods, boom boxes
33. More bike lanes, shorter/more lay person words
34. More education online But admit I have not looked on Tempe.gov to see what is already available
35. More roundabouts to slow traffic and bicycle lanes

36. Never, ever consider geofencing which asks drivers to read their cell phone while driving. The legal liability is astounding. Drop the term "speed cushion" NACTO says it is a type of speed hump. No regular person knows the difference. Don' try to pull the wool over or eyes - it is a speed hump/bump. Don't allow wealthy people to buy their street an exemption. Provide actual statistics that reducing speed limits reduces the speed of drivers.
37. No
38. No, I don't know much about it so I cannot comment.
39. Offer more funding to neighborhoods for this purpose. Promote public awareness of available options. Modify regulations so the a single neighbor cannot block a project.
40. Only owner occupied should be able to vote.
41. Parking prohibitions will have a major effect on some neighborhoods. Where these are implemented there should be an open meeting to discuss with the effect areas.
42. Please just do it. The one on Ash and Rio Salado is amazing. The Speed tables are better than the speed bumps.
43. Please make it easier to prove and need and weight homes immediately adjacent to the road higher. We have small kids and do not like them playing in the driveway or yard because of the speed of traffic on mill, but our requests for calming have gone no where! I'm nervous to walk to the park with my kids some days too.
44. possible to have speed cameras instead of speed bumps? More enforcement? More crosswalks with flashing lights?
45. Proceed with aggrssively emphasizing safety, improved traffic flow, lower long term cost.
46. Put them on more streets, like Bell De Mar Dr.
47. Quit focusing on speed humps/ cushions, no matter what they are called- are hard to accomplish. The Bar is set high, hard to get signatures. Need to focus on adding other devices, mingled with occasional Cushion in between. Make all streets with Calming 20 MPH. Neighbors in immediate area get the say. Homes that Front crazy busy streets, should not be over ruled signature wise, by neighbors that live several blocks away or don't use that busy street regularly? Expect too much out of citizens so people just end up throwing up their hands, give up.
48. Rio Salado Parkway,, Tempe from train , light rail bridges underneath to lakeshore lighting possibly to hardy light. Speeding cars, racing cars, cars with loud and above normal sound levels day and NIGHT.
49. Rio Salado Pkwy between Ash, and Hardy, is a dangerous drag strip day and night. We all know how many accidents happen on Rio Salado under the train, and light rail bridge. Just ask the police, or look at the curbs on that curve. Speed tables are a must, in several sections, east and west, all along this section. It's amazing that no pedestrians crossing, have been killed. Thank you for any help you can offer. Paul
50. See below
51. See below.

52. See opinion above. Thank you for your consideration. Also, if trees and shrubs are going to be planted, there needs to be ample soil for good plant growth. More soil needs to be added over time with occasional plantings. Perhaps compost from the City of Tempe could be delivered after we clean and prepare the circles. They must be maintained and a plan put in order! Otherwise, they are simply a blight on the neighborhood.
53. Show courage and say no to politics and other hysteria and make our city safer. There are good reasons why hospitals and fire departments say no to most traffic control or 'calming'.
54. Speed bumps should flatten and not being shocking
55. stop spending taxes on foolish ideas like this.
56. Tactical execution ideas: Online petitions v signature "˜gathering'; Emulate 311 submission tracking; Involve local artists wherever possible tying in place making; Allocate resources to respond/follow up on sites; Use postcard updates from the City by zip code as an added outreach tool
57. The city does not listen to the residents. Now you are proposing to allow renters to have a say in traffic calming. Unless you are a property owner you should not have any say in what happens to a street. Renters come and go often, and once a speed bump is installed it is virtually impossible to get the city to remove it.
58. The city's help with a public meeting showing statistics and examples where street calming has been successful and no, if any.
59. the process for a layman to apply seems very complicated and arduous perhaps attached real examples of entries that were approved reference contact names and emails for each process the cover artwork is basic and doesn't have a reference to any Tempe landmarks - it doesn't feel Tempe
60. The road closure on Maple Ave should be on the north side of 10th street, since most cut through traffic goes south on Maple and then turns east on 10th. Very little cut through traffic travels north on Maple because you can't turn left (west) on University anymore.
61. This is beyond the scope of traffic calming but photo radar works and should be re-deployed at problem intersections. Im willing to bet that "œThe Valley" including Tempe leads the nation in red light runners and associated deaths from these type accidents,
62. Ticket speeding drivers- $$ consequences and seeing others get stopped will work much better
63. We live on Cornell Dr across from Optimist Park and near Fuller Elementary School, while there are speed bumps near the school there are none near the intersection of Cornell and Kenwood. Drivers often speed up in front of our home, travel over the speed limit and some pay no attention to the STOP sign at the intersection. A speed bump on this end of the street would be great.
64. We need more in my neighborhood. We have one island on Spence and it works great. But Spence is long and could use a few more. We would like a program that doesn't always require applying for grants, which is a lot of work.
65. when I moved to Tempe some 40+ years ago, McClintock was only 2 lanes, as Tempe grew it became 4 lanes and in some places 5. Then everyone, I

shouldn't say everyone became PC. So Tempe decided to put in bike lanes. Lo and behold traffic became heavier. I think it is wrong to satisfy the few and agravate the many. You can ride for hours and not see a biker while traffic is backing up. There might have been a better way to handle that. Since there is as many people walking on sidewalks as there is bikers, something could have done something with either widening the sidewalks or even using the flower beds that abut to the curb. It most probably be cheaper in the long run, no gardening ex0

66. Where there are cars in neighborhoods, traffic calming devices are probably needed and little to no input from residents should be needed. Instead think safety!
67. Yes it wasting tax payers Money.
68. yes, please stop installing new ones. you force indirectly people to buy SUV and trucks to as a countermeasure. this is in direct violation of the Paris agreements for climate change and harmful gas reduction. oh wait, we got out of it. never mind.
69. Yes. Instead of calling it a traffic calming program ... actually address the street as a whole. Don't put in speed bumps when a street needs more walkable areas with shade,seating, etc. Spend time implementing the newer standards such as Low Impact Development. Don't just focus on speed over a 24 hour period but look at peak times too.

Please review the draft changes proposed by the city and provide comments by topic area.

Topic Area	***Existing Tempe Practice***	***Potential Change to Tempe Practice***	***Discussion***
Length, tone, and strategy	The existing manual is a 38-page document, of which about 10 pages involve introduction and discussion of process.	The new document is proposed to accommodate these goals: • Reduce the length of text that readers must digest to understand the key process components. Ancillary text is proposed to be included in an appendix or linked to another appropriate source. • Use a tone selected to maximize readability and understanding, and minimize use of acronyms and unnecessary jargon that may confuse, distract, or discourage participation in the program (or imply that the program is overly bureaucratic.) • Permit seamless online access.	
Title	*Streetscape and Transportation Enhancement Program (STEP) Manual*	*Neighborhood Traffic Calming Guide*	The existing title is somewhat wordy, and the terms "streetscape" and "enhancement" are not specific enough to connote that the manual addresses traffic calming. In addition, the acronym "STEP" has been used recently by the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) to mean "Safe Transportation for Every Pedestrian", which introduces potential for confusion. The proposed title is shorter and more descriptive. The use of "guide" rather than "manual" suggests a shorter document that is easier to digest and use.

8. Do you have any comments on the draft changes proposed related to length, tone, strategy and title?

    1. Add a summary page that is short and captures the significant points - I can then read in more detail if I so choose
    2. agree wholeheartedly
    3. Agree with changes
    4. Agree.
    5. Agreed
    6. anything to help citizens to interact directly with you is welcome. online access is welcome
    7. Approve.
    8. Burn it lose it
    9. Changes seem appropriate
    10. Changes sound great!!

11. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
12. Great reasoning and execution.
13. Having an easy to read guide would benefit everyone.
14. I agree with above changes. We in our neighborhood found STEP by accident in 2017 when talking traffic calming, speed humps, with City. Have used it often or referred to it often . Yes make it logical to understand. New name is fine. Other neighbors will use it.
15. I agree with both of the proposed changes
16. I agree with the proposed changes
17. I do not agree with the changes at all. The city should be expanding on the existing content and clarifying how to create a "Complete Street". The neighborhood needs are much more complex than just Traffic Calming. It seems like the authors of the original document were trying to address the actual needs that neighborhoods have but the city failed to really implement that. Perhaps, the STEP manual should have multiple chapters that provide details on how to achieve the right combination of traffic calming, safety, ADA, walkability, bikeability, LID, etc.
18. I like the potential changes especially the verbiage which I don't think paints a clear "picture" of the STEP program.
19. I like the proposed changes.
20. I like these proposed changes.
21. I think you have covered the bases. Your aims are admirable - but the title really doesn't suggest traffice calming
22. Increase readability level by: organizing content at grade 8 comprehension level (average US readability/comp level); include photos to complement text content for increased comprehension and provide vocabulary key on the same page(s) rather than requiring reader to shift to an index and/or use of hyperlink/outside resource.
23. It seems like conclusions have already been made. If Tempe wanted pedestrian safety, they would have more bridges for ASU students, like the old one on University. The City and ASU put dorms on Apache with little consideration for the pedestrian traffic there and across Rural. Not even a mention in the plan. So that is my suggestion for strategy. Deal with the root issues of law enforcement and bridges for high traffic areas.
24. Keep content succinct, with links to additional details. Wherever possible, use bullet point grouped by category.
25. Keep It Simple Stupid (KISS), and positive. Neighborhood Traffic Calming Guide is better than STEP .
26. Look okay to me
27. Looks good
28. N/A
29. no
30. No
31. No
32. no
33. no

34. No
35. no
36. No
37. no - looks good
38. No.
39. No.
40. No. It seems reasonable.
41. None
42. None of those changes seem particularly necessary, helpful, or important. It's just semantics.
43. Proceed with changes proposed. They're good.
44. Really like them- makes it more accessible!
45. Shorter is better. Make sure the document is logically organized. People will not retain or utilize a document that is too long or confusing. If it is not being used, then you might as well not have it. Make it so a reader can easily get to the topic they are interested in and give them suggestions of other topics they may want to consider as well.
46. shut this down
47. Simple simple simple please. Thank you.
48. sounds good
49. Sounds like revisions are definitely in order!
50. Speed should be a main contributor, not number of vehicles
51. Step in the right direction to be concise. Getting to what a document is about is the way to go for most people. You lose people in length. We shouldn't have to be lawyers to digest information.
52. Studies show the most comprehension when things are written below a 6th grade reading level. Don't put fluff in, unless you're intentionally trying to discourage community help. Reduce the barrier to help and be involved.
53. Support
54. Terrific idea to limit jargon & acronyms -- those of us who've worked in government or specialized technology forget others don't have a clue to the "shorthand" we are using to communicate with others "in the know". The shortened title is more understandable.
55. The "reading part" is only 10 pages! If that's too long for someone to "digest" we need a new remedial reading program for residents. Leave it alone. Changing the title is fine
56. The length correct and title
57. The more simple the better. OK to refer to other documents that might have more detail and more sophisticated information. Doesn't all have to be in the general manual
58. The proposed changes make sense.
59. The proposed changes make sense.
60. The proposed tittle is significantly better.
61. The STEP webpage does not include a link to the existing Manual, so it is hard to say. Does the existing Manual define speed hump vs. speed cushion? Does it define "collector street"? How do you expect to get any quality feedback on such vague, minimalist information?

62. The suggested changes look like excellent ideas. Agree with all of them.
63. They make sense. I agree
64. Think both are needed and helpful to the everyday resident!
65. This change sounds reasonable
66. Those look good
67. Yeah definitely make it shorter.
68. Yes -- simplify it and shorten it please. Long and complicated renders it unusable --- or maybe that was the intent???
69. You don't need to explain the process most Tempe residents can't or will jot read it to begins with.
70. You should definitely say what traffic "˜calming' is as soon as possible. It doesn't make sense until you read for quite a while then learn that it's basically speed bumps and other means of neighborhood speed control. Such a confusing nomenclature! I do like all of the proposed changes.

Request forms	The manual includes three forms (pages 33-35): *Stakeholder Action Request Form*, *Stakeholder Support Form*, and *Stakeholder Request Form*.	It is proposed that the three forms be consolidated into a single *Neighborhood Traffic Request* form.	The three existing forms are intended for use at the time when groups of residents make an initial request to the city for a traffic study, but the text does not explicitly state when each form is required. It is feasible for all relevant information to be included on a single form and encourage attachments if needed. The consolidated form would be included in the new document.

9. Do you have any comments on the draft changes proposed related to request forms?

1. Agree with changes
2. Agree.
3. Agreed
4. anything to decrease the weight of administrative requests and number of forms is welcome
5. Approve.
6. No more bad ideas
7. Again changes make sense
8. Sounds good.
9. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
10. Good idea to combine
11. like the consolidation into one form. I think the title is more accurate and describes better what it is to be used for.
12. Sounds efficient.
13. No
14. No issue with new form
15. I agree with the proposed change
16. No comments

17. Please clarify: Where are the request forms that allow a neighborhood to request that the city fix a broken street that has many other issues aside from traffic calming. That is: streets where people pass in the center lane of a residential neighborhood, work trucks park in the center lane of a residential street, residents can't walk because there is no shade, there are intersections that people have to pull out too far to make a turn because their vision is blocked, fixing of sidewalks that are not ADA friendly, fixing of areas where students need to catch orbit buses but sit in residential or church properties, parents block driveways or park in no parking zones to drop kids off at school, etc. Traffic enforcement is not a long term solution to these issues.
18. This is a good idea. Including the consolidated form with the new document.
19. I like the proposed change.
20. These proposed changes make sense.
21. One form does seem more sensible
22. Provide a completed sample form to serve as a model/blueprint with focus on identified steps for application/form completion and use of key terms from manual to increase use of common language (standardization) to support communication/comprehension of level between the applicant and reviewer.
23. Maybe a traffic engineer should do a City wide assessment.
24. I'm hoping these will be intuitively written/designed online forms that require certain fields depending on the choices the submitter makes. Using layman's terms, walk citizens through the required steps.
25. One consolidated form.
26. Look okay to me
27. Looks good
28. Good idea
29. good idea, less is more
30. No
31. No
32. yes, consolidate into 1 form - show example(S) of completed form
33. Like the consolidation
34. I like them
35. No
36. no - love the single form process
37. Not really.
38. No.
39. Yes. Stop using project management language.
40. None
41. Yes, consolidate form.
42. Love it. More concise and accessible.
43. eliminate program
44. Consolidation is good. Thank you.
45. no
46. Yes, a consolidated form is needed
47. Consolidated information on one form makes it easier to digest and for reference in lieu of going back and forth between forms.
48. No. 1 short form all the way.

49. Yes
50. YAH! Less paper required & fewer forms with more clarity as to their purpose -- double hurrah!
51. Why not just explain the purpose of each form? When you have only one form everyone will still be confused only for different reasons.
52. No
53. One form is a great idea.
54. Please make the form available online - meaning, make the form online downloadable, uploadable, and make online submission possible.
55. Please make the form available online - meaning, make the form online downloadable, uploadable, and make online submission possible.
56. I believe the current request forms provide a level of accountability that would be lost by consolidation to a single form.
57. Good to use one form. Also online signature gathering is obvious in the digital age.
58. Super good
59. agree
60. Sounds helpful to residents.
61. This change sounds reasonable
62. Sounds good
63. Yes, simplicity is key.
64. Consolidate it please
65. One form should be all you need Tempe is good at ignoring forms anyway.
66. Great idea!
67. Agree with draft change
68. A consolidated form is great, especially if it's an editable PDF with prepopulated drop down options.

Inclusion of speed cushions	The manual mentions speed humps as a potential device (p. 4), but Tempe has separate speed cushion criteria that are not included in the manual.	It is proposed that the city's speed cushion policy and criteria be incorporated in the new document.	It may not be clear to readers of the STEP Manual that there is a separate policy and practice for speed cushions. The new document should include speed cushions so that it can serve as a "one-stop shop" for all traffic calming devices from residents' perspective.

10. Do you have any comments on the draft changes proposed related to the inclusion of speed cushions in the manual?

1. Definitely need to include the Speed Cushion criteria in the STEP manual. I looked the Speed Humps (not cushions) policy and cannot tell when it was last updated, but also same in PDF format that was last updated in 2009. Maybe the city needs to review it and make sure it is up to date with 2021? (https://www.tempe.gov/government/engineering-and-transportation/transportation/streets-signals-traffic/speed-humps)
2. agree

3. Agree with changes
4. Agree.
5. agreed
6. anything that can be done to merge documents and unify information access is welcome
7. Approve.
8. Sounds good, but I've never heard the term "speed cushions"
9. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.d.
10. Sounds good.
11. I agree it should include speed cushions.
12. Whether they are Humps or cushions, both aim to accomplish same result and have same qualification rules don't they? What is different from the existing information ? Why is that a "one stop Shop"?? Definitely need to explain why they will be called cushions now, rather than the previous humps.
13. I agree with the proposal to combine these policies
14. speed humps and speed cushions are two different devices; speed cushions are very rough and annoying to drive over, and in my opinion, should not be considered.
15. Why does the city believe that neighborhoods desire speed cushions or speed humps? How does that help with shade, etc. Why not implement LID features to provide traffic calming ... these also provide shade and walkability features that a speed bump doesn't provide. Please look at the traffic study done on Los Feliz around 2016 or 2017 near Selleh Park (Steve Horstman has the record). There are existing speed bumps on Los Feliz where the study was done and the average speed was 41 mph (and traffic counts were something like 1200 cars per day). Speed bumps/humps are not necessarily effective. Also, the effect of speed bumps/humps is that they often cause traffic to divert to other streets to avoid the speed humps altogether.
16. Not quite clear on the "one stop shop" for the "œspeed cushions. When we lobbied for our "speed humps" on Broadmor it was a lengthy process. We need to extend our speed hump range all the way east on Broadmor to Rural as our Broadmor parents are very heavy footed and put our children who walk and ride their bikes in great danger.
17. I like the proposed change. Also, I like that speed cushions better accommodate emergency vehicles (instead of speed humps).
18. These proposed changes make sense.
19. I did not even know about speed cushions - they should be added to the guide
20. Great idea to consolidate!
21. On major streets that hardly seems to be an option.
22. Absolutely YES, incorporate the additional criteria into the new doc/content so it's a "one-and-done" approach, again walking the respondents through whatever steps are required depending on their specific request.
23. Include use of speed cushions (topes) in the new document with explicit directions of how residents can petition and help pay for topes (speed cushions).
24. Look okay to me

25. I prefer the term Sleeping Policeman vs Speed Cushion:smile:
26. Good idea
27. sure, whatever it takes to get stuff done faster or at all.
28. Should be included
29. The city's speed cushion policy and criteria should be incorporated in the new document.
30. ok
31. I like it
32. no
33. absolutely - this was a big issue in our earlier neighborhood discussions due to so many homeowners being against 'speed bumps' but for 'traffic calming'.
34. What the heck is a 'speed cushion'?
35. We'll stated as is. Yes, include speed cushions in discussion.
36. None
37. Yes, addition needs to be added.
38. Again great idea!
39. Agreed.
40. no more of these waste of asphalt. fix pot holes now.
41. Yes please include it. See answer / feedback above: SIMPLE SIMPLE SIMPLE.
42. Yes, include speed cushions in manual
43. All information in one document - Great!!! I do not like going between docs - time, lose momentum of reader
44. Anything related to speed/calming needs to be included.
45. Yes. Consolidated sources that someone can go to is needed
46. Since I've never heard the term "speed cushions" --- assume that means the same thing as what most of us drivers call "speed bumps" --- this was a change which surprised me. Why speed bumps/cushions would not have already been in a document about traffic calming devices is beyond my understanding. So --- hurrah!
47. Sure, include the speed cushions so it's all in one place.
48. No
49. I don't even know what a speed cushion is. But all should be included.
50. The proposed changes make sense.
51. The proposed changes make sense.
52. From my reading, speed cushions can be just as effective as speed bumps, and should be included.
53. Drop the term "speed cushion" NACTO says it is a type of speed hump. No regular person knows what a speed cushion is. The policy should be exactly the same because they serve the exact same purpose, seeing as they are the same thing - bumps in the road.
54. Agree with changes
55. Am assuming there is explanation of the differences between speed humps and speed cushions.
56. This change sounds reasonable
57. What is the difference between speed bump and speed cushion?
58. Yeah do it.

59. Looks good. Why would there be a separate policy NOT INCLUDED? To thwart the ability to get traffic calming?
60. The only way your going to slow people down in the neighborhoods is to raise the fines and enforcement. More police patrols on the side streets.
61. I had to google "˜speed cushion'. If the forms will be used by the general public why not make them easier to understand? Perhaps right at the front of the document list all of the "˜calming' methods available and your names for them so we'll know what you're talking about.
62. Agree with draft change
63. Why change the name, call them what they are, speed humps.
64. Speed cushions " are fine as long as all these new names can be understood by the most important people , those that make changes.they are speed bumps just cause it's 2022 doesn't mean we need to invent new words.
65. Shouldn't we include alternatives like bulb-outs? The definition of 'bulb-out' in the STEP manual appears to differ from recent usage such as in the Alameda Traffic Calming Plan.
66. Good idea,
67. I'm in favor of adding speed cushions to the manual, as long as they're defined along with speed bumps.

Number of signatures needed to initiate study	The text of the manual (p. 5) requires support from 5 households plus the requester, a total of 6. The Stakeholder Support Form (p. 34) provides space for 11 signatures.	It is proposed that the Neighborhood Traffic Request form provide space for signatures representing 6 households to match the text of the existing manual.	Many agencies require signatures from 10 households to initiate a traffic calming study, but it does not seem necessary to raise the requirement from 6 to 10 because it would increase the burden on residents at the initial phase of the request. Support from 6 households is sufficient to document that the issue affects more than just one or two residents.

11. Do you have any comments on the draft changes proposed related to number of signatures needed to initiate a study?

1. I think the # of signatures needed to initiate a study should be based on the size of neighborhood. 6 signatures in a neighborhood of 25 may show a different level of impact/interest than 6 in a neighborhood of 100 homes?
2. agree - eliminates confusion caused by extra signature space
3. Agree with changes
4. Agree... but precedence should be given to actual homeowner/residents, vice rental landlords.
5. agreed
6. i disagree. 6 people in a street counting 100 would decide for the majority, that's not fair. if the problem is real, it's easy to knock at your neighbors doors and get signature. common sense, please.
7. Approve.
8. Make it higher
9. 6 signatures seem reasonable for identifying an issue

10. Ours is considered a "small" community -- we have 99 homes. I don't think even 10 is burdensome, personally. Wouldn't it make sense to be consistent with other agencies?
11. To override fire department non-approval would need two thirds majority of all adult residents in a TBD radius.
12. Sounds good.
13. No
14. Getting six signatures is not an issue.
15. I agree with the proposal that does not increase the number of households required to initiate a study.
16. The number of signatures required should be a PERCENTAGE of residents affected by the devices, who have a home adjacent to the affected roadway or who must drive over devices to get to their home - it should not be just number.
17. I have no issues to the changes to the approval cycle.
18. 6 signing on would expedite the process and get the installation done quicker.
19. I like the proposed change.
20. I agree with the proposed changes.
21. I disagree. I think there needs to be MORE support/input from neighbors - this affects them. I think that 10 support signatures should be the minimum.
22. Great idea to have alignment between signatory requirement and actual signature lines on the form. Misalignment creates confusion.
23. I would think that between all the cameras the City has and the traffic engineers that this should not be necessary.
24. Just keep is simple and clear.
25. Six residents is all that is needed to begin a calming study. Interested residents and children can be part of a study by following defined city protocols resulting in valid and reliable data that can be used for the study. For instance, volunteers could document what types of cars, buses, bikes, walkers, skateboarders ect hit a defined speed cushion every Thursday between 3:00 to 4:00 on Terrace Rd. for a month. It would be interesting to document how many cars drive off the road onto peoples yards, what damage is done and how many cars are hit while parked on a road. I've known many people that needed to fix damaged landscape as a result of car damage. Several cars have been hit on my street. Drives rarely stop, and residents rarely call police.
26. Look okay to me
27. I consider that only homeowners should be allowed to vote. Renters in this day and age are very temporary. If it's a neighborhood that is governed by a Home Owners Association than I would consider majority home owner vote be required vs. 6 votes etc"¦.
28. N/A
29. no
30. Agree with 6
31. I think signatures are a good idea.
32. ok
33. no
34. Leave at 10. These calming suggestions create problems for residents at times, need more input not less
35. This is great! puts the responsibility with the homeowners affected by any changes or requests
36. Nope.
37. Agreed that 6 is adequate.
38. Require ten signatures. Six is too few.

39. It should be kept at 10. Too often a few people cause changes for an entire neighborhood.
40. I think if 4-5 of my neighbors find something concerning, that it is concerning. Most of my neighbors have lived here as long as I have and our concerns should be taken into account.
41. Do it.
42. No. Great idea to make the form reflect the requirements
43. 6 households seems like plenty. Do not increase this number.
44. make it higher.
45. Lower it more !!
46. even 6 is a lot of signatures, not sure if we still have that many neighbors in Gililland, but it's better than 10.
47. Yes to proposed changes
48. Number should be less.
49. Reduction in numbers just to be heard is great!!! Programs should be easy to use and not set in bureaucracy. State the requirements and be done.
50. No. Agree.
51. Yes
52. Without a definition of how many houses make up a neighborhood - & with development areas of such different sizes - a # of required signatures less than 10 makes sense. In the area I would consider is my "neighborhood", we'd be close to 10 houses total; if I widen my consideration of streets beyond the 1 in front of my house, then my neighborhood could become 50 houses. So, signatures needed for a main feeder street change might require more households than a requested change to a shorter street. (Oops -- this is maybe more in answer to what comes next in your survey ---)
53. I don't see the problem unless people don't understand the concept of "numbers". While only 6 may be needed there might be a dozen who want to get it kicked off.. why can't there be room for all of them to sign for the record?
54. no
55. Six is fine.
56. No, this proposed change makes sense.
57. No, this proposed change makes sense.
58. At a minimum, please maintain the 6-household support requirement, and give consideration to increasing it to 10-households to bring us inline with other agencies. The implication that "the issue affects more than just one or two residents" is adequate justification it not appropriate.
59. What if there are not 6 houses on a street?
60. Suggest having space for additional signatures, to capture support and desire to participate in study, but show that only 6 needed.
61. agree
62. Makes good sense.However, the requester could "cherry-pick" those households in support of the calming project. Not sure how to avoid that.
63. This change sounds reasonable
64. Sounds good
65. reduce the number thank you
66. Keep at 10.
67. Good idea.
68. I would prefer less signatures required. Some streets are short, yet still dangerous
69. ...you state only 6 households signatures are needed to "initiate" a study rather than 10 signatures! That is far from an actual representation of the population in Tempe. Since when does any entity only require 6 household signatures on

anything that represents the population when you want to implement a change??

70. Yes at a minimum 50 percent or more of the effected residents should approve or request the study. Six is not enough so at least 10 or more signatures.
71. The number of signatures should remain low. It's often too difficult to get people on board these days.
72. Key signatures should come from those who live closest to the noisy traffic.
73. 6 is just fine. So is 1 as long as there is a concern / need a cry for help should have your attention, don't make it more difficult.
74. Keep as is (or 6), not increase to 10
75. Why do you need any signatures? We're talking safety here. You certainly didn't require signatures before mandating masks!
76. Sivnature requirements of 10 households is good. This burden to initiate study is appropriate.
77. Keep it at six
78. No it needs to go to 10 . We need more inclusion and need to have move residents saying yes or no on projects, Not just a small hand full making all the decisions!
79. I'm in favor of keeping the threshold at 6 households.

Inclusion of qualifying thresholds	The manual does not specify how city staff determines which streets qualify for the STEP program after the initial traffic study is conducted.	It is proposed to include relevant thresholds (discussed further below) in the new document.	Residents reading the document should be able to discern the characteristics that make a street eligible for the program. Publishing the thresholds may help discourage unnecessary requests and give residents a well-documented benchmark against which to gauge their own neighborhood's study results. Virtually every other agency investigated includes qualifying thresholds in its publicly-accessible documents.
Magnitude of qualifying thresholds	The city's speed cushion thresholds allow city-funded speed cushions on residential local or collector streets posted 30 mph or lower with BOTH an 85th percentile speed[1] 6 mph above the speed limit AND at least 400 vehicles per day (vpd).	It is proposed that the existing speed cushion thresholds be adopted for all traffic calming devices, except on collector streets, it is proposed that the volume threshold be increased from 400 vpd to 1000 vpd.	Tempe's existing speed cushion thresholds are generally lower than those at other Phoenix-area agencies; this tends to allow city-funded devices on more streets in Tempe. At agencies with 85th percentile speed thresholds, Mesa uses 8 mph over the speed limit and Chandler uses 7 mph over. Among agencies outside the Phoenix area, both Austin and Boulder allow traffic calming when the 85th percentile speed exceeds 3 mph over the speed limit. The proposed increase to the traffic volume threshold on collector streets acknowledges that collectors are usually designed and intended to carry more traffic than local streets, but the value 1000 vpd would allow traffic calming on the vast majority of collectors in the city, according to the city's traffic count map.

Exceptions to qualifying thresholds	The city's speed cushion policy allows city staff to waive speed and volume thresholds for streets with an identified cut-through traffic problem.	It is proposed that the city retain the ability to waive the thresholds. It is also proposed to reduce the speed threshold by 2 mph on streets with schools, parks, or bicycle boulevards.	A few agencies investigated use qualifying thresholds that consider factors other than speed or volume. Several members of the stakeholder advisory group expressed support for providing lower thresholds for streets near schools and those on bicycle boulevards.

12. Do you have any comments on the draft changes proposed related to the inclusion of, magnitude of and exceptions to qualifying thresholds?

    1. NA
    2. would prefer traffic calming when the 85th percentile speed exceeds 5mph (would actually prefer 3mph, but don't think that would be supported in Tempe)
    3. Agree with changes
    4. Agree.
    5. agreed
    6. 85th percentile 6mph above, why not. 3mph above, what is the difference? let's have common sense please
    7. Approve.
    8. Usual suspects be forbidden from suggesting.
    9. :thumbsup:
    10. A little concerned about the statement in the 2nd above that 1000 vpd would allow traffic calming on most collector streets -- does this mean traffic circles or speed cushions on major streets like Baseline? I would be concerned that this would cause major traffic delays so people would avoid Tempe streets altogether when they could and businesses would suffer as a result.
    11. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
    12. Changes make sense.
        1) Didn't realize the city decides devices? We've done calming two ways. Original speed bumps were done thru CIP list after testing and cooperation with council. Took several years. Calming recently, devices switched to circles, petition signatures difficult to get from required neighbors. " Unnecessary requests"? Questionable. But if they can gather 6 they can submit request.
        2) requirements can be daunting. Testing is ok, but difficult to understand reports. The 6 mph thing is confusing. If it means at 6 mph over you're speeding, why is it not just 5 over? Confusing. Should include how to read reports when we get them. If 85% says average was 34MPH (25MPH posted), but 95% were at 38MPH? National standard 85%. Need better instructions. Austin is smart. Allow minimum mph over on local residential streets. Vision Zero. Speed humps/ cushions have 20MPH posted. All

Calming should come with the same signage. Many people speed over humps/cushions.
3) determine Cut Thru. This is difficult. We had it. One hour a.m., one hour p.m. during peak. What's hard, if you LIVE in the neighborhood, and you see this on a regular basis, may or may not be on that 2 hours tested. That needs to be figured out differently. If a street that is used and abused regularly by our residents & cut thru, the testing may be a mile an hour shy hitting the 85%, but, 3 years of testing and the local street is now almost 1000 vehicles (to avoid SH elsewhere- and prepandemic) we're somewhat stuck on getting neighbors the help they want. Not always by school, not directly @ park but close.

13. I understand the proposal about increasing the qualifying threshold but would only agree to that proposal if the exemption proposal is included (not one without the other).
14. Tempe has a tendency to assign unreasonably low speed limits on minor and major collector streets, reducing the threshold by 2 mph does not make sense. Schools have already reduced speed zones, parks are usually located within a neighborhood area which have typically lower speeds, already bicycles already have their own bike lanes throughout Tempe. I agree with increasing requirement from 400 to 1000 vpd.
15. I disagree that the manual should focus on speed humps. There are other ways to calm traffic that should be considered. A traffic study should not be the only consideration.
16. I'm with Boulder which is 3 mph over. Two would be fine as well. We are near a school and need to act to keep our neighborhood kids safe.
17. I think you should get rid of the volume threshold for neighborhood streets. Safety of ALL residents should be considered. With volume thresholds, the safety of families on a street with only 300 vehicles per day doesn't matter. That's not fair.
18. These proposed changes make sense to me.
19. This section is very hard to understand - Am I to understand that you are proposing to raise the number of vehicles using the street needed to qualify? You are proposing to lower the speed threshold? I am not sure what you are going for here and am disinclined to agree with your proposal.
20. Excellent proposals on maintaining city flexibility as a function of dynamic needs.
21. This implies traffic studies, are current studies available?
22. Reduce speed on residential streets.
23. Look okay to me
24. Looks good!
25. N/A
26. no
27. I agree with the changes.
28. don't really understand
29. I do not support the increase in vpd. I do strongly support the ability for the city to waive the thresholds for consideration of of other factors; i.e. children, pedestrians, and cut throughs. S. Elm St. from 4800 thru 5100 blocks

experiences very fast vehicular traffic with people using E. Minton from McClintock then south Elm on to avoid the McClintock/Baseline intersection. East Minton has several speed bumps but then when they turn south on Elm they are unimpeded.

30. No
31. This is a big help and eliviates the need for hours of reading/research and calls to the City
32. No at all.
33. No
34. Raise the qualifying threshold to 7-8 mph, in alignment with nearby cities and update the volume threshold to 1000 vpd.
35. The city has ruined traffic flow on many streets due to it's bicycle policies. McClintock has been changed at what cost to the taxpayers because the council likes bikes even though most permanent residents were against it. The population of ASU and Renters unduly influences what happens in Tempe.
36. No comment
37. Thank you!!! Wish I'd been told all this 4 years ago when I inquired!
38. ridiculous waste of city time.
39. Lower the thresholds - And there is really no way to comment on speed threshold without knowing the data. The feedback here is lower the threshold the way Austin / Boulder have
40. no
41. Not clear on what this section is about
42. Don't let "well documented" mean confusing. Use clear language, concisely.
43. This needs to be simplified further
44. Wording in the potential change column is a bit awkward -- it took my reading it 3 times before I figured out that 1000 vpd was for collector streets only, but the wording seemed to make that the threshold for all streets. I like that the evaluation is based on vehicle numbers rather than speed limits (since the speeders in my neighborhood are never caught). What about schools which are on collector streets? There are no restrictions on Southern for the charter school which is between Rural & McClintock -- & very few pay attention to the 35 mph limit signs.
45. The discussion shown for topic "Magnitude of qualifying thresholds" makes no sense as I understand the use of the term "threshold". The current Tempe threshold to have a device is that there must be MORE THAN 400 vpd AND speeds 6 mph over 85th percentile. That could alternatively be stated as you CANNOT get a device if there are LESS THAN 400 vpd. This seems backwards to me but that is how I read what is being presented. The proposal is to increase that value to 1000 vpd. That would mean that you CANNOT get a device if there is less than 1000 vpd. Clearly that would mean FEWER streets would qualify. Yet the discussion implies the opposite when it suggests this change would make it MORE likely for collectors to have devices placed. Absent some other change in which streets qualify, raising the threshold can only reduce the number of streets which meet the threshold.
46. over doubling the threshold from 400 to 1000 is a little excessive.

47. I would like to see a lower qualifying threshold for streets near schools.
48. I would like to see a lower qualifying threshold for streets near schools.
49. As a resident who has been negatively impacted by traffic calming efforts on College Ave, increasing the threshold from 400 vpd to 1000 vpd seems inadequate. Attempting to compare Tempe to Austin and Boulder is disingenuine and distracting. Counter to the proposal, I encourage the city to consider raising all of these thresholds. Traffic calming devices come at a high cost through their entire process and lifetime, and should not be imposed lightly.
50. What are the grounds in which staff can force speed humps on residents? How much will it cost to put speed limit signs on every neighborhood street? Does every resident in a rental home or apartment get a vote? Or is it one vote per dwelling?
51. Agree with changes
52. No
53. no
54. difficult to ascertain with complicated metrics. Lower the threshold! Do like Boulder and Austin.
55. It always been keep up with traffic so as not to cause problems. Speed thresh holds is just the city try to put a quantitative number. If the lights were timed to 45 mph to keep traveling everyone would drive it. People want to go from A-B without stoping.
56. Sounds good.
57. Agree with adjusting threshold based on parks, schools and bike usage. Our street borders both a park AND a school.
58. Do not lower the threshold, make it 8 mph like Mesa.
59. Interpretation as I am reading this is making this difficult already. I think we are looking for ways not to do what's really needed.
60. I support the ability to waive the thresholds and support lowering the thresholds around schools or bike corridors by MORE than 2 mph.
61. Agree with guide presented

Resident funding	The existing STEP Manual does not address whether residents are permitted to contribute funding toward traffic calming devices. However, the city's speed hump policy permits residents to circumvent the speed thresholds by providing their own funding.	It is proposed that the new document specifically allow residents to contribute funding to eliminate a neighborhood's need to compete for scarce city resources. Where residents fund 100% of a plan, petitioning thresholds still are proposed to apply, but speed/volume thresholds can be circumvented.	Some stakeholders have suggested that allowing resident funding contributes to inequality because it allows wealthier neighborhoods to "jump the line" ahead of neighborhoods that cannot afford to pay for their own traffic calming devices. However, as long as a city funding source is adequate to ensure funding for approved devices is available in a reasonable time, then resident funding helps to reduce the demand on limited city funding without unduly delaying installation in any neighborhoods. Resident funding also permits some traffic calming to proceed in the event of a reduction or elimination of city funding. Most agencies researched allow (or require) residents to contribute some or all of the funding to construct traffic calming devices.

13. Do you have any comments on the draft changes proposed related to resident funding?

1. NA
2. totally agree
3. Agree with changes
4. Contributions should either be totally voluntary, or adjusted according to income. Surcharges should be added to rental properties near the university, since they tend to be "resident"-intensive. School zones should always be given precedence.
5. agreed
6. i totally support that if you want a hump in your street and do not qualify, you should pay for it.
7. Approve.
8. No funding
9. :thumbsup:
10. Sounds OK
11. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
12. Interesting discussion. For equity across neighborhoods of varying wealth, there must be additional outreach to less wealthy neighborhoods in order to balance out "jumping the line."
13. No
14. We've talked to too many neighbors that feel this is craziness. City streets. We hear "œ police need to do their job" . If we donate to a street to get calming, if we move a year or two later, do we get a rebate? If a street is wealthy enough to do that, so be it. Luckily Tempe has the Mary Ann Corder Grant that has been the best program ever. (grateful to Mary Ann for that).
15. I agree with including a paragraph allowing resident funding in the new manual

16. No matter what, roadways affected must meet all minimum requirements (speeds, volume, street designation) in order to get traffic calming approved. Funding received by residents should not become a factor in deciding to go ahead and install traffic calming devices or to lessen requirements.
17. What does "provide their own funding" or "residents fund 100% of a plan" mean. What kind of funding is that? Is neighborhood grants considered resident funding? Are residents able to search and apply for grant funding if they found such a program? How would the neighborhood coordinate that with the city. Please clarify.
18. Yes, both sides of the discussion have a valid point but given the opportunity and the severity of the traffic and the urgency of addressing the neighborhood problem, I see no problem which residences ponying up some of the funds.
19. I don't object to these proposed changes.
20. this seems reasonable
21. I agree with the neighborhood partial or full funding rational. The city funding is actually prone to being more readily available if/when individual neighborhoods self pay; there is more funding reserve as a result for those neighborhoods that require only city funding. Decreasing any risk of inequality could be viewed through an equity lens and it might be that some neighborhoods experience less opportunity to access city funding because they have less awareness of the program/process so increasing access to information might be a mitigating city action for any potential or actual inequity/inequality.
22. So the rich get services, great.
23. Look okay to me
24. I pay enough in Real Estate Tax, State Tax, City Tax, Sales Tax, Alcohol Tax etc"¦and do no support resident donation funding.
25. No
26. wow
27. I agree with the changes.
28. ok
29. not at this time
30. Disagree with resident funding
31. no changes - like this addition as well
32. Absolutely none.
33. No.
34. Funding should be the responsibility of the city. Resident funding can be very unfair especially in wealthy neighborhoods and can create a situation where a few wealthy people can get together to pay for the city to install speed bumps or roundabouts.
35. Yes, I support these changes.
36. I have some apprehension about it. Particularly if other neighbors aren't in support this would further their disapproval of the project.
37. Make it clear that resident funding in one area can not delay implementation of a solution in another area.
38. residents fund all the council's bad ideas.

39. Shouldn't be needed. Fund the program with STRICTER TRAFFIC ENFORCEMENT POLICIES AND ENFORCEMENT !
40. no
41. It's ok
42. No. If residents want to help pay that is great. Leaves more funds available for those who can't pay.
43. Just make sure it is just/vetted/has metrics. Equality is a big issue right now.
44. How much would self-funding even cost?
45. It residents fund a plan does that mean they are also funding the maintenance of the change as well? That is not clear. If initial costs are all that is required, then I support with city being responsible for maintaining
46. I'm conflicted on this. In another town we were assessed to pay for paving our street -- when lower income areas didn't have the funds to do paving & the city apparently didn't either. It was obviously discriminatory. Since speed limiting devices aren't as essential as paving -- & are a choice of those living on the affected street -- having the option to contribute to the funding seems acceptable.
47. The policy of allowing private funding to cause the speed/volume thresholds to be circumvented is odious and should be eliminated. Either the criteria make sense of they don't. Allowing a neighborhood to place UNNEEDED traffic impediments on city property because they have the money to do so should not be allowed.
48. We pay high enough tax in Tempe why should residences have to fund any of these measures. It seems a little elitist of the areas that will pay for their own.
49. allowing resident funding will add to the wealthy neighborhood vs. everyone problems.
50. Resident funding should actually be the norm, not the exception. While the city, and due process, should still gate the introduction of traffic calming devices, the residents who actually desire it should bare the burden of installation and ongoing maintenance costs.
51. Don't allow people to buy their street an exemption. There are several politicians on my street and now we are a major cut-through because they exempted my street. Is is a nightmare during rush hour. How can this possibly be legal?
52. Good changes
53. Allowing resident funding is not equitable and should not be implemented generally.
54. Yes, I think important that other means of funding would be available for neighborhoods who may not have residential monies to pay for traffic calming in their neighborhood.
55. Given how challenging it would be to increase taxes in general, allowing residents to effectively self-tax sounds like there will end up being more resources for the city to use elsewhere.
56. Seems like something the city should pay for
57. Residents should NOT have to fund traffic calming. Don't we do so already through taxes? Other developed countries are shaking their heads.....
58. None

59. I agree that neighborhoods should be allowed to fund. If you're worried about inequality it seems that the more neighbors that pay for their own (although I doubt there would be that many in Tempe) the more funding would be available for poorer neighborhoods.
60. There are some good points made about neighborhoods that can pay for it vs those that can't. I feel that the city of Tempe employs too many "workers" at time for a project as when I drive by one or two are working and the rest stand there which is not a good use of the tax dollars at work to pay for these projects...send out only the amount of "workers" that are actually needed for the job and can complete it.
61. Yes effected residents should fund 50 percent of all TCD.
62. Does the resident funding category include Corder Neighborhood Grant funds?
63. I support allowing for resident-funded plans.
64. Not well publicized
65. Resident funding is a.poor idea
66. Affected households can only be charged if the petition includes the amount and is signed and approved by stakeholder.
67. I am in favor of resident funding.

Petitioning thresholds	The existing STEP Manual uses a 3-tier petition threshold (p. 6 and 9): • 100% of residents adjacent to a proposed device must approve. • 75% of residents whose primary street would be affected must approve. • 51% of residents whose access is affected must approve.	It is proposed to retain the 3-tier threshold with the same tier definitions as the existing STEP Manual, with the following percentage support required in each tier: • 100% • 70% • 51%	The 3-tier method is unique among agencies researched. Many agencies use a 2-tier system that requires 100% support from residents adjacent to a device. This tier is important to prevent devices from being installed next to the home of a resident who is opposed. All traffic calming devices have disadvantages (such as parking prohibitions, noise, and addition of signs and pavement markings), and unwilling residents should not be forced to bear the disadvantages. Tempe's method of using two tiers for non-adjacent parcels requires a higher percentage of support for properties most affected by the device. While this is uncommon among other agencies, it is recommended to be retained because it lessens the consensus-building requirements for parcels within the 51% tier, which should make it easier for residents to obtain approval. The required support in the 75% tier is proposed to be reduced to 70% to better reflect other agencies' practices but continue to indicate strong support. While two agencies researched require support greater than 70%, most Phoenix-area agencies use a 70% threshold. Most agencies researched outside the Phoenix area use a 60% threshold. (The two-tier 70%/51% threshold may be easier to achieve than a single-tier 60% threshold depending on the number of parcels in each tier.)

Online petitioning	The existing STEP Manual does not address online petitioning.	It is proposed that upon request, the city provide an online platform for signature gathering.	It can be difficult to reach all residents in a petition boundary using conventional signature-gathering methods. An online petition would make it easier for residents to reach their neighbors who may work unusual hours, live in gated communities, or are reluctant to answer the door to a stranger, especially in a pandemic or post-pandemic setting. Online petitioning may not replace conventional petitioning but may help reduce the workload. The city would not require neighborhoods to use online petitioning but it should be offered upon request. The City of Tempe uses an existing online survey platform that could likely be adapted to online petitioning for traffic calming, but if not, many third-party sites are available for such use.
City outreach prior to petitioning	The existing STEP Manual envisions that residents alone conduct outreach to their neighbors about petitioning underway (p. 6). However, for large-scale STEP programs, the city may mail postage-paid ballots to parcels in the 3rd (51%) tier (p. 9).	It is proposed that, upon request, the city will mail information to households in the petition boundary to inform them about the program, the devices proposed, and (if used) a link to the online petition.	During the process of conventional signature-gathering, most residents gather all their information about traffic calming from a petitioner, often in a short conversation that neither party wants to lengthen. The petitioner may not accurately convey all the essential information about the program, and in fact has an incentive to provide only the details that will maximize the chances that a resident will sign the petition. A city-provided mailing can present information in an unbiased form to allow residents in the petition boundary to make a more thoughtful decision about whether to support the proposed traffic calming plan. When combined with online petitioning, city outreach could significantly reduce the amount of conventional petitioning needed. An example of city-provided outreach will be proposed for inclusion in the new document.

14. Do you have any comments on the draft changes proposed related to petitioning thresholds, online petitioning and city outreach prior to petitioning?

    1. Define "adjacent to" - there was one installed directly in front of my home that I never signed for, agreed to, etc. It just showed up. If petitions are on line, how is data secured and validated that it was actually I who signed it?
    2. agree
    3. I don't agree with the tiering. It shouldn't matter where the residents are located in relation to the speed bump. I agree with the other changes.

4. Any "petitioning" should account for the fact that part-time renters (i.e. university students) rarely care about neighborhood safety, cleanliness or calmness... and those who do are not likely to be in the area for more than a semester or two. And let's face it, their live-away landlords care even less--being mostly concerned about maximizing profits. Decisions affecting neighborhoods should be heavily weighted toward those people who actually live in the property they own. Lord knows, their taxes certainly are!
5. the more residents we ask for approval the better. i am tired of these humps everywhere
6. Reduce the approval threshold of residents adjacent to a proposed device
7. Clean the alleys. Eliminate dangerous bike lanes
8. Again announcement of a public meeting whether virtual or in person to explain the need and proposed tragic calming before the online or in person petition gathering would be helpful.
9. Sounds good.
10. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
11. We must have both online and in-person/traditional methods.
12. No
13. Yes but easier to shake my head. We've been through the Rigamoro of collecting signatures. At an actual neighborhood meeting, it's sometimes easier. If the neighbors affected by the constant bad driver behavior, are present or voice their concern to leads, it's not bad. But the general area around the immediate street sometimes , don't care one way or the other, it's the immediate street that suffers, as well as those of us that get annoyed by the tail gating, Passing, even immediate residents trying to get in and out drives safely. So we'd be happy to sign but in a neighborhood of almost 500 single family homes, we don't live in petition territory. Our last venture, we split area so we could get signatures for SH. It wasn't a fast sale. We spent more than an hour in some homes, discussing the pros, cons. And still, came away with nothing. Health ailments, any age, low rider vehicles, and the "you can't make me" mentality challenging. Not answering doors. Not returning calls. It sounded like (Webex) like City will be in on a lot of this. The request cards ar the beginning. Landlords vs renter approval. 30 days for this, 30 days for that. Meetings with neighbors (after studies of course) explain the calming devices, process, sounds like a long process and the possibility of applying for a Grant will not work or be delayed. Online access but not everyone is on internet not interested to be. Even with postcards, we've found ourselves leaving fliers , so everyone has a voice. Not sure how that will work with City.
14. I agree with the three proposed changes/inclusions in the new manual
15. No on 1) Keep it at 75% Yes on 2). The question is, would city staff verify the accuracy of online users? Yes on 3)
16. While the changes proposed for petitioning are an improvement, if studies are done that show safety issues then the city should provide the neighborhood with whatever safety measures are needed to resolve the safety issues regardless of whether all the neighbors approve. That is not to say that the

city shouldn't look for the most agreeable solution ... but the rest of the neighborhood should not have to be subject to safety issues because of one or two residents (when the majority of other neighbors approve). Why would resident safety not take priority. As far as "bearing the disadvantages", I'm not sure why Tempe has such concern regarding one persons comfort when they build multistory apartment units next to single family homes (so that people are looking in your yard and all the other issues including traffic that are associated with a large development). The city is willing to allow this, yet is worried that a traffic safety enhancement that makes a whole neighborhood safer is going to bother one neighbor.

17. The city provided mailing is fair.
18. I like the online petition option.
19. I like these proposed changes.
20. I don't think it is necessary to reduce the middle tier from 75% to 70%.
21. I am 100% in agreement with the city proposal for the offering of online petitions as an alternative method. I would also like to say that the logic that was being used for the "inequality" argument respective to resident partial/full self funding could also be used for the online option format in that self funding is not required but is an option and so, too, is the online feature which some/many residents do not have access to the internet or lack tech knowledge for how to complete the online process so including online signatures as an option would also need to be viewed as an issue of inequality. Again, I'm for both proposals and thought it seemed incongruent that one proposal for an alternative option was deemed as a measure of inequality and the other not.
22. Seems like a long time to get anything done. If it a problem, fix it. It should not take years.
23. No major comments other than online petitioning should be fully allowed/enabled, especially in our current (ongoing?) COVID environment.
24. Onine platform and USPS form.
25. Look okay to me
26. Looks Good!
27. I'm not sure how this would effect very large streets (Hardy) as there are multiple neighborhoods
28. sounds good
29. Do NOT increase minimum cars per day from 400 to 1000. That is a very large increase and does not seem justified.
30. I agree with the changes.
31. lower approval percentages due to rentals and lack of neighbors wanting any involvement in anything
32. I agree with the online platform for education and signature gathering. In our neighborhood many of the residences are rentals with a significant turn over of renters. This makes it difficult to garner interest of gather consensus.
33. No
34. This looks agreeable too. Sidenote: sure wish we could adopt a tier like this when a neighbor wants to paint their house a horrible color or park a trailer for weeks on end!

35. Am enjoying online petitions. They appear safer to me. Feel my data is completely protected. Whereas in person petitions are fraught with the potential for fraud & identity theft.
36. Tempe
37. Maintain existing parameters.
38. The proposal of having the city do a mailing to allow residents to make a more thoughtful decision is a good one. Too often people are badgered by the people trying to circulate a petition. This creates a more fair explanation.
39. Yes, I support these mofifications
40. City outreach would be so helpful. With relevant data from the speed studies! And online petitions make it more accessible and safe in a pandemic.
41. The more we can move to online, the better. There will need to be considerations for those who are not savvy enough to complete an online petition.
42. waste of time.
43. Reduce petitioning thresholds. The existing system basically allows for one contrary resident to throw a wrench in the works. Absolutely allow online petitioning.
44. 100, 70 and 51% was hard to meet over a decade ago, I'd say it's close to impossible now that no neighbors live here anymore, and most houses are rentals or AirBnBs. Those owners do not care about traffic because tey do not live here.
45. Yes to the changes
46. City should contact residents. Only owner occupied should be able to vote. Renters should have no say so whatsoever.
47. No matter what the proposal there will be people against. Mailings can be a boon or bust - we are in a digital world. On-line petitioning - options are always good but make sure people have the resources.
48. What does adjacent mean? What if adjacent homes are owned by large corps or out of state owners who have no stake in the health of a community. The most adjacent people aren't always the most relevant, more neighborhood acceptance should outweigh "adjacent."
49. I agree with changes
50. Definitely approve of adding city support & mailing information to households in the petition gathering stage -- or earlier. I've tried passing petitions, & have encountered all the problems of people not answering doors or being aware of issues. Anything which would make the process more informative & easier is to be applauded.
51. Petitioning thresholds - Unless there has been a demonstrable issue with the existing ones I see no reason to change them simply because some other cities have different ones. Maybe the other cities need to change their criteria to match Tempe's. Online petitioning - Online petitions are easier and therefore should require a greater number of signatures. It's far too easy to simply click and sign without thinking. If you required comments such as mine here to be submitted in writing thru the mail what percent response do you think you'd get compared to being able to write it to you online as I am doing? Perhaps a 4:1 difference I would bet. City outreach is fine.

52. No
53. Thresholds - irrelevant change. Online petitioning - of course that should be allowed. And encouraged. Outreach - the more the better
54. No, I think the proposed changes are great.
55. No, I think the proposed changes are great.
56. I agree with the proposal to retain 3 tiers, but I encourage the city to maintain the 75% threshold for the middle tier. Like many people, I have been forced to work from home, and I've quickly learned to *not* answer the door for anyone. As such, I would miss any door to door petitioners, and I think many others would too. As such, I am strongly in favor of a city-provided mailing combined with online petitioning. Additionally, this mailing should be sent to the *property owner* of record, not the current renter, in the case of a rental property.
57. "All calming devices have disadvantages . . .and unwilling residents should not be forced to bear the disadvantages." And yet the new policy allows staff to force speed humps anywhere they want to. What does "affected" mean? Speed humps anywhere I might possibly drive in the City affects me.
58. Good
59. agree
60. City-provided mailing very helpful; also, on-line petition gathering an effective tool although not all homes have acess to computers.
61. The additions of online petitions and city outreach both sound quite reasonable.
62. no
63.
64. Too much. Just make it EASY for a request and an approval.
65. No
66. I like the proposed changes. Another helpful item would be to provide a "~flyer' (or example of one) in the packet that could be used to place on the door of those that don't answer. I made my own when we went through this process and that's where we got most of our responses. I included my address/phone so that they could come to me at their convenience and sign the petition.
67. Agree with all
68. Do not lower the approval thresholds.
69. Tempe
70. I support the availability of online petitions.
71. Agenda set- based on our households input- only looking for reinforce your opinion
72. No online petitioning. Contributes to selection biases
73. I support the online petition
74. Don't lower the threshold, if anything we need to raise it. We need to make it harder for the minority amount of households to keep making new rules and changes all the time. It needs to be a higher majority input. I'm tired of a few squeaky wheels making all the changes when it affects more than just them.
75. I recommend against reducing the petitioning thresholds
76. Online petitioning is a great idea

77. I'd advocate for lower petitioning thresholds, particularly residents whose primary street would be affected.

Vacant parcels	The existing STEP Manual does not address vacant parcels.	It is proposed that vacant lots be subtracted from the petition area, and that the owner of vacant homes be entitled to speak for the parcel.	Vacant lots (those without structures) do not experience any of the benefits or disadvantages of traffic calming, which is focused on livability. Vacant lots should be flagged by petitioners so they are not counted as within the petition area. This provision also applies to lots with structures that are uninhabitable. It is more difficult to discern whether a particular home is occupied or vacant. If petitioners are unable to contact the residents of a particular home, city staff can assist with outreach to the owner of that parcel. (See "City outreach to non-responsive households" below.)

15. Do you have any comments on the draft changes proposed related to vacant parcels?

1. In general, I think owners of vacant parcels should be included and counted in the petition area. There may be some exceptions, but the parcel may not be vacant long term.
2. agree
3. Agree with changes
4. Agree... as long as the "vacant home owner" isn't just a flipper or live-away landlord who doesn't care about the area.
5. agreed
6. common sense, why would you count vacant parcels? also the owner has no say since they're not living there. i disagree. vacant = absent. period
7. No
8. OK
9. Ownership most be respected. Fire department approval must be obtained. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
10. No
11. Touched on this in question above. On our devices, some neighbors were renters, all too happy to sign because of the road nonsense. Landlords wouldn't have first hand info.
12. I agree with the proposal to subtract vacant or uninhabitable lots from the petition area
13. I disagree. All owners should be notified.
14. agree
15. The city's willingness to reach out to properties where the owner can't be reached is fabulous.
16. I like the proposed change.

17. These proposed changes sound fine.
18. No comment.
19. Of course they should not be included.
20. Look okay to me
21. Looks Good!
22. Agreed
23. good
24. No
25. ok
26. I agree
27. No
28. no
29. No, think the changes are fair to everyone, especially the property owner.
30. Agreed
31. Yes to changes.
32. Owners of vacant parcels should be contacted as well and considered. I disagree that they do not have a stake in the process just because they are not currently living on the site. Purchasing property is a significant investment and implies a person intends to eventually use that land.
33. build more hospitals for ducey non vaxers.
34. Forget them if they don't participate or respond. As the discussion point above elucidates, non-existing homeowners and vacant lots do not suffer from traffic the way that residence to
35. No
36. Yes to proposed changes
37. No. Sounds good.
38. Good idea.
39. Completely disagree with removal of vacant parcel owners
40. For vacant lots or vacant houses, this makes sense.
41. I have no comments but if I did they would be here.
42. For vacant lots there should be something added that if a camp is set up there this can be removed as they can often have people wondering onto the roads without care or objects left on the roads.
43. Vacant parcels are different that vacant homes. Vacant parcels should be ignored; vacant houses = the owner should have the same voting rights as everyone else. If they don't vote, it's counted as a "no" vote.
44. The claim that vacant lots are not affected by traffic calming is wholly untrue, as the property owner will experience an impact on their property value. Ultimately, only *property owners* should be able to speak for the property. Allowing a (somewhat transient) renter that power is inappropriate. Having petitioners flag vacant lots or other uninhabitable structures would allow them get "free votes" in their own favor, and seems unfair.
45. Owners of vacant lots and uninhabitable structures have a legal right to vote. They may be anticipating building there or selling the property and speed humps will drop their property value.
46. Good
47. no

48. I agree with these changes, use those vacant lots.
49. Again -- make it EASY for the people to EFFECT CHANGE. Vacant lots and their owners of vacant homes should NOT have a say in the process.
50. No
51. Sounds good.
52. Agree
53. "It is more difficult to discern whether a particular home is occupied or vacant" How about checking with the post office?
54. Lot owners should have equal voice, vacant or not
55. Stakeholders of every parcel needs a say in what might affect the use or possible sale of their parcel. In the eyes of some potential buyers traffic changes are a deterrent to ownership.

Gated communities	The existing STEP Manual does not address gated communities.	It is proposed that individually-owned parcels in gated communities are included in the petition area if the gated community would otherwise be included in one of the three petitioning tiers.	Petitioners are often unable to reach parcels in gated communities using conventional methods because it is not possible to access and knock on a front door to request a signature. Some gated communities post signs such as NO TRESPASSING that discourage or prohibit petitioners. However, if some or all parcels in a gated community are affected by a traffic calming device, it is important that these residents be permitted to have their voices heard. In these cases, city outreach and online petitioning (as discussed above) should be used to reach gated community residents more readily. If necessary, parcels in gated communities can be considered non-responsive households and addressed as discussed below.

16. Do you have any comments on the draft changes proposed related to gated communities?

1. Use the HOA to advise residents and get input
2. no opinion
3. Agree with changes
4. agreed
5. gated communities have their own rules, they must be excluded from city discussions.
6. No gates
7. See previous comment.
8. Online soluntion sounds good.
9. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
10. It's important include a gated community in the decisions that affect them.
11. HOAs. Gated. We have 3. We don't attend their board meetings. They share our streets. Some of them are the speeders and Passers. This is a hard one.

Our people already don't understand why we don't get to use one of the 3 pools on HOA land. Here again, are we concerned about the residents that front the street or live on corners at intersections, or everybody? We share our info at Grant time. We entice the Management to join in on the Grant help. We don't get much response unless a person absolutely wants nothing blocking their way. Then they move to a rental somewhere else?! It's legal.

12. While I understand the need to solicit gated community resident input on traffic calming projects outside of said community I feel that they should be categorized one level below the petitioning tier of an ungated lot with the reasoning that gated communities by design are unaffected by cut-though traffic.
13. I agree with proposed change
14. Whatever the solution is, the city needs to facilitate getting those signatures. it is nearly impossible for a neighborhood resident collecting petition signatures to contact persons in these types of communities
15. I agree with these proposed changes.
16. Agreed
17. If its gated, they get to do what they want and pay for it.
18. Look okay to me
19. Looks Good!
20. N/A
21. no
22. No
23. ok
24. no
25. No
26. this is a tough one...I don't know that this is fair to neighbors outside of a gated or HOA community that is requesting the change. Perhaps, one vote from their board vs. all the neighbors affected.
27. Great change. Yes vacant lots within a gated community that is already within the zone should be included.
28. Agreed
29. Ok. Include gated communities.
30. take down the gates.
31. Exclude them. They have willingly walled them selves off from the community at large and therefore should be ignored
32. no
33. Yes to proposed changes
34. Great!!!
35. Gated communities should only be allowed 1 vote from their neighborhood President. If they do not respond and it is outside their community it should be assumed it is a no vote
36. I have no comments but if I did they would be here.
37. No
38. Again, I believe the city should wholly own the petitioning process through mailings to property owners, and online responses from verified owners.
39. Make it clear that they only get a vote if the City pays to maintain their streets.

40. Good
41. Only if the streets in the gated community are maintained by the city. If they are maintained by their association, then it should be handled and funded by their internal process.
42. Are the roads inside these communities maintained by the City, or are they private property?
43. no
44. Well, gated communities can sort out their own issues.
45. NO GATED COMMUNITY INCLUSION IN THIS! The residents of those communities willingly excluded themselves from part of society when they privatized. Leave them out.
46. These petitioners should reach out to the property manager of these gated communities and allow them to either call a meeting or post a notice in a general area. It's really not that difficult if you truly want to have their "voices" heard!
47. Gated people don't want people knocking on their door. Pros and cons to that choice
48. It is not that hard to reach out to gated communities via tho HOAs. Failure to include is more selection bias

City outreach to non-responsive households	The existing STEP Manual assumes that a household opposes a traffic calming program until they sign a petition in support. Residents who do not respond are considered to be opposed.	For non-responsive residents whose support is critical to a plan's implementation, it is proposed that the city send a certified letter to alert the owner of the traffic calming plan and offer 30 days for comment. If no response is received, the owner is considered to be in support.	It is important that a device not be installed next to a home where residents are opposed, but the same is not true for residents who merely do not respond to petitioning. It is possible that non-responsive residents are, in fact, opposed, and they know that they do not need to take any action to register their disapproval. However, it is also possible that non-responsive residents are disengaged or take no position on a device. A certified letter requesting a particular homeowner's position on traffic calming can distinguish which of these cases is true. This change to the process can help ease consensus-building, particularly when it is not feasible to relocate a device (such as a traffic circle, which must be at a 4-way intersection) to avoid a non-responsive parcel. City outreach to non-responsive parcels should be limited to parcels whose support for the traffic calming plan is critical to its implementation, such as parcels immediately adjacent to a device. City outreach should also be limited to parcels where multiple attempts have been made to reach the residents using other methods. (A conventional mailing with a link to an online petition is preferable to a certified letter.) An example of such a certified letter will be prepared for city staff use.

17. Do you have any comments on the draft changes proposed related to city outreach to non-responsive households?

    1. I do not agree that non response should be assumed to be "in support of". In cases where non response has a detrimental impact (i.e. speeding has created multiple accidents, lives have been lost, etc.) then those should be handled as exceptions.
    2. good plan
    3. Agree with changes
    4. Again, at the risk of harping on the same subject… live-away landlords and flippers are only concerned about how such measures will affect their profits, not the health and safety of residents in the area. This should be taken into account. Yes, they should have some input, but not weighted as heavily as those who actually LIVE in the areas in question.
    5. agreed

6. totally disagree. no response = opposed. or absent. if you want it you get it or at least you say you want it. you also propose to even spend my taxpayer dollars to pay for certified letters? what is a mailbox about? it's their will to refuse the program by refusal to bother respond. agreement MUST be voluntary. this is not USSR. common sense please
7. Approve. We
8. Stop bothering them or arrest
9. The new approach is welcome.
10. Sounds good.
11. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
12. Yes, renters deserve a voice!
13. Makes sense.
14. Just a general thought"¦.These processes all take time. How will a Grant work regarding time frames?
15. I think the proposed change is a good compromise for non-responsive lots and agree with the change
16. Why don't you require ALL homeowners to respond YES or NO on the petition? Petition should include both parties, opposed and in support.
17. Agree. Residents who don't respond should be considered in support after a documented effort to contact; the time constraint seems reasonable to give an owner time to respond while still not over-delaying the project
18. Yes, a certified letter needs to be sent otherwise the owner can use the "pocket veto" and sink the whole movement.
19. I agree with these proposed changes.
20. This seems reasonable
21. I agree with this proposal. Is there any way to provide the recipient an online based response format? Not sure what would be the process for the opt out model.
22. The city needs to implement controls that keep streets safe. If someone has been given the opportunity to participate and does not respond to a few mailings, count them as participating with no input - they had their chance.
23. I fully agree with sending a certified letter to determine opposition (Vs. "assuming" no answer = opposition).
24. Conventional mailing is better than certified letter.
25. Look okay to me
26. Undecided.
27. Yes. This is better.
28. lots of wasted time, effort and cost for uninterested, non-residents and investors not supporting the neighborhood efforts.
29. No
30. ok
31. I agree wholeheartedly.
32. Again, this is a tough one...lIt's not fair to say non-responses are a 'no' vote if we are not allowed to go door-to-door asking for signatures. If the request is not inside their gates or HOA boundaries, one vote from their board should be all that is needed.

33. None. Seems very legalized actions.
34. Tempe
35. Non-response should continue to be considered as opposition.
36. Agreed
37. Definitely support adding method to reach non responder and considering no response as supporting.
38. Tempe
39. These are good changes
40. better city government.
41. Approved. Non response should equal consent. See feedback above"¦ To allow non-response to equal a negative would be to further block the process for the people that need it
42. sounds good
43. Yes to proposed changes
44. Approve the proposed change.
45. Like
46. Completely disagree with change from no support to support.
47. Opting "out" is always more fair to the group than staying silent. When a household holds no opinion, or just doesn't care, that shouldn't make the project fail to move forward for those who do have an opinion.
48. The non-responsive assumed to be in support should only be allowed for the tier which requires 100% buy-in and only after two attempts via certified letter.
49. If there is an email on file for a property owner/renter then this should be used also.
50. WOW. Big change. Be sure your printed information is well-written and not at all ambiguous.
51. While non-responsive households can be a problem, it is in no way appropriate to assume consent for support. Consent must be explicitly given, and it not, we must assume it is opposed. In today's world, we shouldn't even need to have this discussion, and I'm disappointed in this recommendation.
52. What if the certified letter sent to unresponsive households is returned as undeliverable, thus the 30 days is moot? You cannot assume they are in support. They get no vote if there is no response.
53. Good Non responsive should not hold up/derail process.
54. Tempe
55. Have default be support (like in the proposed change) rather than oppose
56. I agree with these changes.
57. Good. No response equals support. I like it.
58. Great idea!
59. Agree
60. Certified letters would be costly however it would get the attention of the resident as many people don't even open their mail if its not from someone they do business with.
61. No change, require affirmative response.
62. Non-responsive households are generally temporary residents who really don't give a dang one way or the other.

63. I think these changes make sense. Given that many properties are rentals with frequent turnover, non-responders should not be automatically counted as opposed.
64. Tempe
65. I support the suggested revision.
66. Good point that no response does not mean approval for d the plan
67. Response time should be increased to 90 day window, otherwise agree.
68. Agree with the change for non-responsive residents.
69. No!!! Leave it as opposed, a no response is a NO response.
70. This change is absolutely unacceptable. Leave it as it is. The owner may not be home, a renter could receive the letter and never deliver it to the owner. People could be too busy to respond within the required time window. This is a terrible change.
71. I heartily approve of this measure.

Rental properties	The existing STEP Manual does not indicate whether renters or owners are authorized to sign petitions.	For single-family rental houses, it is proposed that the renter (resident) or the owner may speak for the parcel. City staff can assist with outreach to the owner if needed. For multi-family rental parcels such as apartments, it is proposed that the owner or manager may speak for all units, but any city mailings should also include renters.	Petitioners may not be able to distinguish a single-family rental house from an owner-occupied house. It is not reasonable for petitioners to be required to determine the rental status of a parcel and independently contact absentee owners. However, if a renter defers to the property owner, the owner may also speak for the parcel. It is usually not reasonable for petitioners to contact all residents of rental developments. Experience has shown that support from an owner or manager is sufficient to document support from an apartment complex. Some cities researched allow renters to speak for the parcel, but others require owners to do so. These provisions do not apply to individually-owned multi-family units, such as condominiums.

18. Do you have any comments on the draft changes proposed related to rental properties?

1. Owners should be the authorized petition signers, not renters. I do not want a transitional person to make a decision that could have negative impact to me as a long term home owner.
2. Agree with changes
3. All of this just sounds like excuses to favor landlords, most likely for financial reasons. Renters, especially long-term renters, should have a lot more input than absent parcel-owners or live-away managers, since they will actually have

to live with the circumstances involved! Also, it may not be "reasonable" for petitioners to determine the rental status of a parcel, but their management certainly should be able to, since the city has complete tax records for every lot.

4. the renter should speak, they live here. YES
5. No
6. This is a tough one...I believe the owner of the property should make the decision but not sure if there is an easy way to determine that. I know our HOA knows which houses are rentals!!
7. Private ownership must be respected. Less government control the better. Don't know. Have not read. Fire department approval must be obtained. Show courage and say no to more government, politics and hysteria.
8. No
9. Either or. We've had renters sign. Landlords mostly invisible. Can tell by the weeds on the property. Renter, understands the speed challenges if they live in direct area.
10. I agree with the proposed change
11. Agreed
12. Agree
13. So, if I'm a renter and I'm approached and I say "I don't know" you need to ask the owner" then the city has to chase down the owner? But is the renter just automatically says sure I don't care, that's taken as a yes? I'm confused I think.
14. I'm not opposed to these proposed changes.
15. Agree
16. One house, one vote.
17. Look okay to me
18. In disagreement with allowing renters to vote.
19. N/A
20. it's fine, will not change anything.
21. No
22. ok
23. I believe that property owners should speak for the property. They have a longer term interest in the welfare of the neighborhood.
24. No
25. agree
26. About time. A lot of the time renters are NEVER informed of anything that might effect them or their families.
27. Against. NO rental property that does not have the owner speaking for it should be included in any survey. Rentals are by nature temporary housing with the intent that the person living there will eventually move away. This is not the same as an owner selling their property and moving away, as most owners are not transient. The owner of the house across the street from me is in California. The renter there has changed 6 times in one year.
28. Yes to change.
29. Clear it up. Make it simple. Still ambiguous.
30. no
31. Yes to proposed changes

32. Renters should not be able to vote. Only owner occupied.
33. Rental property - owner should be involved. Use certified letter approach.
34. Only owners of the property should be allowed to vote on these issues
35. On my street of perhaps 12 houses, there are at least 2 rental properties. If the renter is willing to sign & has an opinion, then they should be allowed to sign the petition. Home owners who rent out their property aren't there to experience the traffic issues -- so they have no "skin in the game".
36. As a former rental owner (both multiple and single family) I would NOT want my tenants to speak for me. For multiple unit rentals (greater than perhaps 4 units) ONLY the owner should be allowed to have a vote. For less than 5 and single family the owner should be the first contact. Since many owners will just blow it off the tenant could be allowed to vote if the owner is not responsive after XX days. This is starting to get complicated and yes, it would be an effort for the petitioners. How many of these petitions are put forward each year? Assuming its not more than half a dozen I don't see this as that big a workload to give to a city staffer to handle. It's trivial to look up whether a property is a rental and the owners info is right there in the county records.
37. No
38. Again, renters should not be permitted to make decisions that have long term impact on the property value.
39. Does every resident in a rental home or apartment get a vote? Or is it one vote per dwelling?
40. Good
41. This change sounds reasonable
42. no
43. I agree with these changes.
44. No.
45. No
46. When you have renters paying rent in a apartment building they should have a definite say in anything that goes on, not just the owner or property management company.
47. This seems good.
48. Renters live there, should be fine to accept that opinion in lieu of owner.
49. Agree with changes to rental properties.
50. No , it needs to be owners. Renters come and go, changes affect the life of the property and needs the input of the owner.
51. Only owners should be allowed
52. I oppose a renter speaking for the parcel owner. Renters by definition are not committed to an area for a long period of time. Having the ability to speak for a measure with lasting effects should be reserved for the owner.

19. Do you have any other comments about the Tempe STEP Guide or the Tempe traffic calming program?

1. Add many more traffic circles, replace more 4 way stops & signaled intersections and add more intersection calming devices, especially raised pedestrian walkways.

2. All changes need to be made harder to implement. They affects the whole community and we need more input from the whole community not just a few whinners.
3. All communication should be available in a no contact way due to the ongoing pandemic
4. Fire department and emergency services approval which absolutely must not be circumvented, ignored or avoided - politics and public hysteria be damned. Less traffic calming and less government the better. Like government, less traffic control or 'calming'. is better and safer. Most speed bumps are too high and too slowing and harmful to vehicles.Review and eliminate many existing traffic control or 'calming'. There is a reason why hospitals don't have traffic control or 'calming' in their parking lots. Show courage and say no to politics and other hysteria.
5. FYI, there was an area that states the survey takes 3 minutes to complete. You can't even read all of the information in that amount of time! As an owner who's been through the process I appreciate all of the changes being implemented.
6. Glad to see you are getting community input. I also always read my water bill so think you should continue to put items in there.
7. Good luck- but please not circles and other devices that will only increase anger and accidents that these speeding drivers already cause
8. I am looking forward to these changes and seeing if we can move forward on these in our neighborhood.
9. I appreciate the city reaching out for feedback on a topic that has directly impacted me. I've lived in Tempe for over 27 years, and I was never approached/petitioned about the traffic calming changes to College Ave. They result in what I call "unintended consequences" when combined with inconsiderate drivers who come to a complete stop in constrictions forcing traffic to backup behind them. Occasionally it is clear why they stopped, but other times, it appears to be "because they can."
10. I appreciate the effort to modernize and equalize the program and the opportunity for input.
11. I have been unable to read any of this on my small phone due to recent eye surgery.
12. I have no other comments but if I did they would be here.
13. I like the name change
14. I like the proposed changes
15. I see where my tax dollars are being wasted and why nothing gets done . 3 ties government is a waste of tax money and great show how red tape fills our city halls.
16. It's time Tempe started to listen to the property owners. Renters and ASU are transient and should have no input into this document
17. Less cars and less density would calm traffic.
18. Look okay to me
19. Make it: Easy, comprehensive, inclusive of all processes.
20. Make sure the program's description is clear so people understand it and can follow the guidelines easily.

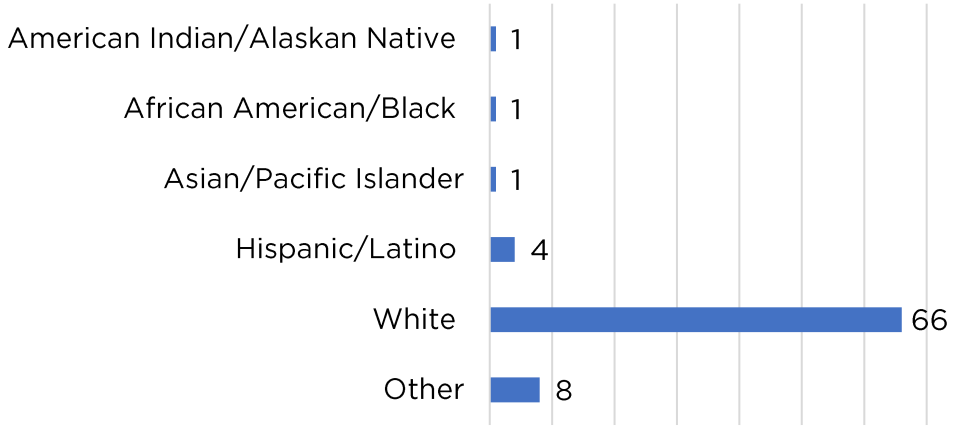
21. No
22. No
23. No
24. No
25. No
26. No
27. No.
28. Noe whatsoever.
29. None
30. Please consider adding more bike lanes. It is ridiculous that it is unsafe to ride on Broadway or Southern or Rural, etc. Bikers cannot access any of those businesses safely.
31. please have all council and mayor resign.
32. Precedence should ALWAYS be given to homeowners who actually reside in the area. Otherwise, what's the point of it all?
33. Probably. But too much going on at the same time. All about location. Did want to mention, traffic circles, small median, have helped our immediate neighbors , and those that were bothered with the other behavior previously mentioned. We look forward to possibly chicanes, another small median, striping down the road. It's difficult sometimes because left turners at circles are dangerous, and those drivers used to our main road by Frys Electronics, still think this street (local residential, but acts like collector) is a thru street, disregarding the Yield signs on the corners.

    The Comprehensive Transportation Plan has some similarities to the current STEP plan. May have to compare/ revise here and there.
34. somehow I lost my place but perhaps you can put this all together
35. Thank you for making these clarifying updates!
36. Thank you for The thoughtful survey and detailed feedback pathway. It is my hope that my comments an earlier calls to Tempe regarding the speeding situation on South Hardy Drive our address and taken care of. As I sit here and type this at my home At 7:30 on Monday morning, the vehicles flying by at 50+ miles an hour are very obvious. Everyone uses this road. Pedestrians. Skateboard. Cyclist. Commuters. Children walking to school. This situation should be addressed before something tragic happens thank you again
37. thank you for this great opportunity to let us residents speak our mind
38. Thank you for updating this manual.
39. thank you for your efforts to always improve
40. Thanks to whoever wants to use clear English!!!
41. The City of Tempe is considering a future where carbon based vehicle travel will be much reduced in the near future. My neighborhood has many more bikes, scooters, skateboards than previous years. My street seemed like a racetrack when I moved there in 1982. Not anymore. The City of Tempe is doing a good job promoting alternative forms of transportation. THANKS!
42. The STEP manual needs to address "Complete Streets" in neighborhoods; not just traffic calming. The document should be better written to include how to address other issues with neighborhood streets. There should be an update to better describe the other options (other than speed humps) and their benefits

(not just a table). LID options should be included. There should be more evaluation methods discussed (other than just traffic counts).

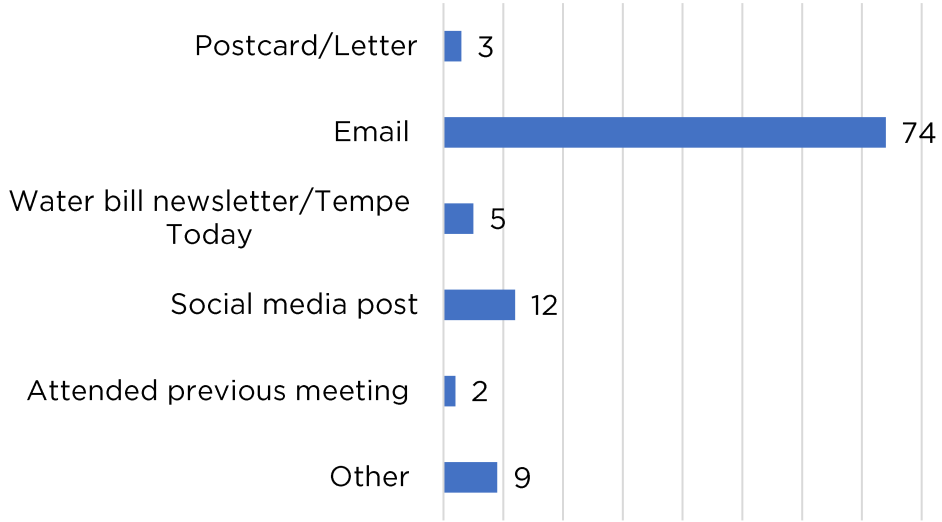
43. There should be something about residential neighborhoods with children that have streets with reckless drivers. Parents should have some say concerning the safety of their kids. If child safety is an issue, maybe less than 6 signatures.
44. Traffic is not calm and it is due to lack of enforcement. Allocate resources to solve this not put bandages on.
45. What will this cost me? And why is it more important than other city projects? Justify yourselves.
46. Why does it exist?
47. Width of street should also be included. A wide street welcomes speeders like mine does. Streets with schools should have a lower involvement threshold.

20. The following question is voluntary. If you choose to respond, please select all that apply. Race / Ethnicity:



Responses: 81

21. How did you find out about STEP Manual process? Select all that apply.



Other:

- City of Tempe electronic newsletter.
- Forum site
- I went through it - found info myself through City of Tempe
- neighbor

- neighbor
- Tempe Forum
- This survey
- Traffic engineers told us about Grant, speed humps in Jan. 2017. We found the STEP and Comprehensive Trans. At the same time. We want one of everything offered.

Responses: 105

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Chase Walman, Senior Transportation Planner, 480-858-2072

DATE: October 12, 2021

SUBJECT: Scottsdale Road Bike Lanes

ITEM #: 9

PURPOSE:
The purpose of this memo is to provide the Commission with a review of the 15% conceptual design of the Scottsdale Road Bike Lanes Project which extends from our northern border with the City of Scottsdale at Continental Drive to Curry Road. The project will extend the bike lanes that currently terminate at Tempe's border with the City of Scottsdale and continue south1.36 miles to connect to the existing Curry Road bike lanes. In addition to extending the Scottsdale Road bike lanes to Curry Road, the project will add additional ADA compliant directional ramps at the intersections and pedestrian push buttons.

RECOMMENDATION OR DIRECTION REQUESTED:
Information only.

CITY COUNCIL STRATEGIC PRIORITY:
- Performance Measure 3.26 - 20 Minute City
- Performance Measure 3.14 - ADA Transition Plan

BACKGROUND INFORMATION:
The Scottsdale Road Bike Lane Project was first identified in Tempe's Transportation Master Plan and General Plan 2040. Other city planning efforts also featured this corridor for improvements which include the City of Tempe ADA Transition Plan Phase II, Vision Zero Action Plan, and was ranked by residents as the 2nd highest priority in the Character Area 1 Papago/North Tempe Plan.

In 2017, staff submitted a $1.3 million dollar construction grant for the project and were subsequently awarded the grant for construction in 2022. In 2020, an additional design grant was secured for $285,000 to develop final design plans,specicifications, and estimates. In 2021, the City started the final design efforts with consultant NFra. Two public meetings will be held to review and provide feedback on the 15% preliminary design plans.

- Wed., November 3rd at noon.
  via WebEx, tempe.gov/ScottsdaleRdBikeLanes
- Sat., November 6th at 9 a.m.
  via WebEx, tempe.gov/ScottsdaleRdBikeLanes

Additional public meetings will be held in the early part of the Spring. It is anticipated that the final design will be completed in the Summer of 2022, with anticipated construction beginning early 2023.

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

Design:
$290,444 Congestion Mitigation and Air Quality Improvement Grant
$17,556 Local (Transit Tax)
Construction:
$1,256,548 Congestion Mitigation and Air Quality Improvement Grant
$85,953 Local (Transit Tax)

ATTACHMENTS:
PowerPoint
15% Preliminary Design Plans

Scottsdale Road Bike Lanes

Transportation Commission
October 12, 2021

Tempe

This Project

- 1.25 Miles between Curry Road and Continental Drive

- ADA Directional Ramp Improvements
- Addition of Bike Lanes
- Additional ADA Compliant Ped Push Buttons
- ADA Driveway Improvements within City ROW
- Pavement Preservation via Micro-mill and Micro-seal

Project History

- Identified in the Tempe Transportation Master Plan and General Plan 2040
- 2017: Awarded $1.3 million grant for construction in 2022
- 2020: Awarded $285k grant for design in 2020/21
- 2021: Final Design kicks off with consultant NFra

Transportation Alternatives / CMAQ Application for FY 2021 and FY 2022 Projects

Scottsdale Road Bike Lane Continuation (Curry to Continental)

City of Tempe

APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 25, 2017 at 10:00 a.m.

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Other Planning Work in the Area

- ADA Transition Plan (Phase II)
- Vision Zero Action Plan
- Tempe Character Area 1 (Papago/North Tempe)

Character Area 1 Plan Draft

Comments related to traffic and transportation (Survey Aug 27 - Sep 19, 2021)

- Impending large high-density residential development seems to be very much on the horizon, and traffic will increase along with it. How to answer future local domestic needs rather than having folks drive all over the place is essential.

- I also think a few point regarding walkability need to be addressed - specifically traffic slowing along College. I saw the roundabout mentioned but people use College as a raceway to rev their engines since it's hard for cops to stop them and free of multiple stops. Also, a buffer between the sidewalks and street (specifically along McKellips and college) with shrubs and trees. There are always skid marks going up over the curb which are scary and make me feel unsafe on the sidewalk. It's also very loud for the reasons mentioned earlier. I have young children and am very nervous walking with them to get to Tempe Town Lake or the canal because of all the traffic problems.

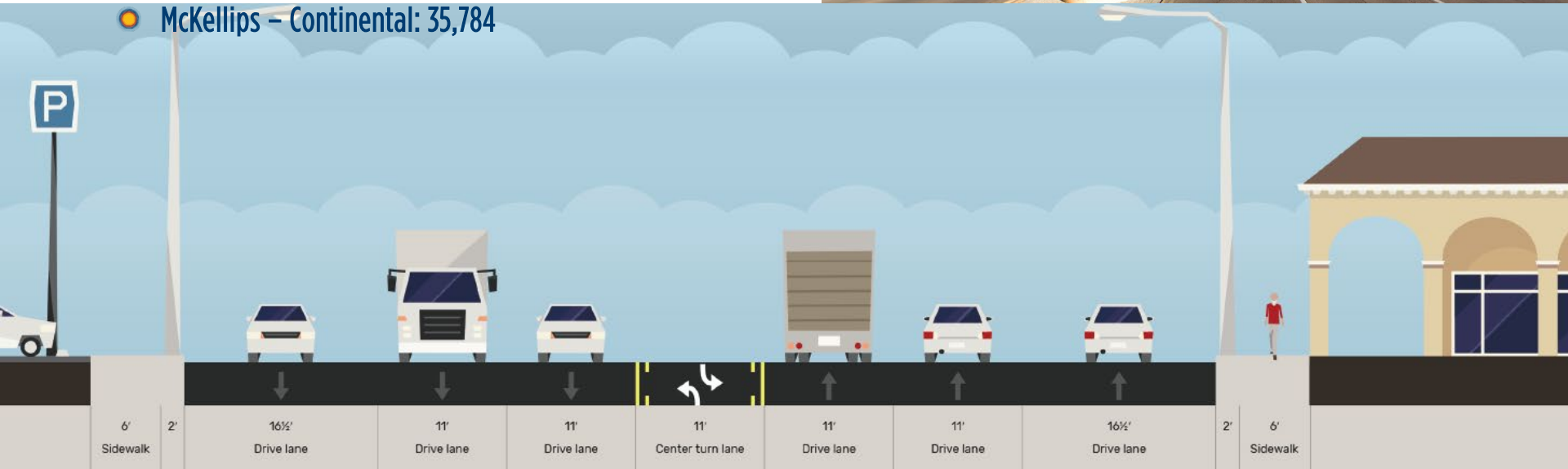
- Neighborhoods- streets and alleys look so much nicer without utility poles and wires. Trees won't need to be butchered if the branches don't conflict with power lines. The aesthetic and safety possibilities are well worth the investment. As a bonus, maintenance costs will decrease, as overhead lines deteriorate more quickly, and lines break due to storms and accidents. Please, get with Engineering and Transportation (Traffic Eng.) to renew the program. It ended at the economic downturn of 2008. It is a good investment in neighborhoods.

- For Scottsdale Road, it references 2015 transportation master plan...it is 2021 and nothing has been done. We are talking about streetscape beautification, they are redoing Alameda, completed Broadway but nothing on Scottsdale Road...THE GATEWAY to the whole city. What does complete street concepts mean?

- Preserve the Sonoran desert environment, specifically, do not turn more of Papago park into a parking lot.

Existing Conditions

- 7 lane arterial (3 NB Travel Lanes + 3 SB Travel Lanes + 1 Center Turn Lane/Median) with 8' sidewalks
- Posted speed limit: 40 mph
- 20 serious Ped/Cyclist crashes between 2012-2020
- Traffic volume totals (taken 01/25/18)
  - Curry-McKellips: 41,370
  - McKellips – Continental: 35,784

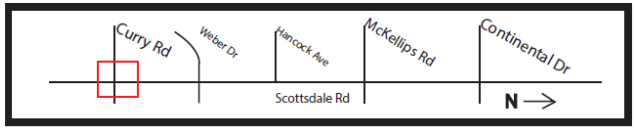


15% Preliminary Design

Proposed Improvements

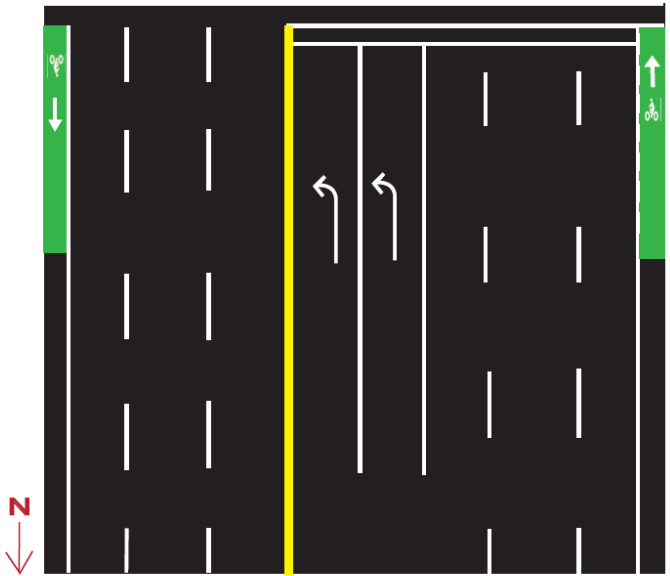
Proposed Improvements

Proposed Roadway Conditions



New ADA directional ramps

New pedestrian push buttons

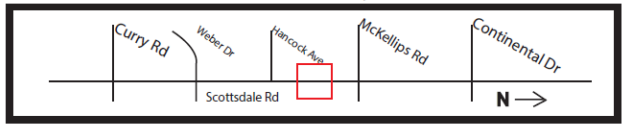


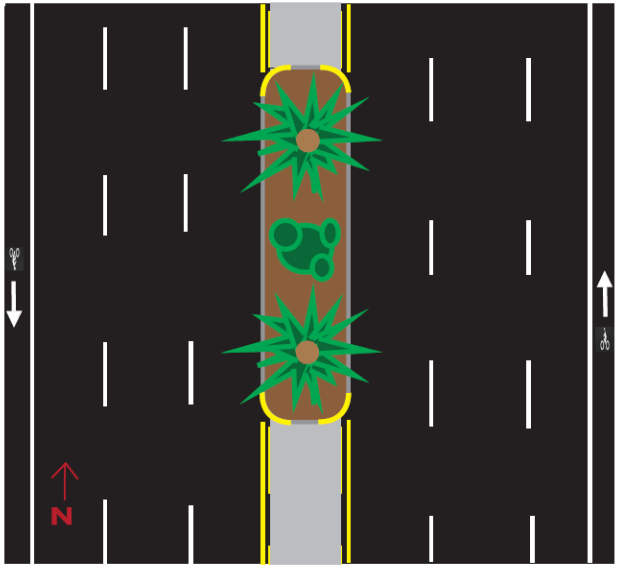
New posted signs

New bike lanes

Proposed Improvements Cntd.

Proposed Roadway Conditions





New posted signage

New 6.5 ft bike lanes

Next Steps

- Transportation Commission: **Current**
- Public Meeting Round 1: **November 3rd & 12th**
- 30% Design Completion: **Jan/Feb 2022**
- Transportation Commission Round 2: **Early Spring 2022**
- Public Meeting Round 2: **Spring 2022**
- 60% Design Completion: **Spring 2022**
- Design Plans, Specifications, and Estimates: **Finalized Summer 2022**
- Anticipated Project Construction Start: **Late 2022/ Early 2023**

ADOT

SCOTTSDALE ROAD – CURRY ROAD TO CONTINENTAL DRIVE
ADOT TRACS NUMBER: T0140 01 C
FEDERAL AID PROJECT NUMBER: TMP-0(254)0
OVERALL EXHIBIT
9/1/2021

ADOT

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OVERALL EXHIBIT
9/1/2021

MEMORANDUM

TO: Tempe Transportation Commission

FROM: Eric Iwersen, Interim Deputy Engineering & Transportation Director

DATE: October 12, 2021

SUBJECT: Future Agenda Items

ITEM #: 11

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

RECOMMENDATION OR DIRECTION REQUESTED:
This item is for information only.

- November 30
    1. Annual Report
    2. Tempe Adaptive Streets Implementation Design Guide
    3. Mobility Hubs
    4. Transportation Demand Management Plan/Transportation Management Association
    5. Transit Program Update & Bus Service Governance Study /Transit Security Update
- January 11
    1. Commission Business
    2. Crosswalk Signal Countdown & Signal Detection for Bicycles
    3. Ash/University Intersection & 1st/Ash/Rio Roundabout Traffic Data Counts Update
    4. Climate Action Plan 2021 Update
- February 8
    1. Personal Delivery Devices
    2. Transit Fund & Program Update
    3. MAG Values Mapping
    4. North/South Rail Spur MUP
- March 8
    1. Mobility Hubs
    2. Transportation Demand Management Plan/Transportation Management Association
    3. Mobility Hubs
    4. All Aboard Arizona (requested by David Solokowski.)
- April 12
- May 10
    1. Bike Hero
- June 14
- TBD: BRT Study – MAG
- TBD: Bike Bait (once program resumes)
- TBD: Commuter Rail Study/MAG Commuter Rail Plan – MAG
- TBD: AZ State Rail Plan/AZDOT Phoenix-Tucson Corridor Plan – ADOT