

10/2/08

Today I was driving down College Ave. and noticed the new roundabouts being from an area of California that they are common understand how to use them. But due to the lack of signage other drivers do not, I witnessed 2 near accidents and was almost a part of one due to the fact that people are making left hand turns before the roundabout into oncoming traffic and not actually using the roundabout. This is a major concern and at the time in this test phase may cause more harm than good unless the appropriate actions are taken by city officials. Roundabout signs or no left turns signs should be placed at these roundabouts in the next few days.

10/2/08

I am rarely as passionate about City services as I am today regarding the new traffic controls that have showed up on College Avenue, between Apache Blvd and Southern. In fact, I have NEVER written to a City official to complain about anything this seriously before, but this situation requires my attention and yours! I don't know who came up with the idea to do this or why, but this is a mess!!

I work at ASU, and drive the mile and a half along College every day (usually on a scooter) to get to and from there.

The left-turn access to my street has been essentially blocked today, so getting onto Balboa Drive from south-bound College is dangerous at best, and confusing at the least. Traffic circles have been added all along the way. Negotiating these is not intuitive to American drivers, and making left turns through these is potentially problematic. Having them jut out into the bike lanes on what I understand is the most traveled bike route in the state just seems like an irresponsible accident waiting to happen. The one in the intersection of College & Alameda also has the traffic light blinking red in all directions. True traffic circles do not require full stops!! There are barriers along the center stripe that don't seem to serve any purpose at all, especially those on either side of the railroad tracks.

College Avenue DOES NOT need traffic calming!! It's a busy street with a lot of vehicle, bike, and foot traffic, which runs through and is an access to and from a vibrant neighborhood, but from my observation, it is not any more noisy or dangerous than any other street of its size! The people who complain about the traffic should have thought about that before they chose to live on a busy street!

Furthermore, my 86 year old father, and his contemporaries who live in this area and drive are going to be confused by these unusual traffic barriers. They don't make any logical sense, and will also be annoying and weird for any driver entering the area.

Today's changes on College Avenue are far from improvements, in my opinion, and need to be undone right away.

I'd like to hear back from some of you to explain why these changes were put in place and when they will be removed.

10/6/08

I do not see how traffic calming measures between southern and US60 are helpful when College dead ends. There is no cut through traffic by this point. Cut through traffic happens between Apache and Southern. I also do not like the fact the traffic circle by the park and railroad tracks forces traffic into the bicycle lane.

10/7/08

Would you please consider blocking the center turn lane on College at La Jolla the way you do at Alameda? Quite a few motorists are turning from southbound College into eastbound La Jolla via that lane rather than going around the planned traffic circle. It's probably a turn they've made dozens of times before and adapting to a traffic circle may not be clear to them.

10/7/08

The temporary roundabout placed at the end of our street-Encanto and College is an accident waiting to happen. In the short time frame of yesterday and today the following situations were observed:

A City of Tempe garbage truck turning West off of College onto Encanto and NOT using the round about to do so--roughly 30% of the cars entering this intersection are also doing the same thing, motorists on 2 separate occasions did not yield to bicyclists who had to take evasive action not to be hit -it is hard to fathom how you could put a roundabout on an established city bike path. I heard from the neighbor tonight of cars driving out of the on-street parking on the West side of Daley Park in reverse and backing into the intersection with the roundabout as they can no longer pullout at the end of the street parking near the railroad tracks--you now have the median filled with pylons here. Children using the bike path riding to Broadmor and McKemy when school starts up next week is a major concern.

10/7/08

The roundabout located at the intersection of College and Encanto forces all vehicular traffic into the bicycle lanes in order to proceed around the roundabout. Since it was installed last week I have seen two near misses between cars and bikes. I have also seen several bicyclists come to a complete stop because the vehicle traffic did not yield the right of way not realizing they were being funneled into the bicycle path.

by forcing vehicular traffic into the bicycle lanes in order to proceed through the roundabout a collision of vehicle and bicycle is imminent and I recommend removing the roundabout permanently prior to the end of fall break and elementary & middle schools starting again next week when many school children will once again be on their bicycles in this area.

the first time I went through the roundabout in my car (first day it was installed) I was confronted head on by a Tempe city trash truck who turned left (clockwise) instead of right (counter clockwise) while trying to turn east on Encanto from a south bound position on College. This truck had no way to see or locate bicycle or pedestrian traffic had it proceeded in the correct direction around the circle.

If someone with knowledge from the city would go out and look at this roundabout they would realize that whoever located it did not center it in the intersection. It is located off center to the north of the actual intersection, not that centering it would make a difference in the safety concerns I have raised above.

This traffic calming device was ill conceived and improperly installed and I suggest the city remove it immediately before someone is seriously injured or killed at this location. There are many children (including my own) as well as many college students who use this bike path in our neighborhood and I suggest you consider their safety. In the twelve years I have lived in this neighborhood I have not noticed anything as dangerous to pedestrian, bicycle and vehicular safety as these traffic calming measures recently undertaken by the city of Tempe. Please remove the roundabout asap.

10/7/08

Though I am in favor of traffic calming measures of some sort, I am against the traffic circles currently installed because they force traffic into the bicycle lanes. As a driver who also bikes, I am especially cautious when doing this, but I am still forced to take my eyes off the road at every traffic circle to very carefully check my blind spot before proceeding. However, more dangerous are the people who won't think to check for bikes first. It seems as though it's only a matter of time before a bicyclist get sideswiped by a car.

10/8/08

The traffic circles are configured in a manner which is too small to allow proper emergency vehicle access. They are barely of sufficient size to maneuver my mid-sized truck around. The circles are not of sufficient dimension to affect the speed of north and southbound traffic; this is particularly evident at Encanto Drive, where I still witness cars exceeding the speed limit as they travel around the circle. I have seen drivers make improper left turns, because these are too small to appear as circles. I have had close encounters between the pedestrian path, or lack of a clear path, and cars.

I have seen that bikes do not have any separation from cars. The median obstructions do not do a thing to affect speeds.

I am in favor of a 4-way stop at Alameda/College. I do not understand why the circle was located so far north that traffic from west to east does not maneuver, and the opposite direction can barely avoid driving up the sidewalk.

I am in favor of modifications to the intersection of College/Encanto. Re-constructing the "high-speed off-ramp" should be done; it is a hazard to pedestrians and bikes. A traffic circle could work here and there is adequate right-of-way, but the gutters must be revised and there must be adequate room for bicycles, and clearly marked pedestrian crossings, which are not significantly out of the direct sidewalk alignment, so they will be used.

Speed tables at Aeplei and Broadmor are ok.

10/8/08

Concerned about the traffic circle at College Ave and Alameda Dr and safety of children crossing the street with vehicles. He would like to see it removed.

10/8/08

No need for traffic calming between Southern & US-60 (low traffic volumes, existing speed humps). Traffic circle at La Jolla unsafe for bicyclists. Additional traffic calming is too inconvenient to her neighborhood.

10/8/08

I am not sure what new construction is planned for South College, but the road hazards are blocking traffic, north and south, at Daly Park. Cars have to move into the bike lane in both directions for through traffic and that is not safe for bike riders, like me. Other hazards further south, block left turn lanes prohibiting drivers to turn left safely.

Please just leave College alone... so many people use this road and it is very safe, low speed limit, etc. We do not need more road construction spending.

10/8/08

Observation of a vehicle turning from westbound La Jolla to southbound College the same short-circuited way, i.e., clockwise instead of counter-clockwise?

10/8/08

I bike to work on College everyday. This morning I saw a near-collision of a bicyclist and a vehicle at College and Encanto. There was an Orbit bus stopped on the south side of the intersection. The bicyclist went around the bus and tried to continue straight to the bike lane at which point a truck came northbound. Suggest marking a curve in the bike lane that follows the center circle curve so bicyclists don't go straight through as the vehicles are curving to the east.

10/8/08

Very concerned about safety at circles. Cycles to ASU everyday and was almost hit yesterday. OK if 4 way stop and marked for safety. Believes the test circles should be removed for bicycle safety.

10/8/08

We are using the College Ave. BIKE path to get to/from ASU. The current traffic calming measures present a huge risk to bicyclists since the cars are driving into the bike path where they compete for space with bikes and the Orbit busses that frequently pull in/out the bike path. I would support other traffic calming measures, such as speed bumps.

10/8/08

I like the idea. The test implementation was a bad representation of what a good roundabout could be though, and that alone will probably get more negative feedback than anything else. Especially bad example on La Jolla and College, where there was nothing keeping anyone from turning left in front of the roundabout, and people going straight were not slowed at all but just zoomed through in the bike lane. Also the 4-way stoplight/roundabout at Alameda and College was especially confusing to the drivers. Shouldn't it be 4-way yield at a roundabout?

Really all is needed is a narrowing of college between Alameda and the US 60 IMHO.

10/8/08

No one obeys the flashing red signal at College and Alameda and cars speed through without stopping. Do not think it's a good idea to have the circle.

10/8/08

I have lived right on South College Avenue at 2607 for over 8 years. I bike and walk up and down College. Previously I had thought traffic calming measures would be desirable. Now I think putting various types of barriers in the middle of College is not a good idea. Also, barriers that narrow the street and bring bikes and cars closer together also is not a good idea.

Traffic calming barriers in the middle of College Avenue have more cars driving closer to the bike lane and sidewalk. More cars are driving in the bike lane. On the north side of Alameda heading north many cars drive in the bike lane. With regards to keeping those on bikes alive this does not seem to support that. More cars are now where people biking and walking are when crossing the street when there are barriers in the middle of the street. Traffic circle barriers most significantly move cars closer to bikers and walkers.

North of Alameda now has increased noise (thump thump) from more car tires driving over manhole covers previously not driven over.

Follow-up on 10/27/08:

1. I understand you're trying to do good, but
2. The map on the web . . . is that what you are doing or is what's in the street the only change?
3. A neighbor saw bike accidents at Alameda – not car hitting bike, but bike swerving and hitting curb. He did not see this.
4. At this point would prefer we do nothing on College

10/9/08

A bicyclist who was riding through the intersection of Encanto Dr and College Ave told City staff he loved the circle.

10/9/08

The traffic circle at the intersection of College and Alameda is working quite well. Thanks! Two criticisms: first, it appears the circle itself is too small to effectively force traffic to go around instead of just straight through; secondly, I think there needs to be some community education on the whole traffic circle thing. Some are familiar with it, but it appears many are not. I understand the first criticism may not be correctable since buses need to go through the intersection, but if the traffic circle is made permanent, I'd like to see a re-working of the sidewalks in order to accommodate a correctly sized island. Also, the island would be a great spot for some public/community art!

10/9/08

This morning I drove College south of Broadway. I was amazed at what I saw. Are the traffic control devices place for real or is this some sort of Halloween or April fools joke? Are there plans for these treatments that have been sealed and signed by a PE who is experienced and knowledgeable in traffic control?

I understand the reasoning and need for neighborhood traffic calming; however I would like this approach and configuration to something that signifies some-sort of emergency that requires drastic measures and action to keep the public safe from something. Is this what it is for?

What section of the MUTCD is this type of configuration and approach covered under?

Thank you for your consideration of my questions.

10/9/08

On College Ave, south of Southern Ave there are orange construction blockades; apparently to simulate a traffic circle and a median as an experiment for traffic management. I have to drive past and through these every day. They are not doing anything to help manage traffic, if anything they are disrupting traffic. It is annoying to have to drive around them and to have to wait for other motorists to drive around them. I ask you to please not put the traffic circle and medians on College- south of Southern.

Additional comments on 10/23/08: Bikers beware!

Motorists are forced to drive in the bike lane to get around the "traffic circle" obstacle. They are watching the obstacle, they are NOT watching for bikes. Sometimes you have no where to go because there is another car parked in the parking lane. College Avenue used to be a great route for bicyclists; it has now become a very dangerous route.

Also, why are the Orbit buses exempt from going around the circle. They make a "normal" left turn from College onto LaJolla. What is up with that? You better watch out for them as well....

10/9/08

Overall, like the measures on College Ave. Asked about narrowing up the street more south of Alameda. Commented that the street is still pretty wide at Alameda/College (on both streets) so people "create" right turn lane; asked if that could be narrowed up more to indicate one lane. Overall very supportive and appreciative. Appreciates the investment in the neighborhood.

10/9/08

I don't think the measures taken calm traffic. The roundabout put at College and Alameda is a terrible idea and most drivers are unsure of what to do. Working at McKemy Middle School, right in the area of these restrictions, I have also seen another point of view. Try being on a giant school bus going on the roundabout. As a wife of a husband who bikes to ASU, he has repeatedly told me about how the roundabouts in particular are dangerous for bike riders. Having rode my bike down College Ave for 7 years I could agree with that before, but even more so now. As for the barricades in the turning lane of College, it just makes no sense. I still don't understand why they are there!

What still needs to be given attention is the speed at which cars speed down the street. No matter what time of day, there are always cars going way faster than the posted 30 mph. Please stop these silly measures and work on solving this real problem.

10/9/08

There is no point to those random boxed out rectangles in the turning lane on College Avenue. I would say that they distract drivers and make it harder to turn onto the other streets. The roundabout at College and Alameda is completely unacceptable. I ride my bike on College Avenue from Geneva to Apache and back again everyday and I worry about getting hit by inattentive drivers every time I cross Alameda since there is no bike lane. Please remove the roundabout like you did the one just south of the train tracks. That was a good move. I think the neighborhood streets were just fine before all these crazy barricades went everywhere. Use the money for something more useful.

10/10/08

We live one Loyola Drive and travel through the intersection of College and Alameda daily. Your temporary traffic circle at that intersection is terrible. It is one of the worst ideas that I have ever seen. I have already seen close to five accidents with people trying to negotiate the circle. Traveling through the circle, if you are going straight, you have to swerve around the circle. There are no longer any left turn lanes at the intersection, so that causes a problem. Normally, there are two lanes on Alameda at the intersection, now if you have two cars side by side, there is a real problem. Turning left going in any direction is a hazard since you have to swing around the circle. Whoever thought of this hair brained idea should be canned. The only thing that is good about it is that you have changed the light at the intersection to a blinking red, so it works as a stop sign.

If you want to try something, why not put up those electronic signs that show people how fast they are going, with another sign that tell what their fine would be if they get caught for speeding.....

10/10/08

I drive through College and Alameda often and also walk across that intersection daily. As a driver I find the traffic circle to be unnerving. When the intersection has no other vehicles the roundabout is especially irksome. When there is either traffic or pedestrians nearby the whole process of transiting becomes a nightmare.

As a pedestrian the prospect of being run over by left-turning vehicles (ones that first appear to move right to miss the central circle, then actually follow the circle towards the left to complete their turn) appears much more likely than when there were active cross walk/don't walk lights in service.

Having spent time in New Jersey, Canada and in the Boston area I've traversed many traffic circles/roundabouts. Although they typically are larger, use "Yield" signs, and cover many times the land that the one at College and Alameda does, there are still challenges to entering and traversing. Traffic circles are sometimes used to dodge the cost of installing traffic lights, although we obviously already have signals in place at the College and Alameda intersection.

Another observation is that traffic along Alameda for example is now random rather than controlled. Trying to cross Alameda as a pedestrian is now more dangerous than it was previously. With signals in place at College and Alameda there were breaks in traffic along Alameda since the changing of the lights at College tended to group automobiles together in bunches thus allowing for longer breaks in the flow. Now it seems like cars come along with no set pattern of either frequency or speed.

Given the initial cost of building a signal controlled intersection such as the one at College and Alameda, my hope is that this established traffic control system will not be abandoned in favor of a "passive" system that impedes flow when traffic is light and promotes risk taking when traffic is moderate or heavy.

10/10/08

The intersection of College and Alameda has become severely degraded for both cyclist safety and throughput.

I am a cyclist who travels thru here nearly every day. When there was a traffic light I could get in left lane to go left or thru lane to go thru. Now there is only one lane to service both destinations. Traffic has backed up (during 4-6pm time) and as a cyclist I need to merge into and get stuck in the stop and go to making a left from College southbound to Alameda eastbound. (I waited in line over 1min) Then once at the roundabout when it is my turn at the stop sign I go (traveling around on right side of roundabout circling around for the eastbound direction). As I am circling the traffic from the northbound direction cuts me off even though I am already in the roundabout. Every time I've gone thru here it is like this with close calls. Never before was it so dangerous and cumbersome.

Please, please do not keep this configuration -as it is now I am trying to find routes to avoid this intersection. It is terrible for cyclists. For safety a traffic light control is much preferred with clear and separate left turn and thru lanes.

I have video of this from before and after that clearly shows the difference.

10/10/08

Understand circles, like concepts, confused by medians in "center turn lanes" but good with the idea of eliminating the center lane and adding trees/landscape next to the sidewalks. Offer to share the explanations with neighbors and went online and thought the maps were great.

10/10/08

Concerned about kids at street walking and on bikes - 2nd graders. Great idea, supports it, but has seen 3 people blow through the intersection even with the new stop signs up. Thinks we should have someone at the Alameda intersection on Monday to help kids know how to cross without light.

8/10/08

I will be unable to attend the meeting on 8/19, but am hopeful that the traffic calming measures will help with reducing the reckless behavior observed by some drivers on this road. It is particularly important to protect the many bicyclists that use this route. I have seen, on numerous occasions, drivers use the bicycle lane to pass a vehicle that is obstructing their rapid travel on College. The calming measures should include barriers between traffic lanes and the bicycle lane. Thanks for the consideration.

10/12/08

The City spent how much money on speed humps that do not work!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! These circles are not going to work either!!!!!!!!!! Why not use that money for hiring another police officer!!!! I drive up and down College at least four times a week to go to the post office and to visit a friend.

10/13/08

The proposed changes on College Avenue will almost certainly increase vehicular traffic on Rural Road and Mill Avenue between Southern Avenue and Apache Boulevard. Rural Road is already, I believe, the most heavily traveled north-south thoroughfare between Southern Avenue and Apache Boulevard. What are the safety implications of the proposed changes on College Avenue for traffic on Rural Road and Mill Avenue? College Avenue is not truly a "neighborhood street" despite the recent lowering of the speed limit below 35 mph along the stretch south of Alameda Drive. From US 60 to Apache Boulevard is a straight, two-mile long, north-south street.

What is the evidence that College Avenue needs "calming"? Do vehicle-vehicle, vehicle-bicycle, or vehicle-pedestrian collisions occur more frequently on College Avenue than on other similar streets in Tempe? Do you have data that show a need for "calming"? If so, please inform the citizens of Tempe of your data through local newspapers or local mailings.

I believe that the roundabout at Alameda Drive and College Avenue is a good idea, although details remain to be worked out. It facilitates the movement of traffic through the intersection while controlling the speed of vehicles as they approach it.

10/13/08

I live on the northwest corner of College & La Jolla. My driveway is only a few feet from the intersection and necessitates that I swing out wide on College in order to get into my driveway. The circle that has been placed in the middle of the intersection makes it difficult or impossible to get into my driveway without backing up. In addition, even when I approach on La Jolla from the east, the circle in the middle of the intersection makes it difficult to approach my driveway.

The circle in the middle of the intersection forces traffic toward the shoulders of the road and makes it more dangerous to pull out on to College to see if the road is clear. If a traffic-calming measure is really necessary at College & La Jolla, why can't it be one of the center median types such as at Pebble Beach and not right in the middle of the intersection? I feel that the proposed circle is a safety issue in addition to making it difficult to get into my driveway and should not be built permanently as it is presently laid out.

Not directly relating to the safety and convenience issues noted above but a consideration, nevertheless, is that the economy is in a recession and if the City isn't feeling the effects of it yet, it soon will. When this happens, the City will be threatening to cut services to residents. If this happens, the Blue Buses should be the first thing to go because they are creating more traffic, pollution, and road wear than their sparsely patronized users would cause in their own cars. Secondly, the City should not be wasting money on frivolous projects such as proposed for College Avenue Streetscape.

10/13/08

I have lived along College Ave. for 23 years. I grew up at the corner of College and Geneva and now live at College and Loma Vista. I have noticed that there are peak traffic times in the morning and evenings, but it hasn't been that big of an issue. Speeding may be a problem, but why not use heavier enforcement rather than permanent measures that affect everybody. I don't see how the temporary improvements are going to slow speeding. The traffic circle at College and Alameda is a complete nightmare. I have almost been in an accident three times in the last couple days in that intersection. I have been trying to avoid going through that intersection while walking or biking, but sometimes it is unavoidable. Why is the traffic circle even needed there? It seems to be acting like a crazy 4 way stop. In the evening the traffic seems to bottle neck there and not flow as easy as it used to. Makes it seem at my apartment like the traffic has increased. I think it has become more dangerous now with the traffic circle than with the stop light. Some of the planned medians South of Alameda I find really annoying as well. They interfere trying to turn left on some of the streets (Geneva where my parents live being one of them). I am all for trying new ideas out and I am glad we have done this temporary trial because now I know that I do not like the proposed improvements.

10/13/08

I am very concerned about the traffic calming along College. Live on Balboa - there is very little room to make left on to Balboa from the north with the way the barriers are set up - too little room with barriers between Balboa and the entrance to the Mormon church/. No one is using the round about right - cutting in front to make a left hand turn to go west. Not enough room for the bikes to pass safely when there are cars. I do not understand the need for calming. College is not a steady traffic flow. Only at certain times. There is only one house between Alameda and Southern that faces the street. I think Tempe's money can be much better spent elsewhere - in fact there may be an issue of money for the city and it doesn't need to be spent on College Ave. Have lived in the neighborhood for 31 years and walk College every day. Use the money elsewhere - do not put impediments in the street. The way it is set up is a formula for problems with sight on the street. Husband is legally blind. Feels comfortable walking College as is - not with impediments where he will be unable to see well.

10/13/08

Several drivers, including several Orbit drivers, don't understand how to use the traffic circle or "roundabout" located on College and La Jolla. We've personally witnessed several close calls from people turning left instead of following it around. I'm sure that many people are not familiar with them since there are very few out here and I think it might be helpful if some signs were put up indicating that it was a circular path. The "Keep Right" signs just aren't doing it. Just to be clear, I am very much in favor of the calming measures. I just think they need better signage. And soon.

10/13/08

Having children that attend Broadmor Elementary the round about at Alameda and College is concerning to me. If our children want to ride a bike or walk to school we do not feel that they will be safe crossing the street at College and Alameda. We note also that with the amount of traffic along College by ASU students, McKemy Middle School students and Broadmor Elementary students it seems like these "improvements" are not really improving much. Additionally, while the planter boxes I am sure will be nice, in these times of financial woes are not the cities monies better spent in other areas. I do understand how government funds are "earmarked" for certain projects and this is probably the case in this instance. The boxes will make it difficult to make left hand turns onto certain streets, which could lead to further problems along College Ave. In short if the wheel is not broken, please do not try to fix it.

10/13/08

The temporary roundabout at College and Alameda is not in the center of the intersection... You should consider moving the circle a bit to the south... and perhaps a bit to the west. The northbound traffic lane as one goes "through" the circle comes a bit close to the sidewalk on the east side of College and North of Alameda.

10/14/08

One further observation after my ride home last night. The circle in the middle of College and Alameda is forcing cars into the bike lane area. This is unsafe and defeats the purpose of the bike lanes. Also at this intersection, having to stop rather than use normally functioning traffic signals causes more pollution by forcing all vehicles to stop. Intersections, whether at Alameda or at La Jolla, need to be kept clear for the safe passage and separation of cars and bikes.

10/14/08

I AM CONCERNED THAT THE TRAFFIC CIRCLES SEEM TO FORCE AUTOMOBILES INTO WHAT WER ONCE BICYCLE LANES. IN ADDITION WHILE MAKING A LH TURN ON A BIKE AT A TRAFFIC CIRCLE (ALAMEDA AND COLLEGE FOR EXAMPLE) I AM AFRAID ON COMING TRAFFIC WILL NOT YIELD TO THE BICYCLIST. RESULTING IN SERIOUS INJURIES TO THER CYCLIST.

10/14/08

We urge you install traffic-calming, beautification devices along College Ave between Alameda and Southern. Right now the temporary measures are only in the middle lane and they are not affecting a thing. On Sunday morning we witnessed at TWO different times cars passing each other in one lane EVEN with the middle median temporary measure.

We need additional buffers between the homes and the street - to narrow the street and to buffer homes from the onslaught of Orbit pullovers along our property, Orbit pedestrians hanging out in our yards, and the traffic. The medians draw traffic from the middle of the road toward the homes. We already had an incident a year or two ago where a truck smashed into our fence along College.

Orbit pedestrian traffic is huge and they are now parking on our street. What can we do? Will the City put up signs?

Thank you for working with us to protect our neighborhoods -- Tempe's biggest asset.

10/14/08

The drivers do not follow the rules of the roundabout and they cut through rather than driving around. This creates problems for pedestrians, bikers and potential head on vehicular collisions. Also it makes the road more narrow causing the Orbit buses and other large vehicles to overtake the bike lane causing back-ups and accidents.

10/14/08

I also often bicycle on College Ave and feel the traffic circles are very dangerous for bicycle riders. It is hard for cars to drive around the circles when there are also a lot of bicycle riders. (It's hard enough to keep track of bicycle riders on a straight stretch.) I definitely believe there should be NO circles on College Ave. A friend who lives on Alameda loves not having to wait for the light at College and Alameda. I don't mind making the intersection at College and Alameda a four-way stop, but I feel it is not appropriate for a circle. Tempe is known for being bicycle friendly and College is a major bicycle route. The city should not do anything to make College more dangerous for bicycles. The median close to Apache might cause problems with cars backing up behind the ORBIT during rush hour. With the median, it is impossible to

drive around the stopped ORBIT, which often stops by Twin Palms. When I waited in my car behind the ORBIT at this location, there would have been room for only 1 or 2 other cars behind me before the line would continue onto Apache.

10/14/08

Temporary traffic circle at Alameda & College is causing traffic backups during peak traffic times, which are blocking intersections (particularly north of Alameda.)

Monitoring of bicycle traffic going through the Alameda/College circle needs to be done - many bikes do not observe regulations about stopping before entering the circle.

Follow up: Here is more for the traffic engineers and the police dept. Bicyclists for the most part, DO NOT STOP—often they impede!!!! At least one of ten cars whiz through the intersection...

10/14/08

I have lived at 315 E. Fairmont Dr. (one house off College) over 31 years. Back then College was only two lanes, no middle turning lane. The city decided that the traffic flow was too slow and added the middle turning lane. I have never felt a need for traffic calming on College. Yes, on occasion there is a high speed car, but there is nothing in the recent modifications which will alter that near my home.

I dislike the modifications for the following reasons

1. The four way stop, four flashing red lights, and roundabout at College and Alameda have been a mess. Many people are still turning in front of the roundabout. People going around the roundabout have to drive in both the bike lane and pedestrian walkway. There is no good reason to have a roundabout there.

If the city wants everyone to stop at that intersection, the four way stop would accomplish the same thing more safely. However since the modifications, the traffic backup north of Alameda has been very bad on at least a couple days.

2. I don't understand the turning lane barriers south of Alameda. They certainly don't calm traffic.

3. I don't mind the look of the plastic dividers at Daley Park, but now to exit the parking lot along College; one cannot turn left onto College. (I believe the parking lot is supposed to be one way in and one way out, but I could be incorrect.)

4. The roundabout at Loyola and College also does not seem necessary. The roundabouts confuse a lot of people. I was riding the Orbit bus and even it turned in front of the barrier.

5. I feel that the city got some money to spend and it just wants to spend it, even if the changes are unnecessary and unwanted. This is an especially a bad idea now, but I don't feel that any changes are necessary.

10/15/08

I am concerned about the rumored traffic circle at Alameda and College. I don't know the reasons as to why there is going to be a change or if this is really the case, however, I am deeply concerned for my safety as a bike rider on College.

I ride my bike back and forth from work (Broadmor School) OR I ride the Orbit. As soon as the Orbit started, I noticed a significant decrease in vehicles going up and down College. I find this to be a positive point. However, the Orbit causes a bit of confusion for bike riders in the bike lane. This confusion takes place when the Orbit pulls over for people. When the Orbit pulls over, it pulls into the bike lane. Often a bike rider will have to pass the Orbit and be attentive to make sure the Orbit driver doesn't pull out while the bike rider is passing. I believe that the Orbit needs to stop anywhere to pick up riders and that the bike lane needs to remain on College. I believe that there is enough room for both bike riders and the Orbit until just a little south of Alameda.

At Alameda, the road narrows and that convergence of traffic, bike riders and the Orbit becomes very hazardous. It has become even **more** hazardous now that there are some cones marking some sort of circle. The vehicles proceeding north bound on College have to pull into the unmarked continuation of the bike lane across Alameda to avoid the circle of which there is then not enough room for bike riders. There isn't even enough room for a vehicle to continue north bound at the same time that another vehicle is turning right on to Alameda. The north bound vehicle has to swing in front of the vehicle turning right in order to avoid the circle.

Please take into consideration the fact that bike riders are already at the losing end when dealing with vehicles. It's already a bit more dangerous on College for bike riders due to the necessary Orbit. The bike riders need a bike lane and the Orbit needs to continue on College. However, bike riders shouldn't have to be put in harm's way when vehicles are made to cut into their safe zone.

Follow-up: Thank you for your quick response. I want to make sure I wasn't misunderstood regarding the Orbit. I don't have an issue with the Orbit on College. It belongs there as much as the bike lane does and the two simply need to be extra aware of each other. I was simply adding that piece of information as bike riders are already needing to pay extra attention when using College and that there isn't enough room for bike riders and vehicles around that circle.

Please pass this additional information on your Transit Operations Coordinator and Veolia.

10/15/08

I had a driver come to me with a concern about the traffic circle test going on at Alameda and College. He mentioned that it is difficult to make a left turn, going any direction, because of the way the barricades are setup. I drove through there this afternoon to try and figure out what he was talking about. I think what his concern is in order to avoid going through the crosswalks you have to stay tight against the barricades which would be difficult to do with the bus. Can you clarify for me how the drivers should treat this intersection? I noticed there are stop signs and the traffic lights are flashing red. Should the drivers be trying to avoid going through the crosswalks?

10/15/08

1. Will create congestion
2. kill or harm bikers, not to mention what it would do to the car driver
3. frustrate Orbit drivers
4. confuse car drivers with who goes first even if they would get used them
5. to avoid them traffic will go to residential streets and don't you dare put in more speed bumps.
6. All this on a one (n-s) lane street!

And I found many of my neighbors and friends that feel the same

10/15/08

My current experiences with the circles are that drivers will often enter the bike lanes to avoid the circle, thus posing a danger to bicyclists. A 4-way stop at Alameda and College would seem to accomplish the same goal at less expense. The circle at College and Encanto is very ineffective.

Both sides of Encanto have "fan" shaped entries onto College. The result is that drivers of cars only have to make a simple adjustment to veer around the circle and really don't have to slow down very much to accomplish this move. The only way this would work (and it could) would be to also reconstruct the intersection of Encanto to College and make them more of a "T" shape, thus forcing the drivers to go around the circle at a more acute angle and a slower speed.

10/15/08

I too am concerned about implementation of your traffic calming plans on college. I ride my bicycle for pleasure a minimum of 3 times a week down college and find the current roundabout arrangement quite confusing. The bike lanes seem to end up smack dab in the middle of the motor vehicle traffic. Hopefully this will be remedied in your final implementation. If not, I think you definitely should address it.

I am also concerned about what traffic control measures the city has in mind for Southern Ave in front of the proposed new Wal-Mart at Rural. When will plans be released to the adjoining community?

10/15/08

I was given your e-mail for traffic-calming feedback on College.

While calming may be necessary, I have noticed congestion and dangerous conditions at the intersection of College and Alameda have worsened. As a jogger and bike rider (with a baby carrier on board), I have been in very tight situations every time I head south from that location. I do not know what the solution is, but I would ask that consideration be given when planning the next phase. School mornings are especially congested and downright scary. There is simply not enough room for a vehicle (especially a bus) and a biker to pass safely as it is currently laid out.

10/16/08

I am generally in favor of calming on College Avenue, but the traffic circle where Alameda crosses College is a disaster for cyclists and for buses. Going north on College, as one approaches that intersection, cars and trucks that want to continue north through the intersection now routinely pull to the right across the bike lane, in order to get around this new obstruction. They do this about 25 yards before they get to the intersection, usually without looking. (Note that the bike lane is closer to the center of the street here than usual, to accommodate a right-hand turn lane there.) The problem is less severe going south because the bike lane does not extend out into the street to accommodate a right-turn lane. But you can still see many vehicles pulling into the bike lane as they anticipate the barrier in the intersection.

I do not agree with what Eric Iwersen described as the theory behind the traffic circle. The idea that everyone would compete equally within the traffic circle for space, at a low speed, is flawed-- vehicles often pay no mind to bikes. But even putting that aside, the biggest problem is not what occurs within the traffic circle, but what happens as vehicle drivers slide into the bike lanes as they come near the area. Bikes will be cut off about 25 yards out from the circle, and, what is worse, they may not anticipate these moves from cars and trucks. It is clear that this obstruction/a.k.a. traffic circle has made biking on College much more dangerous. It would be better to just have a flashing light and a big stop sign, and let the traffic stay in its proper lanes.

Re buses, I learned today from my bus-commuting husband that a city bus is going the wrong way through the traffic circle because it cannot make the turn. This is, of course, dangerous for anything smaller than a city bus.

My vote would be to keep the decorative median strips, which will make the street prettier, to add a few speed bumps for the would-be speeders, and to commit to more frequent cleaning of this street. The street gets a lot of rocks and branches on the end near Apache. Tempe should devote a little extra effort to sweeping such a heavily bike-used street.

I appreciate the time that Eric Iwersen took to explain the planned improvements to College Avenue. And I appreciate him telling me about this place to explain my concerns in writing.

10/16/08

The current traffic calming measures are dangerous. They require cars to enter pedestrian and bike zones (sidewalks and lanes). There is simply not sufficient room at these intersections for the types of interventions that have been put in place. Due to the installations I have been in situations, both in a car and on a bike, where my safety has been significantly compromised. It is irresponsible to continue the current measures without significant modification.

There are many safer options to traffic calming. Four way stop signs without rotundas would be much preferable. Stop signs mid block would be another option. Speed monitoring techniques would likewise have beneficial effects. Traffic calming is important but the current methods are inappropriate.

10/16/08

First, please offer a multiple answer to question #3--I walk, bike and drive along College equally, so I see the issues from 3 perspectives.

Second, I have waited until a few weeks have passed to see how the trial calming options are working and had a good conversation with Bonnie at the City offices as well.

At this point, here are my thoughts -- I live in University Estates (west of College by Daley Park). The four-way stop at Alameda is a good idea, both to move traffic more slowly and efficiently and prevent the long wait at the east/west traffic light as well as stopping people from using u-turns to keep going because the light took so long!

The barriers on College from Broadway north to Apache (my neighborhood) are okay, (excluding the Encanto/College mess) but from my observations from foot, bike and car, have done almost nothing to slow the traffic. It still speeds right along from 30mph to what looks like 45 or 50mph for a few late students. The yellow sticks at the railroad tracks are a nuisance that serve no purpose except to block bikes (and cars) from turning north on College from the frontage road on the west side, or turning south from the frontage road/parking area on the east side. I realize that the park is also to be remodeled in the future sometime, but meanwhile, the sticks are worthless for any traffic calming. The cars still speed from Broadway to the tracks, slow down (most of them) and then hit the gas as soon as they have crossed the tracks-as they have always done. The only positive effect of permanent calming devices might be as a beautification tool, because they are not making any difference in the traffic numbers or speed. They ARE a problem as cars going by them will move over towards the bike lane and endanger bikes and others that are traveling in the bike lane, forcing them onto the sidewalk where the walkers are. There are also many skateboarders, gas-powered bikes and gas-powered scooters in the bike lanes as well. I think the city needs to realize that College is simply a major through street to get to ASU and that is not going to be

changed by traffic calming devices such as those now in place. More police enforcement of speeders has helped in the past, when the police had time, and would also help in the future, but as soon as the officers are not there, the traffic speeds up again! No surprise there!

Finally, the mess at Encanto and College. The initial circle of barriers, etc. was a disaster, blocking traffic and putting bikes in jeopardy of being hit every time you rode past that intersection. I sat there on the curb one day and watched the cars swerve around the round-about at the same speed they were going-very little slowing there. The bikes continued in the bike lane, blocking traffic from getting through--and then the blue buses stopped just south and just north of Encanto, blocking everyone and forcing cars and bikes to circle around it or stop. The configuration was changed to be a narrower set-up (thank you!), which removed much of the danger to bikes, but still is not slowing traffic and offers only a confusing mess for cars trying to go through across College as well as turn north or south across traffic. I am aware that it is a crazy intersection, with the wide corners and the two frontage roads north of Encanto. My suggestion to slow the traffic would be to install a four-way stop there, just like Alameda and College-but obviously without the light-like Farmer and 13th Street. That four-way has slowed 13th St. traffic considerably and made it safer for all who use the street (at least it seems that way to me). Is this an option to try at College/Encanto? Don't see why not as what is there isn't doing anything positive.

Kudos to the city for trying to slow traffic and stop cut-throughs, but College Ave. is not a cut-through, no matter what kind of "label" the engineers put on it. It is a through street that leads to a major university and no traffic calming devices are going to force traffic to use Mill and Rural. Who would want to deal with those streets??!!

This is my input today--good luck and please stay in touch with the neighborhoods--we are the ones who have to live with this!

10/16/08

I understand that you are the person to send comments to regarding the traffic calming circles on College. If this is not the case, can you please indicate to whom I should send this email.

I want to express my concern with the design of the circles. While I understand that the city is trying to slow traffic, the City has actually created a much more dangerous situation for both cars and more importantly bicyclists and pedestrians. The circles are forcing cars to drive in to the bike lanes. The way the design is set up, there is no way to avoid this situation.

As you should be aware, there is a considerable amount of pedestrian and bike traffic from Southern to Apache with both college aged people as well as small children going to Broadmor and McKemy (schools my children bike to). I unfortunately expect an accident to occur relatively quickly where a car hits a bicyclist killing or injuring the person/persons.

The most dangerous of the circles is the one located in front of Daley Park. You actually have to leave College to get around this circle, meaning that it is very likely bikers/walkers will be cut off or hit.

I have also seen all too often that people are not making the circle to turn left onto the streets. If there is no traffic, people are pulling in front of the circle to make the left turn, thus making the circle in-effective.

Also, I am not sure what the purpose of the other barricades sitting in the turn lanes all along College. There doesn't seem to be any purpose to them.

I am sure there are other alternatives available including more police officer patrols to help reduce speeds.

10/16/08

I understand you are taking comments on the traffic calming on College Ave. I live on La Jolla & McAllister and travel down College Ave. to Broadmor weekdays. I am in favor of the efforts for traffic calming. However, the 4 way stop and circle at Alameda and College is a hazard. The circle is too large. Autos are veering into the bike lane and pedestrian crossing. I prefer the stop light. Many young children walk through this intersection and it is heavily used for bikes. Without the light there is more potential for pedestrian and bike accidents. I hope the City will reconsider Alameda and College for a traffic signal.

The circle at La Jolla and College is a bit large. I noticed the orbit is having difficulty making the turn. Can the circumference be reduced slightly and better centered at that corner?

10/17/08

The proposed traffic circle at the intersection of College and Alameda would be a big mistake.

As a resident of the neighborhood south of Alameda, I pass through that intersection at least twice a day, always by bus and often by bicycle. The Express bus that I take to and from downtown Phoenix, number 520, has so much trouble getting by that traffic circle that it has to roll up onto the sidewalk to clear the circular barriers. In fact, the buses going west on that route usually go around the wrong side of the circle because there is more clearance on the south side.

Bike riders are really put at risk by the traffic circle because vehicles have to move over into the bicycle lane to get around the circle. The drivers get so distracted by the traffic circle that they usually slide into the bike lane without looking for bicycles. College Avenue is one of the most heavily used bicycle routes in Tempe. If Tempe really wants to maintain its reputation as a bike friendly community, it must get rid of that temporary traffic circle.

There is simply not enough space in that intersection for a traffic circle. If Tempe wants to eliminate a stop light at that intersection, then it should use a stop sign.

Follow-up (10/20/08): When I saw a message from you in my inbox, I was hoping it would say that the city of Tempe had decided to eliminate the proposed traffic circle at College and Alameda. My wife and I noticed that the barriers had been removed from that intersection on Friday. The driver of the Express Bus that I took to work today was enormously relieved to find the intersection free of barriers so that she would not have to drive the wrong way around the circle. I told the driver that I thought this meant the traffic circle was gone for good. But when I looked at the proposed streetscape on the TIM page of the Tempe website, I see the traffic circle is still in place.

Let me reiterate that the proposed traffic circle at Alameda and College Avenue appears unnecessary and dangerous for bicyclers.

10/17/08

As a bicyclist that rides College daily I agree 100%. I am extremely excited for traffic calming to occur on College but feel the traffic circles need to be replaced with another mechanism of traffic control. These circles are actually counter productive to encouraging biking for the very reasons Karen outlines in her email below. Further, interfacing with vehicles around the circles has been consistently raised as an issue by the public in the short amount of time the example barricading has been on the street. Is there an alternate plan that can be implemented and tested?

Follow-up (10/22/08): They have been and it is much better. There is still a circle on College and La Jolla. If we are abandoning the circle idea it would make sense to do it completely. Hopefully we can develop something that accomplishes calming while protecting cyclists! Thanks for the update.

10/17/08

Having the car lane merge over the bike lane at the Alameda intersection is dangerous. Cars frequently fail to stop at the intersection and there is no safe, universally followed understanding between motorists and bicyclists that are forced into one lane as to who has right-of-way. The bike lane appears to simply disappear. One misunderstanding or misjudgment or a car driver or bike rider could result in a serious accident. Please fix this dangerous problem that was created by your project. Thank you.

10/17/08

I do not like the new traffic calming concepts at all. For example, last evening I was driving at dusk on College to make a left turn west onto Encanto. Bicycles and cars were everywhere. The temporary devices I found to be very dangerous. It is impossible to see over or around them. Even at a better time of day I feel they are dangerous. I do not feel permanent ones will be any better.

If you are going to do anything at all why not put some speed bumps along College. These proposed devices will be very expensive compared to speed bumps. Let's get out of debt!

Where are you going to get the money? We don't want more taxes. Our property values have obviously, or should have, gone down. and yet our taxes were more? How come?

Please do not install these new devices. They are very dangerous for bicycles and children, especially, as well as for older students.

10/17/08

We wanted to contact you to ask about a couple things:

First, we noticed that the temporary calming measures are only placed in the middle of College along the widest portion of College between Alameda and Southern. Does this indicate that this is the only proposed measure you are recommending for this section of College? We understood that there were also plans to put buffer areas between the homes and the street in order to narrow the road and we strongly urge this. We witnessed two different times this past week that cars are still passing each other using the bike lane, even as they pass the temporary median. The median does not create any sense of narrowing or slowing. The buffers need to be between the homes and the street – so that traffic is not driven toward the homes (away from the middle), and to protect us from the Orbit onslaught: pulling over along our properties, pedestrians using our yards to wait in, and now parking on our street. We already had someone crash into our back fence along College a couple of years ago and we certainly do not want the narrowing of College to occur only in the middle where traffic is encouraged toward the homes not away from them.

Second, is there anything we can do to stop Orbit riders from parking on our street? We've put notes on several cars already but we can't police it all. One car from an Orbit rider was blocking the driveway of an elderly neighbor all day long. We do not necessarily want to start permit parking – but perhaps the City can post a sign?

Third, I wanted to report that overall the instruction that Greg and Marc gave to Orbit drivers not to pull over along our back fence where the entire bus can look into our home and yard is working. We are definitely seeing riders congregating en masse along the town homes behind us (not a plus for those owners!). Occasionally, however, we are getting riders waiting in our yard and Orbit drivers pulling over to our yard to

pick them up. Perhaps you can send out another reminder or we can talk of another solution to keep it at bay.

Fourth, can you tell us of any City initiatives to address cut-through traffic through our neighborhoods to the future Wal-Mart? We all know that that intersection of Rural and Southern cannot handle the onslaught of non-local customers to this "unwelcomed-by-locals destination" and Geneva, Ventura, and the neighborhood directly to the west of it is at extreme risk for traffic. Can we implement measures BEFORE it becomes a reality?

10/17/08

I currently live near the corner of Alameda and College. I was happy to see that the city has decided to test the effectiveness of the round-about in this intersection. However, I have recently seen numerous cars still making left turns while going clockwise around the temporary barriers, instead of following normal counter clockwise path. I personally have almost been hit twice, and have seen multiple near accidents between other cars and bicyclist. I believe the city must take action to stop these people from making the intersection even more dangerous. Officers need to start monitoring the intersection in order to ticket and educate these ignorant or reckless drivers.

10/18/08

Years ago, there was a stop sign on Alameda at College. There were several reasons for putting in a traffic light including several accidents and it was very hard to cross the street on foot or on bike. So they put up traffic signals which would take forever to change for east/west. The city puts up a temporary traffic circle and then goes back to a four way stop.

I am not completely against traffic calming but it needs to be safe for pedestrian traffic and bicycle traffic. The road is already too narrow and pushing a vehicle lane into a bike lane that is only painted on the ground is too hazardous. Unless this road is widened from Alameda to Broadway, moving the vehicle lanes by paint on the ground is too dangerous.

The new Orbit bus routes on this street also which is a great benefit for the neighborhood and the community. If the roads are narrowed and the bike paths are only protected by paint, an Orbit bus will be one of the deadliest vehicles on this road.

While speed humps and other traffic calming devices will be beneficial, Please remove or rethink any items that will be potentially dangerous to our kids, our pedestrians and our bicycle riders.

10/20/08

The temporary islands in the middle lane along College Avenue are doing nothing to slow traffic. The cars I observe are driving just as fast as they always do. The intersection of College and Alameda is not large enough for a round-about. The circular barrier forces cars into areas where bicycles cross the intersection. The temporary barriers are hazardous obstacles in my opinion and permanent ones would be even worse.

10/20/08

I am a daily bicycle commuter on College. I see no need for traffic calming on College. I also feel the temporary barricades are dangerous to cyclists & pedestrians. Drivers are unsure of right away and traffic is forced into bike lanes and crosswalks. If permanent traffic calming occurs, the structures need to be placed to assure safe travel for bikes & peds.

10/20/08

My family and I frequently use the bike lane on College Avenue between the Superstition freeway and ASU and we are extremely concerned about the barriers being simulated by the barricades right now.

I would have been hit by cars on a recent ride if I had not stopped and gotten out of the bike lane or had the car not stopped to wait for me as we could not both go through the space between the barricade and the sidewalk.

The new barriers would make the bike lanes unsafe. I am glad that there is a test period being simulated and hope that the safety and utility of the College Avenue bike lanes will not be forfeited by installing permanent barriers.

As an aside from the safety concern for bikers, I have not observed a problem with speeding cars on College that would warrant these barriers. I also do not believe they would stop cut-throughs. If the main streets are backed up, the same people will still take the shortcuts.

I urge you to abandon the plan for the barriers on College Avenue.

10/21/08

The above questions do not apply to me. I travel through the neighborhood often and am confronted by a traffic circle at college and La Jolla. I have never had a problem on College Ave nor have I seen anyone using excessive speed. This is probably because of the numerous speed bumps in this area.

Traffic circles may work well in England or the Northeast but not in the west where drivers have never seen them before. Rather than making the road safer, traffic circles pose a hazard to both motorists and bicyclists because the path around the traffic circle cuts into the bike path. I personally had a scare when I was stopped at the stop sign and a truck turned in front of the circle and almost hit me.

In short, traffic circles are a dangerous waste of money.

10/21/08

I see no traffic problem in need of calming. I haven't seen speeders or excessive traffic. I also travel on college by bike and orbit and don't tend to speed there when I drive. Distance is too short between Aepli and Southern or Apache to want to speed. For this reason traffic calming would not inconvenience me, except possibly where bikes and cars share a lane in a roundabout. Probably, money could best be spent elsewhere, but I would support it if I am wrong about speeding and cut-through.

10/21/08

I am excited by a traffic calming project, but I ask that you consider putting speed bumps on all streets south of College North of the 60 E & W of College. I live on Laguna and people go down the street in excess of 35 miles per hour. It can be scary.

Also, I support traffic calming please try to make sure that drivers don't end up having to drive in the bike lane to avoid traffic calming installations.

Please remove barrier for turning left on to College out of Daley Park's west side.

10/21/08

Why make traveling on College Avenue complicated? Change is not always a good idea, and it isn't always progress! It has been a relatively safe street for students on bicycles going to ASU, McKemey and Broadmor. Automobile travel has kept within the speed limits to schools, church, and homes. It is not a busy through street. The innovation is confusing and certainly doesn't seem to make sense. I have traveled College Avenue for 43 years, walking, bicycling and driving. Roundabouts may be necessary some places but certainly not on College Avenue.

10/21/08

I have lived in Tempe for 43 years, 42 of those in this house at 630 E. Laguna Drive, about a block from College. I come home from work each day using College southbound.

The first 26 years of my life I lived in the Boston area where "roundabouts" (called a "rotary" there) have been in use for more than seventy years. I have travelled throughout the world (32 countries) and found rotaries fairly common in Europe too, and now have spread to the Asian and Arab nations.

The purpose of a rotary is to handle traffic coming into an intersection WITHOUT need for a light. In 100+ years, they have shown that there are minimal problems. The proposed use of a rotary to slow-down traffic is a misuse of the concept.

Unless the sidewalks are concurrently cut back, you are going to either squish the bikers or have such small circles that no "calming" will occur. See the "calming circles" in Queen Creek and by the canal around 48th Street & Indian School. Useless! Of course, they created jobs for the construction unions and that may have been their real purpose.

A bigger problem is the complete and total lack of traffic enforcement regarding bikers. There ARE laws, you know, governing bikers. They are universally ignored by bikers. I have been cursed and "fingered" by bikers many, many times because they were in violation but wanted to blame me. You see, just because there is a bike lane, they obviously must own the road. After dusk, I pull out of a side street and cannot see a biker because they are not displaying the legally required light. They curse and yell at me. They ride down the street without the legally required tail light and blame the driver who takes a right turn. They ride down the street OUTSIDE the bike lane going AGAINST the traffic and yell at me because I come too close to them in my lane. They ride three abreast down the bike lane with one of them intruding into the car lane and curse you when you honk. And they speed down the sidewalk and down the curb into the street without stopping and waiting for cross traffic, as required (when on a sidewalk, they must obey the pedestrian rules).

I think the Orbit busses are wonderful! I have not found them objectionable in any way. College is still a relatively quiet street; how can people object? Come and live on LaJolla between Rural and College and you'll see a busy street that is one-third the (effective) width of College.

And, by the way, thank you for asking our opinion.

10/21/08

I think traffic calming is very necessary on College Ave. in this area. I especially like the idea of roundabouts, because they have been proven not only to slow traffic, but also to reduce the number of accidents in the area. If done properly, roundabouts can also serve as places that enhance the appearance of the area. There are many examples from places like Rome, Madrid, Seville, and London (among others) that demonstrate how street calming can be used to enhance the appeal of an environment. As a frequent bicyclist and resident I feel that it is rude as well as dangerous when people abuse College Ave. to

commute to and from work when there are two main streets to the East and West. Please put in place measures to reduce undue traffic down our residential streets. I would especially like you to consider constructing roundabouts for this purpose.

10/22/08

Please remove all traffic-calming devices on College Avenue. I drive this street daily; sometimes several times a day. I also bicycle to ASU on College Avenue at least twice a week. College Avenue DOES NOT NEED TRAFFIC CALMING. Traffic is now limited to one lane each way, with a wide path for bicycles on each side. The measures you have put in place compromise the use of bicycles which the city has in the past promoted, to reduce auto traffic. The round-about—now thankfully removed—actually endangers bike riders, as do the center-street barricades. Cars naturally move away from the barricades into the bike paths, endangering bike riders.

The round-about is especially dangerous because drivers didn't know which side of the round-about to use, and nearly ran into each other. Meanwhile, bike riders were forced off College Avenue into side streets. The barricades also force drivers to divert around them, again endangering bikers because drivers lose sight of where the bike riders are—their attention diverted from the bikers to the barricades. In short, the traffic-calming dividers on College are a terrible idea, creating more problems than they solve.

10/22/08

I've been cc'd on several emailed comments to you and wanted to add my 2 cents. Whatever you can do to calm motor vehicle traffic on College Avenue would be greatly appreciated. I outline a couple things and then provide some suggestions.

First, I bike at least twice on day on College Avenue between Aepli Dr. and ASU. Less frequently, it's 2-3 roundtrips in a single day.

Second, the City of Tempe's data show that cars are driving in excess of the posted 25 mph speed limit. In this document

<http://www.tempe.gov/Tim/Traffic/pdfs/DaleyParkFinalData1-07.pdf>

specifically page 6, it shows the 85th percentile speed (at least that's how I interpret the term "85% speed") to be 36 mph. I would love to look at these data more closely to learn for example what the average and maximum speeds recorded during the monitoring interval were. Please forward these data if they are available. I would like to know the maximum speed because that is what any traffic calming effort must be directed toward: reducing that maximum speed. I would very much appreciate learning if traffic speed data for other monitoring intervals are available. If you as a Tempe official only have access to a couple days worth of data, and this lack of data compromises your abilities to persuade the community to embrace, rather than reject your calming initiatives, I would happily volunteer to record traffic speeds with your monitoring equipment.

Third, I have never seen a police officer stop a car for speeding along College Avenue. I have never seen the brilliant "Citation Camera Robot Vans" parked along College either. And, while I am clearly in the dark about all of your traffic calming initiatives, why wouldn't one of the first things you would propose be to install those "Strobing Speed-monitoring Towers" that seem so effective along Rural just east of campus? I invariably slow down to 35 mph when driving my motor vehicle along that stretch of road. Why not do the same along College? (Of course, hopefully those things--whatever they're called--would need to do more than just the occasional flash that triggers a burst of sweat and fear in the speeding driver; hopefully real

speeding citations are sent to the registered owner of the vehicle.) Clearly, there must have been citations issued, but if a map of citation frequency could be generated, I would suspect that the citation frequency along College is lower than for other thoroughfares in Tempe. I believe this lack of enforcement contributes to speeding.

Fourth, despite the posted speed limit, many drivers seem unaware that they are speeding. I can nearly ride my bicycle 25 mph and yet it is an incredibly rare day when I can even come close to keeping up with vehicles.

Fifth, it is an extremely thin white painted line that separates the bike lanes from the vehicle lanes. How many vehicle-bicycle accidents will occur on your watch until traffic calming devices lower the accident rate? Are there statistics for these accidents along College such that you might point to LOWER accident rates (indexed by total vehicle counts and total bicycle counts) as a sign of success for your calming initiatives? I would worry about under-reporting, especially of near-misses. This article, for example

<http://bikeportland.org/wp-content/uploads/2008/04/advcycschubert.pdf>

suggests that because bike ridership has gone up in Portland, OR, but reported crashes have remained steady, this translates to a declining crash rate. I wonder if Urgent Care/ER data would back that up.

I have narrowly escaped ending up underneath vehicles that turned suddenly across the bike lane (at Broadway and College), but did not report the incident or license plate. Perhaps signs encouraging drivers to check their blind spots and right-rear quarters would be advisable at intersections with Alameda, Broadway, Apache.

There is a fundamental asymmetry in the consequences of vehicle-bicycle accidents and as much as drivers may loathe traffic calming in their neighborhoods, your responsibility as a city official is to improve the safety of a multi-modal thoroughfare, perhaps a thoroughfare made possible or enhanced by my very own tax dollars. The primary safety concern should be for bicyclists and pedestrians, not for motorists. If motorists complain because that thin white painted line delays them, perhaps they will choose an alternate route.

The combination of 3000-4000 vehicles/day (if your data are representative) along College Ave, the absence of any traffic calming devices (I can't tell you how thankful I am for the 15 mph zone at Broadmor, the at-grade railroad crossing, the periodic train, and the fact that most Orbits dutifully stop at that railroad crossing), and the growing use of College Ave as a non-vehicular artery to ASU from points south amount to a Perfect Storm: it will not be IF a fatality occurs due to a vehicle-bicycle/pedestrian collision, but WHEN.

Finally, there's probably no point in raising this issue, but instead of round-about, what about diagonal diverters for motor vehicles with pass-through lanes for bicyclists

<http://www.streetfilms.org/archives/portland-or-traffic-calming-diagonal-diverter/>

or simply turning Broadway-Apache into a bike boulevard?

10/23/08

When temporary traffic circles were put up I observed several drivers turning left the wrong way, apparently not understanding how the system is supposed to work. I hope there will be more communication to the community and signage at the circle to illustrate how traffic should flow.

10/24/08

I was in favor of the traffic calming measures until the temporary components were put in place, showing some major flaws in thought and design. The roundabouts are clearly not working at all and, in many instances, have caused close-calls between autos and bikes (most of them have been modified or removed altogether, making this test period even more perplexing). Maybe the area is simply too small to try to implement such a system. Likewise, the traffic calming measures south of Alameda are almost laughable. They do not have any effect in the two-way left-hand turn lane of a very wide street. Bottom line, I see absolutely no change in behavior that would be desirable -- people inclined to speed still do so, traffic is heavy during peak times. The only thing that has changed is a sense of confusion and, as a result, a heightened worry that these changes are going to amount to a tragic outcome.

10/26/08

I've noticed a few changes in the traffic measures on College Ave. I like the stop sign at Alameda and College better than the signal; when I walk through that area, the signal seems to take a long time to change for pedestrians at that intersection. I was disappointed to see the traffic circle go, though; it seemed to reduce the number of people who would tap the breaks at the stop sign and then continue on. The circle forced drivers to slow down a little more, like they should. Whatever ends up happening, I hope the signal is permanently replaced by a stop sign at that intersection.

10/28/08

The traffic calming measures have not only made it dangerous for pedestrians and bicyclists but have made it very hard for the cars to make turns into and out of the neighborhoods.

10/28/08

None of traffic measures on College Avenue seem worth the money, and all are environmentally unsound. I will discuss each issue in turn. Automobile accidents may be a problem at the intersections of major streets (College & Southern, College & Broadway), but the traffic circles proposed near Daley Park and at College and Alameda are not needed. Indeed, it appears that they will create a safety hazard by diverting cars toward bicycles. Roundabouts are used in many countries to help traffic flow smoothly without traffic lights, but placing a stop sign, a red light, and a traffic circle on Alameda and College is bizarre. I have lived in Portland, Oregon, which put lots of obstructions in residential streets to slow down traffic. It seemed to make matters worse, as many drivers simply careen around the circles. Please do not do that on a street that has a heavily used bicycle path.

Environmentally, forcing traffic to make unnecessary stops and to slow down repeatedly is unsound. It increases fuel consumption and associated air pollution. Ideally, traffic should flow smoothly on College without stops, starts, slowing, and speeding up due to artificial hurdles. A simple traffic light allowing the dominant traffic on College to move through the intersection at Alameda without having to come to a stop most of the time, for example, is superior to the temporary three-device system that causes maximum confusion and stop-and-go traffic.

Having lived here a long time, I must say that the temporary measures on College seem like overkill. If this is the kind of thing that the city wants bonding authority for, then I will have to rethink whether the city can be trusted to use our money wisely.

10/28/08

When I first saw the plans on paper, I was unsure, but willing to see how it went. Now that it is in trial, I really don't like it. Where there are traffic circles at Alameda and originally at Encanto, there isn't room for

the bike lanes. I see where the circle has been changed at Encanto, but what is chalked there will also push traffic into the bike lane. With school buses using College Ave. this will especially be bad. College is too narrow for these changes, and I don't think this is the best way to calm traffic on College. I think if sporadic police patrols were put in place when time permits it would do enough. I know our police are stretched, but I don't think the money spent on this streetscaping project is the best use of funds at this time.

10/29/08

I am concerned about bicycle traffic & the roundabout at College & Alameda. Are there safety lanes for the bicycle traffic or are they thrown in with the cars?

10/31/08

Good Folks,

Please abandon the plans to mess up the traffic pattern on College Ave., between Southern and Apache and especially between Southern and Alameda. The temporary bollards and barriers do NOTHING to improve the situation. They are, in fact, very distracting. The College - Alameda intersection is a real mess!

It looks to me like those riding bicycles will face a much greater hazard with the proposed barriers installed. It also appears that the cyclists are even now avoiding College, as we see fewer along College since the temporary barriers have been in place. If it is your intent to reduce the traffic flow on that section of College, you probably will be successful, because I for one will choose another route, if the impediments become permanent.

I would be very surprised if there weren't a large number of citizens who share our feelings on this matter.

As the old saying goes "If it ain't broke, don't fix it."

10/31/08

Would prefer 4-way stop signs at Alameda and College in lieu of round-a-bout. Eliminate the round-a-bout at Loma Vista and College.

11/1/08

Dangerous with bikers going north & south. The obstacles force the car closer to the bike lane. One slip of the biker and there could be a serious bike/auto encounter.

People don't understand roundabouts....turning before passing the obstacle, stopping halfway into the turn and trying to decide whether they should proceed or not.

The speed bumps don't work and neither do these obstacles.

Put a cop out there.

11/3/08

We are having a block party on Saturday and several people have asked about an update of what's going on at college. I see the round about was removed at Alameda. I have to say I've always viewed roundabouts as ways to keep traffic moving. Having a full stop and then the circle at that tiny intersection made no sense and it was dangerous because no one could figure it out. The stop seems to be working fine. Any other changes?

11/4/08

College/ La Jolla intersection is now an accident waiting to happen. No improvements were needed here. ORBIT buses Southbound on College use the center lane to turn left without using the traffic circle, placing them on a collision course with traffic from La Jolla to the East.

La Jolla traffic already has stop signs; I have not previously seen problems with this intersection.

The traffic circle also places Northbound and Southbound College traffic into the space occupied by the bike paths.

Anyone who presently speeds will likely still speed with the traffic circle.

11/5/08

We live on Encanto Drive, WEST of College Ave. We have had some degree of difficulty navigating the traffic circle with many bicyclists in the bike lanes. The cars that actually use the traffic circle correctly often have to cut into the bike lanes to make the right turns. The southwest and southeast corners of Encanto and College are also the best point for Orbit Jupiter to pick up riders. At times it becomes quite congested dealing with traffic, bike riders, and the Orbit when it is stopped for passengers. What are the plans for keeping bike lanes safe around the traffic circle, and what is going to prevent impatient drivers from cutting through our street to avoid the traffic backup for those heading south on College at 5:00 rush hour? We already have a heavy dose of cut-through traffic going to the bank on Mill and Broadway.

11/10/08

As I was turning right onto College from La Jolla (turning North) another car Southbound in the center (turn) lane on College made a left turn without using the traffic circle. This, of course, placed them on a collision course with my car. I braked and honked at them. They honked back and continued their illegal turn, passing quite close to my car.

This traffic circle is not necessary and will lead to an accident.

11/10/08

Changes at La Jolla and College are not needed. The traffic circle is ineffective. It forces cars too close to bikes. Also, blocking off of left turn lanes along College is not needed. It increases the chance of a driver rear ending a car turning left. Our neighborhood is already inconvenienced exiting the neighborhood onto Rural due to turn restrictions. This new plan now also inconveniences exiting onto College. The few people who speed are not going to change their behavior while it confuses and inconveniences everyone. Also this plan could cause more people to drive on McAllister instead of College. McAllister doesn't need any increased traffic because of the school located on it. I have lived in this neighborhood 40 years and don't feel these changes are needed. Save the money for something more urgent/

11/10/08

As a neighborhood resident that drives, bikes and walks on College every day, I would like to ask that you remove the barricades and put the street back the way it was.

The barricades are a hazard because they confuse drivers and push cars outward toward the bike lanes. The problem of pinching off the bike lanes is worst next to the "roundabout" barricades. This is such a dangerous situation that I'm not sure how the city can even take the liability of allowing it to continue.

The space allowed for cars to use the center turn lane at Balboa is not really sufficient for a car to enter the lane at a reasonable speed. If a car is already waiting, then the problem is much worse.

I have personally been involved in two near-misses at the intersection of Alameda and College since the light was set to blink and the street were filled with barricades. The intersection is now very confusing even to those of us who use it every day.

I have been driving, biking and walking on College for 25 years. It has always been a safe and quiet street. Please remove the obstructions and set the light back to normal so that the street can be safe again.

Follow-up 11/19/08

Please scrap this idea. There must be a thousand other more worthwhile projects where the money could be better spent. The neighborhood has been built out to the current density for 40 years. The street has been working fine. There is no need to tinker with it. Who is asking for this change? I haven't seen anyone out on the street gathering data on the trial. Please spend some time observing cars at the intersection of Alameda and College. Please try to get into the turn lane at Balboa when there is a car waiting to turn and another following you on the street. Please ride your bicycle past the "roundabout" at La Jolla while cars go past and squeeze into the bike lane.

11/11/08

The other circles have all been removed. The one at College & La Jolla is the only one remaining. It needs to be removed also for the safety reasons I mentioned as well as access to my driveway which is in a unique position in relation to the intersection. Once again, I respectfully request that this obstruction be removed from the intersection or modified in such a manner to alleviate the above problems.

11/12/08

I commute on bicycle from my house on E La Jolla to ASU at least five days a week. Please, Please, Please... DO NOT include any "mini" traffic circles in this project. The temporary circles at Daly Park and, the circle at Alameda were removed shortly after being constructed obviously due to safety concerns. All that is left is to remove the circle at E. La Jolla. Although I have no studies to cite, it has been my experience that "small" traffic circles cause more problems than they solve. Drivers simply don't know how to deal with them. My experience in my commute is that at least 90% of drivers making a turn from College on to La Jolla have not "kept right" in that circle. In conclusion, I would like to state that my bicycle commute using College has become more dangerous over the past year due to changes the City of Tempe have imposed. Eleven months ago I began dodging Blue Buses in which the drivers, while dropping and picking up passengers, have cut me off quite frequently. The temporary circles (THANKFULLY almost all removed) definitely caused me more than a few close calls with automobiles. PLEASE keep Tempe Bicycle Friendly !!!!!

11/13/08

I am generally in favor of the traffic calming measures, but they have to be implemented properly. The traffic circles that were originally set up were unmitigated disasters. When traveling through them, I saw numerous motorists drive through them the wrong way, apparently not understanding the concept despite signs explaining how to use them. More seriously, however, they were a motorist hitting a bicyclist just waiting to happen...the circles forced cars directly through the bicycle lanes, often with very little clearance space. Since the circles have been removed and replaced with other, thinner, barriers, the problems have been somewhat lessened, but it is not entirely clear what the newer barriers are supposed to represent.

I don't believe the new measures will have any effect at all on cut-through traffic...it might slow down traffic a bit, although in all honesty I'm not sure it will (other than replacing the stoplight at Alameda with stop signs, since this will force all cars to stop and thereby slow everything down).

11/14/08

The removal of the left turn lane at the now four way stop at Alameda and College is tedious and dangerous for cyclists. Waiting in stop and go in line in rush hour to make a left turn results in close calls and motorists jumping their turn as well as other cyclists illegally cutting up on the right and making left turns from the far right side of the lane, cutting off cyclists and motorists who wait for their legal turn to proceed.

(my experience is making a daily left from College southbound to Alameda eastbound)

Bring back the left turn lane! It allows for much smoother and predictable traffic flow.

These improvements should me making cycling more comfortable, not worse!

11/16/08

I am none of the options in number 5. I play in a sports league at Daley Park and attend church at University Lutheran Church so I frequent College Avenue at least 3 times per week. The attempt at a "round about" is absolutely ridiculous. I have seen several bikers escaping within inches of cars who try to navigate the area. Maybe if there had been some directional signage as to how to navigate the area, this test would have been more productive. It is awkward to have a round about where there is not already a four way stop. The traffic has not slowed down through the area, just made the speeders weave around the blockade and the traffic that has to stop (E/W traffic) has a hard time 'merging' and dodging the obstructions. Please do not make this a permanent fixture along College.

11/17/08

I have lived in my home for 47 years. College has never been a problem until the speed was lowered from 30 to 20 (25 is impossible because of speed bumps). Those that speed will hit the speed bump at 30 and 40 mph and don't seem to care about the damage to their vehicle! The round-a-bout is only another way of causing more problems. We saw a bicyclist swerve the other night (when we were walking) because a car turning east onto Manhattan was tired of waiting for pedestrians to clear so he could make his turn. He didn't see the bike coming and forced the bike rider to swerve to miss an accident. The new bus system is working fine and they seem to have slowed the traffic some. A few years back, I called to ask about a turn signal light at Southern and College and was informed that there had been no casualties there and it was an expense that could be better used elsewhere at that time. I, myself, have witnessed two accidents there and wonder why can't get these types of things done instead of messing up yet another working street? The people facing College knew when they bought their home that it was facing the street. Let's build homes around an airport and then try to close the airport because of danger to the homes!

11/18/08

The "traffic calming" techniques have made College Ave a very dangerous place for cyclists. As a daily bicycling commuter, I have had more close calls per week with vehicles than I had per month prior to this project. I had two incidents last week (and there was a holiday last week!!!) where a vehicle decided that they did not want to be so close to the barriers that have been installed, so they pulled into the bike lane where I was. The intersection of Alameda and College is a particularly bad spot.

In speaking with cyclists during the commute, we agree and understand that the auto traffic is something the community would like to see "calmed". However, the solutions being implemented have put a major bikeway artery in direct conflict with the auto traffic and the cyclists will be the ones injured by this action.

I have two recommendations to consider:

- 1) return the traffic flow to its state prior to the project, or
- 2) make College Ave one way to auto traffic. I would recommend making College northbound only from Alameda to Apache and southbound only from Alameda to Broadway. This should meet the residents desire to reduce the "cut-through" traffic. I would do this while preserving bike lanes that are both north- and southbound along College Ave.

The College Avenue Bicycle Commuter Artery was a contributing factor for choosing to move to this area to work for ASU. Please preserve this and keep us off of Rural and Mill for our own safety and the safety of motorists.

11/20/08

I suggest that for College between Southern and the 60 the only change if any is to make the intersection of College and La Jolla a four way stop. This would be a more economical solution than what has been proposed.

11/21/08

I'm wondering if the city has a death-wish for bicyclists in both this and the Wilson Ave traffic calming areas? Or is the goal to simply drive the bicyclists back into their cars or onto other streets? Some examples: Those white posts on Farmer drive the bicyclists either into traffic or onto the sidewalk. The blocking of the turn lanes at Alameda and College put the cars perilously close to the bike lane, and now force the cars to cut across the bike lane in order to turn (this in itself isn't so bad). This new scheme at Alameda is at least better than the roundabout that was there before. The roundabout further south on College is similarly hazardous to bicycles and forces the Orbit to do vehicular a contortionist move to turn. These intersections don't seem big enough for a roundabout. Also, it doesn't make sense to use a roundabout and have stop signs. The idea of a roundabout is to keep traffic moving. The stop signs just add confusion. I don't think they have a place if the intent is to slow people down. They are confusing people and it's actually more hazardous to be anywhere near one of these things on a bicycle. I've almost been hit when crossing the one in the Wilson neighborhood.

Not to be completely negative, the work that was done on 5th between Hardy and Ash is pretty well done, but NOTE! the difference: The bicycle lanes there were specially cut to offer plenty of separate space for cars, bicycles and pedestrians. How, possibly, can these current, temporary obstructions give any accurate indication of how a properly designed inhibitor will function? Those "tables" on 5th seem to work ok...and aren't as harsh as a speed bump. Speed bumps are, in my opinion, still probably the most effective at slowing vehicular traffic, except on an Orbit route, where it's very harsh to riders when crossing over a speed bump.

Something else that might help "calm" traffic would be to better time the lights on College, or make the lights change more quickly when new traffic arrives. This would help both bicycle and vehicular traffic. Speaking of lights, the signals on College at Broadway and Southern are perilously short for bicycles if there's no traffic tripping the in-road sensors, and the button hasn't been pushed. If one proceeds on a green light on a bicycle in this situation, there's almost no way that the street can be crossed before the light turns red. This typically is not a problem unless there's traffic approaching the light on the major cross street and hasn't slowed when their light turns green. Solutions would be to keep the light green for a few more seconds when it switches to green without a walk button press, or to make the yellow a second or two longer.

I do appreciate your intent to make the city a better, friendlier, safer, more ecological place, but I think you've missed the mark with these barricade trials.

11/22/08

Thank you for changing the traffic circle at Alameda and College to a four way stop. The only problem I have seen with it is a line north of Alameda so that you can't turn left into Alameda Estates.

However the traffic circle at La Jolla and College causes problems for some drivers, still including some Orbit bus drivers, who go in front of the circle. Plus if cars go around the circle, they completely enter the bike lane, which has been moved out from the sidewalk so there can be parking.....of which there is very little that far south. I really don't think we need a traffic circle at the intersection. There is not that much traffic there.

College Avenue between Southern and Alameda is a very busy pedestrian and bike crossing and route. I am concerned that if any vegetation is put where the center barricades are now, it will be difficult for drivers to see people, especially children, crossing. I just don't think anything is needed along College.

Thank you for your attention.

11/23/08

Please do not make any changes to College. The street has worked perfectly well as it is for 25 years that I have been using it. There must certainly be many far more pressing problems in the city where this effort and expense could be better directed.

The temporary traffic circles have been extremely unsafe. They pinch off the auto lanes so that cars are forced into the bike lanes. Making this permanent should be completely out of the question. The fact that this was allowed to continue for months during the testing makes me wonder how much thought and observation really went into the test.

11/23/08

Please, please return College Avenue to its previous state. Please remove all of the barriers, cones, etc. When I do need to drive down the street, the experience is much like navigating an obstacle course. I am not at all sure why "traffic calming" measures were needed on this small stretch of road; I never had a problem with the street until these so-called "traffic calming" measures were implemented.

11/24/08

I loved the traffic circle at College and Encanto, but it wasn't there for very long. Probably because there was not adequate signage. The temporary system in place now is really dangerous. No one seems to know if they are to turn before or after the blockage. I have seen several near accidents. So NO on the current system but YES on a traffic circle.

11/24/08

My husband and I are opposed to the calming circle on College Ave. and La Jolla. We feel it is a nuisance, and disrupts the flow of traffic. It is quite difficult to turn left from any direction, and the school busses will have a difficult time crossing to the other side of the street. The other types of traffic measures appear to be acceptable. Please note that my husband and I feel that calming circles are a hindrance, and are not the correct measure to use.

Follow-up 12/2/08:

You say that the test period is about to end, but I did not see a temporary device set up in the intersection of College and Hermosa as shown on your plans. Placing a temporary device for the planned calming circle in this intersection would allow the drivers of the Tempe Elementary School District buses the opportunity to experience the calming circle they will be required to navigate. After several discussions with a couple of these drivers, I have come to the conclusion they know nothing about any planned obstacle change at this or any other intersection they would be required to navigate. Two of the drivers are under the impression that the obstacles in place at this time are the only obstacles planned. As these buses pass through this intersection several times per day I would think this would be a major concern.

It is my feeling that a partial test of the obstacles planned for College Avenue is a great waste of time and money. Only a test of ALL planned changes would be fair, just and fully informative.

11/25/08

The narrowing of College Avenue by the medians and roundabouts is extremely dangerous with cars, bikes, and walkers. The median at College and Balboa makes it almost impossible to turn left onto Balboa when traveling south on College and difficult to turn left into the Presbyterian church when traveling north on College. The roundabouts at La Jolla and Daly Park make cars go into the bike lane. When I walk down Alameda, watching the intersection of College and Alameda in the early morning, about 50% of the cars traveling on College do not stop at the stop sign. The changes seem expensive, unnecessary and dangerous.

11/25/08

You probably thought about stop signs along College, and that would be my suggestions especially at La Jolla. Just north of Southern probably two more stop signs between Southern and Alameda.

The other suggestion would be to put in speed tables and changes like on 5th Street west of Farmer, and like on Calle De Los Cerros.

11/29/08

I can only think of one word to describe the project ... DUMB! These devices are the ugliest, most dangerous idea the city has come up with yet. I trust no public funds were expended for this project and all devices were paid for by those responsible for trashing our city in this manner. Especially in the economic climate we are in, this is a complete waste of time and money. If the city is considering personnel cutbacks, they can start with those who came up with this idea!

12/2/08

College Ave. should be left alone, if possible. However, the barrier at Balboa and College is too close to Balboa to make a safe left hand turn going south on College. The 4 way stop at Alameda is better than the circle which was dangerous due to the lack of space. However, many cars don't stop anyway.

With budget concerns a high priority at this time, the College project seems like a total waste of money.

12/5/08

I'm all for redesigning College Ave. between US 60 and Apache. As a homeowner just 2 houses from the corner of College Ave., I use the street to drive and jog on almost daily. I would love to see large speed tables and landscaping similar to what was done on 5th St. between the railroad tracks near downtown Tempe west to Priest Road.

I would love to see shade trees planted on sidewalks near bike paths recessed from the street and see the power lines buried. I would like to see more unique street lighting. Not only would additional landscape,

recessed sidewalks away from the street and sidewalk shade provide aesthetic appeal and help home values, it would also encourage more walking and jogging and bicycling. Speed tables and roundabouts would discourage cut-through traffic and give the neighborhoods a more residential feel. The redesign will also slow down traffic, similar to the 5th St. project.

College Street is plenty wide to handle this redesign. I only hope the city will take the time to do the entire streetscape and not just make small fixes. As part of one of the most appealing university towns in the West, Tempe needs to act to regentrify older neighborhoods and truly make the residential areas of the city feel as inviting as many areas of downtown and campus now do.

Refurbishments to major and minor feeder streets can have a huge impact on everything from housing values to how people take care of the properties where they now live.

12/9/08

My secondary mode of transportation is by bicycle, so I am very concerned with the changes being proposed in Tempe, an allegedly "bicycle friendly" community.

The traffic calming measures create an extreme hazard to the heavy bicycle traffic along College Av by directing car traffic into the path of the bicycle traffic.

Making the road narrower, adding traffic circles or building medians will not slow traffic down, it will simply mix bicycle and car traffic with disastrous results.

Traffic circles work in very low traffic areas, but are a hazard in high-traffic areas.

How about some more conventional methods, like stop signs, stop lights or enforcement of the speed limit? These are inexpensive and do not require road construction to implement.

I'm not sure where the "complaints" are coming from, but I have lived on the corner of 15th St and College for 15 years. There have *always* been speeders. The only real difference that I have noticed over the years is an increase in traffic during rush hour mainly due to the increasing constriction of main roads such as Apache Blvd and Mill Av (by converting traffic lanes to parking lanes). There is no solution to these primary causes. Treating the secondary effects will have little success and will cause major disruptions to the residents along College.

12/11/08

My understanding is that a "round about" is to be established on the corner of College and LaJolla Drive. I am not in favor of this proposal. If traffic at that intersection is so great and needs intervention, I propose that a four way stop be considered instead of the round about.

12/12/08

I commented when these measures first went up. Now that they have come down, I have to say Thank Heavens! The only thing I found even remotely feasible was changing the intersection at College and Alameda to a 4 way stop, without changing the intersection.

12/12/08

Praise the Lord! The traffic blockage/cones stuff is gone. It is now safe to walk, run, ride, and drive in the neighborhood again. Thanks for removing to obstacles.

12/13/08

The 4-way stop with the flashing red light (or without) was preferable to the traffic circle, but both were an improvement over the present traffic light configuration. The medians, chokers, footfalls, etc., as traffic calming options are all acceptable and welcome. We live on Alameda Drive just 4 houses east of College. Thank you for considering these improvements to the College Avenue streetscape.

12/14/08

As a resident of the 600 block of E La Jolla Dr, I don't believe that the traffic circle at the intersection of S College Ave and E La Jolla Dr reduced the amount of traffic on either street nor did it slow down traffic on S College Ave. It was simply a nuisance that created nothing more than a hazard to those drivers in the west bound lane of E La Jolla Dr at the College Ave stop sign. As a regular driver in the area and Orbit rider I witnessed many times vehicles including the Orbit driving south bound on College Ave turn on the north side of the traffic circle making the east bound turn onto La Jolla Dr...in order to take a "shortcut".

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12/14/08

In my opinion, as a resident and frequent driver in the neighborhood, the traffic circle at the intersection of College and La Jolla Drive was a hazard...and will continue to be so if installed permanently.

12/15/08

I primarily ride (bicycle) along College Avenue. If not anything else, please retain the four-way stop at Alameda Avenue. Both from an automotive and bicycling perspective, it saves time and energy.

12/16/08

I live at 634 E. Alameda (Rural and Alameda) and travel every afternoon south on College from University. My wife and I love blinking red light at College and Alameda but do not like the roundabouts along College. There have been several times where we have seen bicyclists almost hit as everyone is confused when approaching those intersections. You have our vote on bringing back the 4-way red light when the test phase is over! Thanks.