

MEMORANDUM



Public Works Department

Date: March 7, 2016

To: Tempe City Council

From: Shelly Seyler, Deputy Public Works Director – Transportation
Julian Dresang, City Traffic Engineer

Thru: Don Bessler, Public Works Director (350-8205)

Subject: McClintock Drive Street Configuration
March 17, 2016 Issue Review Session

PURPOSE

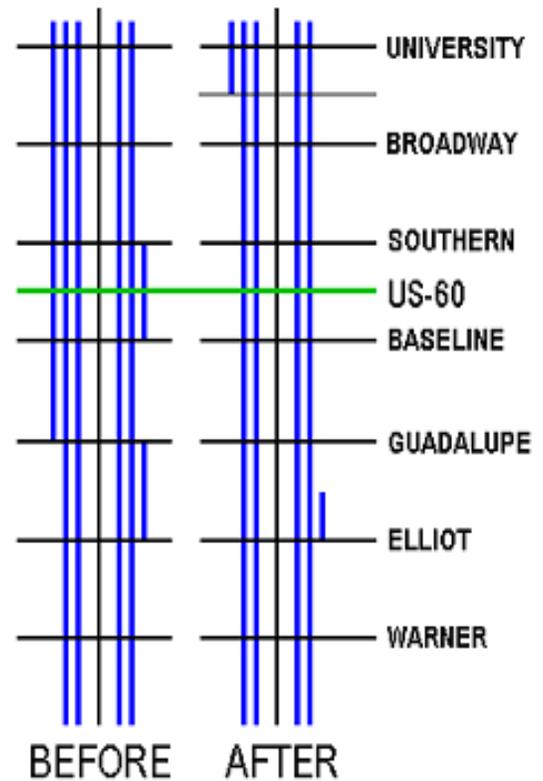
The purpose of this memo is to provide the City Council pre and post traffic condition data along McClintock Drive between Broadway and Guadalupe roads as it relates to the paving project and installation of bicycle lanes that occurred in summer 2015.

BACKGROUND

In 2015, McClintock Drive, between Broadway and Guadalupe roads, was repaved as part of Tempe’s ongoing Asset Management Capital Maintenance Program. As part of this repaving project, McClintock Drive was reconfigured to include bike lanes on each side of the street, which required the removal of **at least** one vehicle lane on McClintock Drive. A minimum of two vehicular lanes, northbound and southbound, and a middle turn lane, was maintained, as well as medians/center turn lanes and formal turn lanes at the arterial intersections. Graph 1 is an illustration of the number of lanes in each direction prior to the reconfiguration and after the addition of the bicycle lanes.

McClintock Drive between Broadway and Guadalupe roads has seen traffic volumes, on average, decrease by a total of 22 percent between 2004 and 2014. This decrease is largely attributed to the completion of the urban freeway network and an increase in the number of commuters choosing alternative modes of travel.

Table 1 provides the traffic volume changes on McClintock Drive between 2004 and 2014.



Graph 1: McClintock Drive Vehicular Lane Configuration

Table 1: Traffic volume changes between 2004 and 2014 on McClintock Drive between Rio Salado and Ray

Segment of McClintock	Lane Configuration	2004 Volumes			2014 Volumes			Change (%)			Average Segment (%)
		NB	SB	T	NB	SB	T	NB	SB	T	
Rio Salado to University	2 NB, 3 SB	No Data			16087	18531	34618	N/A			-9.71%
University to Apache	2 NB, 3 SB	16264	21159	37423	16451	17340	33791	1.15%	-18.05%	-9.71%	
Apache to Broadway	2 NB, 3 SB	No Data			15375	17488	32863	N/A			
Broadway to Southern	2 NB, 3 SB	17207	19280	36487	15208	16514	31722	-11.62%	-14.35%	-13.06%	-22.19%
Southern to US60	3 NB, 3 SB	22293	22658	44951	17938	17229	35167	-19.54%	-23.96%	-21.77%	
US60 to Baseline	3 NB, 3 SB	20697	23145	43842	16074	16681	32755	-22.34%	-27.93%	-25.29%	
Baseline to Guadalupe	2 NB, 3 SB	17841	17485	35326	12718	12490	25208	-28.71%	-28.57%	-28.64%	
Guadalupe to Elliot	3 NB, 2 SB	18106	16083	34189	12233	12277	24510	-32.44%	-23.66%	-28.31%	-33.53%
Elliot To Warner	2 NB, 2 SB (Bike Lanes)	12466	17252	29718	9211	9366	18577	-26.11%	-45.71%	-37.49%	
Warner to Ray	2 NB, 2 SB (Bike Lanes)	16482	11366	27848	9202	8961	18163	-44.17%	-21.16%	-34.78%	

In the city's Transportation Master Plan (TMP) (www.tempe.gov/transportationplan), McClintock Drive was identified as an arterial corridor that was lacking bicycle lanes (reference pages 80-83). The addition of bicycle lanes continues Tempe's longstanding commitment to sustainable transportation and providing streets with accommodations for all modes of travel. Also, the removal of vehicular traffic lane(s) in order to accommodate bicycle lanes is consistent with the Transportation Master Plan, which identified McClintock Drive as a candidate for bike lanes and was approved by the City Council in January 2015. As expressed in their adoption of the General Plan 2040, Tempe City Council and the Tempe community support managing our transportation future by, whenever practical, getting people out of their cars so that we are not committed to an endless strategy of building bigger, wider roads and parking facilities.

Sections of arterials streets that accommodate similar volumes of traffic (25,000-35,000 vehicles/day) with two travel lanes in each direction include:

- Warner Road from I-10 to Priest: 31,754 vehicles/day
- Warner Road from Priest to Kyrene: 31,703 vehicles/day
- University Drive from McClintock to Loop 101: 30,115 vehicles/day
- Rural Road from Baseline to Guadalupe: 29,395 vehicles/day
- Guadalupe Road from Kyrene to Rural: 28,960 vehicles/day
- University Drive from SR143 to Priest: 28,048 vehicles/day
- University Drive from Rural to McClintock: 27,360 vehicles/day
- Warner Road from McClintock to Loop 101: 25,930 vehicles/day
- Guadalupe Road from McClintock to Loop 101: 25,027 vehicles/day

In December 2015, Tempe added “candlesticks” to McClintock Drive as a buffer between bikes and vehicles. The candlesticks (vertical barriers) were installed along McClintock between Southern and Baseline to create more of a separation between bikes and vehicles. The candlesticks were added as a pilot program and to address concerns that drivers were using the new bicycle lanes for vehicle travel.



Public Outreach

An open house was held May 4, 2015 to inform the public of the repaving project and inclusion of bicycle lanes, and approximately 46 people attended the open house. Residents who lived between Country Club and Dorsey from the railroad tracks just south of Apache to the Western Canal were notified of the meeting through the distribution of 5,800 door hangers. During the construction of the project, staff worked closely with businesses and neighborhoods adjacent to McClintock Drive by using a number of techniques to ensure timely communication, including door hangers, social media, the street closures web page and press releases.

Traffic Volumes on McClintock Drive and Rural Road

From January 26 to 28, 2016, traffic volumes for Rural and McClintock were collected using automated counters. These charts demonstrate that traffic volumes have increased on both Rural and McClintock. Prior to the lane reconfiguration of McClintock Drive and the addition of the bicycle lanes, gasoline fluctuated between \$3.76 and \$2.66 for the seven month period from July 2014 to Jan. 2015. After the lane reconfiguration of McClintock Drive and the addition of the bicycle lanes, gasoline fluctuated between \$3.06 and \$2.17 for the seven month period from July 2015 to Jan. 2016. It can be assumed that more people are now driving their cars more frequently given the low price of gasoline. In addition, bus ridership has also seen a decrease during this same period. See tables 2 and 3.

Table 2: Gas Price Averages

AVERAGE US GAS PRICES BEFORE LANE RECONFIGURATION		AVERAGE US GAS PRICES AFTER LANE RECONFIGURATION	
July 2014	\$3.76	July 2015	\$3.06
Aug. 2014	\$3.62	Aug. 2015	\$2.88
Sept. 2014	\$3.52	Sept. 2015	\$2.56
Oct. 2014	\$3.28	Oct. 2015	\$2.41
Nov. 2014	\$2.99	Nov. 2015	\$2.30
Dec. 2014	\$2.66	Dec. 2015	\$2.23
Jan. 2015	\$2.26	Jan. 2016	\$2.17

Source: U.S. Energy Information Administration; Index: U.S. Regular Reformulated Retail Gasoline Prices

Table 3: Tempe Transit Ridership (Bus, Orbit, Light Rail and Express)

TRANIST RIDERSHIP BEFORE LANE RECONFIGURATION		TRANIST RIDERSHIP AFTER LANE RECONFIGURATION	
July 2014	705,765	July 2015	749,598
Aug. 2014	1,000,623	Aug. 2015	945,196
Sept. 2014	1,089,434	Sept. 2015	1,090,691
Oct. 2014	1,138,386	Oct. 2015	1,071,255
Nov. 2014	973,138	Nov. 2015	956,696
Dec. 2014	861,196	Dec. 2015	919,638
Jan. 2015	988,221	Jan. 2016	909,760
TOTAL	6,756,763		6,642,834

Table 4: McClintock Drive Vehicle Volumes 2004, 2014 and 2016

	Average 24-hour traffic volume (2004)	Average 24-hour traffic volume (Wed., 3/12/14)	Average 24 hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Apache to Broadway	No Data	32,863	34,913	6%
Broadway to Southern	36,487	31,722	30,782	-3%
Southern to US 60	44,951	35,167	37,670	7%
US 60 to Baseline	43,842	32,755	37,470	14%
*Baseline to Guadalupe	35,326	25,208	28,945	15%

*SB 1/26 to 1/28/16 & NB 2/9 to 2/11/16

Table 5: Rural Road Vehicle Volumes 2004, 2012 and 2016

	Average 24-hour traffic volume (2004)	Average 24-hour traffic volume (Thurs., 10/4/12)	Average 24-hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Apache to Broadway	50,202	36,969	45,442	23%
Broadway to Southern	No Data	37,470	40,703	9%
Southern to US 60	No Data	40,300	45,241	12%
US 60 to Baseline	37,589	37,293	41,816	12%
Baseline to Guadalupe	30,927	29,395	37,093	26%

Table 6: Alameda Drive Vehicle Volumes 2014 and 2016

	Average 24-hour traffic volume (Tues., 1/21/14)	Average 24- hour traffic volume (Tues., 1/26 to Thurs. 1/28/16)	% change
Mill to Rural	1,981	2,174	10%

Traffic Signal Timing

An analysis of the traffic signal timing was conducted to determine how much green time could be added along the McClintock study corridor to reduce the impact of a lane of traffic being converted to a bicycle lane. The amount of north and south green time that was added during the AM and PM peaks by intersection cross-street is shown below in Table 7. The table shows the additional number of vehicles/hour that can be processed as a result of the increase in number of seconds added as well as the total volume in each of the peak directions during the same am and pm peak hour.

Table 7: Traffic Signal Timing

Cross-Street								
	AM Peak				PM Peak			
	NB sec/cycle	% increase	Additional vehicles/ hour processed	Peak hour Volume	SB sec/cycle	% increase	Additional vehicles/ hour processed	Peak hour Volume
Apache	+4	8%	265	1536	No change	No change	N/A	1621
Broadway	+7	16%	460	1485	+4	10%	265	2602
Southern	No change	No change	N/A	1064	+2	5%	130	1924
US 60	No change	No change	N/A	1865	+3	9%	200	1338
Baseline	+3	7%	200	1644	No change	No change	N/A	2670
Guadalupe	+8	11%	530	1564	No change	No change	N/A	1566

Additionally, an analysis was conducted in January and February, 2016 to compare travel times between University Drive to Guadalupe Road along both Rural and McClintock. Table 4 illustrates that on average it takes between 10 and almost 13 minutes to travel northbound during the morning peak and between almost 13 and almost 14 minutes to travel southbound during the afternoon peak on these arterials.

Table 8: McClintock Drive and Rural Road after Travel Time Data – University to Guadalupe (Data Collected January 26-28,2016) in minutes and seconds.

AM Peak (7-9AM)	Minimum	Maximum	Average
McClintock NB	6:48	14:33	10:16
McClintock SB	7:12	8:37	7:40
Rural NB	8:50	22:12	12:31
Rural SB	7:13	9:10	7:42
Mid Day (11AM-1PM)	Minimum	Maximum	Average
McClintock NB	6:06	9:51	7:40
McClintock SB	6:05	9:15	8:00
Rural NB	7:52	11:11	9:20
Rural SB	6:16	12:15	8:32
PM Peak (4-6 PM)	Minimum	Maximum	Average
McClintock NB	7:45	10:57	9:23
McClintock SB	7:41	22:20	12:57
Rural NB	9:09	13:41	10:36
Rural SB	8:45	20:33	13:25

Table 9: McClintock Drive Before/After Travel Time Comparison – *University to Baseline*
 (Data Collected February 18-20 and February 26, 2014 & January 26-28, 2016) in minutes and seconds.

AM Peak (7-9AM)	Minimum	Maximum	Average
NB – Before	4:04	9:27	6:53
NB – After	5:13	12:43	9:47
NB – Change	1:09 [+28.3%]	3:16 [+34.6%]	2:54 [+42.1%]
SB – Before	3:29	7:29	5:36
SB – After	5:34	6:14	5:50
SB – Change	2:05 [+59.8%]	1:15 [-16.7%]	0:14 [+4.2%]
Mid-Day (11AM-1PM)	Minimum	Maximum	Average
NB – Before	4:42	7:48	5:44
NB – After	4:48	7:58	5:51
NB – Change	0:06 [+2.1%]	0:10 [+2.1%]	0:07 [+2.0%]
SB – Before	4:23	7:40	5:45
SB – After	4:47	8:26	6:22
SB – Change	0:24 [+9.1%]	0:46 [+10.0%]	0:37 [+10.7%]
PM Peak (4-6 PM)	Minimum	Maximum	Average
NB – Before	5:36	7:34	6:39
NB – After	5:45	8:55	7:14
NB – Change	0:09 [+2.7%]	1:21 [+17.8%]	0:35 [+8.8%]
SB – Before	5:19	9:00	7:26
SB – After	5:57	19:44	10:47
SB – Change	0:38 [+11.9%]	10:44 [+119.3%]	3:21 [+45.1%]

Table 10: Rural Road Before/After Travel Time Comparison – *University to Baseline*
 (Data Collected September 19 and 26, 2012 & January 26-28 and February 3, 2016) in minutes and seconds.

AM Peak (7-9AM)	Minimum	Maximum	Average
NB – Before	4:54	11:39	8:19
NB – After	6:54	19:45	10:06
NB – Change	2:00 [+40.8%]	8:06 [+69.5%]	1:47 [+21.4%]
SB – Before	5:24	7:50	6:02
SB – After	5:34	7:19	5:55
SB – Change	0:10 [+3.1%]	0:31 [-6.6%]	0:07 [-1.9%]
Mid-Day (11AM-1PM)	Minimum	Maximum	Average
NB – Before	5:50	7:30	6:38
NB – After	6:09	9:27	7:32
NB – Change	0:19 [+5.4%]	1:57 [+26.0%]	0:54 [+13.6%]
SB – Before	5:52	7:49	6:43
SB – After	4:50	9:16	6:49

SB – Change	1:02 [-17.6%]	1:27) [+18.6%]	0:06 [+1.5%]
PM Peak (4-6 PM)	Minimum	Maximum	Average
NB – Before	6:19	8:55	7:34
NB – After	7:20	11:06	8:32
NB – Change	1:01 [+16.1%]	2:11 [+24.5%]	0:58 [+12.8%]
SB – Before	6:44	10:25	8:56
SB – After	6:46	17:20	10:57
SB – Change	0:02 [+0.5%]	6:55 [+66.4%]	2:01 [+22.3%]

Crash Data

Crash data is only available through September 30, 2015, given that, tables below only compare August – September 2014 to August – September 2015. As shown in the tables, crashes have decreased during this time period. It should be noted, that the restriped lanes had only been in place for two months during this period. It should be noted that industry standards typically review 3 years of crash data prior to making any conclusions about the benefits or drawbacks of changes. Staff will continue to monitor the crash data reviewing trends over time.

Table 11: Intersection Crashes at McClintock

	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache	5	1
Broadway	2	0
Concorda	1	0
Loma Vista	0	1
Alameda	2	0
Del Rio	0	2
Southern	0	2
Hermosa	1	0
US 60	3	3
Carson	1	0
Ellis	1	0
Baseline	0	3
Oxford	0	1
Libra	1	1
Guadalupe	3	2
TOTAL	20	16

Table 12: Intersection Mid-Block Crashes at McClintock

	Aug. to Sept. 2014	Aug. to Sept. 2015
Apache to Broadway	3	1
Broadway to Alameda	5	3
Alameda to Southern	4	1
Southern to US 60	0	1
US 60 to Baseline	1	3
Baseline to Southshore	0	0
Southshore to Guadalupe	0	0
TOTAL	13	9

Emissions Impact for Maricopa County

Staff was asked to review data to determine if there was an impact on air quality due to the reduction in lanes. In order to determine the impact, the average additional travel time spent on McClintock during peak times was calculated. It is estimated that an additional 377 hours are spent each day. Average travel speeds were then used to calculate the equivalent number of additional miles traveled. Using data from the United States Environmental Protection Agency, the average vehicle produces 411 grams per mile. Based on these assumptions, it is estimated that the additional delay results in approximately 2.8 additional metric tons of CO₂ per day. As a reference, a typical passenger vehicle emits 4.7 metric tons of CO₂ per year.

Staff also contacted the Maricopa Association of Governments (MAG) to determine the emissions impact of the lane conversion at McClintock Drive between Western Canal and Apache Boulevard on a regional basis. The process involved calculating the changes in extra miles traveled and converting the miles into emissions as tracked by Maricopa County. Table 13 shows the results of the modeling analysis for the lane conversion at McClintock. There are 90,967,588 Vehicle Miles Traveled (VMT) per day in Maricopa County. Based on the emissions analysis performed by MAG, the total VMT increased by 1,544 per day or 0.002%.

Table 13: Emissions Impact for McClintock Drive on a regional level

Pollutant	Emissions in Maricopa County (kg/day)			% Change
	MAG Base 2015 Air Quality Emissions	MAG 2015 McClintock Bicycle Lane Conversion Emissions	Impact	
Carbon Monoxide (CO)	483,338	483,375	37	0.008%
Nitrous Dioxide (NOx)	78,995	78,998	3	0.004%
Volatile Organic Compounds (VOC)	44,575	44,576	1	0.003%
Particulate Matter-10 micrometers (PM-10)	6,010	6,011	1	0.016%
Vehicle Miles Travelled	90,965,988	90,967,532	1,544	0.002%

Source:

Maricopa Association of Governments Environmental Programs - January 2016

Bicycle Counts on McClintock Drive

Between March 25 and March 27, 2014, Tempe Bicycle Action Group and volunteers counted bicycles along McClintock Drive on both the street and sidewalk. The average number of bikes over the morning (7 to 9 a.m.) peak hours and afternoon (4 to 6 p.m.) peak hours is shown in Table 14 below.

Table 14: 2014 McClintock Drive Bicycle Volumes- TBAG

	Average # of bikes during peak per hour	Dates Data Collected
McClintock at Broadway	17	3/25, 3/26,& 3/27/14
McClintock at Alameda	10	3/25, 3/26,& 3/27/14
McClintock at Southern	16	3/25, 3/26,& 3/27/14
McClintock at Western Canal	11	3/25, 3/26,& 3/27/14

Source: Tempe Bicycle Action Group

Between February 9 and 11, 2016 and again on February 24 and 25, 2016, automated counters were placed at mid-block locations on McClintock Drive across the sidewalks and bike lanes. The average 24 hour volume over the days collected is shown in Table 2 below. Note the below data reflects a 24 hour average whereas the bike counts conducted visually by TBAG are a one-hour peak average.

Table 15: 2016 McClintock Drive Bicycle Volumes- Automated Counters

	AM Peak Volumes	Mid-day Peak Volumes	PM Peak Volumes	Average 24 Hour Volumes	Dates Data Collected
Apache to Broadway (Southbound only)	7	3	7	59	2/9 to 2/11/16
Broadway to Southern	13	10	12	88	2/24 to 2/25/16
Southern to US 60	7	2	11	66	2/9 to 2/11/16
US 60 to Baseline	10	5	12	77	2/9 to 2/11/16
Baseline to Guadalupe	4	6	9	Error in count data	2/24 to 2/25/16

Pedestrian Comfort

One positive aspect of having buffered bicycle lanes is the increased comfort pedestrians experience while walking on sidewalks. The greater the distance between pedestrians and vehicles, the greater sense of security and comfort they experience. The bike lanes on McClintock provide an additional six to 10 feet of a buffer between vehicle traffic and pedestrians.

One Bike Lane on McClintock Drive and One Bike Lane on Rural Road

One option staff considered was to add one directional lane to Rural Road and one to McClintock Drive. In order to add one bike lane on Rural Road and one on McClintock Drive, the following would occur.

- One traffic lane would need to be removed from Rural to add one bike lane. There is not enough extra lane width or gutter space to add a bicycle lane without taking out one vehicle lane.
- On McClintock, there are sections of the roadway in which the original configuration was a two and three. In order to maintain even one bicycle lane, the buffer would need to be removed, and in this case where it was a two and three lane configuration, the third lane would still be removed to have one bike lane.

Government/Municipality Feedback

The city of Tempe has received the following feedback:

- Federal Highway Administration staff is well aware of these bicycle projects being constructed in Tempe and asked City of Tempe staff to provide a presentation on “Separated Bike Lanes” at the 2016 ITE/IMSAs Spring Conference.
- Arizona Department of Transportation was contacted to determine if they had received any feedback at the interchange of US-60 and McClintock Drive following the striping changes. They have not received any feedback to date, positive or negative.
- The City of Chandler informed Tempe staff that in response to numerous complaints about bike lanes in Tempe terminating at the Chandler border, the City of Chandler will be narrowing medians on McClintock Drive and on Kyrene Road in order to accommodate bike lanes from the Tempe border south to the Loop 202.

Public Comments

Staff began receiving unsolicited public comments about the McClintock Drive project in April 2015. As of 6 p.m. on March 9, 2016, the City has received 385 comments of which 348 are unduplicated. Of the unduplicated comments, 190 people are against the bicycle lanes and 155 are in favor. Three people also commented, but did not have an opinion either way. Of the 190 people against the lane removal for the additional of the bike lane, 146 cited congestion and/or getting out of their neighborhood as a major issue. Comments were received via email to either staff, Council or through the web site and phone calls to either 311, Council or staff.

Cost to Restripe McClintock Drive

The cost to restripe McClintock Drive to its original configuration without bike lanes between Apache and Guadalupe would cost \$130,000 and take seven to 10 business days.

ATTACHMENTS

1. PowerPoint
2. Public Comments and Analysis

McClintock Drive Street Configuration Issue Review Session

March 17, 2016



Council Requested Data

- Public Outreach
- Traffic Volumes on McClintock and Rural
- Traffic Signal Timing
- Crash Data
- Emission Impacts
- Bicycle Counts
- Pedestrian Comfort
- One Bike Lane on McClintock & One on Rural Analysis
- Impacts to US 60
- Public Comments
- Cost to Restripe McClintock

Background

- January 2015: Transportation Master Plan developed in concert with the General Plan adopted
- April, September & November 2015: Council Friday packets
- May 4, 2015: Open house held
- May 7, 2015: McClintock paving contract approved
- Summer 2015: McClintock repaved from Broadway to Guadalupe
- December 2015: “Candlesticks” installed as pilot project

Historical Vehicle Counts on McClintock

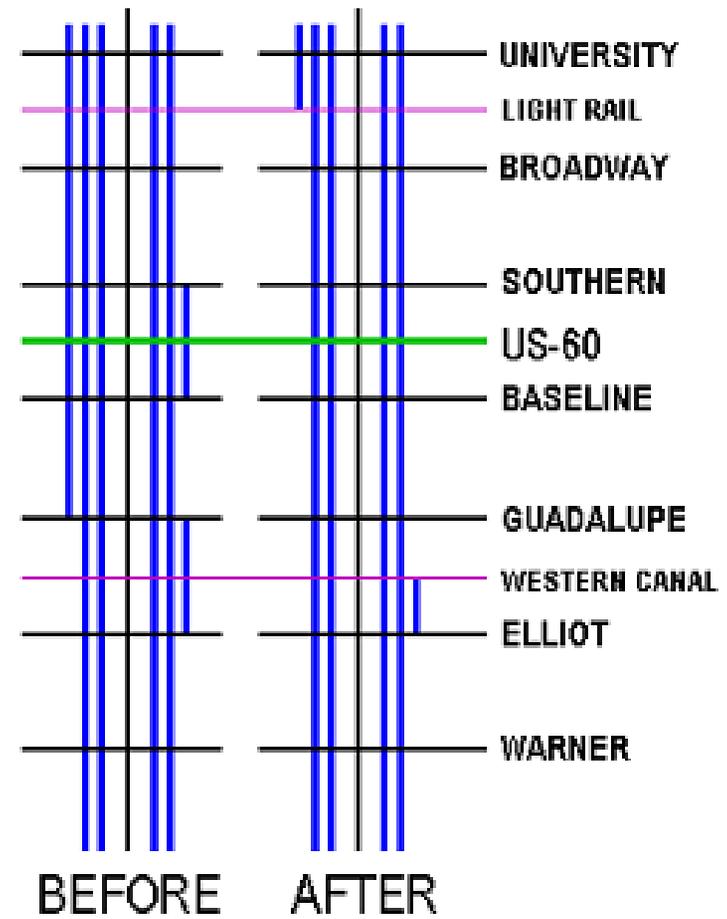
Counts reviewed from 2004-2014

- 9.7% average decrease in trips from Rio Salado to Broadway
 - 37,423 (2004) to 33,791 (2014)
- 22.2% average decrease in trips from Broadway to Guadalupe
 - 40,252 (2004) to 31,213 (2014)
- 33.5% average decrease from Guadalupe to Ray
 - 30,585 (2004) TO 20,417 (2014)

Four-lane arterial comparisons

- Rural from Baseline to Guadalupe: 29,395 vehicles/day
- University from Rural to McClintock: 27,360 vehicles/day
- Warner from I-10 to Priest: 31,754 vehicles/day

McClintock Vehicular Travel Lane Configuration



Vehicle Counts on McClintock & Rural Before/After

	MCCLINTOCK				RURAL			
	Average 24 hour Volume			% change (2014/16)	Average 24 hour volume			% change (2012/16)
	2004	2014	2016		2004	2012	2016	
Apache to Broadway	No Data	32,863	34,913	6%	50,202	36,969	45,442	23%
Broadway to Southern	36,487	31,722	30,782	-3%	No Data	37,470	40,703	9%
Southern to US 60	44,951	35,167	37,670	7%	No Data	40,300	45,241	12%
US 60 to Baseline	43,842	32,755	37,470	14%	37,589	37,293	41,816	12%
Baseline to Guadalupe	35,326	25,208	28,945	15%	30,927	29,395	37,093	26%

Industry standards recognize that a 10% daily fluctuation in traffic volumes is normal

Traffic Signal Timing Adjustments

AM Peak Hour adjustments

- 4 – 8 sec. added to 4 intersections increasing number of vehicles processed by 200 – 530 per hour with am peak hour volumes ranging from 1485 – 1644 veh/hr.

PM Peak Hour adjustments

- 2 – 4 sec. added to 3 intersections increasing number of vehicles processed by 130 – 265 per hour with pm peak hour volumes ranging from 1338 – 2603 veh/hr.

McClintock Before/After Travel Time Comparisons

University to Baseline

AM Peak (7-9AM)	Minimum	Maximum	Average
NB – Before	4:04	9:27	6:53
NB – After	5:13	12:43	9:47
NB – Change	+1:09	+3:16	+2:54
SB – Before	3:29	7:29	5:36
SB – After	5:34	6:14	5:50
SB – Change	+2:05	-1:15	+0:14

PM Peak (4-6PM)	Minimum	Maximum	Average
NB – Before	5:36	7:34	6:39
NB – After	5:45	8:55	7:14
NB – Change	+0:09	+1:21	+0:35
SB – Before	5:19	9:00	7:26
SB – After	5:57	19:44	10:47
SB – Change	+0:38	+10:44	+3:21

Before Data – February 18 – 20 and 26, 2014

After Data – January 26 - 28, 2016

Rural Before/After Travel Time Comparisons

University to Baseline

AM Peak (7-9AM)	Minimum	Maximum	Average
NB – Before	4:54	11:39	8:19
NB – After	6:54	19:45	10:06
NB – Change	+2:00	+8:06	+1:47
SB – Before	5:24	7:50	6:02
SB – After	5:34	7:19	5:55
SB – Change	+0:10	-0:31	-0:07

PM Peak (4-6PM)	Minimum	Maximum	Average
NB – Before	6:19	8:55	7:34
NB – After	7:20	11:06	8:32
NB – Change	+1:01	+2:11	+0:58
SB – Before	6:44	10:25	8:56
SB – After	6:46	17:20	10:57
SB – Change	+0:02	+6:55	+2:01

Before Data collected – September 19 and 26, 2012

After Data collected – January 26 – 28 and February 3, 2016

Crash Data between Apache & Guadalupe

	Aug. to Sept. 2014	Aug. to Sept. 2015
McClintock @ Intersections	20	16
McClintock @ Mid-Blocks	13	9
TOTAL	33	25

- Industry standards is to review 3 years of data prior to drawing conclusions.
- Crash data available thru Sept. 30, 2015.

Emissions Impact

- Average additional travel time = 377 hours per day
- Average travel speed along 3-mile corridor after change = 18 mph
- Average vehicle produces 411 grams per mile*
- **Additional travel time results in 2.8 metric tons of CO₂ per day**

*Source: United States Environmental Protection Agency

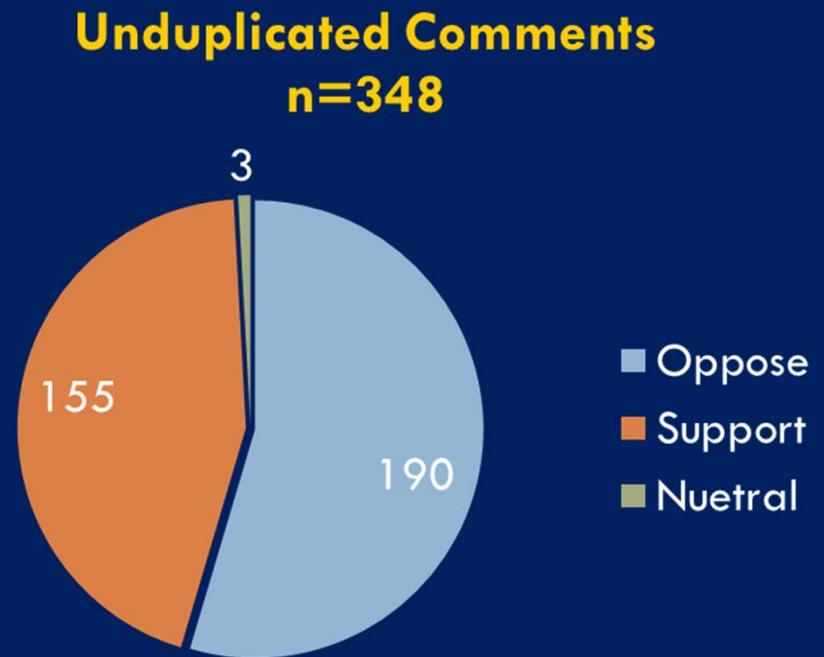
Bike Counts on McClintock – 2016

Collected February 2016	AM Peak Volumes	Mid-day Peak Volumes	PM Peak Volumes	Average 24 Hour Volumes
Apache to Broadway (Southbound only)	7	3	7	59
Broadway to Southern	13	10	12	88
Southern to US 60	7	2	11	66
US 60 to Baseline	10	5	12	77
Baseline to Guadalupe	4	6	9	Error in count data

Source: Automated Counters and Video

Public Comment/Feedback

- As of 6 pm March 9, 2016, the city received 385 comments (348 unduplicated) via email, Council Communicator, web, calls to 311, council or staff.
- Chandler indicated they will be narrowing medians on McClintock and Kyrene to accommodate bicycle lanes south to Loop 202.



Staff Recommendation

- Staff recommends continuing to collect vehicle, bicycle, crash and travel time data and report back to the council every 6 months to provide comprehensive and statistically significant data.

Last Name	First name	# of times commented	position	increased traffic/congestion	difficulty making turning movements out of neighborhoods
311 Phone Call	No Name	30 different people	Oppose		
311 Phone Call	No Name	23 different people	Oppose	yes	
311 Phone Call	No Name	6 different people	Oppose		yes - behind Target; Todd; Libra
Abel	Mark	1	Oppose	yes	
Anaya-Mitchell	Lucy	1	Oppose	yes	
Aguilar	Donna	1	Oppose	yes	
Ames	Phyllis	1	Oppose	yes	
Arroyo	Marc	1	Oppose	yes	yes - Frys/Baseline
Bach	Mark	1	Oppose	yes	
Bache	Jim	1	Oppose		
Bauer	Steve	1	Oppose	yes	
Bevilacqua	Gary	1	Oppose	yes	
Bir	Pamela	2	Oppose	yes	
Boger	Fred and Joanie	2	Oppose	yes	
Brett	Jim	1	Oppose	yes	
Brom	Joel	2	Oppose	yes	
Butler	Nelson	1	Oppose		yes - Kachina
Campbell	Martha	1	Oppose	yes	
Casady	Ted	1	Oppose	yes	
Chadwick	Ann	1	Oppose		
Clauss	Linda	1	Oppose	yes	
Clement	Jim	1	Oppose		
Cox	Jonathan	1	Oppose		
Cox	Terry	1	Oppose		
Cryer	Mike	1	Oppose	yes	
Degard	Chuck	3	Oppose		
Devin	Mr & Mrs Scott	1	Oppose	yes	yes
Devine	John	1	Oppose		
DiMaggio	Charles	1	Oppose	yes	
DiMaggio	Alice	1	Oppose		
Drew	Lani	1	Oppose	yes	
Duckworth	Susan	1	Oppose	yes	yes
Dunkerley	William	1	Oppose	yes	
Eberts	Diana	1	Oppose	yes	
Ellis	Joe and Ellen	2	Oppose	yes	yes - Minton & Carson
Fickett	Cindy	1	Oppose	yes	
Foglesong	Tom	2	Oppose	yes	
Gans	Rickey Lynn	3	Oppose	yes	
Garcia	Chris and Lina	1	oppose	yes	
Gawden	Rachel	1	Oppose	yes	
Getz	Dave	1	Oppose		
Gibson	Jack	1	Oppose	yes	

Gledman	Lloyd	1	Oppose		
Gould	Cathleen	1	Oppose		
Graves	Peter	1	Oppose		
Greer	Jonny	2	Oppose	yes	yes - Carson
Grootvelt	John	1	Oppose	yes	
Higby	Judith	1	Oppose		
Hodges	Judy	1	Oppose		
Holt	Sydney Anne	1	Oppose		yes- Oak
Jemmett	Cliff	1	Oppose		
Jeremiah	JJ	1	Oppose	yes	
Jianncpa	Paula	1	Oppose	yes	
Johnson	Richard	1	Oppose		
Johnson	Fred	1	Oppose	yes	
Johnston	Karen	1	Oppose	yes	
Kitt	Brad	1	Oppose	yes	
Kolstad	Lynn	1	Oppose	yes	
LaFever	Krista	1	Oppose	yes	
LaVoy	Lynn	1	Oppose	yes	
Lewandowski	Mark	1	Oppose	yes	
Little	Bobbie	1	Oppose	yes	
Lundholm	Dean	1	Oppose		yes
McKinstry	Tim	2	Oppose	yes	
Miller	Melanie	1	Oppose	yes	
Moore	Arthur	1	Oppose	yes	
Mora	Jesus	1	Oppose		
Morris	John	1	Oppose	yes	
Moss	Melody	3	Oppose	yes	
Myers	Scott	1	Oppose	yes	
Newton	Shelagh	2	Oppose	yes	yes - Frys & Guadalupe
Niebroski	Mary	1	Oppose		yes - Birch Street
Ninke	Greg	1	Oppose		
NO LAST NAME	Chuck	1	Oppose	yes	
NO LAST NAME	Joe	1	Oppose	yes	
NO LAST NAME	Dominick	1	Oppose		
NO LAST NAME	Roger	1	Oppose	yes	yes - LaJolla
NO LAST NAME	Ed	4	Oppose	yes	yes - Carson or Minton
NO LAST NAME	Jane	1	Oppose		
NO LAST NAME	Dinah	1	Oppose	yes	
Olsen	Bobby	1	Oppose	yes	
Olvey	Laura	1	Oppose	yes	
Owens	Sam	1	Oppose	yes	
Pahlke	Frank	1	Oppose	yes	
Parker	Ed	1	Oppose	yes	
Pamberton	Dory	1	Oppose	yes	
Passmonick	Andy	1	Oppose	yes	
Pawlikowski	Rob	1	Oppose	yes	
Pemberton	Dorene	1	Oppose	yes	

Phone call to staff	No Name	6 different people	Oppose	yes	
Phone calls to City Council	No Name	7 different people	Oppose	yes	
Pickert	Larry	1	Oppose	yes	
Pratt	Reese	1	Oppose	yes	
Prendergast	Margaret	2	Oppose	yes	
Raths	Tim & Cecile	1	Oppose	yes	yes - Frys @ Baseline
Rbtempe@cox.net		1	Oppose	yes	
Rezai	Shahin	4	Oppose	yes	yes - Hermosa
Roberts	George	1	Oppose	yes	
Rose	Frankie	1	Oppose	yes	yes
Roser	Rick	1	Oppose	yes	
Schapiro	Lee	1	Oppose	yes	
Sheupp	Terry	1	Oppose		
Slaven	Kay	1	Oppose		
Smith	Sue	1	Oppose	yes	
Smiley	Yale	1	Oppose		
St George	Mike	1	Oppose		
Staggers	Frances	1	Oppose	yes	
Standlee	Clifford	1	Oppose	yes	
Stein	Larry	1	Oppose	yes	
Summers	Judy	1	Oppose		
Swanson	Heather	1	Oppose	yes	yes - Carson
Terrace	Carver	1	Oppose	yes	
Timar	Mr	1	Oppose		yes - Carson
Trapp	Julie	1	Oppose	yes	
Vomlehn	James	1	Oppose	yes	
Wagstaff	Carolyn	2	Oppose		
White	Faye	1	Oppose	yes	yes
Whitfield	Chuck	1	Oppose		
Williams	Pamelyn	1	Oppose	yes	
Winters	John	1	Oppose	yes	
With Tempe Chamber	Harvey	1	Oppose	yes	
Wolfe	David	1	Oppose		yes
Wright	Doresy	1	Oppose		yes
Last Name	First name	# of times commented	position		
311 Phone Call	No Name	2 different people	Support		
Adams	Matthew	1	Support		
Adams	Stephanie	1	Support		
Alam	Zina	1	support		
Allen	Karen	1	Support		
Allen	Mark	1	Support		
Almeida	Kienan	1	Support		
Anderson	Clifford	2	Support		
Aspinwall	Nani	1	Support		
B	DeAna	1	Support		

Babcock	David	1	Support		
Barker	Chad	1	Support		
Bass	Steve	1	Support		
Benson	Lee	1	Support		
Berkel	Cady	1	Support		
Bolitho	Mike	2	Support		
Booth	Veronica	2	Support		
Bottomley	DiAnn	1	Support		
Braun	Henry	1	Support		
Buchanan	Denise	1	Support		
Butler	Annie	1	Support		
Cameron	Julie	1	Support		
Cappello	Al	1	Support		
Carlson	Patrick	1	Support		
Caslake	Jeff	3	Support		
Cavaretta	Joey	1	Support		
Cellar	The Bicycle	1	Support		
Chaitanya	Krishna	1	Support		
Cianci	Vanessa	1	Support		
Clark	Robert	1	support		
Craig	Kevin	1	Support		
Condon	Ruth	1	Support		
Conklu	Susan	1	Support		
Cordova	Michael	2	Support		
Cota	Suzy	1	Support		
Countryman	Kristen	1	Support		
Coyner	Libby	1	Support		
Darcey	Janet	1	Support		
Daum	Jenna	1	Support		
Davies	Greg	1	Support		
Deatherage	Jeremy D	1	Support		
DeCindis	Maureen	1	Support		
Delgadillo	Paulette	1	Support		
Devin	Scott	1	Support		
Doak	Kristian	1	Support		
Dzur	Stephan	1	Support		
Eastwood	Mark	1	Support		
Emerson	Paul	1	Support		
E P	Suhas	1	Support		
Etheridge Woodson	Stephani	1	Support		
Fassett-McFadden	Sue	1	Support		
Frank	Alex	1	Support		
Frost	Dan	1	Support		
Fulleman	Robert	1	Support		
Galuska	Charles	1	Support		
Gelbart	Jonathan	1	Support		

Gerstyn	Jacob	1	Support		
Gertler	Simon	1	Support		
Giffin	Ron	1	Support		
Gilbery	Patrick	1	Support		
Gilio	Ryan	1	Support		
Goldman	Kip	2	Support		
Gresham	Kim	1	Support		
Grout	Jeffery	1	Support		
Hagness	Samantha	1	Support		
Haizlip	Paul	1	Support		
Hanley	Hunter	1	Support		
Hawkey	Corey	1	Support		
Hawley	Jeff	2	Support		
Heath	Daniel	1	Support		
Hildreth	David	1	Support		
Hildreth	Owen	1	Support		
Hill	Lauren	1	Support		
Hollingsworth	Gregg	1	Support		
Honeman	Haley	1	Support		
Hudson	Christina	1	Support		
Hudson	Theresa	1	Support		
Ishihara	Dylan	1	Support		
Jacobson	Kevin	2	Support		
Jerme	Erika	1	Support		
Johnson	Denise	1	Support		
Johnson	Sydney	1	Support		
Jones	Robert	1	Support		
Kamath	Varun	1	Support		
Karas	Joe	2	Support		
Kempton	Reed	1	Support		
Kenny	John	1	Support		
Kerlin	Sean	1	Support		
Knops	Mark	1	Support		
Lanoue	Ashley	1	Support		
Lee	Andre	1	Support		
Lefler	Scott	1	Support		
Lepetich	Clinton	1	Support		
Lesjak	Heath	1	Support		
Lieberman	Lori	1	Support		
Loiuse	Melinda	1	Support		
Lopez	Ivan	1	Support		
Losano	James	1	Support		
Lynch	Heidi	1	Support		
Magill	Carrie	1	Support		
Mangilit	Benjamin	1	Support		
May	Steve	1	Support		
Mason	Andrew	1	Support		

McCurdy	Jonathan	1	Support		
McDonald	Xander	1	Support		
Menor	Scott	1	Support		
Morris	Paul	1	Support		
Murphy	Daniel	1	Support		
Navarro	Mark	1	Support		
Neal	Annie and Taylor	3	Support		
Nowicki	Scott	1	Support		
Nyer	David	1	Support		
Oreschak	Alex	1	Support		
Parkinson	Cooper	1	Support		
Pickard-Brown	Somerset	1	Support		
Rector	Sam	1	Support		
Roberts	Michael	1	Support		
Robinette	Teresa	1	Support		
Ryan	Jeffrey	2	Support		
Ryberg	Luke	1	Support		
Sanchez	Derek	1	Support		
Santiago	Becky	1	Support		
Schreffler	Sarah	1	Support		
Schuh	Carl	1	Support		
Shaffer	Dan	1	Support		
Sharik	Meaghen	1	Support		
Shores	Dave	1	Support		
Smith	J	1	Support		
Steidley	Wayne	1	Support		
Summer	Ilyssa	1	Support		
Sutherland	Bradley	1	Support		
Sutherland	Lawrence	1	Support		
Swan	Preston	1	Support		
Swiatek	Erin	1	Support		
Swiatek	Rachael	1	Support		
T	Tom	2	Support		
Tagtmeyer	Tim	1	Support		
Tapley	Dave	1	Support		
Taunton	Matthew	1	Support		
Terrance	Bill	2	Support		
Till	Anne	1	Support		
Tom	Beth	1	Support		
Turner	Sandra	1	Support		
Valandra	Patrick	1	Support		
Van Noy	Grady	1	Support		
Voyer-Caravona	Karen	1	Support		
Warren	Trevor	1	Support		
Weid	Tim	1	Support		
Weispfenning	Otto	1	Support		
Westerdale	John	1	Support		

Whitiker	Robin	1	Support		
Yang	Charles	1	Support		
Ylatupa-McWhorter	Shaun	1	Support		
Zastrow	Emily	1	Support		
Bennett	Kelly	1	Neutral		
Delton	Jim	1	Neutral		
Merrow	Jessica	1	Neutral		

Case Submission Date	McClintock Drive 311 Calls
07/23/2015 16:22	Complaint: lives in the area and drives through the area
07/24/2015 13:59	COT did not education public. new symbols make it very hard to drive in area
07/27/2015 11:28	caller states she drives this area everyday, almost got hit by someone by the EB off ramp of the 60 and McClintock, the stripping needs to be re-done, the traffic is all backed up and when school starts this is going to be worse, the bike lane is too big
07/27/2015 15:34	Complaint
07/27/2015 15:53	The lane reduction on McClintock between Apache and Guadalupe not safe. Drivers not sure which direction to take when merging.
07/28/2015 13:56	resident states the repaving looks very nice, but they are not in favor of the decrease in lanes.
07/30/2015 14:53	caller states there should be a sign letting people know when the lane ends. this on (No Suggestions) going south from university to apache, and going north from Guadalupe to baseline
07/30/2015 15:27	caller wants to know when the painting is going to be finished on (No Suggestions) to fix the lane problem
07/30/2015 15:43	Kudos to Tempe for adding bike lane on McClintock
07/31/2015 8:57	Julian Dresang - complaint
07/31/2015 9:02	Julian Dresang - why did they take away the car lane and put in a bike lane on such a busy street? Why didn't they put the bike lane on a street that doesn't need the lane
07/31/2015 14:24	The bike lanes are so wide people are using them for turn lanes and they aren't marked for bikes only.
08/03/2015 7:19	by (No Suggestions) and the 60 fwy, very dangerous needs signs cars are driving in the bike lane should be a 3rd lane
08/03/2015 7:43	heading NB on McClintock between Elliot and Baseline and it is extremely backed up, why would you go from 3 lanes to 2 lanes the bike lane is too big
08/03/2015 13:00	The person who signed off on this should be fired. Tempe cries for more money and look what they do when they get more.
08/04/2015 8:20	The two way left turn lane is blocked along (No Suggestions) from Guadalupe to Broadway with the orange striped barricades for three weeks.
08/07/2015 8:57	concerned of traffic back up, McClintock & Guadalupe and McClintock & Baseline in particular NB in the morning sits through 3/4 light changes before they are able to get through the light., Has not seen one biker in the bike lane - caller Brad Kitt 602-738-6682
08/11/2015 15:18	added the bike lane and took away a traffic lane. Caller states they support the bike lane but not at the expense of a traffic lane
08/13/2015 16:59	Terry Sheupp 480 839 5236. Resident thins the new bike lane is more confusing than helpful. Has not seen anyone use it. Does not see what the city has gained from creating the lane.
08/18/2015 11:12	resident states the bike lane is a waste of space
08/19/2015 15:24	resident states this will cause major traffic back up
09/03/2015 14:48	down from 3 lanes to 2 cant get on to Baseline from the neighbor hood. Behind Target area. Very unhappy
09/03/2015 16:04	Complaint. Dave Getz 480-580-3539
09/30/2015 11:58	Caller states that traffic is horrendous, and doesn't think it's safe to go down that street since traffic goes through neighborhoods and parking lots to get around. Fire trucks Can't get out of the station due to backed up traffic.
09/30/2015 14:54	Complaint

09/30/2015 15:44	Traffic is backed up and difficult to get out of the neighborhood south of Baseline and McClintock.
10/07/2015 13:51	Resident is a biker and doesn't see the need for a large bike lane on McClintock.
10/23/2015 11:51	Lynn Kolstad 4802751348 Residents states the new bike lane has slowed down traffic. It makes it difficult for people to leave the neighborhood. Longer wait times.
10/26/2015 12:52	Customer states that adding the bike lane impedes traffic, and there's no one using the bike lane. the people on bikes are riding on the sidewalk like they always have been
11/04/2015 15:03	Customer states there's lots of gravel and/or broken rocks primarily in the bike lane but some in the traffic lane
11/05/2015 15:06	Citizen lives in area. Citizen states adding bike lane changed the dynamics of traffic patterns and now she in not able to turn NB onto McClintock from Todd. Citizen turns SB and turns into a strip mall on the ES of the street so she can safely turn NB.
11/09/2015 8:21	resident has not seen any bikes on McClintock since the bike lanes have been put in. Jesus Mora 480-784-7912 would like to be contacted if possible.
11/20/2015 10:44	Bike lane is a bad idea. The city needs to reevaluate . Has seen bicyclist not using the lane and using the sidewalks.
11/20/2015 11:01	resident states is takes at least 30 minutes just to go down the stree!
11/20/2015 11:13	Customer states that it used to take them five minutes to go down (No Suggestions) from baseline to southern, now it takes 30mins. No bikers are in the bike lanes, they are on the sidewalks
11/20/2015 11:33	lives off of McClintock - resident states that the smaller neighborhood streets should have been used instead of a major street. resident also states that the barricades (the candlesticks) will make the street look hideous
11/20/2015 11:42	Resident feels the traffic gets backed up due to the loss of the lane and it's just unsafe.
11/20/2015 14:05	Eyesore, traffic delayed,
11/20/2015 14:39	resident believes the idea was not a good one. they have not seen a single bike on McClintock since the lane has been put in. Resident states that there is no reason since there are not enough bikes going to McClintock in the first place. Jack Gibson 1911 e Bendix Dr 480-838-2110. Resident is very irritated by the traffic that is now being created.
11/20/2015 15:35	resident lives near (No Suggestions) school and states that in the morning you can't take a left off of Carson because traffic is so backed up. resident has only seen three people in the bike lane since it has been installed. baseline to the 60 is bumper to bumper in the morning. 4515 s poplar st Mr. Timar 480-839-7713
11/20/2015 15:42	caller lives at 1702 E Libra Dr, lives right off McClintock and is unable to get out of his neighborhood onto McClintock traffic backed up can not head NB and now has trouble heading SB, is not happy with the bike lanes
11/20/2015 16:01	Works in a business off (No Suggestions) and Southern, impossible to get out especially during the evening. Causing frustration. Bad idea. where did the 20% drop come from? Email-green_day3015@yahoo.com
11/20/2015 16:25	Caller can not get on to McClintock the traffic is back up and it is impossible to get out especially during the busy hours. Caller states so far he has seen 16 people on the bike lane and 6 of those people were on the sidewalk, property owners did not have a say about this and they were not notified. All the residents is this area are having trouble getting onto McClintock - caller - David Wolfe 480-831-9015

11/20/2015 16:39	Very upset. □ Now it is more congested than before□ Never even seen a bicyclist on (No Suggestions).□ wanted to speak to supervisor above Julian, because resident states "He never answers his phone or responds to voicemail"
11/23/2015 8:09	Customer has lived here for 38yrs and McClintock traffic moved smoothly down McClintock when it had three lanes. Customer is very disappointed with the decision to change it to two lanes.
11/23/2015 15:35	it is just horrible, can not even turn right or left onto McClintock because it is all backed up, it is a big mistake, and all the neighbors don't like it either, see bike riders on the sidewalk not in the bike lane, has lived here for 35 years and has never seen traffic like this only when there has been construction and now it is congested all the time. Nelson Butler 4600 S Kachina Drive
11/23/2015 15:52	Received post card regarding McClintock Dr improvements. Opposes the changes on McClintock from Broadway to Guadalupe. During rush hour traffic has increased. Have not observed an increase of bicycle traffic. Bike lanes make sense in and around ASU campus because of high bicycle traffic. Adamantly oppose the use of candle sticks to separate bicycle and vehicle traffic as a proper solution on a major thoroughfare. The addition of candle sticks prevents customers to turn in and out of businesses.
11/24/2015 7:22	Thank you, for putting in the bike lanes. I've seen a lot of grumbling about the installation of the bike lanes, but I think its a fabulous idea and really appreciate it. And I think the candlesticks the city is installing should be a good idea too.
11/24/2015 11:27	HATE IT, it is an absolute nuisance, can not get onto McClintock, can not get out of the sub-division after 2pm, someone should come and sit and watch the traffic, has only seen about 3 bikers in the last few month.
11/24/2015 12:21	resident lives near southern and (No Suggestions) and states the traffic is continuously backed up. resident noticed that most bikers are still using the sidewalk. Paula Jianncpa 480-568-0108 1823 e La Jolla
11/24/2015 12:24	Contact William R. Dunkerley 480-838-4454□ "This is the most ridiculous idea next to not expanding the route 60. causing more damage and traffic. Wasting my tax money. Whoever decided to do this needs to go back to school. I hate calling people stupid but these people are stupid going from 3 lanes to 2. It is causing more delays. I am a biker and I use the sidewalk not the lane." Resident was very upset.
11/24/2015 13:11	ok to contact Jim @ clement825@msn.com He is in favor of the bike lanes but not to replace a whole car lane.
11/25/2015 14:18	Would LOVE someone to contact her, she has more questions on data regarding the traffic flow on before and after the changes.□ Been a resident since 1973, and has not seen such a mess. Lives and drives in area. Not happy with using her money towards this. Has questions where the "candlesticks" will be going. They must think we are stupid and can't figure out we need to drive. I do not appreciate any of this. Please call after 2 pm.
11/30/2015 11:10	Complaint
11/30/2015 15:06	Julian D--customer wants to know minimum width of vehicle lane
12/01/2015 14:53	Complaint
12/01/2015 14:54	Larry Stein 480 8392262□ Has only seen 5 bicyclist in total its even dangerous with all the traffic. Just to get out of his street is more congested. Doesn't think this was thought through.
12/02/2015 16:16	traffic is backed up, bikes are on the sidewalk not in the new bike lane. Is totally against keeping this lane.

12/03/2015 10:46	Does not like candlesticks,
12/03/2015 14:09	resident lives near McClintock and baseline. Resident states they have never seen a bicyclist using the new bike lanes.
12/04/2015 10:53	caller states he has not seen anyone riding in the bike lane, there is a whole bunch of traffic and it took a very long time to get from the freeway to baseline, they should not have changed from 3 lanes to two there is too much traffic
12/04/2015 11:56	From the freeway to Baseline Rd is jammed and backed up. He's never seen a bike in the lane. He lives at 5429 S Lakeshore
12/07/2015 9:52	Difficult to get to Ward School on time. " Tax payers have already paid for a wider sidewalk for both bicyclist and peds to use. Why are we paying more to have this done ?
12/07/2015 11:50	resident is a cyclist and rarely sees anyone on a bike going down McClintock. Llyod Geldman 1413 e Gemini dr resident has lived in Tempe for 39 years
12/07/2015 12:48	Customer states there are no bikes in the bike lane and that lane is causing major traffic backups during rush hour
12/07/2015 15:39	resident lives in McClintock and Baseline and states that the candlesticks are dangerous. Judith Higby 480-839-0965 has lived in the area for 30 years. Resident states they do not see enough cyclists in the area to cause need for a bike lane. resident states they were never given the opportunity to add their input.
12/09/2015 12:42	General Complaint
12/22/2015 14:25	Complaint Drives Through
12/28/2015 9:14	Taking away a vehicle lane and the addition of the candlesticks makes it look like they are in a construction zone
01/05/2016 10:55	customer states that there are solid lines on McClintock to Bel De Mar and it's conjested and not sure if it's illegal to make the turn on bel De Mar due to the solid white lines.
01/07/2016 9:04	Doesn't like that a traffic, driving lane was removed for bikes. It's excessive. The candlesticks look like a war zone and there are several that are down. Who is responsible for maintaining them. He hates it! "If the City has to work hard to maintain it, perhaps it's more trouble then it worth?"
01/14/2016 8:36	Resident has yet to see a biker in the bike lane that was created for them. She wants it changed back. The traffic is horrific, always backed up.
02/03/2016 15:18	Resident states that the added bike lane has added 30 minutes to their morning commute. They also stated that they have never seen a bicyclists on McClintock
02/29/2016 12:55	Stupidest thing I've ever seen, most cities are are expanding the roads you guys are narrowing.
02/29/2016 15:36	Very unhappy about it. Who made the decision to do this? It is the stupidest thing the city has done with my tax dollars. Alice DiMaggio works for Tempe School Dist. please call me 480 820 2738 home number.
03/01/2016 9:17	My house backs the McClintock and the US 60. As a result of the lane changes it is very difficult to get onto McClintock at Hermosa. Now she has to go down to Butte at the light to get out onto McClintock which requires backtracking. It has also increased commute times on the afternoon commute home along McClintock. This has increased pollution as well. Also, it is dangerous southbound at Apache where the lanes merge. People cut you off at Pep Boys. People are also cutting through the bike line at Southern. They are driving across the driveway at Outback to get to Southern.
03/01/2016 10:04	Does not see less traffic. Lived here since 1971 and its horrible trying to get out especially during traffic. Dorsey Wright 480-839-8129

03/01/2016 10:54	Ok to call Chuck Whitfield @ 602 363 7375, "It is a waste of money". Who's idea was it ?
03/01/2016 13:06	caller states that no one uses the bike lane they use the sidewalk and cars are running over the candlesticks, caller requesting the 3 lanes be put back, the candlesticks are unsafe caller has been here all her life, feels it will cause more headaches than it solves. Bikers are not using the bike lane
03/02/2016 12:10	traffic is backed up, takes his wife 15 min longer to get home

positive in nature
increased traffic/congestion
difficulty making turning movements out of neighborhoods
All other calls were categorized as complaints by 311

McClintock Drive Resident Feedback Via email and phone calls excluding 311

POSITIVE

1. **4/24/2015** Dear Tempe City Council Members, Please install bike lanes on McClintock between Broadway and Guadalupe. This will make crossing the US-60 between my apartment in Tempe and my parents' house in Chandler much safer. Thanks for considering this proposition and for making our city safe and beautiful! Sincerely, Julie Cameron
2. **4/24/2015** Members of the Council, I am writing you to express my strong support for the City's recently announced project to remove excess, no longer needed, vehicle lanes on McClintock from Broadway to Guadalupe, which will reduce speeding and crashes on the corridor while creating space to add bike lanes and improve transportation options. As someone who has lived here for about 8 years (2005-2015, with a 2 year exodus to Chicago from 2009-2011), I can testify to the fact that this improvement is sorely needed, and that traffic levels have dropped in the last decade to the point that this is a feasible opportunity that won't have negative impacts on traffic. When I first moved here in 2005, I remember both driving and riding a bike from ASU to the Target store on Baseline and McClintock fairly often, before Tempe Marketplace opened. When driving, I would often get stuck in a lot of traffic on McClintock, and when riding my bike, I would often feel very unsafe. The road had too much traffic for me to feel comfortable or safe riding on the street, while the sidewalk felt unsafe because it is narrow, with many driveways interrupting it. Today, I still feel unsafe riding a bike on McClintock, for nearly the same reasons. The difference now is that there are noticeably fewer cars on the road, but people all drive faster because there's less traffic. I notice this too while driving on McClintock now. When on our weekly errands, we will often take McClintock from Curry to Guadalupe (stopping at Tempe Marketplace, Sprouts, and Trader Joe's, among other places). What was once long lines of congested traffic in 2005 is now lighter, less congested (and more speeding) traffic in 2015. While driving on McClintock, I am routinely passed by other drivers going 10+ miles faster than me. This drop in traffic, as noted in the City of Tempe news post, is not just in my head; the traffic volume numbers show it too. And when you have 20% fewer cars using the same amount of road space, it will result in a lot of unsafe speeding and crashes, which is the last thing we should want, especially right next to a high school. Removing the extra lane (or two) will not only "right-size" the number of vehicle lanes, reducing speeding and crashes, it will also provide bike riders with a new space they can feel comfortable using, which will likely increase the number of people riding bikes overall AND reduce the number of people riding bikes on the sidewalk (a MAG study in 2013 found that, on 6 lane roads with no bike lane, between 90% and 94% of bike riders used the sidewalks, while on 4 lane roads with bike lanes, the numbers dropped to between 56%-71%) , making the narrow sidewalks more comfortable for people walking and those who are waiting for a bus. The bike lanes will also offer people who are walking a physical layer of separation from traffic, which will make walking a more comfortable experience for students, neighbors, and shoppers alike. This all seems like a slam-dunk win for everybody. I'm sure that some people will come out to say that this project will cause gridlock, that traffic will back up and that people will speed through their neighborhood to avoid McClintock if this is built. But around the country, road diets have been proven to reduce speeding (particularly dangerous speeding, those driving 15+ MPH above the limit) and reduce crashes, without causing excessive traffic backups. And when Tempe was studying a similar project on Broadway, a temporary closure to simulate the new roadway conditions found minimal neighborhood cut-through traffic. Most drivers who had been just passing through

shifted to the freeway network, which is a more appropriate place for that sort of traffic. I would see something similar happening on McClintock. Those drivers who imagine the traffic to be worse (and those who want to continue to drive at unsafe speeds) will shift over to SR-101 or Price Road, particularly since Dorsey is littered with speed humps (and doesn't cross the freeway), and Los Feliz, Hazelton, Oak, Lakeshore, and Country Club Way are discontinuous and/or circuitous (and don't cross the freeway). Those local streets just will not be viable alternatives for most drivers passing through, so the cut-through traffic will not materialize. At the end of the day, this project is an important continuation in Tempe's commitment to making sure that everyone who uses our roads has safe, comfortable opportunities to get where they are going, no matter what way they choose to travel. It will also serve as a key connector from neighborhood bike routes like Alameda and Southshore/El Paso Gasline to businesses along McClintock. Ideally, this project will also lead to future connections north and south, connecting these businesses to strong bike/light rail ridership and high levels of bike use on the Western Canal. I urge you to continue supporting this project, and others like it, that help to make Tempe a safer, more comfortable, more pleasant place to live and shop. Thank you for taking the time to read this, and for your continued, strong commitment to making Tempe a great place to live with many options for getting around in whichever way we residents want to. Regards, Alex Oreschak

3. **4/24/2015** I support all future bike lane projects. Thanks, Vanessa Cianci
4. **4/25/2015** Tempe City Council, I often bike around the McClintock area. I would strongly support the addition of bike lanes on McClintock. Thank you, Haley Honeman
5. **4/25/2015** Hello Tempe City Council Members:I just wanted to let you know I strongly support adding bike lanes on McClintock from Broadway to Guadalupe! For the last two years, I was a bike commuter in Tempe (at time without a secondary means of transportation). During that time, I biked down that particular stretch of road many times on my way to the bike path. The sidewalks are quite narrow, and a bike is a vehicle anyway and shouldn't be riding on the sidewalk (a pedestrian once shoved me off my bike on the sidewalk, as well). At times when I had to ride in the road, I was honked at, sworn at and had lights flashed at me because drivers do not understand the laws concerning cyclists, nor do they look out for cyclists. Because drivers will drive into bike lanes if they are not separated from the roadway, I certainly hope that the planned bike lanes are separated from the roadway by something more than just painted lines - such as a curb. Many thanks! Lauren E. Hill
6. **7/23/2015** On a recent night I was cycling southbound on McClintock Drive, dreading the railroad underpass south of Apache. After crossing the light rail line, I looked back to judge how much traffic was approaching in the darkness. As usual, I accelerated to minimize potential time in the underpass. But what's this? A buffered bicycle lane that took me all the way home! Thank you for continued improvements to Tempe's multi-modal transportation infrastructure. Sincerely, Steve Bass
7. **7/24/2015** Dear Tempe City Council Members, Thank you for the buffered bike lane on McClintock Drive. Though I am seldom over on the east side of Tempe I appreciate and

recognize the importance of the multi-modal aspect of Tempe's transportation master plan. I'm sorry for the negative feedback you've received but as a driver I've have not noticed any downside to these improvements. Thanks again, -Jeff Caslake

8. **7/24/2015** Thank you very much for creating the new bike lanes on McClintock. We frequently cycle with a bike trailer to shop at Trader Joe's and then ride up to Sprouts. Unless we rode back (west) to College and then up to Alameda and east again to Sprouts, it was a pretty hairy experience to ride north on McClintock and so we often rode on the sidewalk. This is great. Thanks! Sincerely, Kip Goldman
9. **7/24/2015** On behalf the bicycling public, thanks for the bicycle lanes on McClintock. Tom T – Bicycle Cellar
10. **7/24/2015** Hello My wife and I want to thank everyone involved for making the mcclintock bike lane happen. We use it every single day from to and from work to meeting friends. WE LOVE IT! Thank you so much! Keep up the good work! Much love From bike lovers Taylor and Annie Neal
11. **7/25/2015** Gentle men and women,I am a local small business owner and bike commuter. I was pleasantly surprised last week when proceeding South on Mclintock to encounter the new bike lane. I usually have to ride on the sidewalk for safety purposes, though the practice of doing so, is illegal in Tempe. I just wanted to express my thanks and the thanks expressed by many of my customers for your foresight in this installation. This and similar pedestrian / bike friendly infrastructure will go a long way in making Tempe an attractive, vibrant, and sustainable community. Don't listen to the naysayers and keep up the enlightened work! Al Cappello
12. **7/25/2015** Dear City Council, Mayor Mitchell, Tempe Planning Staff et al.,I finally got a chance to encounter tyre new bike lanes on McClintock today ave am very impressed! The turn lanes go all the way to the cross street, the lanes are wide, and (once the work is done) well delineated. Thank you so much for caring about public safety. We were driving on McClintock and, until I pointed out the lost travel lane, my wife didn't even know the difference! Excellent! Bill Terrance
13. **7/26/2015** I wanted to send you a quick note to send you all a quick note to mention how much I appreciate the addition of bike lanes on McClintock. I frequently commute by bike to South Scottsdale, and using the bike lanes is so much safer than taking sidewalks or occupying a lane. Thanks again. Kevin Jacobsen
14. **7/26/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical

need for north/south travel by bicycle. Also, I appreciate being able to see the traffic volume data comparison that helped justify this change. As a contributor to the Tempe Bike Count each year since 2011, I am happy to see city leaders engage with the community to improve quality of life. Keep up the good work. Sincerely, Clifford Anderson

15. **7/26/2015** I am a Tempe resident and a firm believer in bike lanes that are physically separated like the new McClintock lane. My bicycle is my choice of transportation. I could have a car but I choose not to because I believe bicycles are better for me, for the community, and for my fellow citizens. Michael Cordova
16. **7/26/2015** I love the new bike lanes on McClintock. I keep driving by them (I've been meaning to bike down them) and thinking about how great they are. I especially like that the lane goes under the bridge on McClintock. Are there plans to add signage to the Apache/McClintock intersection? Keep up the great work!! Kim Gresham
17. **7/26/2015** Good Evening, I just wanted to take a minute to thank the council for the new bike lanes on McClintock. I am so excited to feel safe in my own lane as I travel north and south. Thank You, Samantha Hagness
18. **7/27/2015** Hello Tempe City Mayor and Tempe City Council Members, I just wanted to take the time to thank you for the installation of the new bike lanes on McClintock! Thank you! I live off of Warner and Rural and love to bike up to Trader Joes off of Guadalupe. These new bike lanes will make that ride considerably better! These are seriously some of the nicest bike lanes I have seen in Arizona! The better our cycling infrastructure gets, the more people who will feel confident and comfortable cycling in our community. Keep up the great work! Thanks again and all the best, Steven May
19. **7/27/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical need for north/south travel by bicycle. I am happy to see city leaders engage with the community to improve quality of life. I'm also looking forward to the completion of Broadway Road. I'm an ASU employee of 30 years and moved to Tempe two years ago, I have been able to ride my bike to and from work with no issue but all of these changes will be a vast improvement to life in Tempe. Thank you so much! Keep up the good work. Teresa Robinette
20. **7/27/2015** I wanted to take a moment to thank the city council members for their work at creating marked bike lanes along McClintock. Although a controversial subject to many, alternate ways of commuting are a valuable assets to cities hoping to attract more progressive, forward thinking, & younger population. This in turn creates new businesses, new jobs, new ideas & most importantly an option, perhaps, for finding a better way to bring communities together. Please continue to work for alternate means of safe(as it can be) ways of traveling throughout the city of Tempe. If there is anything I can do to help the cause, feel free to contact me via this email address. DiAnn Bottomley
21. **7/27/2015** I SUPPORT BIKE LANES IN TEMPE! Emily Zastrow

22. **7/27/2015** Thank you for your support of the new bike lanes on McClintock Drive. There is a lack of good North/South bike routes in Tempe and this a great step toward linking the city together for all of its residents, not just drivers. I rode on McClintock over the weekend and it was fantastic. This is exactly the type of lane that makes riders feel comfortable on high speed, high traffic roads. I hope we continue to see similar improvements on bike lanes throughout the city. Thank you again for pursuing a more complete approach to street design. Patrick Gilbery
23. **7/27/2015** Tempe City Council, I am absolutely ecstatic about the new bike lanes that have been installed on McClintock Drive. For years, I would ride up McClintock in one of the lanes of traffic, and it was a harrowing experience. More than once I was nearly clipped by cars going past at 45 to 50 miles per hour. It felt like I was taking my life into my hands every time that I got onto the road. The new bike paths are a beautiful change; well separated from the lanes of traffic and highly visible. I know that this will encourage me to ride on McClintock more often, and I've already noticed that drivers are slower and more careful than they were before. I would like to thank all the members of the City Council for making this happen, and I'd like to encourage you to continue the bike lanes north on McClintock all the way to Tempe Town Lake! We have a beautiful city to bicycle in, and I hope the council will recognize that and develop the city to reflect it. Thank you again! Kristian Doak
24. **7/27/2015** Council Members, I would like to let the council know that creating a physically separated bike lane on McClintock would be wonderful! It will make riding safer for riders as well as drivers. Thank you, Ruth Condon
25. **7/27/2015** Dear Tempe City Council, My name is Cooper Parkinson and I am the general manager and one of the owners of Spokes on Southern, located on McClintock and Southern. I wanted to write you to express how thankful we are at Spokes for the new McClintock bike lanes. Many of my employees do not own vehicles and ride their bike to work every day. I have two full time employees who ride up and down McClintock specifically and they have told me how much they appreciate the bike lanes and added safety. We are all proud to live in such a forward thinking city and are excited to continue to promote and utilize new infrastructure designed for bicyclists in Tempe. Thank you! Cooper Parkinson
26. **7/27/2015** Hello--and thank you! I live off McClintock and returned from vacation this week to not only find the roadwork completed but new--separated--bike lanes. Thank you! Even though I'm way too nervous to ride my bike along there, I'm always fearful when I'm driving by bicyclers trying to ride along there. I usually try to get way over in case they hit a bump and lose control--or whatever!--but when it's real busy along there it's not always easy to do that. What a MUCH safer solution! Please DO extend this solution all throughout Tempe. It's SO much safer -- for EVERYONE. Again, thank you! Melinda Louise
27. **7/27/2015** I just wanted to drop a line and thank you all for the work you've done to get the new bike lanes on McClintock. I do not live in Tempe, but I am a part of Tempe's bicycling community and ride to Tempe from Scottsdale 4 days a week. Things like this new bike lane only make it easier for my fiance and I to get in and out of Tempe and have us sold on buying a house and moving to Tempe next year when our lease is up. The bike lanes on McClintock are a great addition to the city but we need to keep moving forward and really make Tempe a

bicycling destination! Thank you all for your work on this project and your continuing support! We all really appreciate it! Jeff Hawley

28. **7/28/2015** OVERJOYED! ECSTATIC! THRILLED! Seriously, this is how our whole family feels about the new bike lanes on mcclintock. Thank you so much for this creative, appropriate, timely solution! It will make a big, positive change in our lives! Beth Tom and family
29. **7/29/2015** Hi! I'm training for the 1/2 Ironman triathlon this year, and the full distance Ironman next year. Just wanted to tell you guys a *huge* thanks for the McClintock bike lane, can't tell you what a convenience it is when I need to get short sprint workouts in during the week, or just shoot up to Tempe Marketplace. Hopefully the lane can go all the way to TM eventually! Anyway, thanks again, things like this are some of the reasons why I love Tempe. Keep up the good work, - Stephan Dzur
30. **7/29/2015** Hello, Just wanted to say that the new bike lanes on McClintock are great! I especially like how there is a buffer zone, separated lanes are amazing. This project turned out way better than the Hardy fiasco (seriously, protected lanes are nice but not on the sidewalk where cyclists have to deal with driveways, trees, and ill placed curbs is not good). Tempe was seriously lacking north/south routes and this will definitely add to those willing to travel by bike in the city. It's a great way to get to the Light Rail as well. So thank you very much from a Tempe cyclist! - Mike Bolitho
31. **7/29/2015** Dear council members, I would like to offer my sincerest thanks for the addition of bicycle lanes on McClintock drive. I live in the northwest corner of McClintock and Apache and frequently travel down McClintock by bike to pick up groceries from Sprouts on McClintock and Southern. Thanks to the new bike lanes, I'm no longer being harassed by motorists and have several feet of breathing room from the side-view mirrors of cars. This also makes for another much-needed cyclist crossing to get around the Union Pacific Railroad line, as the closest crossings are along College and the Tempe Canal. I would love to see more signage for these new lanes, especially for distinguishing between the bike lane itself and the buffer strip. Perhaps some raised pavement markers like Botts' dots placed in the buffer strip? I'm excited to see what other street improvements the city of Tempe is planning with regards to making our roads more accommodating for all users. Regards, David Nyer
32. **7/30/2015** Dear Mayor Mitchell and City Council Members, I am grateful for the recent addition of bike lanes on McClintock during the routine pavement maintenance project. This closes a large north/south gap in Tempe's on-street bikeways network and provides connectivity to residential and commercial areas as well as a high school. This is a great improvement for me as a driver and bicyclist because each mode now has a well defined space to travel in. I drove through the area on Saturday and Sunday and felt no negative impact to vehicular traffic in the new travel lanes. I noticed a young man riding his bike to work at Target as well as two teenage girls riding near the high school, all riding in the bike lanes. I lived near Baseline and McClintock from 2001-2006 and continue to shop in the area frequently. Prior to this project I never saw any bicyclists using the travel lanes and I would not have felt safe biking there. I plan to ride my bike there soon now that there are bike lanes with a wide, striped buffer. My coworker commutes along this route to the office daily. He has noticed the new bike lanes provide traffic calming by narrowing the total roadway width, whereas he used to witness a lot of speeding vehicles. This makes him feel more comfortable as a cyclist. He has not noticed any significant

increase in traffic congestion along the corridor as a result of removing a travel lane, even during morning and evening rush hour. I look forward to driving and biking to my favorite business along McClintock and appreciate the City of Tempe's efforts to increase my transportation choices, comfort, and safety. I feel this was money well spent. I hope this type of project will be added to more arterial streets in the future. Thank you, Susan Conklu

33. **8/2/2015** Hello, As a certified Project Manager (PMP) and Tempe citizen, I just wanted to say how impressed I am with the bike lane project on McClintock. The final result is fantastic. (Although as an active biker, I am a major advocate for protected bike lanes on major city streets as there are so many distracted and impatient drivers on the road, and the number of them is increasing.) Your organization and timing of this major project was very impressive. In this day and age, you probably heard a lot more complaints from drivers that were inconvenienced for a day or two, so I just wanted to give you kudos for a great job well done!! And ahead of schedule I believe as well. I live near the Guadalupe and McClintock intersection which is a major commercial area with many popular stores. This project with its high visibility, well marked areas will serve many Tempe residents and visitors for years to come, and make this a much safer intersection. I noticed more and more pedestrians and bicyclists in this area over the last year or so. What do you think about extending the 35 mph zone by Marcos de Niza High School east to the Guadalupe and McClintock intersection to help make it a truly pedestrian and bike friendly area? Thank you! Jeffrey Grout
34. **8/4/2015** Thank you so much for putting in the amazing protected bike lane on McClintock! As an avid cyclist and bike commuter, I'm thrilled about this! I've never felt safe biking on McClintock before, and it's so nice to be able to ride on it now. Is there any chance that we'll be able to get a bike lane on some other major roads in Tempe, like Southern, Baseline, or Rural? Again, thank you very much for making Tempe more bike-friendly! Heidi Lynch
35. **8/6/2015** Hi All, Just wanted to say it is pretty exciting to see the recent pavement overlay and buffered bike lanes on McClintock Road. I had heard about it but just got a chance to see in person. I really like how you presented it in the press release which shows traffic volume reductions and what comparable volumes are on other Tempe streets. Congrats! Matthew Taunton
36. **8/16/2015** I want to commend the city of Tempe for making a tough decision to put bike lanes on McClintock Road. I ride my bicycle to work every day and McClintock is my route. This project has reduced my commute by about ten minutes. The most beneficial result from this project is that the reduced lanes force drivers to adhere to the speed limit which creates a safer travel environment. Thank you, Greg Davies
37. **9/19/2015** I live just off McClintock and Loma Vista. I've noticed no problems with the change to add bike lanes. Dave Shores
38. **9/24/2015** I am an avid rider, doing over 5000 miles per year. I love that Tempe is such a bike friendly town. I especially love the new bike lanes on McClintock near my home. Up until they were added, I'd feel endangered every time I rode from home to the train. Bravo Tempe. Keep it up! Sam Rector

39. **9/25/2015** Dear Members of the Council, I would like to start with praise for the new bike lanes on McClintock—I just saw them last week and was impressed. Now the big question: can we do this on Baseline from Hardy to the 101 freeway? The reason for this request is that between Guadalupe and Alameda, there is no effective east-west bike route with the exception of Cornell/Southshore although this route is blocked at the canal in Kiwanis Park. The second issue that I would like to raise is gasoline-powered bicycles that are ridden in bike lanes or on sidewalks in our city. Many of these seem to be homemade contraptions where a 2-cycle engine has been attached to a bicycle. Many of these devices can reach speeds in excess of 20 mph which is supposedly the speed limit for motorized bicycles according to HB2796 passed in 2006. The major problem that I have with these motorized bicycles is their lack of an emission control system. As a city that is trying to ensure clean air for its residents, allowing a mode of transportation that emits pollution far in excess of a typical automobile seems to be inconsistent with the quality of life Tempe is trying to achieve. HB2796 does specifically allow local authorities to adopt laws further regulating motorized bicycles. I would encourage the Council to enact an ordinance that any gasoline-powered bicycle is required to have emission control systems commensurate with those found on typical motorcycles.
- If further information is desired on either of these issues, I would be more than happy to speak to individuals or to the entire Council. Thank you for your time and service, Scott Lefler
40. **10/9/2015** New asphalt lift and stripping with reflectors are outstanding. Beautiful job. I live in the Lakes and drive it everyday. Keep up the good work! Mark Knops
41. **10/12/2015** Hello, I strongly support the reconfiguration of McClintock to add buffered bike lanes, and I was very excited to hear about the candlesticks pilot program. Keep up the good work. It would be great if you could also paint the bike lanes green through intersections to increase their visibility, as some other cities like Flagstaff have done: Thank you. Jonathan Gelbart
42. **10/18/2015** Just a quick note to say thanks again for the changes the city made to McClintock between Guadalupe and Broadway. I am a long time bicycle rider and live near Broadway & McClintock roads. In the past I would avoid using McClintock as a bike route due to the lack of bike lanes. I now use this route several times a week and really appreciate the changes. I have seen several editorials in the newspapers recently by drivers complaining about the new layout. Just wanted to let you know that some of us think the changes that were made are a good thing. A Tempe native, David Babcock
43. **10/20/2015** Just wanted to say thanks to whoever had a hand in putting the new bike lanes on McClintock. I ride them several days a week between the ASU campus and ASU research park off of Elliot, and my commute time is faster and I feel a ton safer about riding each way. Also great that they connect to canal path. Would be great if you found a way to extend them further north to connect to the path around Town Lake. Thanks again, Joe Karas
44. **10/22/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to reiterate my support of the McClintock Drive bike lanes. Since the bikes were installed, I have ridden it over a dozen times and can attest to the greatly improved safety. I have also seen other bicyclists using the route. I would like to point out that enhanced infrastructure such as bike lanes sometimes takes a while to grow in use. For commuting, people need to plan their route and work out

many details to switch from driving to bicycling. In some cases, the presence of good bicycle routes may even impact peoples' decisions about where to work or live. These are long-term and profound decisions. Please stay the course. It has taken decades to establish bicycle route infrastructure that contributes to making Tempe a great place to live. That said, we still have work to do to improve bicycling infrastructure, to increase ridership, and to improve safety. Sincerely, Clifford Anderson

45. **10/22/2015** Just wanted to drop you guys a quick note letting you know how ecstatic I am over the new bike lanes on McClintock. You're doing the hard work and making Tempe a great place to live with alternative transportation. I really appreciate all your efforts and hope to see many more new bike lanes come about! Keep up the great work! Jeff Hawley
46. **10/22/2015** Dear Council and Planners, I would like to, once again, thank you for the excellent work repaving S McClintock Dr from Broadway to Guadalupe. I drove from Thomas to Alameda today and noticed no appreciable difference in congestion. I did note a couple off cyclists taking advantage of the availability of the vine lanes, my wife was able to get a picture of one, attached and posted to the Bike McClintock facebook page and tagged #BikeMcClintock. I love the new lanes and am happy that tree traffic was reasonable even at 4:30 pm on a Thursday! Bill Terrance
47. **10/22/2015** Hello! I just wanted to take a moment to thank you all for adding bike lanes on McClintock. It is great to see that the City of Tempe is working to make our roads safe for all users. Thank you for your work, Erika Jerme
48. **10/22/2015** I just wanted to thank you for the new bike lanes on McClintock. My family and I use them often. Thanks again, Veronica Booth
49. **10/22/2015** Thank you so much for repaving and including bike lanes. It's great to see Tempe willing to invest in safe and green modes of transportation such as cycling. Thank you, I bike McClintock. Ashley Lanoue
50. **10/24/2015** Dear City Council Members, I wanted to thank you for all of your efforts to put in bike lanes throughout Tempe. I've recently moved farther away from ASU's campus and I am now taking the Hardy and 13th street bike lanes to and from work every day. The bike lanes on Hardy are amazing! It is so nice to be able to bike to work knowing that I'll be safe and cars won't have to worry about accidentally hitting a me. That level of safety lets me support neighborhood and businesses farther away than I normally would. I know that it probably took a lot of work to get these bike lanes passed and find the funding, and I want to let you know that your efforts on the community's behalf are greatly appreciated. I've lived all over the country and can attest to the impact that bike lanes can have on supporting small, local businesses. For example, while living in Atlanta, I got to see their Beltline project radically transform derelict, empty industrial buildings into vibrant neighborhoods. You may not think of Atlanta as a bike-friendly city, and most of it is not; however, those communities that are connected by bike lanes and thoroughfares also support some of the highest densities of small businesses of any area in the city. Once again, thank you for all of your efforts on our behalf. Kind Regards, Owen Hildreth

51. **10/29/2015** Tempe Council, Short summary: My wife and I use the new bike lanes regularly, and we love them. We want them to stay and expand! Full story: We live in the apartments on the northeast corner of McClintock and Southern. We own a car, a scooter and a bike, so we get the full range of experiences when travelling near home. I've had the opportunity to use the bike lanes a few times every week since they've gone in. They're on a small portion of my regular bike commute, and I also take them up to the Phoenix Rock Gym. In the near future, my job will be moving such that I'll be using the McClintock lanes nearly every day for at least a couple miles round-trip. My wife is considering a job on Warner & McClintock, which means she'd be taking these lanes for a *huge* swath of her daily bike commute. These particular bike lanes are awesome! That generous buffer between myself and traffic makes me feel so much safer. Before, I was riding on the sidewalk, and it was always a little nerve wracking crossing any kind of driveway or intersection. Now cars actually see me. That makes all the difference in the world. In fact, the difference in safety (and smoothness of ride) has occasionally riding my bike to places I'd usually jump in the car for. Trader Joe's? PetCo? Target? I've hit all 3 of them by bike since the lanes went in, and really enjoyed myself. I was surprised when I discovered they'd only be going up to Broadway (for the northbound lane). Since I climb regularly at the Phoenix Rock Gym, and my job is moving to the north east (Rio Salado & Alma School), they'd be even more useful to me if they extended all the way up to Rio Salado, or at least University. I'd also love to see them put in on some other scary-to-ride Tempe streets, like Southern and Broadway. All this is just to say thank you. Thank you for improving my daily commute and my safety. Sincerely, Heath Lesjak
52. **11/20/2015** I love the bike lanes and ride my bike all the time now. I feel safer and it leads me to many of stores and canals etc. Denise Buchanan
53. **11/20/2015** I can't thank you enough for putting the bike lanes and reducing the traffic flow on McClintock Dr. I live near Fees Middle School and use McClintock Dr. for travel in my car, by bicycle, and walking. The fear of speeding traffic flying over the curb around the turn just north of Southshore Dr. has been a problem no matter by what means I travel and the fear has been realized multiple times and the wall has been rebuilt over and over again. I understand the confusion in learning how to maneuver through the new lanes and I think the posts that are proposed are a great idea to help further separate the traffic. This is a busy street with many young pedestrians due to the proximity of so many schools nearby, and I am aware personally of several severe accidents that have occurred on McClintock, and this new change can only be for the better safety of everyone. Thank you again. Paulette Delgadillo
54. **11/27/2015** Dear City Council, I am an avid cyclist living in Tempe near McClintock Dr/Broadway Rd. In fact, I used to live in this area years ago, and had a difficult time commuting. Since moving back to this intersection, I am extremely excited to experience the evolution towards the ability to commute via McClintock this past few months. The recent infrastructure of the bike path via McClintock Dr has made my commuting safer, more enjoyable and improved my ability to gather other cyclists/non-cyclists to join the road; including roommates, colleagues and peers. Additionally, this opportunity to ride on McClintock southbound, has lead me to explore more of South Tempe, where I have learned to appreciate the bike paths running North/South. I would like to express a post-Thanksgiving appreciation to all the efforts put into producing this exponential experience towards healthier commuting. Best, Ilyssa Summer

55. **12/16/2015** Hi Eric, I was on McClintock the other day southbound from Southern to Baseline and the bike lanes are fabulous. A bonus is that because there is more space on the right side of the car lane, visually from a car's perspective, it feels more like a boulevard. One can see the trees better. It feels safer. Offers a more relaxed driving experience as well as a better bicycling experience. Great Job. Maureen DeCindis
56. **12/17/2015** Council members, I haven't written to you for a while but try to refute negative comments on a couple Facebook groups. A realization came to me last weekend as I was on the McClintock bike lane (Apache to Southern) on the way to the TBAG meeting. Some of the commenters write about how bicyclists should only use side streets and collectors to get to where they are going. What I learned the other day was that I was noticeably faster traveling McClintock than I would have been using secondary roads. I'll keep this in mind when I see that comment pop up online again. The McClintock bike lanes are great! I'm almost sorry I don't live on the East side. Thank you, - Jeff Caslake
57. **12/26/2015** Council Members, Thank you for the bike lane improvement on S. McClintock. I am a commuter cyclist and Tempe has everything I need close to home and I'm proud to be a resident. I'm looking forward towards improvements for cycling community safety. Thank you, Lawrence Sutherland
58. **1/12/2016** Wanted to share some further thoughts after using the McClintock lanes. So as I've been riding on McClintock, my thinking is that giving almost an entire lane to bicyclists using this buffered design, is a good infrastructure type. In the past I've always spoken out against separated bike lanes. This has always been from several standpoints, one being that my mindset has always been one of a vehicular cyclist. However, my gripes were often related to design. Oftentimes they're separated with concrete barriers that cannot be crossed by bicyclists, or they're so far removed from the regular travel lanes that visibility of bicyclists to motorists becomes a concern, especially at intersections and when streetscaping is added between the regular lanes and the separated bike lane. When I ride on McClintock, it feels that bicycles have finally been legitimized as a form of transportation and that is the most important part. It feels like we belong on that road. I think it also tells motorists, even if many don't believe it, that bikes belong. I can easily move out of the lane when needed, as I did today to go around a broken down truck that was blocking, and I have no concerns that I'm not visible. Thanks again for your commitment to bicycles and actively making Tempe a better place for bicyclists. –Tom P.S. How about a sharrows in the right lane of McClintock northbound starting at Broadway up to Apache? That's the only missing piece between McClintock and Apache, which I find is a good road to bike due to the lower speeds and sufficient bike lane. - Tom

59. **1/27/2016** Greetings Mayor and council. I'm writing on behalf of our staff and large customer base comprised of cyclists of all ages and types, many of whom are also motorists. In advance of the March meeting for an update on the McClintock bike lanes, I would ask that you all read the following articles with open minds. Bike lanes are about more than just bike lanes:

http://www.denverpost.com/opinion/ci_29419329/bike-lanes-are-about-more-than-just-bikes

5 things states can do to bring transportation policy out of the stone age:

<http://usa.streetsblog.org/2016/01/22/5-things-states-can-do-to-bring-transportation-policy-out-of-the-stone-age>

70 percent of U.S. mayors would back bike lanes over parking or passing lanes: <http://www.peopleforbikes.org/blog/entry/70-percent-of-u.s.-mayors-would-back-bike-lanes-over-parking-or-passing-lan>

While it's clear the McClintock lanes have been contentious, they were and are the right decision. It's high time cities stop catering solely to motorized travel and make our streets a safe place for everyone. A place that can move us away from oil dependency, can help connect communities and encourage people to make choices that are better for their bodies and the environment. A place that influences folks to move to smartly designed cities that offer alternative transportation. It's also been proven, bike lanes = economic benefit. One study by NY DOT showed an increase of 49% in retail sales on a specific NYC street (<http://blogs.wsj.com/metropolis/2012/10/24/report-bike-lanes-pedestrian-plazas-good-for-businesses/>). I'd also like to note, that simply building facilities for non motorized travel, will not guarantee their immediate use and adoption. The majority of folks who would like to bike more, roughly 50 to 60% based on Portland research

(<https://www.portlandoregon.gov/transportation/article/158497>), are identified as "interested but concerned". That is they have fears, which can be allayed via various methods. Better infrastructure being one of them. This group also needs encouragement, which, unfortunately infrastructure alone does not do. Interested but concerned riders also need time, to see the lanes in use, even occasionally, by other riders, before even considering using the lanes themselves. Knowing this, I'm of the opinion that simply counting bicyclists using new infrastructure is not an accurate representation of the value of said infrastructure. Lastly, another thing I feel is important to the interested by concerned group, is a robust Vulnerable Road User law (which is an entire email discussion in and of itself). Unfortunately, too many bike/car crashes are painted as tragic accidents, which is simply not the case. At best it's negligibility, at worst, premeditated. For too long, motorists have been given a free pass in bike/car crashes. This needs to stop. While I can bike most roads without more than a passing thought of mild "what if" fear, when I ride the McClintock lanes I feel at ease, and that's quite a nice feeling. I also drive McClintock, not every day, but I have certainly driven it at various hours including rush hours, in both directions. I have noticed no "crazy delays", nor do I have issues with the new lane configurations, though I do know that some motorists are heavily confused and fearful of a few plastic poles. As such, I question the safe driving skills and roadworthiness of these motorists. I feel it prudent to restate, driving is a privilege, not a right. I would like to see selective enforcement of lane violations on McClintock. Lastly, if this email hasn't made it clear, any thoughts of removal of the McClintock lanes is not an option in our opinion. It would be a black eye on a city that just recently received a Gold level bicycle friendly designation.

Thank you, The Bicycle Cellar Staff

60. **2/18/2016** City Council Members of Tempe, I'd like to explain my thoughts on the McClintock bike lanes, in this order. 1. The future of Tempe, and congestion. 2. The complaints of those who do not like the lanes. 3. Whether or not to change or keep the lanes. Tempe is becoming more dense, as was the plan for the city. Tempe has two options, bend to the will of drivers who refuse to utilize other modes of transit, and build infrastructure for cars alone. Or continue to

create accessible, multi-modal transit options despite the fact that some drivers will always be pissed about that. The second option will make Tempe a safer, easier place to live, while the first option displaces anyone who cannot drive for whatever reason (money, medical issues, personal choice). Tempe's future as progressive city that cares about all of its citizens may rest with the decision you make regarding the McClintock bike lanes. Some people don't like the lanes. From what I've heard, some people are having a hard time turning into or out of their neighborhoods, and this is the increase in time that is affecting them. Give these people stop lights, or commission a study to see what can be done to make this aspect of their commute easier for them. Let them know they are being heard and that their opinions are valued. If they feel they are being ignored they will make more noise. What are the actual numbers (a comparison of the current lanes, a year ago, five years ago, ten years ago, etc) regarding density during peak times, during off-times, accident rates, time of travel from south to north Tempe, etc? Please use these numbers to make your decision as to whether to change the lanes or not. I'm in the camp of the future, that we need to build for that. Especially since the people who are complaining now, in twenty years will be up in arms that they don't have bike lanes to travel on since their kids took away their keys (much like how 10 years ago south Tempe was so against Orbit, and now complain they don't have it, even though they are getting one). Just pre-empt this by asking them what they want for their future, when they can't drive. But like I said, please look at the numbers. If there really has been no substantial impact on travel time (this could absolutely just be people reacting poorly to change), then shout that from the rooftops. Get the numbers out there and let people know. If wait times on McClintock are a little longer, but accidents have decreased, residents should know that. If travel times have increased and accidents have gone up as a result of the bike lanes, then that's bad. But the only way for you to make a sound decision here is to look at the numbers and see what the data says. Please be pragmatic about this. Thanks for your time. I'm just as frustrated as you that I have to keep writing to you about this. Denise Johnson

61. **2/21/2016** Dear Tempe City Council, I am a proud resident of Tempe who has lived here for almost 10 years. My pride for Tempe grew when my tax dollars were spent to build safer bike lanes along McClintock road last year. Riding a bike along a fast busy street is scary, causing Tempe residents to choose car over bike when deciding how to commute to their desired destination. These new bike lanes create a much less stressful and frightening bike commute and help define Tempe as a bike friendly city. As a cyclist, I would be very sad and disappointed to see them leave. I hope that more and more of these type of protected bike lanes a built in Tempe, encouraging people to commute by bike in safety. Please keep the McClintock bike lanes! Sincerely, Kristen Countryman
62. **2/22/2016** Dear Council Members, I am writing to you today to voice my support for the bike lanes that have been added on McClintock. As a bicycle rider, I applaud the city's effort to make bicycle riding safer for their residents. The addition of these bike lanes has meant that I am more likely to choose to bike to places that are along this stretch rather than drive. I am looking forward to the addition of more bike lanes on other major roads in Tempe. Sincerely Lori Lieberman
63. **2/22/2016** Sounds great, thanks for the heads up! The lanes have been great. I drive and bike McClintock frequently and haven't noticed a negative impact on traffic but love being able to cycle up and down McClintock. I just wish it went northbound past Broadway. Mike Bolitho

64. **2/22/2016** Sue, Does that mean the public comment period actually precedes the meeting? I would like to be there for the presentation and am interested in the data that the city staff has collected. Thank you, -Jeff Caslake
65. **2/23/2016** Thanks for the notice- I plan to try to come to the meeting on the 17th, but I'm generally still working during that time so I don't know for sure. In the event I can't participate, I would like to reiterate my thanks for the bike lanes and protective candlesticks on McClintock. I use them ~3 days per week to commute in both directions, and my commute is much improved and safer as a result. That said, I would also like to emphasize the need for the McClintock bike lanes to be extended in the northbound direction north of Broadway Rd (and in both directions north of Apache Blvd). In particular, I've had a couple scary close calls while biking through the railroad underpass in the northbound direction between Broadway and Apache. It seems inexplicable that no bike lane was put there when the southbound one was put in, and there's a really serious need for a good, safe, north-south bike corridor in that part of town. Thanks again, Joe Karas
66. **2/24/2016** Hi all, I am writing to let you know I totally support all the projects Tempe has put in motion for bike lanes. They are sorely needed, especially South of the US 60. Keep up the good work. You've got my support! -Preston Swan
67. **2/25/2016** Hi Amanda, This is the video from 3feetplease.com. It's an amazing video! Thanks again for the bike lanes! <https://youtu.be/-4hJtx6d9A> Veronica Booth
68. **2/26/2016** I have bike commuted to school and work in Tempe for over 20 years. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I ride every single day, to work, to friends, to events etc. I feel safer with the bike lanes. I do not believe that auto traffic has been impacted negatively by having bike lanes on McClintock Dr, and in fact they should be extended all the way to Rio Salado Parkway. There are not enough N/S bike routes in Tempe, especially in the area that McClintock Dr serves. Thanks, Paul Emerson
69. **2/27/2016** It has come to my attention that the Tempe City Council is considering removing the recently completed bike lane on McClintock Road. To me this would be a huge step backwards. I encourage you not only to keep this lane open but to expand the project to other roads in South Tempe. My wife and I are approaching our retirement years. One of the reasons we have decided to stay in South Tempe is the bicycle-friendly nature of the community. We use our bicycles for practical errands as well as for recreation. Our primary care doctors are located on McClintock Road and the bike lanes are very handy for trips there and other destinations along McClintock. Please consider not just leaving the present bike lanes open but also look for further opportunities to open bicycle lanes on other roads. Michael Cordova
70. **2/27/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain

nominal. Additionally, I can point you to many studies showing the minimal impact on traffic flow in places where bike lanes have been added. It makes sense after all, if people have alternatives, then they will choose to bike and there will be fewer cars on the road. I'm not sure why drivers don't understand this concept. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's **total** transportation system. I live off of Dorsey and Broadway, and the McClintock bike lanes are vital to providing a safe route to the light rail, which I take every day. I also bike for recreation, to see friends, and do errands. I feel safer because I know I am safer. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Please don't be over-run by the automobile advocates. I recognize the importance of cars, as I myself have one. But for too long our infrastructure has been designed with solely that mode of transportation in mind. It's time to build for alternative modes of transport and do what we can to encourage the reduction of single-occupancy vehicles. This will not only have the benefit of reduced greenhouse gas emissions, but driving less means physically and mentally healthier and happier citizens. Thank you for your consideration. Becky Santiago

71. **2/29/2016** The McClintock Drive Project has improved the well being for people using bicycles with the added candlesticks. One problem we have noticed is the Bus stop at McClintock & Guadalupe in front of Walgreens. If there is no BUS in sight; vehicles are using this area to make a right hand turn after a green light to get into Walgreens. There are several white blocks on the street after the BUS area where vehicles are to turn right. We have seen vehicles coming to a T-Bone collision with vehicles who use the area to turn right and the vehicles who do not almost collide. Should the public be allowed to use this area to turn immediately right rather than use the painted blocks if there is no BUS parked? Scott F Devin
72. **3/2/2016** Although Arizona is one of the youngest states, our roads weren't designed perfectly. There's no above ground subway/train/trolley or special lane purely for buses and bicycles. We're a constantly growing city, but instead of growing vertically we're spreading out. This makes expansion on current roads for permanent public transportation an expensive and lengthy project (light rail). What we can do is something cheaper, which is what we did on McClintock. The bike lane on McClintock is a step in the right direction to make Arizona a proper commuter friendly city. By having that protected bicycle line, it'll make it easier and safer for cyclists to commute. The highways for bicycles are confined to canals (which provide safe straight-aways where they have to worry about being clipped by cars). The protected bike lane makes a new highway for bicycles with the plastic pylons creating our own version of a guard rail. Let's not become the next Texas or California, expanding our freeways just so more people can be single car commuters and never truly ease the amount of traffic. Let's keep this segregated bike lane and perhaps even expand current lanes and become the next NY, Seattle(.A), Portland(OR), or Boulder (CO) . If we work hard on this we can become a healthier, less congested, and easier to maintain city. Please keep the bike lane on McClintock. Somerset Pickard-Brown
73. **3/2/2016** Dear Tempe City Council, Though I am a Phoenix resident, I have had many occasions to enjoy your lovely bike infrastructure in Tempe. In general, I've been impressed with the City of Tempe's recognition that nationwide, people are opting for more dense, less sprawling and

car-dependent infrastructure. I'm writing to express my support for the bike lanes along McClintock, and share an interesting anecdote. On a social ride a few months ago, some patrons at Papago Brewing Company stopped me and asked if I'd had anything to do with the new bike lanes at McClintock. Being a bit nervous that I was about to hear a series of complaints about how they slow traffic, I truthfully told them that I wasn't involved. But these patrons - three older gentlemen - went on to express how happy they were with the lanes. Though they don't ride the lanes, they live a block away and commented on how much the lanes had cut down on the car crashes that happen a block from their homes on a regular basis. I could relate - I live near 7th Avenue in Phoenix, a disaster of an engineering project that enables people to quickly travel from the northern suburbs to downtown Phoenix at the expense of safety and livability in our neighborhoods. Road diets like the one the City of Tempe implemented on McClintock make streets safer for more than just bicyclists - they improve safety for pedestrians and motorists as well, simply through traffic calming. I would urge you to place the safety of people above the speed of cars, and put an end to discussions of removing the bike lanes along McClintock. Best, Libby Coyner

74. **3/3/2016** Hi, Live along McClintock DR and I think the bike lane and candlesticks are great. As a motorist not bicyclist I feel safer and I think bicyclists are safer as well. I'd be happy to see you continue doing this on McClintock and elsewhere -- provided that you take care in narrowing roads such as in the already highly congested area between University and Apache. That's already a nightmare between 3-7 every weekday. Thanks for the opportunity to comment. Carl Schuh
75. **2/29/2016** The bicycle lanes as on McCintock Drive are a great protective innovation for bicyclist. Although I am not a bicyclist, as a driver it is less harrowing to pass someone on a bicycle with that extra lane between the two off us and gives each of us an extra measure of safety. Bravo!! Robin Whitiker
76. **3/7/2016** Greetings, I own a home off of McClintock Drive, and I support the protected bike lanes on McClintock. I moved to Tempe specifically because of the promise that Tempe had made to increase the opportunity to use different modes of transportation. The protected lanes increase safety for kids and families in the neighborhoods, pedestrians, cyclists and drivers. This is especially important because of the multiple schools and businesses along McClintock which were not easily or safely accessible by any transit other than a car. People frequently complain that these new lanes are forcing them to change their driving habits and they should not be forced into any decision. We who cycle feel the same way. We should not be forced to ride on sidewalks (one of the leading causes of cyclist injury is sidewalk riding) or ride the wrong way down a street because there is no infrastructure. My wife I typically use the Alameda route to get to and from work or play every morning and evening. The new bike lane on McClintock now make it safe and convenient to get to Sprouts, Back East Bagels and other shops on the McClintock / Southern intersection. Neighborhoods along the new infrastructure are better off as well. Because McClintock's speed limit is higher than the neighborhood limits, people can forget that, in any other city, McClintock would be considered residential street. Driveways enter and backyards back right up to McClintock. Implementing some traffic calming strategies makes the McClintock neighborhoods much safer. I should also note that I do drive McClintock a few time per week to get to work and I have NOT noticed a delay in transit times at rush hour. Traffic moves at a reduced pace and it is generally more calm but, it does not take longer to get to or home from my office in Phoenix. Cars do not race down the road from stop lights and

things seem more pleasant in general. I applaud the City for taking this step and using my tax dollars in a way that benefits everyone. Thank you, Patrick Valandra

77. **3/7/2016** I really like the bike lanes on McClintock. It seems to provide a much safer place for bikes and that's something I'd like to see more of in Tempe. David Hildreth
78. **3/7/2016** Hello, Please register my support for the bike lanes on McClintock. And note that there are by nature more motorists than bicyclists, so the numbers of complaints vs support certainly do not necessarily reflect the need. And there certainly IS a need for bike lanes on McClintock, as I discovered when I tried biking that street to visit my dad, who was dying of cancer. I eventually gave up because it was simply too dangerous without bike lanes. One either had to bike into the street with no space for bikes and share the lane with cars often going over 45 MPH, or squeeze onto the sidewalk which bottlenecked into a space in which it was too narrow to even bike at the railway overpass. I assume no biker has died as a result of the lack of bike lanes on McClintock. But I have no doubt someday someone would. Sincerely, Ken Jacobsen
79. **3/7/2016** Council members, I am FOR the removal of lanes on McClintock Dr. As a Tempe resident living in the Shalimar area, I regularly commute by bike to North Tempe on McClintock. The removal of lanes has slowed traffic on McClintock and made it more pedestrian friendly. Although congestion increased initially, traffic issues seem to be normalizing as people become accustomed to the changes. Best regards, John Westerdale, PhD
80. **3/7/2016** I am a Tempe homeowner near McClintock & Southern. I strongly approve of the bike lanes. I have had friends get injured while riding their bicycles in Tempe, so bike safety is important to me. I think it helps to reduce traffic speed on McClintock and will reduce accidents in the long run, so it's good for all of us. Sincerely, Xander McDonald
81. **3/7/2016** Just responding to Kolby Granville's question about lane removal on McClintock, in order to create a bike lane: When the project first began, it was very intrusive and slowed traffic almost to a halt. Once the lane was in, however, it did make things nicer. The barrier signposts make it easier to avoid bike riders, and I don't have to change lanes when one rides too far left any more. I think dedicated, protected bike lanes will save a lot of lives down the road. J Smith
82. **3/7/2016** Dear Tempe Council Members and Mayor Mitchell, I am writing to express my support that the bike lane on McClintock Rd remain in place. I am a long time Tempe resident and recently retired. I now use my bike to run a multitude of errands including shopping, going to the library, and doctors visits, not to mention visiting friends and patronizing local restaurants and businesses. Having dedicated bike lanes and bike boulevards make my ride safer. I do not have to worry about competing with a multi-ton vehicle for my space on the road. Riding a bike enhances my life and well being as exercise promotes health, reduces my expenses as I don't need to operate my vehicle, and eliminates pollution from tail pipe emissions and fugitive dust emissions. McClintock bike lane connects with a multitude of other bike friendly pathways. If this one route is removed, a vital connector is lost to me and I will be forced to get in my car and contribute to the traffic issues already plaguing this community. In addition I lose the benefit of the exercise and increase my monetary expenditures on a mode of transportation I prefer NOT to use. Thank you for your time in addressing this important concern of mine. Sincerely, Janet L. Darcey

83. **3/7/2016** Kolby, I highly approve of the bike lanes on McClintock. I have started using them and my biking group is doing the same. A little extra time in the commute for a vehicle is a small price to pay for a safe bike trip. Regards, Ron Giffin
84. **3/7/2016** I support the McClintock Drive lane reduction done during the summer of 2015. We have lived in our house for 20 years. All 3 drivers in our house love the reduced number of lanes. I support keeping the two lane configuration regardless of what the studies show in regards to bike lane usage or traffic volumes because: I believe that adding additional lanes encourages more drivers to use McClintock instead of the freeway or other streets; the traffic on the street will eventually adjust if it hasn't already. Having more lanes does not permanently solve traffic issues. Encouraging other modes of transportation and/or living closer to your work/life destinations does lead toward permanent solutions. I would rather see more emphasis on making Tempe feel smaller, cleaner, and more community oriented rather than a dirty congested metropolis. In some areas, the lane reduction has made the roads safer. McClintock used to reduce from 3 lanes to 2 lanes in a few locations. It helps that McClintock is now always 2 lanes. For example, these situations previously occurred: There used to be accidents where the old 3rd lane suddenly disappeared at McClintock HS; over the years several people hit the light pole because they didn't know the lane was ending (note the reflector on the light pole at Del Rio; I believe there were some very serious accidents there). Cars in an ending 3rd lane raced to pass cars in the middle lane (south from Southern to Del Rio; south and north from Guadalupe). I drive daily from McClintock at Loma Vista to/from Hayden at Roosevelt during rush hour. Going south approaching Apache and approaching Broadway was always backed up before the lane reduction and doesn't seem any different to me after. I just don't see any differences in my section of drive anyway regardless of what the studies say. Definitely traffic has always been much less congested down McClintock from May to September. I think that it is possible that the people that are complaining are mostly noticing the congestion during the winter months compared to the summer as opposed to the impact of the lane reduction. Please check that the traffic level studies are being compared to the same time of year. Thanks, Anne Till Tempe, AZ 85282 (Alameda Meadows Neighborhood)
85. **3/7/2016** The debate recently about whether to add additional bike infrastructure in Tempe has been met with complaints about traffic, however I use my bicycle as a primary form of transportation including commuting. Tempe's lack of bike lanes and signage creates a significant hazard while traveling along major thoroughfares like McClintock and Rural, and making detours through neighborhoods often creates a significant deviation from the most efficient route. I would love to see separate bike infrastructure implemented but in the interim we need additional bike lanes, not just on the current stretch of McClintock south of Broadway but across the city. It would also be extremely helpful if marked routes didn't suddenly terminate with no clear indication of how to navigate the streets between bike lanes, a problem that needs to be addressed with some combination of bike lanes, signs, and increased driver awareness of the laws allowing for cyclist to use traffic lanes. Dylan Ishihara
86. **3/7/2016** Thank you so much for the bike lanes. I am glad to live in city that truly wants to be progressive in its public transportation model. I am FOR the bike lanes!! Derek Sanchez
87. **3/7/2016** While I am not a current Tempe resident, my husband and I are currently looking to buy a condo and Tempe is one of our preferred locations. We like Tempe because of its commitment

to progressive transportation options, which include bicycles. When we visit Tempe, we usually combine the light rail with our bikes rather than drive and would likely get around 70% of the time that way as well. Bike lanes are an essential part of making this possible. While some people may experience some inconvenience as the community transitions to greater options, they will adjust. I do not consider traffics of Tempe streets to be overly congested - not at the rate it moves, which is quite fast. If traffics slows that is a good thing. Bike lanes and other alternative transport options distinguish the community from other Valley cities, including downtown Phx, where we live. Don't go backward and please don't cater to the majority of people my age (I am 53) who seem to dedicate themselves to preserving old ways of doing things, prioritizing their own personal convenience at the expense of the true public good. Tempe streets still have a way to go in terms of safety. Move forward, not back. Karen Voyer-Caravona

88. **3/7/2016** Keep the bike lanes. We are a bike friendly city. Paul Morris
89. **3/8/2016** Please save lives & don't get rid of bike lanes. Sons & daughters, husbands & wives have gotten killed when hit by cars while riding bikes. Why not keep it safer? These lanes can mean the difference between life & death. Please don't take them away. Thank you, Nani Aspinwall
90. **3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks for all you do! Karen Allen
91. **3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Broadway, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses.

Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Regards, DeAna B.

92. 3/7/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Apache, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Hunter Hanley

93. 3/7/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks for the bike lane, Patrick Carlson

94. 3/7/2016 Hi, My name is Shaun Ylatupa-McWhorter, a Tempe resident who lives on 1016 S Hardy Drive. I am for the McClintock bike lanes. I do believe they were confusing because of their width--but that was improved with the candle sticks. It's ridiculous to take the complaints seriously for a project that was only recently completed. Driving a car is a nation wide social behavior--this improvement may be a bit early with this respect but it will be more and more needed; it currently is very valuable to the people who use it. The bike lanes are an adaption of a car centric road to a multi use road, adaption is a slow process and the change will never satisfy all the people; but from what I've seen, the road is safer for all. Consider the high school,

when I was growing up McClintock size wouldve been considered a highway! What was it, 7 lanes wide? That is absolutely negligent to put in front of a population is comprised mostly of pedestrians. My childhood, also, was shaped by the freedom a bicycle symbolized. Do I think the same for those students now? No. Do I think that of the students of the future where they now can travel without the threat of vehicular homicide? I do. This project does not cater for all--but it does cater to neglected subsets of the population: children, the poor, progressives, fixed income, people starting over and living within their means. This road was painted during the scheduled repaving cycle. Do not waste tax payer money by repainting it out of cycle. Also, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Shaun Ylatupa-McWhorter

95. 3/8/2016 Before I get to the form letter part, let me just say that the McClintock bike lanes are my grocery route - they go directly from my house to Sprouts on McClintock and Southern. They have been a game changer for me and have taken my car off the road for the vast majority of my grocery trips. Please don't take the lanes away before traffic has had time to adjust! Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Henry Braun

96. 3/8/2016 Hello, I am enthusiastic cyclist and I use bikes every day for either commuting or recreation. While I enjoy cycling in Tempe, I have to spend time picking my route carefully to avoid more dangerous roads such as those with multiple lanes and no shoulder or bike lane.

Contrary to what some road users recommend, I will not cycle on the sidewalk as it endangers both pedestrians and me as a cyclist, as well as inconveniencing everyone. The McClintock bike lane dramatically increased the areas that I was willing to cycle to in that part of the city and made regular journeys much safer. The candlesticks increased my comfort further as they provide a significant buffer between myself and the rapidly moving cars in the next lane. I have heard from friends who are less confident riders that this kind of bike lane encourages them to ride more. With further expansion and development of bike lanes I am certain that Tempe will achieve its goals of developing the cycling community further and thus reduce the burden on the road network. Thank you for considering the cycling community, and those groups and businesses that benefit from it, in your planning. Dan Frost

- 97. 3/7/2016** Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Thank you, Grady Van Noy
- 98. 3/8/2016** Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Keep the bike lanes!! -Suzy Cota
- 99. 3/8/2016** As a former student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be then forced to depend their commute around the timing of public transportation. Thanks, Charles Galuska
- 100. 3/8/2016** I enjoy biking and applaud the City of Tempe's efforts to make the city more sustainable and fun with its bicycle initiatives. Tim Weid

101. 3/8/2016 It would be hard to argue that removing bike lanes from arterial roadways in the Phoenix metropolitan area will improve public safety or encourage the greater health and well-being of its residents and visitors. As a cyclist, I've been passed entirely too closely by too many cars moving at too high a rate of speed on our local roads to feel safe on them regardless of existing laws requiring safe passing distances and laws granting cyclists the right to use the traffic lanes. Far too many motorists are either unaware of or choose to ignore the rights of non-motorized users of our public roadways. Simply put, bike lanes, including the ones on McClintock, serve to improve our quality of life. It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes and pedestrians. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. This issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. Kevin Craig

102. 3/7/2016 To Whom it May Concern: I understand that there is consideration of deleting the current bike lanes on McClintock between 60 and Guadalupe in favor of adding another lane of car traffic. I would like to voice my opinion that this would be a bad idea for various reasons and that the current traffic pattern is appropriate the way it is. I ride this section of roadway frequently (1-2 times per week) as a commuter and the section with the wide bike lane is a welcome change from the other sections of roadway with no shoulder or bike lane. - In the Phoenix metro area, drivers do not like to abide by safe passing laws, and police are not inclined to enforce a 3' passing law that is commonly enforced in other areas. Generally, the streets feel safe to ride with a bike lane, but there are certain streets that are virtually unrideable because vehicles think they own the lane when a bike is in front of them. The fact is that 2 vehicles (car and bike) cannot occupy the same time and space and the vehicle wins that battle any time. Bottom line is that cycling on roads with no bike lane is completely unsafe in this region.- McClintock is really the only north/south alternative if you're traveling from PHX or Scottsdale through Tempe or Chandler. The current infrastructure does not support the removal of these lanes for safe cycling routes. - Motorists often argue that cyclists should be "on the sidewalk." It is important to note that cyclists on the sidewalks are neither safe nor legal and this would set a bad precedent for bicycle/auto safety. - There would be additional cost involved with changing these lanes back into regular vehicle lanes. If anything, we need more safe cycling routes. There are plenty of direct routes available for auto traffic, but very few available for bicycles. If anything, we need to add more bike lanes throughout the valley, not less. Thank you for your time and consideration in this matter. If you have any questions or concerns, feel free to follow up with me directly. Thanks! John Kenny

103. 3/7/2016 I am vehemently pro the bike lanes on McClintock. Especially since this makes it much safer for our students riding to McClintock high school. Cars need to learn to share the road. And, since there was an actual death on this road several years ago this is a good move for the city. Stephani Etheridge Woodson

104. 3/7/2016 Council members, I support the bike lanes on McClintock. It's time to move our city forward and we need to do so one step at a time. I don't want to see resources wasted on moving the city backwards by putting another car lane (back) on McClintock. Inconvenience will dissipate over time. As a long-term strategy - perhaps we can investigate more options to turn other neighborhood friendly roads into bike corridors similar to college Ave. Dorsey and Smith could be great candidates. In closing I ask you this, do we want a cyclist injured or killed on McC in the bike lanes because people are mad at them or neglect them - or because we took them out after we put them in? Because it's only a matter of time. They need to stay, we need to respect them, and we need to learn to live together. Thank you, Corey Hawkey

105. 3/8/2016 Both as a bicycle commuter, and as a triathlete, I urge you to not remove bike lanes from our city. As a student, biking is my primary means of transportation. Removing bike lanes not only makes my commute inconvenient, but also significantly more dangerous. Forcing cyclists onto sidewalks creates a huge hazard both for the cyclists, and the pedestrians that use those same sidewalks. As a triathlete, danger on our training rides is only heightened by forcing our ride to the sidewalks. We travel at high speeds, and cannot always stop if a pedestrian suddenly jumps out in front of us. Removing bike lanes would be similar to removing crosswalks for pedestrians - the amount of injuries would increase exponentially. I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I support the bike lane on McClintock. Bike lanes allow everyone to complete their commuting needs from all areas of Tempe, may it be by wheel chair, skateboard or bicycle. A community should be respectful and share the road with everyone. Should we not have crosswalks or bus stops since less people use those than drive cars? The question about the bike lane on McClintock should not be why, it should be WHY NOT. I don't have an issue

sharing the road, and don't feel like my personal commuting time has been negatively affected. However if the bike lane was removed in favor of a car-only lane, everyone in Tempe would be negatively effected. **Erin Swiatek**

106. **3/7/2016** Kolby Granville, Thank you for your helping this project along. I am a Tempe resident, homeowner that is very in FAVOR of these bike lanes. I use them daily. I live in Meyer Park neighborhood. Thank You... Otto Weispfenning
107. **3/8/2016** Hello, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks, Suhas E P
108. **3/7/2016** Dear Tempe City Council Members, I would like to write to share my opinion in SUPPORT of Bicycle Lanes on McClintock Drive in Tempe. I am a resident of Phoenix, but as most folks that live here, I'm a resident of the entire Valley, and spend a great deal of personal time shopping at Tempe businesses and dining at Tempe restaurants, attending concerts, festivals and ASU sports events. My friends and members of my family are your neighbors, and these are just a few of the reasons that I visit the city of Tempe many times each week. I use multi-modal transport when in Tempe and use bicycle travel routes to connect to all parts of the city, in combination with Light Rail. For over ten years, I have ridden my bike on the vehicular travel lanes of McClintock. As any sensible and confident cyclist should, I avoid riding on sidewalks at all costs. With the bike lanes added, I have felt a greater sense of personal safety. Not only should we KEEP the lanes that have been added for bikes, but they should be extended north to Tempe Marketplace and Rio Salado to enhance the connectedness of major points of interest and overall public safety for everyone, whether they are citizens or visitors of Tempe. Thank you, Jeremy D Deatherage
109. **3/8/2016** It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes, pedestrians, and also improve public safety for everyone on the road. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. I rarely contact city council, but this issue is of great concern to me, given the rare opportunities to

improve roads and bring them up to modern standards. If these improvements are removed, my sister will not be able to safely get where she needs to go by bike, and will be forced to use her car for most trips instead. Also, many students do not have cars and rely on bikes as their method of transportation. Not only that, but bikes are a healthy mode of transportation for citizens. Rachael Swiatek

110. 3/8/2016 Thank you so much for the bike lanes. I am glad to live in city that truly wants to be progressive in its public transportation model. I am FOR the bike lanes!! No change can be easy, but this is one that truly matters for the future of our city. Jenna Daum

111. 3/8/2016 To whom it concerns! I believe that structured bicycle lanes can only have positive impacts for the residents and visitors of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options which includes a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking and will limit growth in the long term. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Since I live off of McClintock and Elliot, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses, which means I have to switch to a larger street without bike lanes which is dangerous. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Please keep the lanes and continue looking at improvements to bike infrastructure in the future. Thank you Tim Tagtmeyer

112. 3/7/2016 Tempe City Council: As a homeowner in a neighborhood off McClintock Drive, a recreational cyclist and bicycle commuter that uses the lanes myself, and a runner that appreciates the added buffer when I am not on my bicycle, I am very concerned that keeping the bicycle lanes is even a question. With the time and effort that it took to put them in place, only recently, and the increasing need for clearly designated bicycle lanes, a move to get rid of the lanes seems like a waste of tax payer money, and it does not advocate for a safer environment for the taxpaying citizens and their families. In today's times, there are more people commuting by bike. It would be a giant step backwards to remove these lanes. My husband and I purchased a home in the Tempe community, because of the more proactive building of bicycle lanes, and the canal system. Since the lane was put in place, I have felt safer biking on McClintock albeit there are still some cars that continue to disregard there being a bicycle lane. I believe they should be painted green. Keeping bike lanes designated only by a single white line does not help drivers distinguish between a bike lane and shoulder. Protected lanes increase safety for kids and families in the neighborhoods, pedestrians who walk along the sidewalks on McClintock, cyclists and drivers. Being a cyclist, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from

cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Please not only work to maintain these bike lanes, but continue to expand upon these efforts to be a leader and model for other communities. Thank you for your time. Annie Butler

113. 3/8/2016 Dear Tempe City Council, As an ASU alumnus, local small business owner, and resident, I wanted to write you in support of the bike lanes. One of the greatest things about Tempe is that it's increasingly bike and pedestrian friendly. You should be working to increase that and further improve upon the things that make the city livable and enjoyable for humans and not just cars. The 1950s vision of the future where cities were dominated by cars is now a relic. Self-driving / autonomous vehicles and public transit will increasingly improve the ability to move people around with far less land area dedicated to vehicles. Moving toward a more livable city shows foresight and empathy and it would be a great shame and huge step backwards to remove the bike lanes. It'd be like tearing up paved roads to make way for horses after the advent of the automobile. I implore you - please do not listen to the small minority of people with too much time on their hands who are trying to fight progress. Make Tempe a city of the future, not an homage to the antiquated past. Sincerely, Scott Menor
114. 3/8/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Ryan Gilio
115. 3/7/2016 Thank you so much for the McClintock bike lane. My family appreciates it so much. We are very thankful to live in a city where cycling matters. Maybe the city can work on a campaign to inform cyclists of the road rules. It seems most drivers are upset with cyclist who do not follow the road rules. Stephanie Adams
116. 3/7/2016 I live off of McClintock and work here in Tempe as well. I love the bike lanes. Please please keep them. I use these daily. Without them McClintock is in safe for cycling in anyway. Thank you! Long time resident and Tempe business owner. Matt Adams

117. 3/8/2016 To whom it may concern, I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Thank you, Lee Benson

118. 3/8/2016 Council Members and Mayor, I'm sending this email to express my concern regarding the removal of the McClintock Bike Lanes. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Although I don't live off of McClintock, the McClintock bike lanes have been an asset to my well being. I ride mi bike on a daily basis to local businesses down McClintock as well as to surrounding neighborhoods. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thank you for your time. Best, Ivan Lopez

119. 3/7/2016 Dear Tempe City Council, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Signed, Avid Cyclist and Bicycle Commuter Jacob Gerstyn

120. 3/7/2016 Dear City of Tempe Council Members, I am writing to express my support for KEEPING the bike lanes on McClintock Drive as the currently are. I find that I am using my bike exclusively since I retired in October of 2015, and use those bike lanes to access Sprouts at McClintock & Southern as well as Spokes on Southern. My physician is located at Generations Medical Center at McClintock and Guadalupe. I also use it to shop at Harbor Freight at McClintock & Warner. My wife uses it to access Quilter's Ranch at McClintock & Warner. This bike lane is a safe, and efficient means to access parts of Tempe south of the Superstition Freeway that I would otherwise not visit or shop at. Regarding the comments about congestion, I have ridden and driven on McClintock Drive during both morning and evening rush hour traffic since the bike lanes were installed, and not noticed any congestion. On the contrary, I was passed by a number of cars that were exceeding the speed limit when I was riding my bike. My feeling is that the traffic on McClintock is light compared to my former commute on Broadway Road to I-10. Removing the bike lanes will cost money. I'm told by traffic planners from Scottsdale and Phoenix that it could cost between \$100-\$250 thousand dollars depending on what needs to be done. I have also been told that that cost of a stoplight at a four way intersection can cost roughly the same amount depending on the complexities of the job. This strikes me as ironic, since when I attended one of the many Seat Bike Route meetings, one of the few things that the residents could agree on for that route was a stoplight at McClintock and La Vieve. In short: I feel that these lanes are useful, safe and should be kept. That they pose no real issue to motorists. It would be fiscally irresponsible for the Council to remove bike lanes that are part of the voter approved General Plan less than a year after they were installed. Thank you, Mark Eastwood

121. 3/7/2016 Hello, I was thrilled to see the PROTECTED bike lanes on McClintock because I saw it as the future of Tempe. Not as a city for bikes, but simply a city that was truly friendly towards bikes. Too often do I see cyclists' lives put in danger because of negligent drivers, and the progress made on McClintock truly makes my heart soar and gives me pride to live in Tempe (I brag about my city to my friends in Seattle about how cool it is to live here). Please don't listen to those who complain about the bike lanes, but possibly look into the timing of the lights to actually change "on time" to not interrupt drivers going the speed limit. Not only does this reduce fuel spent, and thus emissions, but it improves the flow of traffic, something that will only become a bigger problem as our city grows. An enthusiastic citizen who bikes and drives, Mark Navarro

122. 3/7/2016 Hi Tempe City Council: I understand the city has received some negative feedback from drivers about the redesign of the traffic lanes on McClintock. The changes were made to better accommodate bicycle traffic flow on that road and the redesign has worked well in that regard. If you build it, cyclists will come. I bike commute daily into Tempe from Chandler. I now often opt to make use of McClintock, which before I avoided as using it meant taking to the sidewalk in some sections. Bicyclists belong on the road, as they are vehicles, not on the sidewalk. During my daily pedal on McClintock, I'm now seeing new cyclists who appear to be other commuters now making use of that route. Once the 101 freeway was completed, there was no longer a need for McClintock to bear heavy high speed car traffic during rush hour. By reducing the car traffic lanes to two for the length of McClintock, you have succeeded in encouraging cars to make use of the nearby freeway instead of driving for miles on a surface street. That surface street is better used by short travel local traffic, pedestrians and bicyclists. There are too many schools along or just off McClintock to let that road be used as a heavy traffic artery. People may grumble a bit when they have to change their travel pattern, but they

will adjust. I've lived and worked in Tempe for 55 years and city leadership has always done an excellent job of considering the needs of all users of city streets. Regards, Sue Fassett-McFadden

123. 3/7/2016 Dear Council, Thank you, thank you, thank you! I am a Tempe resident at 1222 E Laguna Drive just south of Southern between Rural and McClintock. The bike lanes on McClintock have made commuting by bike so much easier and safer for me. I don't own a car. I bike most places and frequently use McClintock to bike to Tempe Marketplace and areas north. Previously, I would ride on the sidewalk north on McClintock and encounter drivers turning without paying attention to me crossing intersections. Now that I'm safely on the road, I've noticed that drivers see me and recognize me as a "vehicle" on the road. Also, having the lane allows me to avoid turning drivers because I'm on the other side of them at intersections. I only wish it would extend all the way to Rio Salado, as I still run into unaware drivers at University & McClintock. This is definitely a start in the right direction. Again, thank you! Andre Lee
124. 3/8/2016 I live in the Shalimar neighborhood of Tempe, and work at the Mayo Clinic in Scottsdale (off Shea Blvd). I try to bike to work twice a week, and drive in the other days. The days I drive in, I drop off my live in boyfriend at the lightrail station on McClintock and Apache, around 7:20-7:30am. We've had this routine now for over a year. The bike lanes have not impacted our commute in any noticeable way, other than maybe a minute backup as we wait at the light to turn right from Southern onto McClintock, but it's very minimal and makes no difference to our day. However, being able to bike along McClintock to the Green Belt will save me 5+ miles, about half an hour, of bike commute time each way. Normally I take the bike friendly route following Alameda- College- Mill- Tempe Beach Park to get the Green Belt. Right now I'm not utilizing McClintock very often because the bike lane ends at Apache, and that couple mile span along McClintock from Apache to Tempe Town Lake/Tempe Marketplace/Indian Wash Green Belt, especially during rush hour, is so incredibly dangerous. I'd love to see Tempe take a stand in being a environmentally friendly, healthy living community by expanding the bike lane further north along McClintock. And with the lightrail station right there, you'd take advantage of the transit system and make both biking and the light rail more accessible to the community. Thank you, Meaghen Sharik
125. 3/8/2016 Dear City Council, I understand that the City is receiving complaints from drivers about the new McClintock bike lane. While it is hard for me to believe that the City would remove the lanes after just putting them in, I figured I should add my opinion to conversation in case talk of removal is serious. I am graduate student and I do not have the money to own a car. My bicycle is my primary means of transportation and I heavily rely on bike lanes/paths to get places safely. I live in North Tempe around McCklintock and McKellips and use McClintock to get down to the Sprout's market shopping center @ Southern. I know the difference the bike lane makes because half of my commute (North of Broadway) is unprotected. Without a bike lane the options are to risk riding in the lane of fast-moving cars, where my life depends on cars seeing me and passing safely, or to ride on the sidewalk where I endanger pedestrians and increase my commute-time. Once south of Broadway I can relax my fears of a fatal accident and cruise down the protected bike lane. This is especially important while commuting at night when visibility is lower. I do not support removing the safety that the bike lane provides for bike commuters. If the city decides to remove it, I would demand an alternative--like turning a parallel street into a bicycle boulevard. Thank you for considering my comments. Simon Gertler

126. 3/7/2016 Hello, I would like to state proudly that I support the bike lanes on McClintock Rd. The fact that some people are being vocal about removing them only proves how much we need them. As an avid cyclist I am often harassed by automobile drivers and any and all bike lanes are like a breath of fresh air and grant a sense of safety for the short time that they exist while I am riding. Please keep them and add many more so that our citizens can feel safe when they choose to leave their automobiles at home and enjoy the fresh air. Thanks so very much for your time and consideration. Sincerely, Kienan Almeida
127. 3/8/2016 Hey, My name is Benjamin Mangilit and I'm an engineering undergraduate student at ASU. But unlike many engineering undergrads at ASU, I'm also a Tempe resident (like, a straight up local), taxpayer, and voter; all this supposed hubbub about the McClintock bike lanes being a hindrance and due for removal for whatever reason gives me very little faith in local government. Those bike lanes give safer bicycle access to various parts of town previously seen as inaccessible by certain road users, whether it be students, avid bicyclists, and those who lead car-free lifestyles - whether by choice or not. It would be, forgive my French, "ass backwards" to spend tax dollars installing a bike lane and subsequently removing it because a certain segment of the constituency or rather, non-users speaking on the behalf of actual users of a service, found them to be a mild hindrance on their daily commute on a street found to have had less automotive traffic in the past few years. To keep things short, keep the damn bike lanes: it's already hard enough getting to places that aren't residences and the University by bike in this town, why stifle what many saw as progress? Benjamin Mangilit
128. 3/8/2016 Good Morning Tempe City Council, I am writing you today because it's come to my attention that the council is considering removing the bicycle lanes on McClintock road. I won't beat around the bush on this issue, removing the bike lanes on McClintock would not only be a huge mistake in terms of making Tempe a nice city in which to live, but an incredible waste of taxpayer money. I live and work here in Tempe and I can think of nothing that appears more foolish to me as a taxpayer, than my city council spending my tax money to rip out infrastructure which improves the city. Not only spending tax money to make Tempe a less pleasant city to live in, but wasting the tax money that was already spent to construct this infrastructure. If anything, the city need more transportation infrastructure that does not revolve around the transport of delivery truck sized pickups and automobiles carrying a single individual each. I'm an avid cyclist, and I ride road bikes. I do everything from 100 mile endurance cycling to a nice lazy 3 mile commute to work. The bicycle lanes on McClintock are some of the finest infrastructure that exists in the Phoenix metro area in my opinion, and I have ridden all over the city from East Mesa, to Northwest Glendale. These bike lanes are the only infrastructure in which being hospitalized by someone in a pickup truck doesn't stay firmly planted in the back of my mind the entire time I am passing through. In fact, the other day I was returning from a 30 mile ride in the Southeast valley. Due to the bike lanes on McClintock, I was able to safely and easily cross US 60 coming north without having to take a large detour, or take my life into my hands. In fact, cyclists have felt so safe in these lanes that as I was returning from my ride, I saw a mother and her young son riding their bikes together down McClintock road. I have ridden thousands of miles across the metro area in the last three years and I have never seen anything quite like this, most people do not feel safe in traditional bike lanes. My commute to work takes me from the Broadway and College avenue area to Broadway road and price. I cross McClintock road at Alameda, and because these bike lanes exist I am able to patronize businesses at the shopping center at McClintock and Southern on my way home from work. I would likely not patronize the businesses otherwise, or patronize them much less. I am also able

to travel north and patronize businesses along Apache Blvd, and access the areas of town which are north of the Railroad tracks which parallel Broadway. Do any of you know inconvenient it is for cyclists who live and travel in this area to get around these tracks? If I want to cross the railroad tracks that parallel Broadway road I currently have a few options. I can cross at college avenue, which is a fairly safe road to cycle on. I can take my life into my hands and attempt to cross along rural road. I can ride all the way east to Mill Avenue. But if I am west of College avenue, McClintock road is the only safe option unless I want to cycle all the way to Mesa and use Dobson road. (Which by the way, the city of Mesa has an excellent system of bicycle routes, and the City of Tempe should look at their system.) If you remove the bike lanes from McClintock road, it will make crossing these railroad tracks on the east side of town a very dangerous proposition for cyclists, or a very time consuming detour discouraging bicycle use. Removing the only safe option on the east side of town for two miles in any direction would be a very unfortunate thing for the council to do. Cycling builds a community. I am a board member at the Bike Saviours bicycle co-op. We are a non profit organization dedicated to teaching individuals about bicycle maintenance and repair. What we have at our shop is the essence of community, people working together towards a common goal for the betterment of everyone involved. Making cycling a more attractive form of transportation within the city of Tempe can only improve the community of our city. Cycling promotes health and physical fitness. In a time when over 60% of Americans are overweight, 33% are obese, and heart disease is one of the #1 killers in America, the city has the opportunity to promote a form of transportation which is not only efficient and inexpensive, but promote the health and well being of the people who use it. This is a very good thing. Maricopa county has the worst air quality in the United States. a large portion of that is driven (excuse the pun) by exhaust and dust kicked up by automobiles. I can't speak for anyone but myself, however I can tell you that I do not enjoy breathing in automobile exhaust fumes. Reducing the amount of car traffic within the city can only be a good thing for the air quality in Tempe. To be perfectly honest, the more time I spend sitting in traffic the more firmly I am convinced that using an automobile, large SUV, or pickup truck as the primary form of individual transportation within a large population center (Especially for short distance trips) can only be considered a form of insanity. I was very pleased to see that the city of Tempe is willing to take initiative, and explore the idea of creating transportation infrastructure which exists to move people, not cars, around the city. I am writing you today to let you know that in this initiative, you have my full support. You, the Tempe city council, have the opportunity to be leaders among the Metro area in cycling infrastructure, and alternative forms of transportation to the automobile. I am a believer in reducing automobile usage, and I believe that we have a choice in this world. To lead, or to follow. Those not willing to lead should move out of the way for those who are able. I urge the council to choose the first option, to be a leader. Improve the quality of life for the residents of your city. Do not follow the current paradigm that transportation infrastructure exists to move automobiles from place to place. As a voter, I feel very strongly on this issue. Removing the bike lanes on McClintock road would directly affect my quality of life here in a negative way, and the lives of all of the others in the cycling community. I cannot in good conscience, support this removal, nor any of those who would desire to see it come to fruition. Thank you very much for your time. Alex Frank

129. 3/8/2016 It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes, pedestrians, and also improve public safety for everyone on the road. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the

implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. I rarely contact city council, but this issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. If these improvements are removed, I will not be able to safely get where I need to go by bike, and will be forced to use my car for most trips instead. Luke Ryberg

130. 3/8/2016 Hello, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Kip Goldman

131. 3/8/2016 Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Here is a picture of what happened to me when a driver decided to ignore the bike lane. He was in a full size work truck and ran completely over the front of the bike with the front of his truck with me underneath it. if you'll take notice of the bent crank (what the pedal is attached to), the the obvious bent front wheel and the marred up headset (where the handle bars attach). All of that happened in lieu of the truck crushing my leg. This was my only mode of transportation at the time, 2010, and I thought this improvement to the stretch on McClintock was the best thing I've seen the city do by way of visible improvement in transportation in a long time. I take my bike whenever I'm able when I just need to go around town somewhere and finally thought that we were moving in the right direction here and now I hear of plans to remove it shortly after it was installed? Lets keep moving forward Tempe! Thanks for your time- Michael Roberts



132. 3/8/2016 Good morning, I am writing to encourage you to retain the bike lanes on McClintock Rd. Four days a week, I bike commute from my full-time job at Chandler/McClintock to ASU, where I am working on my master's degree. These lanes make it easier and safer for me to navigate my way. It only takes one moment at the wrong time and place and a 4000+ lb vehicle will always win against my 180 lbs of flesh and bone. I am a father, a son, a husband, a brother, an uncle, and many other things to many other people - I am not just a "cyclist." My family wants to see me arrive home alive every night, and I do too. Please consider this. I appreciate the steps that Tempe has made to make it easier to bike around and that is why it is my preferred place to live in the Phoenix area. Best regards, Mark Allen

133. 3/8/2016 I understand that there have been a few vocal opinions requesting that Tempe remove bike lanes. Not only is this a backwards way of thinking, it hurts our city economically and socially. Tempe is a city largely driven by younger residents; the median age is 28.7, 22% lower than Arizona as a whole(1). And as you are doubtless aware, millennials do not share the same travel choices as previous generations(2). A recent survey found that 54% of adults aged 18-35 "would consider moving to another city if it had more and better options for how to get around, including public transportation, car- and bike-sharing, and pedestrian-friendly streets."(3) Roughly half of those surveyed also strongly agreed that they would like to live someplace where they didn't need to rely on a car. It is therefore vital to the city to support alternative modes of transportation, in which biking plays a vital role. A common complaint seems to be increased traffic congestion. However, research has shown that protected bike lanes actually increase a city's traffic capacity. In fact, Austin, Texas, projected a 25,000 trip/day increase at about the same cost ratio as a single MoPac expressway widening(4). And dedicated bike lanes nearly universally generate a substantial increase in bicycling, much of that as part of a switch from driving (5, 6). Finally, the economic benefits of dedicated bike lanes cannot be discredited. Salt Lake City's Broadway experienced an 8.8% year-over-year increase in retail sales over the first six months following general street upgrades that included improved bike lanes and removal of 30% of car parking, compared to a 7% increase citywide (7). This is not a fluke: nearly every study on possible economic impacts of bike lanes has shown no negative impact on retail sales, with an increase in many cases(8). Further, real estate prices have shown an increase in areas where bike lanes were installed(9). This doesn't even touch on the positive impact of better health and increased productivity(10). The automobile has dominated

American travel for the greater part of a century, and it has literally driven the largest economy in the world. But tomorrow's social and economic landscape will resemble very little of what our parents and grandparents knew. The world is moving forward. Don't let Tempe fall behind.
Regards, Trevor Warren

134. 3/8/2016 Please do not get rid of the new lane! I use this daily! Please build more like this! Sean Kerlin

135. 3/8/2016 Hello, I am a cyclist and driver. I drive opposite of rush hour traffic most weekdays for my 9 to 5 from Apache & McClintock to Apache & Chandler Blvd (Southbound in the morning; Northbound in the evening). The removal of driving lanes has increased my commute time by 3 minutes each way, which is a more than fair trade for a huge reduction in drivers dangerously switching lanes, increased safety and accessibility for cyclists. Before I broke a few bones (nothing to do with bikes, cars or such), I used the McClintock bike lanes at least once a week for grocery shopping and/or getting to my credit union. I am looking forward for the bike lanes extending further in both directions on McClintock so I can bike to even more local businesses! I know drivers have overwhelmingly stated disapproval of the bike lanes, but I hope Tempe will use hard data on traffic flow to determine if the bike lanes are a net benefit or hindrance for the community. I also beg the council to delay any bike lane removal until AFTER the Bike Count. My mere impression of calmer vehicle traffic and increased number of cyclists (and other people's opinions) should not be placed above hard data of what is actually happening on the streets. Thank you for your time. Zina Alam

136. 3/8/2016 To the Tempe council, I own a home close to McClintock Drive, and I support the protected bike lanes on McClintock. The protected lanes increase safety for kids and families in the neighborhoods, pedestrians, cyclists and drivers. Because McClintock's speed limit is higher than the neighborhood limits, sometimes people forget that McClintock is actually a residential street; and implementing some "traffic calming" strategies makes the McClintock neighborhoods all safer. Additionally, as a former ASU student, cyclist and community member, I think that removing the bike lanes would be a regressive and damaging move for the city of Tempe. Doing this would be in contrast with the brand and vision of Tempe as a progressive city. This would directly impact commuting ASU students, athletes and many other individuals who value cycling. Moreover, it would do significant damage to the perception of Tempe from people seeking to move/stay here; this in turn would make Tempe a less desirable city to live in. I am, and will always be a strong supporter of this and other bike lanes. The direction in which Tempe should be moving is that of more (not less) infrastructure of this type. Sincerely, Andrew Mason

137. 3/8/2016 Some non cycling folks want to have the bike lane on McClintock removed. Please keep it and build more. Jeffrey Ryan

138. 3/8/2016 I am a cycling enthusiast. I ride for exercise, I ride for fun, I ride to hangout with my friends, and for transportation. Tempe has made great strides in the past and the McClintock Road bike lane, and others, are more great strides forward for the city of Tempe. I now have access to more places and routes and other riders do too. Not only do we have access but we have SAFE ACCESS. Safety is important. As a cyclist, I am vulnerable to motor vehicles but new and better cycling infrastructure, like the McClintock Road bike lane, make things safer which reduces deaths and injuries which drives up ridership which improves health and happiness which improves the lives of all Tempe citizens! If bike lanes are removed, I wouldn't

be able to support the businesses I like and my general riding access would be restricted. Keep Tempe Safe! Keep the McClintock Bike Lane! Wayne Steidley

139. 3/8/2016 As a graduate student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be then forced to depend their commute around the timing of public transportation. Varun Kamath
140. 3/8/2016 Hello, I'd like to thank you for the wide bicycle lanes along McClintock Road. Traveling on bicycle for both commuting and leisure can be very dangerous. I know myself and fellow cyclist are very happy about the wide bike lanes and appreciate all the wonderful improvements that make Tempe a safer cycling environment. Thanks again for your efforts. Robert Fulleman
141. 3/8/2016 To Whom it May Concern My name is Daniel Murphy and I am a resident of Tempe. Being an avid cyclist, I have lived in Tempe for the past 6 years and been able to enjoy the amazing weather and scenery of our great state via the existing bike lanes and the improvements that are slowly being made to make our city more bicycle friendly. I am part of the ASU cycling and ASU triathlon community as well as other close-knit cycling groups throughout Arizona. Over the past four years, I have lost two friends after they were hit by cars while riding their bikes and thus cyclist safety is an issue that is very close to my heart. It is unfortunate that cyclists have to constantly be weary of inattentive or reckless drivers but I have been happy to see the city of Tempe attempt to make improvements where possible to keep our community safe in the bike lanes. One of these improvements was the addition of a dedicated and buffered bicycle lane on McClintock drive. This type of lane not only separates bicyclists from the main lanes of traffic but makes them more visible with the addition of reflective posts that more readily grab the attention of distracted drivers. I have recently discovered, however, that there has been a movement to remove these bike lanes from McClintock drive which has prompted me to take time out of my day as a full-time student who also works to pay for college to write to you, the members of our city council. First off, removing the bike lanes on McClintock drive would be a waste of our taxpayer's money by wasting time and energy to undue work that has already been done. Furthermore, it would mean removing a measure that makes our community cyclists safer on the roads--a measure that could potentially mean the difference between life and death for any one of the many great people in our community who decide to ride their bikes to work instead of polluting our beautiful state by driving. The cycling community in the Tempe and greater Phoenix area is a wonderful and thriving community and is one of the many qualities that makes our state of Phoenix such an amazing place to live. Please protect this growing community by advocating not only to keep the bike lane on McClintock drive but to continue to make improvements to existing bike lanes and with the addition of new ones. I welcome any questions or concerns that you may have with respect to this email. Please feel free to contact me at the address below. Thank you for your service to our community. Sincerely, Daniel Murphy

142. 3/8/2016 I think you may be getting some negative feedback on the new bike lane on McClintock. I wanted to add my comments to please keep and expand these type of designations. We can all share the road with bicycles and we should do as much as possible to encourage more use of bicycles in the city. Thank you. Sandra A. Turner, CPA, CGMA
143. 3/8/2016 Just sending you guys my support for having this bike lane, there is no reason to have it removed just to add back in the third lane, especially since mcclintock goes into two lanes at quadelupe anyways!!Daniel Heath
144. 3/8/2016 As a graduate student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be then forced to depend their commute around the timing of public transportation. Thank you. Krishna Chaitanya
145. 3/8/2016 Hello, I heard that you are discussing bike lanes at the upcoming meeting. Please record this as a vote to maintain and expand the bike lanes. I don't bike as often as I'd like, but even when I'm driving I appreciate that every bike I see is one less car on the road. To be useful the bike lanes need to be a way to get from point A to point B, not just relegated to side streets and scenic rides. Thanks, Cady Berkel
146. 3/8/2016 Its really frustrating for the bike community to hear such terrible remarks people are saying about the bike lanes that are so great for a growing city. Thank you very much for making this happen and I am sorry so much negativity is happening that you guys are dealing with. This is not my first email to you and it won't be the last. I want you to know that we support whole heartedly what you have done, created a safer way to move around the city. Thank you I will be there with as many people as I can get in support of the lanes march 17th! Thanks again Taylor Neal
147. 3/8/2016 I belong to a social community known as Next Door. It's for smaller community connections, discussions, lost pet notices, etc. We've been having a discussion today about the lanes on McClintock. I'll refrain from adding here the discourse from others as I only represent myself. I'd like to simply add this: As a cyclist, a driver and one who appreciates data over emotion, there are countless studies that support the idea that bike lanes are safer, and not only that, encourage a great deal more than just safety. They also encourage participation, as well as increasing economic benefits for localities. Here are just two links that further link to studies, news articles and the like that show a very large database exists that says that bike lanes are better. <http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics><http://www.peopleforbikes.org/statistics/category/safety-statistics> And the USDOT itself: http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/special_reports_and_issue

[briefs/issue_briefs/number_11/html/entire.html](#) Let's move forwards, not backwards. Please. Thank you. Jeffrey Ryan

148. 3/8/2018 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work.
Bradley Sutherland
149. 3/8/2016 To the Tempe City Council: A rousing YES in support of the bike lanes on McClintock. Anything that keeps cyclists and drivers interacting more safely is worthwhile. Tempe's support of all kinds of transportation is an example to the valley. We support the bike lanes, safe driving, and safe riding. Thanks for all you do for the city. Sincerely, Sarah Schreffler
150. 3/8/2016 Tempe Council Members, I urge you to keep the bicycle lanes on McClintock. I've been a bicycle commuter in the East Valley for about 45 years. For nine years I rode from Dobson Ranch through Tempe to downtown Scottsdale. The railroad tracks block nearly every route. There isn't a single collector street that crosses the tracks between College Avenue in Tempe and Extension Road in Mesa, a distance of five miles. Until recently, no arterial streets in that five-mile corridor had bike lanes. McClintock is now the only one. Every day I rode, I added an extra three miles to my trip to get across the tracks in the morning and another three miles going home. I also drove McClintock and dealt with slow traffic on both sides of Apache. The difference is that in my car, I had numerous route choices, none of which added extra miles to my trip. Thank you for your consideration. Reed Kempton
151. 3/8/2016 Dear City Council members, I am a homeowner at 1332 E Lemon St, just off McClintock in Tempe and I would like to voice my support for the recent bike facilities added on McClintock. For years, those of us living east of Rural have had to ride far out of our way or risk our lives attempting to get south of Apache on a bicycle. I have asked every way that I could, in surveys, in public meetings, and most importantly with direct action. I rode on McClintock on the streets or illegally on the sidewalk in order to get where I needed to go. Now that there is finally a safe route to ride that connects our neighborhood with the rest of Tempe to the south, I feel as though Tempe has embraced a more sustainable model for the future. To consider removing this absolutely necessary connection of the bike system is an insult to those of us who have worked so hard to make Tempe the bike friendly place that it is. We want Tempe to be safe for all roadway users. We want a connected bike system that everyone can use. We want a safe connection to the south for those of us who live east of College. Please do not take away what

we have repeatedly said is necessary for our safety. Tempe is well on its way to being a leader in the country for sustainable transportation. To remove the bike lanes would be a huge step backward. Scott Nowicki

152. 3/8/2016 I would like to see more bike lines in Tempe like the one on McClintock. If it is allowed for mopeds and electric bikes and scooters, it would be even better. In Europe and China, this is common. If so, maybe a speed limit of 15-25 MPH would be appropriate for the "bike lane". Dan Shaffer
153. 3/9/2016 Good Morning, I just wanted to let my feelings be known. Please build more bike lanes in south Tempe and in fact everywhere in Tempe. I am having a hard time understanding why people are so against them. You can build them in my neighborhood if you want. I really don't see any down side to them. I received information on a neighborhood blog (Nextdoor Tempe Estates) to write to this email address if we hated the new bike lane on McClintock. But please put me down as in favor of that lane and anymore you want to add. Thank you for your time, Thank you, Theresa Hudson
154. 3/9/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Carrie Magill
155. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Furthermore, an active community is a friendly and a healthy community. I dream of a Tempe that is more walkable and bikeable and people see friendly faces on the street when they run their errands, and not faceless automobiles. I cannot deny the utility of a car, and there's a reason they are so highly used, considering most western cities are designed

around their use. But anecdotally I can confirm that my days spent outside of the car, breathing the desert air smelling the smells and seeing the sights of the city I am less stressed than when I drive. It may not be measurable, but it's a notable increase in quality of life. I applaud the work that the City of Tempe has done to make the streets more bikeable, and I see a lot of potential in the work that's being done on Broadway. I live on this street, while the construction has been a bit of a headache, what I'm seeing gives me hope for a friendlier thoroughfare. I greatly anticipate this same sort of work being done to streets like Southern, Baseline and more. Maybe even Rural can one day be a viable bike route (fingers crossed). All that to say, keep up the good work, and don't bow to pressure from those who haven't awoken to the great potential that lies in a bikeable Tempe. To those who are sceptical of the McClintock bike lanes, I say this: ride your bike to the store! Say hi to your neighbours! Be a part of your community! Thanks Jonathan McCurdy

156. 3/9/2016 As an avid cyclist, Please dont remove the MCCLintock bike lanes. James Losano
157. 3/9/2016 Dear Council members My name is Robert Clark. I am a resident of Tempe and live right off the McDowell Rd which recently was enhanced with bike lanes. I just wanted to let you know how great I think the new lanes are. My family and I have been able to use these lanes to safely commute and go to stores that we would have previously only done using car transportation. While I'm sure you have received some emails and corespondents from people who dislike these new lanes, I would like to commend the Council on being forward thinking and progressive. It takes great strength and resolve to make these types of decisions that ultimately make Tempe such a great place to call home!! Thanks Dr Robert Clark
158. 3/9/2016 I would like to express my appreciation for the McClintock bike lanes. It has greatly improved the safety of riding bicycles up and down McClintock. I have lived in other cities (Los Angeles as one) where they do not have bike lanes and it makes it very dangerous for biking to and from work or just for pleasure. I think removing them would be a big set back for promoting both alternate forms of transportation and also for promoting a more healthy life style. From past experience, I know it takes time for these things to take hold in the community but also know that we need to be consistent in what we are trying to do and I feel that removing the bike lanes from McClintock would show Tempe as being wishy washy in our decisions and our commitment to continuing to make Tempe world class place to live. Gregg Hollingsworth
159. 3/9/2016 Hi, I wanted to write and thank you for spending our tax dollars on something that promotes health and safety, such as these bike lanes. I don't bike a lot but when I do, I am often very nervous because of the drivers, so it discourages me from getting on certain roads, which makes my commute longer. Having a protected bike lane makes me feel a million times safer and like I can actually get out and enjoy the weather without being terrified the whole time. The old saying, "If you build it, they will come" holds true in this case, as more and more cyclists now have the option to get out, be green, healthy and enjoy a good ride. Now to educate both cyclists and drivers on bike laws and safety! Thanks again! Regards, Annie Neal
160. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower

social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Sydney Johnson

161. 3/9/2016 Just wanted to write in that I support the lane reduction and bike lanes on McClintock. I have grown up in Tempe my whole life and own a home at Broadway and McClintock, my parents live at McClintock and Elliot. As a daily commuter, my commute / traffic is no worse than it has been and overall I think it's safer as bicyclist are no longer forced to use sidewalk and ride against traffic. As a cyclist I now can actually take my bike on McClintock without fear of being killed. Please increase the use of the median sticks. I drive McClintock north and south dozens of times a week and support the new format. Thank you Chad Barker
162. 3/9/2016 Hi there. Whilst I live in downtown Phoenix I have considered moving to Tempe several times, and visit regularly. As someone who commutes principally by bicycle I am always impressed by Tempe's current infrastructure (especially when compared to Phoenix), and the commitments Tempe made last year in their Transportation Master Plan. However I am concerned by rumors regarding the recently added bike lanes on McClintock Drive; specifically that they may be removed due to the complaint of other road users? Needless to say I fully support the safety these bike lanes provide. I'm sure it is a benefit which is appreciated by many of your residents, as evidenced by your own website's proud announcement of your nationally leading bicycle commuter rate. With many data suggesting the USA has passed peak car, and your neighbor the City of Phoenix implementing their own Bicycle Master Plan, I think it would be a great shame if Tempe compromised its leading position by acquiescing to the disgruntled road users. I look forward to hearing that this speculation is unwarranted. Regards, Dave Tapley
163. 3/9/2016 Please keep the bike lanes for safety, and the simple fact we have enough roads for cars. Cars are taking over this world and at some point we need to recognize we can't keep expanding roads. Thanks, Paul Haizlip
164. 3/9/2016 Mayor and Council, Please keep the bike lanes on McClintock (all over Tempe for that matter)! I use them and love them!! To shop, eat, drink and work in Tempe it's the best way to get around! Thanks, Christina Hudson
165. 3/9/2016 I love the new bike lanes on McClintock, Please continue to make Tempe more bike friendly. Clinton Lepetich
166. 3/9/2016 I have lived in this city for 15 years and I am writing concerning the bike lanes on McClintock just to show my support for the bike lanes. They were a great addition to Tempe. I personally feel every main road in Tempe should have dedicated bike lanes. I ride my bike all over the city and there are numerous streets where I don't feel safe at all riding around even in the middle of the day. We need to stop wasting so much valuable land on parking spaces and encourage as much biking as possible and use all that space for other stuff. Robert Jones
167. 3/9/2016 Hello Tempe City Council, My names is Charles Yang. I am a junior pursuing a psychology degree at ASU. I enjoy the separate bike lanes on McClintock when I bike from my

apartment to my parents' house. I feel safer and more respected by cars in the lane. Please do not remove them, especially after taxpayer money has been used to implement the separate lanes. Thanks, Charles Yang

168. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Most drivers forget that cyclists are people too. Joey Cavaretta

169.

NEUTRAL

1. **8/11/2015** Hi Mr (Jim) Delton, It was a pleasure speaking with you on the phone about the striping changes that were recently constructed on McClintock Drive. Per your request, attached is a copy of some of the literature (including some analysis) that we have been providing. You also had questions about the pavement project and our pavement management program. Toby Crooks (cc'd, 480-350-8565) oversees our pavement management program. You also requested the CIP# which is 5407471. You also asked about the cost. It looks like the contract for this 3-mile stretch was for approximately \$1.7million. If there is any additional information that I did not provide in this e-mail or over the course of our phone conversation, please let me know and I'll do my best to provide it. Julian Dresang – Tempe City Staff
2. **10/12/2015** Hi Amanda, I was wondering, are there any numbers that back up the claims of traffic moving into the bike lanes? How many reports has the city received? I was also wondering if you could provide me a link to or copy of the study that backups the statement in the email below of "Because vehicle traffic volumes have decreased and bicycling has increased in recent years." Finally, what contractor was used in the construction to install the bike lanes on McClintock? Thank you for your help. Jessica Merrow
3. **3/9/2016** It was really nice having a vehicle turning lane to enter the shopping area where Frys, Paradise Bakery, and chase bank are located on McClintock between the canal and Guadeloupe on McClintock. Unfortunately I do pull into the bike Lane to turn into the shopping area several times a week as to not slow normal traffic on McClintock. The bike Lane is very large... Maybe there is a way to have a great turn Lane and still keep bikes safe. Kelly Bennett

NEGATIVE

- 4/22/2015** Received your door hanger on the McClintock project today - thank you. The repaving is past due and welcomed. Obviously I should have commented some time ago, however I need to weigh in. I don't doubt traffic is down 22% but that doesn't prevent 3 lanes of traffic backing up for more than a block at traffic lights at rush hours. Two lanes is going to add to that situation and most likely add to air issues while idling waiting for the next light. Since I live a few blocks from McClintock I travel and walk the route regularly along with the canal path. The canal path is about 8' wide and simultaneously carries hoards of walkers, joggers and bikers (along with Tempe and SRP vehicles). I suspect there are more bikers in one day on the path than McClintock will carry in a month. McClintock currently has two of these paths which has a handful of daily users with the exception of students around McClintock High. What possibly is the logic of having 4 paths on a main artery? Two lanes of our crazy/distracted/texting drivers is not going to add any degree of safety to a cyclist (most of whom are smart enough to avoid the main arteries). John Grootveld
- 4/23/2015** Good morning Julian - With regard to the McClintock Drive Bike Lanes/Repaving Project, I received a door hanger at my house yesterday. I have visited the Street Closures site listed on the hanger for more information; however, I could not find the McClintock Drive project. I have several questions and am hoping to see the plans and the traffic impact analysis that was performed for this project. As someone who lives adjacent to McClintock Drive and drives it almost every day since 2007, I can tell you firsthand that traffic has not decreased, it has actually gotten much worse on McClintock. Trying to exit from Carson Drive to head north on McClintock Drive in the morning is difficult due to the northbound McClintock Drive traffic stacking up in all lanes. With regard to the statement, "McClintock Drive between Broadway and Guadalupe Roads has seen traffic volumes, on average, decrease by a total of 22% since 2004", I would like to know when and where the traffic counts were taken and what was the study area for the analysis. Again, this is part of the request to see the traffic impact analysis because I'm still finding this statement hard to believe. Were actual bicycle counts taken on McClintock Drive as part of this study? Is there known information for how many bike trips are generated on this stretch of road per day? Thank you in advance for any information that you can provide. Thanks, Heather Swanson
- 4/23/2015** Just spoke to Judy Hodges (at Hermosa and McClintock). She spoke to Julian earlier and is adamantly against the lane removals. She wasn't happy with his answers (sorry Julian!) and wants to speak to Shelly and/or Mayor and Council. She'd like to see plans and doesn't believe any of the data that traffic volumes have decreased. - Judy Hodges
- 5/6/2015** Dear Mayor and Tempe City Council, I have lived at McClintock and Baseline for 20 years. I travel McClintock every day multiple times a day. I can't even begin to tell you how horrible an idea it will be to take away a lane for cars and turn it into a bike lane. McClintock has such heavy traffic most times of the day, and rush hour is even worse. Why bottleneck so much traffic into two lanes? At the Fry's at McClintock and Baseline it is nearly impossible to make a right turn out of Fry's between 3 and 6 let alone a left hand turn. With two major freeways in

such close proximity to McClintock, that creates such a huge demand on that road. I don't understand the move. I know it is your intention to be green and progressive. That is understandable. But at some point being progressive is being stupid. I think that is what this is. Traffic gets so backed up already that it can take one or two additional lights to make a light. Imagine that with 2 lanes and not 3. It gets 25% worse most likely. More cars will be sitting at light polluting the air, it will create longer commutes and alleviate very few problems while possibly increasing issues. I was informed of the meeting yesterday to discuss this after the fact it happened. From what I was told, the majority was for the move. Seemed like a lot of these are in the bike community. To cater to them is a poor move. Why cater to the minority on this issue? This isn't going to be used nearly as much as you think. Why not keep it 3 lanes? A majority of people use and need the third lane to keep their commute times reasonable. I'd expect some backlash from the community over this decision. Before signing off on this, I ask you to use some logic and think about this a little longer. Thank you, Marc Arroyo

5. **5/26/2015** To whom it may concern: I've heard some information about the upcoming bike lane on McClintock from Broadway to Guadalupe. There was mention of the drop in traffic on McClintock over the past 10 years, but what I don't understand is why a bike lane would not be put on Rural/Scottsdale rd. instead. A bike lane on Rural rd. from McKellips to Ray rd. should be the starting point and would get far more use than one on McClintock (How many students are enrolled in ASU). I would love to have bike lanes on every street, but that is a very long way off and might never happen. #1 reason why McClintock is a bad choice. SAFETY. Anytime there is a back up on the 101 the 1st place people go is McClintock to continue driving north or south. With less space for cars the amount of cars per lane will go way up. Rural is a safer option since its 2 miles from the 101 its traffic is not going to be as heavily influenced by the traffic volumes on the 101. As a cyclist one of the biggest gaps in the current system is a safe way to travel north/south to and from Scottsdale since the only moderately safe option is to cross the Salt River is on the Mill ave. bridge. If Rural rd. was reduced to accommodate bike lanes that would push the traffic back to McClintock were as already mentioned there is already loads of extra capacity. Tempe appears to be working as a single entity. Why not work together with other cities in the east valley (Chandler, Scottsdale, Cave Creek) to create 72 miles (36 miles each way on Rural/Scottsdale/Tom Darlington rds.) of continuous bike lanes. The next place to make an extended length bike lane would be from Idaho rd. and Apache Trail (Main, Apache, Mill, and Van Buren) to the west Van Buren and Cotton lane in the west valley. By the way I live at 4512 S. Kachina dr. (McClintock & US60) so I would benefit from the addition of the bike lane on McClintock, but really feel like Rural rd. is a FAR BETTER choice. Thanks for your time and have a nice day/weekend. Tim McKinstry
6. **6/7/2015** Dear Mayor Mitchell and Council Members: We just received the *Tempe Today* insert in our city bill; and we read the article about bike lanes on McClintock Drive. We never received one single special notice in the mail or one single door hanger about this project; yet on the "Character Areas" we were inundated with about five mailings about them, about meeting times, and even about a 'party' for them! This is a double standard by Tempe government to not inform us in the same way about this project. Not everyone in this town rides bikes, or can EVEN ride bikes! We need those traffic lanes on McClintock between Southern and Guadalupe, especially during rush hour! It will now be impossible to turn left into the Fry's at Baseline and McClintock Drive; and other traffic nightmares will occur because you all have these delusions that everyone is going to ride bicycles, and you are forcing these unnecessary bike lanes upon us!

There are EIGHT FOOT WIDE SIDEWALKS all along that area of McClintock, which is plenty of room for pedestrians and cyclists to be happy together; but once again you are trying to fix what isn't broken! I encountered city worker and civil engineer Toby Crooks as he was setting barricades, and he promised me that he would get me in touch with the proper people to talk to about this, but he never did. The article also mentions a "20 percent drop in traffic volume" along McClintock, yet we have never seen one single counting box ever set up along McClintock Drive; so how was that figure calculated? Seeing such statistics would allow for a real analysis and debate on the issue. When cyclists start getting hit, killed, or injured along the new bike lanes, their blood will be on your hands. Yes, it will, because this was approved on your watch! It IS a well know fact that more accidents occur between cars and bicycles in bike paths along busy streets, instead of having those cyclists on the WIDE sidewalks, separated from car traffic! I personally know an ASU professor who was seriously injured by a vehicle while riding in a curbside bike lane! For the 37 years that we have lived in our, now called, "Optimist" area, all has been well; but now, your PC thinking prevails and creates something that never had to be, *nor ever should have been*, done! Sincerely, Tempe Taxpaying Citizens Steven and Cecile Rath

7. **6/11/2015** We got your newsletter re adding bike lanes to McClintock Drive and cutting down the driving lanes. I have not seen anything in the past where we could comment on the proposed changes. Instead, apparently it is going ahead without our thoughts. We live in the community to the west of McClintock between the Superstition and Baseline, and it is almost impossible to try to get out on McClintock from either Minton or Carson at the present time, so you are going to take away a lane to make it even more impossible to get out on McClintock to make either a right-hand or left-hand turn in or out through traffic that is backed up from Baseline to those streets going south. You are adding a bicycle lane which will probably never be used. We have nothing against bicycles but if you take a look at them, they go through stop lights, stop signs, cut across in the middle of the block, etc., etc. and nothing is done. Do you really think a bicycle lane is going to stop that? Of course not! There is very little bicycle traffic on McClintock as it is so why do we need to take away a lane to accommodate a few bicycles? It sounds like the City of Tempe was going to go through with these plans without the input of the citizens affected by it. On top of that, our street is restricted from Broadway to Guadalupe with lane closures, etc., etc., and if your people would take a look at the places where the lanes are temporarily restricted, you would see what is going to happen when you make it permanent in the next few months. We already have lane closures, cones, etc., etc. not knowing when they will be in place and when they won't be in place! I realize our comments will fall on deaf ears because you have already made up your minds and proceeded, but this is where we stand on your "improvements". I think this is the worst mistake that the City of Tempe has ever made. We have been here since 1975 and seen the City of Tempe grow, but again, this is a terrible mistake. Joe and Ellen Ellis

8. **7/18/2015** I'm in the Hughes Acres area and wonder what is going on with Broadway and McClintock roads. Eliminating lanes on these roads is not a smart idea. There is so much vehicle traffic on them anyway that eliminating lanes will (and already is with the construction) make traffic that much worse. Please don't suggest that I take the bus or ride a bike to work in Phoenix. I work on McDowell and 56th Street and neither type of transit is feasible. I would if I could. Thanks, Sue Smith

9. **7/22/2015** Phone call to Tempe staff from 480-255-0509; left message regarding McClintock, believe to be negative in nature.

10. **7/22/2015** As a Tempe resident I think that the reduction of southbound lanes from 3 to 2 on McClintock Dr. is a step in the wrong direction. Losing this lane will create a rush hour bottle neck at approaching Apache that will result in increased emissions. Expanding the bike lane will benefit very few riders and inconvenience many times more. Joel Brom

11. **7/23/2015** After significant time and disruption the repaving of the McClintock route from Elliot to Baseline appears to be finished. As a Tempe resident who supports these highways via my property and gas taxes I would like to understand the logic involved in taking a heavily travelled highway and reducing the auto lanes in order to add bicycle lanes? How does this improve traffic congestion and safety? Appears to defy logic. Frank Pahlke

12. **7/27/2015** I am concerned about the recent paving upgrade to McClintock between Elliot and Southern. No warning of lane reduction from 3 to 2 lanes south of Bell De Mar. The new bike lanes are very confusing - related to right turn access from thru lane or bike lane, meaning of cross hatch? Lane reduction, bike lane, and right turn access are very dangerous on a 45 mph major road with significant commercial access - accident waiting to happen. Please explain. Richard Johnson

13. **7/27/2015** I want to know who voted to create a major traffic jam for mcclintock, Broadway rd. Almost was killed today at US60 ramp turning south onto mcclintock striping pushes you into the new too big bike lane. My gas tax pays for roads. Will there be a bike tax? 12 cars in left turn lane at 11 am! Too much traffic. I want my lanes back! It is going to be a mess when school starts. So please send me who approved this so I can get the word out in my neighborhood. We are all frustrated with this mess. Dory Pemberton

14. **8/3/2015** Hi Shelly, I have been a homeowner in the area of Southern/McClintock for 25 years and the traffic situation has become terrible since the lanes were reduced from 6 to 4 lanes. I have a business and I travel that area frequently and it has become difficult to visit businesses in that area during times of heavier traffic (extremely difficult to exit businesses near corners). I am an avid bicyclist but the addition of bike lanes on a street where speeds approach 50mph+ has no appeal at all. I rarely if ever feel compelled to complain to the city about anything but I feel the design in this situation was not well thought out and will be a real inconvenience now and in the future for residents in this area. Sincerely, George Roberts

15. **8/4/2015** Hello, Recently, the north bound S McClintock road between E Bell De Mar and Guadalupe Rd had been narrowed to what appears to add a wider bike lane. There aren't any signs warning drivers of the merge especially approaching the cross walk, with the flashing lights, by the canal. The morning commute has become more congested leading up to that merge. The bike lane almost appears to be a turning lane for E Bell De Mar as it is wide enough for a vehicle.

However, it has new white striped lines with hash marks in between. Is that a bike lane only or also a turning lane Regards, Mark Lewandowski

16. **8/5/2015** McClintock Rd. : road reduced from 3 lanes to 2 north and/or south bound, maybe for safety or a bike lane. Southern to canal. It now has caused a daily morning 1/2-3/4 mi back-up just as on Rural. There were no issues in past that driver's could see. Request reassessment to help traffic flow out of Chandler & Tempe. Andy Passmonick
17. **8/5/2015** In response to Harvey's question to Don Bessler at the Chamber meeting today regarding McClintock Drive and the increased congestion due to the lane removal, Transportation staff are currently evaluating the traffic flow patterns and after ASU has begun, the signal timing will be adjusted accordingly. It is standard that we would wait until traffic patterns stabilize, which typically would occur about two weeks after ASU starts as we wouldn't want to modify the signal timing prematurely. While traffic volumes did decrease 22% since 2004, staff did not anticipate that the loss of those vehicles would alleviate all congestion along McClintock Drive. We do recognize that with new significant changes to a roadway there may be some adjustments to how users of the street operate. We will continue to review operations over time and make adjustments to ensure the roadway is operating safely and is understood by motorists. Thank you. Sue Taaffe – Tempe City Staff
18. **8/5/2015** To Sir or Madam. I have been a Tempe resident for 4 years, the entire time located at McClintock & Baseline. Recently, there has been a high amount of construction along McClintock between Elliott and Southern, and in this process lanes were removed. As I'm sure you're aware of your city, this area gets pretty busy around rush hour, and I can say that now, with the removal of lanes, it is emphatically worse! Also, taking the double left turn lanes down to one has made it impossible to make a left turn at this intersection in one light cycle, at all times of day, including weekends. While there has always been traffic in this area, I've never had a problem getting through quickly before this renovation. From what I understand, one of the goals of this operation is to encourage commuters to either take an alternative route, or to find alternate means of transportation altogether. I have read both sides of the argument, but I can't believe that removing lanes is a viable solution. And in a city that is extremely hot 6-8 months out of the year, foot traffic and bicyclists are at a minimum, and will always be. I typically see one bicyclist a week around this area. This area is too far away from businesses for you to realistically believe that it will garner enough bicyclists to warrant a bike lane the size of a bus! Along with Tempe residents affecting this flow, commuters must travel through Tempe to get to their work if they want an alternate route to the freeways here, which never move. With all of the growth to the South and East of Tempe, the flow through Tempe is only going to increase. Taking away lanes and routes from these commuters is not a responsible method of approach. There is so much traffic moving North on McClintock in the morning that I have to wait for the half-mile light to turn red to make my right turn onto McClintock. Are we to believe that public transit is the viable alternative? That system is not set up to handle higher volume and move people in a timely fashion. It seems right now that every street I turn onto in Tempe has construction projects that have a long life cycle and involve closing lanes. Is this in your control? Wouldn't it be better for your residents if you pooled the construction resources onto one project at a time, 24-7 until it is complete, and then move to another? This way, less projects are active at once, with no increase in completion time frames. At least, can construction occur during off hours, weekends, and nights? Nights would be safer for the workers anyways with this summer heat. I live 4 miles from

my work, it should not take me 20-25 minutes to drive there. Biking or riding the bus will be longer, so what other option do I have but driving? 2 weeks ago, McClintock was down to a single lane at 7:00 am for painting lines. At 7:00 am! There were 6-7 cars making it through one light cycle at the most. Why is construction that involves closing lanes happening during rush hour on a Monday? This did not need to happen then, and could have affected thousands of drivers at once. In your models and simulations used, have you determined that there is a high amount of residents in need of more public transportation and less lanes for automobiles? The lights are timed so poorly in this city that I can get caught at a quarter-mile light, a half-mile light, the next quarter-mile light, and find I get stuck at the very next light! This happens to me driving south on Priest between Broadway and Southern on a regular basis. Is the goal of the city to make driving so frustrating and long that we give up? I don't want to continue to complain without offering up a solution though. Have you thought about increasing the time that lights are green? If you double the time a light is green, this will give more cars the opportunity to get up to speed, which will more than double the amount of cars getting through the lights. I'm sure you have been responsible enough to research other options as well, but I encourage you to come down to my corner at McClintock & Baseline and see the effects for yourself. You will see plenty of traffic, sitting at lights no matter when you come, and you will not see anyone on bicycles. And I would've come to the city meetings when this was being discussed, but we have received no notices thus far. Thank you. James Vomlehn

19. **8/18/2015** Reduction of lanes in Tempe was a terrible idea!!! It's horrible and ASU hasn't even started this semester yet!!! Tempe is one giant traffic jam!!! It's going to cost me more than an extra hour of my day, every work day!!! I'm a single mom, I don't have extra time to sit in traffic jams. Donna Aguilar

20. **9/8/2015** Traffic is a horrible and dangerous mess with the "bike lanes". Why put them on this heavily used section? I'm appalled that anyone would find information that says they are needed. I have yet to see a bicyclist in any of the lanes but I have see them riding in the turn lanes because it is safer there. I think someone got some bad research or lack thereof. Also a huge motor home was trying to make a left hand turn into McDonald's and took up all the driving lanes. Traffic stopped. Martha Campbell

21. **9/10/2015** NO VOTE on new street lane lines. I live off of Fremont & McClintock which is now too busy, & I think Ive seen 1 bike on McClintock since you messed up the traffic flow. Too many cars, now with only Buffer zone as large as bike lane. Car lanes too crowded You have used 2 equivalent lanes for bicycles. Difficult to merge onto McClintock from side streets. you've killed the ant with an elephant gun. Please give back our car lanes back. Susan Duckworth

22. **9/11/2015** To whom it may concern regarding the new bike paths: My husband and I are in favor of the new bike use on McClintock Drive. Unfortunately we have witnessed small vehicles using these lanes as their private transportation and this is dangerous. There have been no motor cycle presence by the Police to view the drivers. These people do not realize the danger or they believe a small car has the right to use these lanes to pass drivers on the two lanes created on McClintock drive by the City of Tempe. The city of Tempe has created a dangerous situation and

need to alert the Police to watch and begin citing idiots who believe or do not know these lanes are for bike riders. Take your choice; a fatal accident or the creation of bike lanes for the public's amusement. Mr. Mrs. Scott Devin

23. **9/11/2015** Dear webmaster, I know this is not your area of expertise, but please tell me to whom I should direct the following complaint: Tempe or Adot has ruined McClintock Drive starting at the canal and continuing all the way north to Baseline. In the name of bike safety they have caused an immense traffic safety issue. The bike lane is now 15 feet wide and traffic only has 2 lanes. What a miscalculation! Direct me to the correct department or if not at Tempe, where at Adot? Carolyn Wagstaff

24. **9/13/2015** This was the worst project ever. The city of Tempe needs to stop doing projects that are politically correct and feel good and do what is good for the community. The added bike lanes actually increases traffic and congestion along McClintock during rush hour which has a larger impact than the added bike lanes do in reducing traffic. Let's face the fact, Maricopa county is spread out and bike lanes do little to fix this problem. Stop spending the tax payer money foolishly. The true tax payers do not have the time to attend these public hearings. You public workers have to remember who you work for and spend our money wisely. Fred Johnson

25. **9/15/2015** Dear Honorable Mayor Mitchell, I'm amazed how the wonderful City of Tempe can be so dumb with the recent redo of McClintock Drive and the reduction of lanes to two in the highest traffic areas. Dumb, dumb! What are you people thinking? Certainly not of us. I've spent the past few mornings stuck in traffic that before the McClintock Drive redo, was not a problem at all. Now, it is a nightmare, northbound in the mornings and southbound in the afternoon. While I sat in traffic between the 60 and Baseline, backed up a mile or more, I failed to see ANY bicycles in either direction, buses riding the bike lane and cars in the bike lane to avoid the mess. It is a mess if not unsafe. So, the city took away a lane in each direction for what? While hundreds, if not thousand or more, cars sit jammed for a long way, we wait for the one or two bicycles to come along? Stupid, stupid! This is the dumbest, most inefficient use of my tax dollars that I've ever seen. It fails any and all rational thinking. Who ever approved this decision needs to find employment elsewhere and the City needs to reinstall the third lanes. Please reconsider and return McClintock Drive to efficient traffic flow. Thanks in advance. From an unhappy tax payer and voter. Best regards, Chuck Degard

26. **9/17/2015** Hello, A resident called who lives in the neighborhood off McClintock Rd affected by the lane reduction. Due to increased traffic, residents seem to be having a difficult time entering McClintock from Fremont and Ellis streets. The request is to review adding a stop light at Fremont. Parrish Spisz – City of Tempe Employee

27. **9/21/2015** Hello I am a resident at Birch Street in the Park Rivera South Community. This project is a disaster. We don't see many bike riders and the traffic now is a MESS! I cannot even get out of my community to go North on McClintock now most times, to make a left toward the freeway. I have to re-route toward Rural and get on the freeway there now. What a disappointment! Several of my neighbors are also disappointed. Traffic WAS moving fine. I could at least get into the center lane to merge over toward North. Now more accidents are waiting to happen.(as if

there weren't enough accidents in this area previously). McClintock is also a flow through road from the 202 heading south, because the 101 freeway jams all the time at rush hour. What were you thinking?... Or rather not thinking.... I think I have seen 5 bike riders since this has been completed. What a joke! What a total waste of money and inconvenience! Mary Niebroski

28. **9/23/2015** Hi, I apologize for this email being more disappointment than praise. I'm writing to express my frustration with the City's change to McClintock drive over the summer. While the reduction from 3 lanes to 2 lanes may promote alternative travel via cycling, I feel as a citizen of Tempe that my needs have been placed aside in favor of the temporary residents of ASU. Since ASU students have returned to class, my commute has ballooned. Traffic backs up during the 7am travel hour and i often times find myself in stop and go traffic south of the canal on NB McClintock. I have spent a year now taking my son to daycare at Ray/McClintock (from Baseline/McClintock). My commute for most of this time has taken about 30 mins to travel from Ray/McClintock to Washington/Priest. However, since the end of August, my commute has been at least 50 minutes and on two occasions has been more than one hour 10 mins. I believe that Tempe's changes on McClintock have resulted in increased aggression on the road and feel as if this is contributing to the problems with travel time. I recognize that several things contribute to the traffic congestion, including traffic deferred from the freeway system due to the red mountain freeway work diverting folks to the 60. Recent emergency work on Rural near southern has further exacerbated the problem (although I have yet to see a need for Tempe Utilities to require two lanes of traffic). As a tempe resident who loves south of the 60, it's extremely discouraging to continue to feel like a tax contributor to the city coffers, while the city continues to provide policy and services that utilize my tax dollars in waits I will never benefit from. The McClintock work feels like another way the city has worked - not only to support ASU - but against me and my fellow South Tempeans. Disappointed and frustrated, Bobby Olsen
29. **9/24/2015** Hello, I am a resident of Tempe who lives right by McClintock High School. I was trying to give the new bike lanes on McClintock a chance, to see if they would benefit my community. I have concluded they are a poorly thought out failure. Hardly any people are using the lanes compared to the AWFUL traffic backups it has caused. Taking away a lane now has cars backed up in the southbound lanes past Apache, down to University Drive!! That is unacceptable. I am getting stuck in traffic every day at rush hour. Idling cars, noise, carbon emissions now complement my neighborhood. This was not well thought out. There's not even a way around that mess. The only sensible thing is to move the bike lane over to Dorsey or another street that doesn't already have a high amount of cars. Why wasn't this simple solution considered? JJ Jeremiah
30. **10/6/2015** It look to me like you made it safer for 1% on the people so the other 99% can be in a traffic jam going and coming home from work. If you wanted to make it safer for the 1 percent who ride bikes, they should be on the canal, or side streets, or ride on the sidewalks that are not being used. Tempe resident. Jim Brett
31. **10/8/ 2015** Around 5:45 p.m. Traffic is backing up to College, instead of Sierra Vista . Another 1/3 of a mile. The time takes an extra 5-10 minutes to get home through Tempe. It may not sound like a lot of time, but it adds up every day. The traffic is sitting still at the traffic light at Rural and

Broadway. Prior to the construction, it was 3-4 cycles of light to get from Sierra Vista to Rural. Now It's 6-8 cycles of light from Rural to Broadway. Cars are putting out pollutants while idling. It's ironic that it's supposed to have a traffic calming, to slow traffic down. when it is funding from congestion mitigation air quality improvement. The Program called CMAQ, federal program gives \$ to slow traffic. City of Tempe Get \$ for putting in bike lanes. Traffic going out of town is ok due to no changes. However, since the bike lanes have been put in at McClintock, traffic coming southbound for evening rush hour is backed up from University up to rural. It takes an extra 15 minutes to get home near that intersection. What can be done to mitigate these traffic problems? Krista LaFever

32. **10/10/2015** Mr. Ray Byke's letter to the Editor published in the October 10, 2015 edition of the Tempe-Ahwatukee section of the Arizona Republic addressed red light runners in Tempe. Mr. Byke is spot-on. Traveling the arterials in Tempe on a daily basis, the incidents of running red lights is becoming more prevalent. I have notice many more dangerous violations in the past two months, especially since the changes in lane configuration on McClintock. It seems that drivers possibly frustrated by the long waits, sometimes as long as three light cycles to pass a major intersection, is causing some to take the risk of running a red light. The City of Tempe needs to address traffic volumes, signal cycle timing, and traffic violations soon. Steve Bauer
33. **10/13/2015** Put us down as absolutely against the bike lanes as installed on McClintock. There is little bike traffic on this street and now there is congested traffic.. Why not build them closer to the University where there ARE bikes. These lanes are nice to get plaques on politicians walls, but our council is supposed to be for the majority of the citizens. A much better solution would be to narrow the sidewalk and give the few bikes present an elevated view. Only time the sidewalks seem to be crowded is when someone on a bike is using it Fred+Joanie Boger
34. **10/14/2015** Dear Mayor Mitchell and Council Members. I returned to Tempe after travelling this summer to find McClintock Road completely (how can I say this politely? I can't) screwed up. Whose idea was it to inconvenience 30,000 (or more) motorists each day for 12-15 bicyclists? That person or persons needs to have their heads examined!!! I would like to see the third driving lanes returned to this road -- now! to make the commute up and down this major arterial easier for the people who HAVE TO DRIVE to and from work each day a little less hectic! I would also appreciate a response from you on this . . .Sincerely, Judy Summers PS - Remember for each letter that you receive on this topic, there are at least another 200 + people out here that feel the same way but won't take time to write. - Sincerely, Judy Summers
35. **10/16/2015** The residents along McClintock south of the freeway appreciate the new streetscape and pavement. We do not appreciate the buffered bike lanes since they have eliminated essential acceleration and deceleration lanes which provided safe access to shopping and the freeway. The increased congestion and delays are not acceptable and have added to accident frequency. Reminding us to stay out of the buffered bike lanes further adds to the confusion. There are not access points to all entryways from Warner to Southern and the deceleration and entry to the freeway is so short that it creates unsafe access to the freeway without slowing almost to a stop to hit the entryway. Adding plastic candlesticks will only further add to the congestion and confusion. It has taken me 20 minutes to travel from Guadalupe to Southern. I have seen the traffic backed up all the way to Ray from the freeway and red light runners at Elliot

and Warner. The percentage of people commuting by bicycle to their jobs and appointments in Phoenix, Mesa and Scottsdale is extremely small. Two bicycles past me in my 20 minute experience. I don't remember buffered bike lanes being a discussion topic or a result in our Character Area Study. Please join us someday on a commute from Ray to Southern at 7:30AM. Sincerely, Mike Cryer

36. **10/19/2015** Phone call regarding McClintock Drive bike lanes being a delusional idea by City Council. Chuck
37. **10/27/2015** Since the reconfiguration of McClintock Drive I have seen at least FIVE bicycles using the new bicycle lanes. I drive McClintock Drive at least 5 times a week. It is very dangerous to make a left turn onto McClintock Drive from any of side street. Are you waiting for an accident that takes lives before doing anything to correct this blunder? While I'm at it..what is with the traffic light changes? When you drive from city to city it seems like each city has its own idea of what is best. How about ALL the cities get together and make the traffic lights universal! With our winter visitors coming in shortly that could really be confusing and causing more traffic problems. Come on ..can't we all work together on this? A concerned driver, Dean Lundholm
38. **10/28/2015** I am strongly opposed to these bike lanes and more traffic signals at property owner taxpayer's backs. I am opposed to all the "green" landscape medians Tempe councilmembers approved. We are in a drought people....stop the medians that cost money for water and maintenance especially palm trees. Until bicyclists start paying a tax for bike lanes, cancel all of this waste of my money. It would serve a better purpose to ADD MORE LANES - NOT TAKE AWAY...You have created a major traffic congestion. dorene pemberton
39. **10/30/2015** I live at McClintock and Southern. I am curious to know if the individuals that made the decision to narrow McClintock from 3 lanes to 2 lanes actually live near this intersection. Traffic is terrible now from Apache to Guadalupe on a daily basis. Also the left turn arrows being switched to left lagging at alternating times seems ridiculous. Now turning left from Southern to McClintock, heading South, is timed ridiculously. On average if you are the 3rd car back in the turn lane. The light is turning red before you are thru the intersection. Because people don't know when the arrow is coming and it takes traffic twice as long to even get moving. Where is the logic in that. Putting up candlesticks along McClintock will look ridiculous. How many people really bike on such a major road? Why don't you reconsider your decision and stripe it back to 3 lanes. Now everyone sits longer in traffic, which causes more pollution. Linda Clauss
40. **11/14/2015** I have some feedback/requests related to the recently added McClintock bike lanes. Please adjust speed limits and traffic signals or look at other options to address the heavy flow of traffic between Alameda and Baseline. Pulling in or out of Sands East Three neighborhood is very difficult during peak traffic even turning right to head north is challenging. It is also very challenging to turn left from center lane to re-enter my neighborhood. During peak times traffic backs up from Alameda all the way to US60 & Baseline to Southern. Please arrange for routine street sweeping of the bike lanes. If it is already scheduled it's not often enough. Although northbound is not quite as wide as southbound please revisit the option of re-stripping the road to allow a bike lane from Broadway to Apache. Regardless please grind down the Concrete to Asphalt section just north of the train bridge. Thanks, Tim McKinstry

41. **11/16/2015** I'm on the phone with this same woman and she is basically saying the conditions and her complaints are the same... She had a couple of additional questions-What about the bus turnouts? Are they a part of the striping? Have we looked and seen if this has increased congestion on Rural Road? If she makes an official complaint, then would we do a test of the neighborhood? She lives just north of the 60 off of Hermosa. Was there a bike count on McClintock before these bike lanes were put in? We doing our own bike count after? Elizabeth Higgins – Chief of Staff
42. **11/18/2015** I received a very angry call from a Mr. Lee Schapiro who lives in the Lakes who wanted me to pass along his thoughts to you. Mr. Schapiro is very frustrated with the bike lanes on McClintock. He stated that he did not like the new candlesticks that are being put in and said that the bike lanes are largely unused. He believes the utility of McClintock Road has been ruined, it used to be a great arterial and now it terrible during rush hour. He also has very big concerns about the congestion and the ecologically issues that these changes have caused. He believes that the city should put bike lanes where they will be used and not where they won't. I asked him if he would like to leave a phone number where he could be reached but he refused. Elizabeth Higgins – Chief of Staff
43. **11/20/2015** To whomever it concerns, I am responding to a flyer which I received today about the installation of candle sticks on McClintock Drive to separate the new bicycle lanes from traffic. I am a resident of the neighborhood near Broadway Road and McClintock and wanted to let you know that I adamantly disagree with the bicycle lanes. Since their installation my drive time home on McClintock has doubled. I do not support spending any more money on the waste of roadway that is now a bicycle lane. The money instead should be spent to correct the mistake you made by painting the bicycle lanes and changing them back to vehicle traffic lanes. Thanks for your time. Joe
44. **11/20/2015** Dear Sir? Madam: When I register my vehicle I pay a tax. Do bikers pay for the use of the road? You have already inconvenienced me by taking away auto space and the cost of painting the road. Now you want to spend more of my tax money to install candlesticks. The majority of bikers are ASU students and they don't pay for the repairs of our roads. Dominick
45. **11/21/2015** Mayor and council members, Installing candlesticks along McClintock is a terrible idea for the following reasons: The bike lanes should never have been put there in the first place. Since the bike lanes were installed between the canal and Broadway, I have only seen 1 person riding a bike; and she was heading south of Guadalupe ON THE SIDEWALK ON THE EAST SIDE OF MCCLINTOCK (in front of Starbucks and Chase Bank). The percentage of bikers using N-S McClintock Drive is so minimal compared to the number of automobile drivers; that it does not warrant adding bike lanes and candlesticks which cause drivers to be stuck in traffic through 3 red lights because of the removal of one traffic lane. Throwing more money at a bad idea, with an even worse idea is a typical response by our incompetent politicians; and seems to be the same for our city council members! The candlesticks will cause more traffic jams during rush hour, will cause more damage (dents and scrapes to automobiles), and shouldn't even be put there when there are practically NO cyclists using these bike lanes. (possibly 1-2 since repaving) By adding candlesticks, what problems, traffic jams and accidents will be created when the buses are trying to pull over to the bus stops? I have already seen numerous "near misses" when a bus is heading S at the intersection of Guadalupe and McClintock. The bus is allowed to

pull into the bike lane N of Guadalupe (by Einstein's and Pet Club), so when it continues S through the intersection to the bus stop in front of Walgreens, and if someone in the traffic lane is heading through the intersection and wants to immediately turn right into the entrance to Walgreens, there is a potential problem depending on whether or not the bus needs to stop or continues southbound. Also, adding a driver needing to turn right onto Guadalupe at this same intersection (by Einstein's and Pet Club) and/or a pedestrian crossing the street, creates more potential for something to go wrong. Now you also want to add candlesticks to this mess WHILE THERE IS NO CYCLIST IN SIGHT, AND HASN'T BEEN FOR WEEKS OR MONTHS! Has anyone even thought of all the negative consequences that may result from adding candlesticks? Again, a typical response by our incompetent politicians (and council)! They have a "knee jerk" reaction, they spend more money without thinking thoroughly through the negative impacts, and they make the situation much worse. Just listen to the "will of the people", admit your mistake, and put the money into repaving the street with 3 traffic lanes and NO bike lanes! Get a clue! The vast majority of commuters ARE NOT choosing alternative modes of travel. THEY ARE TOO DEPENDENT ON THEIR AUTOMOBILES for the following reasons:1) Their work locations are too far away to ride a bike, or in a different direction than the light rail travels 2) They are too busy with working 50-60 hour work weeks and family time; so they want the fastest, most efficient means of travel, and that is their own vehicle, NOT BY BIKE OR PUBLIC TRANSPORTATION 3) They need the flexibility of being able to pick their kids up from school, to take them to practice or events, and to run errands or get groceries on the way home. 4) They do NOT want to bike, or stand at a bus stop, in the rain or 100 degree weather. The city should be accommodating the needs of the majority of residents; NOT catering to such a small percentage of bike riders. Was there Federal Funding that you felt the need to spend on this project? Our federal government is billions of \$ in debt, most citizens are struggling to make ends meet, and our states and cities should not be wasting Tax Payers hard earned money on unnecessary projects that cost \$1,704,547 to add bike lanes and then more \$ to add candlesticks. Many of our neighbors are wondering "out loud" who is getting kickbacks or favors from this project, or who is related to someone at Nesbitt Contracting Co. Inc.? Many residents are frustrated and fed-up with our Tempe City council because of numerous wasteful projects (Mill Ave streetcar that will cause traffic jams, cost over \$175 million, and will have a low percentage of the population as riders. Zen gardens that are unnecessary. Stroud Park rock monstrosity that no one uses and is a safety issue. Walking bridges over freeways that no one has ever seen a pedestrian or biker on). I, along with many others, have voiced disapproval and have vowed to vote out all incumbents, no matter who is running against them, and no matter what position/office they are running for. I will definitely be at the polls voting for your opponent, so DON'T COUNT ON MY VOTE. Don't bother sending me a "canned statement" in response to this email; I only want a direct personal response to this situation, and what you plan to do. Diana Eberts

46. **11/21/2015** Please quit wasting money and making traffic worse. Ever since you reduced vehicle lanes by one, there is a traffic jam every weekday evening. I think I have seen a total of 15 bicycles using the new bicycle lane. The idea of putting candlesticks up is a further waste of money. The money would be much better spent on our schools or adding places for the buses to get out of a lane of traffic when they stop at bus stops. Larry Pickert
47. **11/21/2015** I am a life long resident of Tempe and am 55 years old. I have seen the utterly moronic decisions your traffic department has made over the years; from adding traffic lights three and four within a one mile stretch of road to changing the left turn signals so that some are lagging lefts and others are not. But nothing compares to the monumentally stupid decision to

remove a south bound lane from McClintock to add a virtually unused bike lane. Most of the few bikes on the road have, and continue to, use the large wide sidewalks adjacent to McClintock which makes sense given there are even less pedestrians than bikes. I would like to know the identity of the idiot who made that ultimate decision and invite him to try and drive McClintock during rush hour. What was once a very quick commute now lasts seemingly for ever as the traffic backs up from the I-60 to almost the Southern intersection. Unbelievably stupid decision. I'd ask for the City Council to step in, but their slavish delusional devotion to political correctness probably put them in the same mind frame; cars bad, bikes good. Well idiots, look at the pollution you have created by idling thousands of cars each and every day as they wait for multiple light cycles to occur, all the while sitting next to an unused bike lane. Gary Bevilacqua

48. **11/21/2015** Let me first say that I understand that Tempe is a College Town and that your plan is to make it bike friendly, and I understand having the areas around ASU designed to encourage more bikes and less vehicles. Now back to McClintock Drive...far from ASU. Your statistics of a 22% drop in traffic being the basis for turning three lanes of traffic to two lanes between Southern and Baseline lacks one new percent figure (time). What happened to the flow of traffic when the same amount of traffic must travel in two lanes rather than the previous three lanes? As a resident of McClintock Manor (a neighborhood east of McClintock running from Southern to US 60) I have noted since the removal of two lanes there is more traffic. I first noted that the wait time at the traffic signals is longer. But this is progress associated with the new bike lanes. I understand you are adding candlesticks to further protect the few bicyclists that use those lanes and maybe after that there will be a major jump in bike usage. My observation does not have a specific percentage but there is now a much longer wait to catch an opportunity to safely enter McClintock Dr from La Jolla Dr (the only west exit from the subdivision). The traffic flow is not as smooth as previously. Vehicles that previously made a turn from the right hand lane (new bike lane) must now turn from the previous center lane which causes traffic to now stop/slow to allow that turn to be made. I know my statement that there is more traffic is a wrong term but as an example, if the traffic flow of 100 cars previously would allow a safe opportunity to turn onto McClintock every two minutes then the concentration of the same 100 cars now in two lanes should increase it closer to three minutes. But then new traffic starts. However, there are times midday and at night that traffic is light and not an issue. And, with the adding of the candlesticks are you going to allow the landscape maintenance vehicles to drive over the candlesticks so allow their vehicle/equipment to park in the bike lane, as they do now. Also, do not forget to leave an opening for the buses that stop in the bike lanes to pick up passengers. Which may require the bicyclist to then drive in the traffic lanes? Remember, with you 22% drop in traffic over 10 Years, still leaves 78% still needing to drive on McClintock. Just Saying. Roger
49. **11/22/2015** We have lived here over 20 years and have always been proud of our town and our government for making good decisions for it's residents..until now. You installed bike lanes without ANY feedback from the residents, and I clearly question the data you state to back up your decision. Not only have you created a cluster of traffic jams from 7-9am and 4-7pm, we have noticed accidents have increased. It is clear nobody who made this decision is driving in this mess, which has increased my commute by one hour a day, and not a bike is to be seen using the lanes...EVER. It's also a given the traffic light engineers are not paying attention as with a reduction in lanes you have to get more cars through on a green light, instead it's half, driving the lines waiting even longer, and drivers more and more frustrated and angry. I'm disgusted at the way this was done without any input from the Tempe citizens, especially in the communities impacted most, and the flyer you sent out was a JOKE. This is FAR from what any of your

constituants would call a success. SRP was required to get our input when it wanted to put more power lines along McClintock, but not our own government. You have negatively impacted tens of thousands of drivers in our community for a bike lane that serves less than 100, does that make sense? I would ask that you take a morning or evening rush hour drive on what used to be a good surface street and see what a mess you have made. Laura Olvey John and Laura Olvey

Part 2: Sue, I appreciate your response, but will agree to disagree. You cannot force people out of their cars or chosen method of transportation, and it makes no sense to provide WIDER bike lanes and remove a full car lane when we already had bike lanes for the majority of that section of McClintock in place. I would like to understand how you are communicating to the residents of Tempe as to when and where these meetings are being held, as I received nothing to notify me of any public input for this project, as I would certainly have attended along with multiple residents in our area that are significantly frustrated and upset by your actions. I would recommend the entire Public Works staff monitor the mess that's been made, sit at the corner of Bell Del Mar and McClintock at 7:30am and see how the cars back up as the lanes go from 3 to 2, and sit through 3-4 lights to get through the intersection of Guadalupe and McClintock. In addition, drive South from Rio de Salado at 5:30-6:00 and watch as the traffic backs up due to the lane change at Apache all the way back to University. Again, it takes about 20 minutes just to get South through that area. What you missed in your investigation is the fact that there are no bicycles using the lanes, they are sitting vacant, and now I understand you are going to put posts up? What a horrific sight for us to see, an eye sore to be sure! If we have to live with this it should be pleasing to the eye, and that will just be UGLY. One last item – when the new lanes were striped you are forcing us to break the law as they painted solid white stripes across every store entry way and driveway, which means you cannot legally turn off the road into those areas. I recommend you take a look at that right away, in addition to having the engineers make the needed adjustments to the green light durations to at least get our traffic moving again. Thank you for the opportunity to provide this feedback, and I appreciate any assistance you can provide to make our commutes at least livable again. Laura Olvey

50. **11/22/2015** City of Tempe sent a post card about McClintoc Drive Improvements. The statement about traffic volumes being down 20% in the last 10 years is true and at the same time a lie. The only time that traffic volumes should be counted is between 6:30 AM and 9:00 AM and again at evening rush hour. That traffic has increased in the last 10 years. True we no longer use McClintoc to go to Chandler Phx, or Scottsdale but that is done at non peak hours. So the 20% decrease has nothing to do with the increased traffic congestion cause by the decrease of lanes at peak times. Don't use a macro number to increase a micro problem. In Economics it is called the fallacy of composition. Clifford Standlee
51. **11/23/2015** Traffic on McClintock Drive is now atrocious! Southbound traffic is often backed up from Baseline Road to north of the US-60! I do not feel the project was worth the cost to the taxpayers and the extreme delays for drivers in exchange for the VERY FEW and minimal number of bikers who use the lanes. Please do something to alleviate this issue. Pamelyn Williams
52. **11/23/2015** After days of monitoring both bicycle traffic and vehicle traffic, I, and others in my neighborhood who live next to McClintock from the freeway south to Baseline, realize Tempe city government has not vetted out the total / long range impacts of eliminating a lane of traffic for a minimal used bike lane. The 10-12 cyclists per morning / evening I've noticed and talked to, 50% still use the sidewalk as they feel safer, and traffic back ups have now significantly increased both

north and southbound during peak rush hour traffic. There has been several close calls for accidents and the back-up now affects US 60 ramp traffic. To me, the safety of both the bicycle traffic and motorists was not significant consideration when the 3rd lanes were eliminated. Why isn't the city of Tempe promoting College Ave as the main bicycle route through Tempe? I have deja-vu on this like when Tempe refused to participate on the US 60 widening project. Tempe did eventually see the light and go with Mesa and Phoenix and widen the US 60 eliminating the traffic bottle neck, and at a cost 5x more than if the whole thing was done as a complete package. I would recommend in depth evaluation be done to see if keeping the bike lane is a viable entity or if the safety of all, and smooth traffic flow is more important. Ed

53. **11/23/2015** I don't know why you folks think that eliminating traffic lanes on McClintock and putting in bike lanes was any kind of solution. The gridlock during rush hours is deplorable. I live in that area and have yet to see even one biker on the bike lanes at any time of day. Yes, more people are using freeways and alternate transportation, but drivers still need to be able to access those modes in a timely fashion. You say the auto traffic on McClintock has decreased by 20% over ten years? Then why take the remaining 80% and cram them onto 67% of roadway? This makes no sense. There wouldn't be a need for eyesore candlesticks if you had left the lanes alone. Dinah
54. **11/23/2015** I DO NOT KNOW WHERE YOU GOT YOUR INFORMATION ABOUT MCCLINTOCK DRIVE BUT I HAVE LIVED BETWEEN RURAL AND MCCLINTOCK SINCE 1970 AND THE TRAFIC ON MCKLINTOCK DRIVE HAS INCREASED EVERY YEAR. THAT IS WHY THEY MADE IT 3 LANES WIDE BETWEEN GUADALUPE AND APACHE BLVD. WHICH ELEVATED SOME PROBLEMS WITH CARS. IN THAT 45 YEARS I HAVE PROBALLY SEEN A GRAND TOTAL OF SOME 200 BYCYCLES ON MCKINTOCK. MY POINT IS WHY DID YOU TAKE A TRAFFIC LANE AWAY FOR SO VERY FEW BYCYCLES. AT THE PRESENT TIME AUTOS FROM THE SIDE STREETS HAVE A HARD TIME GETTING ONTO MCKLINTOCK AND THERE IS NOT A STOP LIGHT AT CARSON. AUTOS GET UP TO TOP SPEED BEFORE GETTING TO CARSON AND IT IS VERY DANGEROIOUS TO COME ONTO THE MAIN DRAG FROM ANY SIDE STREET. YOU SHOULD HAVE ASK THE RESIDENTS THAT USE MCKLINTOCK BEFORE YOU DID WHAT YOU DID. THE TRAFFIC ON MCKLINTOCK IS TERRIBLE AND WORSE THAT IT HAS EVER BEEN. THEY ALREADY HAVE HAD NUMERIOUS WRECKS AT CARSON AND A LOT OF VERY CLOSWE CALLS--I UNDERSTAND THAT THERE HAS BEEN PEOPLE KILLED AT THAT INTERSECTION. PLEASE GO BACK TO 3 LANES EACH WAY AND PUT A STOP LIGHT IN AT CARSONA AND MCKLINTOCK JON..... JONNY GREER
55. **11/29/2015** I think this was a bad decision. OK, vehicle traffic has decreased. But bike traffic has not increased. You rarely see a biker on McClintock. There are large accessible sidewalks to ride on which is exactly what I would do if I was on a bike. That would be safer than the street. The work had already been done to go to 3 lanes, there was no benefit to cut down to 2 lanes. People are very confused by the bike lanes. I'm afraid of being rear-ended because people don't realize there is no lane or area for a right turn onto Minton. No one knows how to use the lanes from a car's perspective. Maybe your candlesticks will help but I don't think so. I think drivers are going to be right on my bumper and the candlesticks will give me less flexibility to avoid a crash. Having 3 lanes let the traffic move easily. No one said we had to be stuck in traffic jams twice a day. Pamela Bir

56. **12/1/2015** Ever since a lane was removed to add a bike lane, traffic is awful after work from Broadway to Guadalupe. We've owned our home at Baseline/McClintock for 15 years and it is very upsetting dealing with this every day. I have only seen 3 people on bikes since the change in the early morning. Most people use the sidewalk to ride their bikes anyway. I would ask that someone see for themselves. Try driving south on McClintock at 5pm-7pm M-F. It's insanely backed up! Stalled traffic means more pollution and stressed drivers. This would be better suited where there are more bike riders. It is not promoting people to ride a bike in my opinion. Please bring back the extra lane. Should have left what was working fine...alone. Thank you for the consideration. Lani Drew

Rachel E. Gawdun
1863 E. Cornell Dr.
Tempe, AZ 85283

11/16/15

City of Tempe, AZ
Deputy Public Works Director for Transportation Shelly Seyler
200 E. Fifth St.
Tempe, AZ 85281

Mrs. Seyler,

My name is Rachel Gawdun and I had been a resident in Tempe, Arizona for eighteen years. I had lived on the cross streets of South McClintock Drive and East Guadalupe Road all of those years. Currently I am going to school at Western Texas College but before I left to go to college a lane of traffic was transformed into a bike lane on South McClintock Drive. I believe this was a very poor choice made by the city of Tempe.

Although Tempe wants to create a "balanced transportation system", the city needs to understand there are more vehicles than bikes. Arizona's hot climate causes more people to drive cars, which means there are fewer bike riders on the road. This picture on the right is what the recent change to the lanes looks like just north of East Southern Avenue and South McClintock Drive. It also does not correctly display the traffic problem that occurs two to three miles south of this location.



I have personal experience with the traffic problem that was caused after taking away one of the vehicle lanes. While I was working during the summer my normal morning route began driving northbound on McClintock and taking it a short three miles to get on the US 60 E. Before construction this took me approximately five minutes, while post construction there was bumper to bumper traffic every morning, causing me to completely change my route. This alternate route consisted of driving an extra ten minutes and taking another freeway to reach the US 60 E.

I would like the city to reverse their decision and give vehicles a third lane on McClintock. It is much safer for bike riders to be on the side walk instead of competing with traffic, even if they have their own lane. Thank you for taking the time to consider my opinion on this issue.

Sincerely,

Handwritten signature of Rachel E. Gawdun.

Rachel E. Gawdun

58. **12/6/2015** Good day Ms. Taaffe, thank you for the response below. After further study on the traffic flow woes on McClintock Dr. by myself and neighbors, we have noted a very disturbing trend in the traffic flow pattern between Southern and Baseline on McClintock during peak traffic hours. With the current 2 lane configuration, during afternoon traffic, we cannot exit from Carson OR Minton out to McClintock to go either North or South due to the lines of traffic now backed up from Baseline to Southern AND backed up on the Eastbound McClintock off ramp. In the mornings, we cannot exit Carson and / or Minton and head North to merge right to get to the US 60 eastbound on ramp, it is almost impossible due to traffic backed up to Baseline. To aid us leaving our neighborhood, we ask you install traffic lights at either Carson & McClintock or Minton & McClintock so we can safely exit the neighborhood, OR put the road back to 3 lanes of traffic. I have not seen anyone from the city of Tempe out monitoring traffic flows, taking pictures or evaluating the safety factor on the recent changes. I do see that the so called "candlesticks" we're installed, so something was done for a lane not used. Again, I reiterate it looks like no in depth study of traffic flow patterns was done before the decision was done increase the risk of accident and injury from eliminating a lane of traffic on one of the city's busiest streets. We ask the 3 rd lane be re-established on McClintock for our safety. Ed
59. **12/9/2015** Putting bike lanes on McClintock was the stupidest idea that Tempe has had yet! Not only has it restricted traffic, but the city spent more than a million dollars on this fiasco. They took one of the biggest and busiest streets in the city and ruined it. Instead of putting bike lanes on streets like Country Club Drive where kids are constantly using bikes they thought up this mess. Yes, I also use a bike, but this made absolutely no sense. IF an emergency evacuation ever had to happen, the city has crippled a main artery. Rickey Lynn Gans
60. **12/9/2015** To Whom it May Concern, I am a resident of Tempe living on S McClintock Dr in between E Southern Ave and E Broadway Rd. My roommates, friends, family, associates, colleagues, and random strangers have all experienced an exceptional amount of frustration at the reduction of lanes on S McClintock Dr. Let me therefore start by saying: what half-brain came up with the half-baked idea that eliminating lanes would *improve* the traffic situation? Now that that is out of the way, please pardon my outburst. I am sure whoever came up with the idea is a truly lovely, if illogical, person. I will forgo pathos and attempt to appeal to your logical selves instead. According to the 2013 Census Survey, Tempe is the 7th highest ranked medium city for biking - in sincere honesty, a true achievement. This accounts for a whole 4% of commuters. With 2.93% utilizing mass transit and 3.19% working from home, that means that nearly 90% of Tempe residents commute via their own (or carpool) vehicle. Therefore, I must wonder, to whose benefit was it really to reduce the lanes on S McClintock Dr in order to add bike lanes? Reducing down to two lanes has caused a massive backup heading north on McClintock during morning rush-hour and south during afternoon rush-hour. The afternoon is far worse, as the backup from the US 60 extends north often more up to two miles. Of my 8 mile commute to work, McClintock accounted for 3.5 miles. During rush-hour with this new system, those 3.5 miles have added 10 minutes to my commute. Considering my entire commute used to take about 25 minutes, that's 40% longer. I must ask, once again, to whose benefit was the reduction of lanes? Contrary to the belief of the government established by that nice postcard, the issue does not come from "not understanding the new traffic system." Yes, we, the residents of Tempe, do understand what a bike-lane is. We know what a gore zone is. Our problem is not due to a lack of understanding. It is due to frustration at the traffic system. Therefore, adding candlestick dividers *is not a solution*. Of course, if my argument is meant only to complain, that would hurt my position. I must be honest - I am not a civil engineer, I do not work in transport. Yet, there is, as I see it, a simple solution.

Add a third lane heading south on McClintock and leave the north-bound two lanes since south-bound is far worse. Eliminate the ridiculous gore zone. This would leave plenty of room for bike lanes on either side and would help alleviate traffic congestion during afternoon rush-hour. As a more substantial project, add a second turn lane onto the US 60 east. With the single turn lane, you cannot fit more than a dozen cars or so. This causes people to back up into the suicide lane extending south of the turn lane. Not only is this illegal and dangerous, but it causes huge backup, as mentioned previously. If I have still failed to convince you then, please - I beg of you, before you dismiss my claim, time how long it takes to drive from the Loop 202 south to the US 60 at 5:00 in the afternoon. It is completely absurd and due, almost entirely, to the elimination of the third lane. I trust, as loyal council members, that, if you are not the correct points of contact, you will escalate my claim to whomever is in charge of the traffic system. I greatly appreciate your time and happy holidays. Best regards Reese Pratt

61. **12/17/2015** What is the management of Tempe smoking or drinking regarding the fiasco on McClintock. First the asinine bike lanes vs car lanes, then stencils so bikes know where to bike, now the poles in the street to either warn dumb drivers to not cross solid lines or to keep stupid bikers from crossing into the traffic lanes. What incompetent buffoon made these decisions. Why are we wasting our (federal, state or local) dollars on something the few bikers do not use. They use the sidewalks. Idiots come up with new ideas like this and the canal stoplights and give the public no training or clue how to obey the law - if it exists. Kind of like introducing traffic circles in the USA. The least to be done would be a clue in the water bill supplement rather than brag of the great job the mayor and council are doing. I hope you all enjoy the plaques citizens bought for your walls. Now, please tell me what those poles cost! If it was a private donation, I have no problem. If it is public funds, I will protest. There is another Tempe besides Mill Ave and the Lake. Please advise how I can schedule an agenda item to be heard at a future public council meeting. Fred Boger (a 32 year resident) PS Hope to get better council attention than the Rio Salado Community College / Malibu landscape issue - which was nothing. Thank you Ms. Kuby and Mr. Granville, even though you did nothing, you at least responded. - Fred Boger
62. **12/20/2015** Mayor Mitchell, I want to congratulate you and the city council on the wonderful job you are doing to make Tempe an All American City. My daily commute from McClintock and Elliot used to be 20 minutes on my way to and from work, now with our city's All American bike lanes my commute is now 40 minutes or longer each way. The beauty of this is that we have time to sit in traffic and wave to all the bikers going by. Since the changes have been made this summer I can honestly say I have waved to exactly zero bikers. What a waste of our taxpayers money. Sincerely, Margaret Prendergast
63. **12/19/2015** Since the bike lane went in I've seen maybe 10 bikes use this lane. In the mornings the lanes South of US 60 now back up over a mile and one half. If this was a "Green" project you have just caused each car to sit now for about an additional 4-5 minutes each way. How much more carbon have you caused each year by making us all sit and idle in traffic now for a bike lane that is not used. ALSO-- East US 60 exit to south McClintock. When you turn the lanes make you start to turn into the bike lane because of the striping. Everyday cars start to turn into the bike lane and then swerve into what use to be the center lane. This needs to be fixed (even though I've never seen a bike in the southbound bike lane). Scott Myers

64. **12/26/2015** Hello! I wanted to give the new bike lanes on McClintock Dr. a couple of months before writing you.....the intervening time has not improved my opinion however! I am mostly referring to the area between the canal south of Guadalupe Rd. and Broadway. Now we have one less lane to drive in, and gridlock prevails at times! I am especially referring to the area in front of the Fry's shopping center at Guadalupe and McClintock on the east side. Drivers are wondering where they can turn in, and stop in the through lane. Cars cannot get out easily, since 3 lanes have turned into 2 opportunities to merge. The bike lane and the "buffer" lane confuse people immensely. I realize that bicycles are an important part of our culture, and Tempe is a wonderful place for those who love to cycle. However, I would like to point out that I drive on McClintock between Elliott and Southern most days of the week. Since the new lanes were installed a few months ago, I have been looking to see how many bicyclists are using the lanes. To date I have seen ONE person riding a bike there!! Another annoying area is where the "candlesticks" have been installed north of Baseline. I have heard many others complaining of this as well. It is confusing to motorists to the point where I have seen cars actually stopped in the through lane; drivers trying to figure out what to do next! It seems that this has not been a good use of our resources in Tempe, and I am not alone in this opinion. I have lived in Tempe for over 20 years and have never thought that driving was a problem here. Now we have many issues that others have complained to me about as well. I suppose it is good to not be alone in my poor opinion of these so called "improvements"! Shelagh Newton
65. **12/29/2015** Hello Sue, and thank you for your response. I did note today, another bicyclist on McClintock! I did also note that several of the "candlesticks" have been knocked over, probably by motorists who couldn't understand them! I would like to come to the March meeting, if public input is going to be welcomed. Thank you! Shelagh Newton
66. **12/22/2015** Hello Nikki, Was there a traffic study done on the segment of McClintock from the I-60 to Guadalupe before the road was re-striped taking away a traffic lane? Thank you, Melody Moss
67. **1/4/2016** Thank you. The study went into my spam folder for some reason. I know just enough about traffic studies to be dangerous. While the average counts you have in the table are the same as the MAG model, but the time interval you use in your percentage calculation is not really accurate. From 2011 (MAG data, ADT=38.2) to 2014 (Tempe data, ADT=33) you only have a 14% drop. You have to look at peak hour volumes, too. Also, it does not look like anyone looked into the LOS loss you are getting by taking a lane. AASHTOE says this arterial should be a B. If it was a B before taking the lane, it needs to lose 34% of the traffic to keep it's B status. According to the tables, the road went from a B to a C. I'm all in favor of bike lanes, but I don't think lowering the level of service for a bike lane anywhere is a good idea. Now you have delimiters on the bike lanes...you probably need them for the traffic that wants to use the bike lanes to get down to the intersection during evening rush hour. Maybe you can get away with taking a lane south of Baseline, but you really should restripe McClintock 1-60 to Baseline back to 3 lanes. Melody Moss Unfortunately aside from the science I understand there are politics behind it all. I think the whole "road diet" concept is a mistake. I don't really see that section of McClintock between I-60 and Baseline too often unless I'm coming home from work (same for hundreds of others in that traffic jam as well). Those conditions matter, too. Thank you for your time in addressing my questions. I'm sorry to learn Tempe favors traffic jams over bicycles. When the light rail gets a

stop in front of my subdivision in south Tempe, you can narrow the lane one way if you want, but in the mean time I still have to drive to work and back. My time is valuable, too. - Melody Moss

68. **1/5/2016** Mayor, Council, and Staff, Since this section of McClintock was restriped to eliminate a traffic lane, rush hour traffic backs up all the way to I-60 causing a wait up to 3 signal cycles before you can get south of Baseline. This situation did not exist before the restriping. Recently I asked Ms. Ripley for the traffic study that was done before this segment of McClintock was restriped. Staff justified the restriping based on average traffic counts and completely ignored the peak hour traffic volumes. National roadway design standards regarding acceptable levels of service (LOS) were ignored when that lane was taken resulting in a clear degradation of service in that corridor during rush hour. I was told by staff in an email that because there is no traffic on that segment during non-peak hours, Tempe was justified in taking the traffic lane in favor of improving bike lanes on the segment. I rarely see any bicycles on that segment of road during peak rush hour. Don't get me wrong - I have a bicycle and I ride it on the weekends and I enjoy the effort by Tempe to improve bicycle safety and accessibility, but I am disappointed that council and staff are being influenced by a loud bicycle lobby to take drastic measures allocating precious resources to the few at the expense of the many. My time (as well as the hundreds of others stuck in traffic created by dropping the lane) is valuable. Adding 10 minutes to my commute every day is like taking an entire work week of my time away from me. None of the hundreds of commuters asked for that - you just took it. Another excuse given to me is that Phoenix is doing it, too. If you look around downtown phoenix you will see shared bike and car lanes. They are designated as such with sharrows and painted green. This allows the cars to use the lanes when they need them during rush hour and gives the bikes a safe travel lane at other times. Perhaps that should have been considered instead of taking the drastic measure of eliminating a travel lane. The money for this project was probably funded with gas tax money. Last time I checked, bicycles do not pay gas tax. If Tempe continues this irresponsible "road diet" nonsense without considering the needs of all involved, you will awaken the sleeping giant that is stuck in traffic because of it. The bicycle lobby should not run this town. Staff has posted on their political web site that they are ready and willing to help their cause. Eliminating that traffic lane on McClintock is an example of how powerful they have become. Yes this is a university town, bikes and alternate transportation are important (this part of why I choose to live here), but south Tempe is different than north Tempe. There is no Flash service down here, express bus routes have been cut, and there will likely be no light rail or streetcar serving this area. My home in south Tempe does not pay for itself so I have to commute to work every day. I would like to think my government considers the needs of south Tempe, too. Melody Moss
69. **1/4/2016** Phone call to Julian Dresang Tempe Staff expressing dislike for lane removal and candlesticks.
70. **1/13/2016** Please pass this on to the appropriate person. It's 6 o'clock I'm on McClintock headed south and traffic is backed up for miles behind me. There are no obstacles except there are simply not enough lanes. There is not a single bicycle in sight and I have not passed a bicycle since I've been on here at McDowell. Somebody needs to propose reversing this dumbass bicycle lane and start acting responsibly were traffic control is concerned. I swear to God I'm going to run for city Council at campaign against anyone who favors this ridiculous baseless idea. Maybe, MAYBE, 1/4 of the year you can ride a bike here otherwise it is too hot or too cold. Wake up. Stuck every single day. Rbtempe@cox.net

71. **1/16/2016** Good day again Ms. Taaffe, we in the Tempe Gardens neighborhood hope your holidays were good. During the holiday season and a week or so after, my neighbors and myself were out on McClintock between Southern and Baseline observing auto traffic AND bicycle traffic. What we found was not a surprise. What we saw during the morning hours of 7am to about 9am from 12/21 – 1/1 were maybe 8-10 bicyclists. Out of that 8-10 bicyclists 90% rode on the sidewalk. When asked why, they stated it was for safety, as they did not want to be in the road with so many cars. After the holiday break, 1/4-15 maybe 13 – 15 bicyclists were observed and most of those were McClintock High School students. Again, most used the sidewalk. We did some observations in the afternoon and found the same results, which is most bicycle traffic is on the sidewalk. The reason for all the cars is as you know, the city of Tempe has decreased the lanes of traffic on McClintock from 3 down to 2 thus creating massive traffic back-ups during morning and afternoon rush hour. In fact, since the last note and observation, the back-ups have increased in length. A good example is now in the afternoon when Arredondo Elementary school lets out and parents are trying to exit on to McClintock, there is a 10 -15 car wait on Carson to exit on to McClintock due to the traffic backed up to Southern and the US 60 off ramps. Even the Minton Dr. intersection onto McClintock is now backed up. We in the neighbor want the city to re-stripe McClintock back to 3 lanes of traffic so we are not held hostage in the neighborhood. The idea of using one of the busiest streets in Tempe as a bike lane was not really vetted out by whomever decided this bike friendly / “McClintock Drive Improvement” idea. The city has put everyone in this neighborhood, including those coming in to the elementary school at a much higher risk of injury by creating the now traffic bottle neck. If the city wishes to keep their reputation as a bicycle friendly city, we suggest moving the bicycle route to Mill Avenue where traffic is much less and it does lead right into downtown where the activities are, AND promote the use of the existing bike route on College. Please do not put your citizens and children at risk just to keep the moniker of “Bicycle Friendly” on some pamphlet. I have kept the chain of email intact so the new additions to this email can see the history of our conversation. Ed

72. **1/18/2016** Good day Ms. Taaffe I have to agree with Mr Hotten. I have run a business out of my home for 6 years and TRY to get on to McClintock Dr. at least 4-6 time a day and I feel that I am putting my life and the life of others in jeopardy every time I go either north or south. Before you changed to two lanes from three lanes the traffic was a lot less and there were breaks in the traffic and I could go about my business without causing any accidents. As for the bicycles on McClintock Dr., I see very few of them on the street--they always ride on the sidewalks. I ride my bike and I will NOT bike on the street on McClintock Dr..... I also thought that the bicyclists' were suppose to follow the same rules as a automobile. ie. turn signals and brake lights. I have yet to see a bike with brake lights and turn signals so why are they allowed to be on the street.... I know now that the citizens of Tempe do not have much say so as to what happens to our neighborhood. PLEASE PLEASE PLEASE do some thing about the traffic on McClintock Dr. before someone is killed or injured. ps: I just saw a accident on 1-16-16 by Broadway where a auto crashed into the side of SUV simply trying to get on to McClintock Dr. from a business. GREER AFTERMARKET PARTS GARRETT & JON

73. **1/19/2016** Good day Ms. Taaffe; I do have a question and / or comment and that is, during the city council meeting will we have access to any audio visual equipment? The reason I ask is we will have our own pictures, interviews and such that we would like the council members to see and hear. This way, they get to see the real public opinion, and not just our word. With the recent road rage incident at McClintock & Broadway and the loss of life of an ASU student, our fear that this new bottle-neck / traffic delay caused by the narrowing of McClintock to 2 lanes, will cause

tensions to rise, and might cause someone else to act out against someone. With Arredondo Elementary and McClintock High in the mix, we now have children in the middle of this traffic debacle. I'm sure we will resolve this for the good of everyone. Ed

- 74. 1/19/2016** Dear council/committee member, As a Tempe resident of more than eighteen years, I am writing this letter to express my concern and dislike regrading converting one lane of McClintock Avenue on each direction to bike lane. I absolutely can't understand how someone in the right mind can justify cutting out 33% of a busy Avenue that is one the major arteries of city of Tempe, and convert it to a bike lane that is not even used often, and on top of it put those unsightly and dangerous posts poking out of the ground. McClintock is a very busy Avenue, and with this change, it is even busier and heavier in traffic, creating more pollution from cars sitting longer behind traffic light, and in traffic caused by this conversion. Coming out of Hermosa Street is a major challenge as well, and I have to struggle to make left turns to Hermosa Street from McClintock. Why not convert a street such as Dorsey to have a bike lane similar to College Street? Dorsey is a street that is not heavily used, and currently has speed bumps all along in the street to enforce slowing down the passing cars. Dorsey could very well be re-done like College Street to create a safer bike route, and a much more pleasant street. As for future with development up north by Tempe Town Lake, traffic is only expected to increase on McClintock Avenue. Cutting one lane out of a three lane Avenue and reduce it by 33% is a very un-smart (for the lack of better words) action. I request that McClintock Avenue be converted back to its original form of a three-lane Avenue on each direction plus a lane in the middle right away. If you have any questions, please feel free to contact me via email. Regards Shahin Rezai
- 75. 1/20/2016** A woman called to complain about congestion on McClintock and wanted to speak to Julian Dresang about who came up it this idea and if accidents have increased. Bobbie Little
- 76. 1/24/2016** Any where else, cities would seek to expand roadways at no expense. South McClintock is a travesty. It is now more congested, layered with meaningless and confusing white lines and a nightmare. Your use of plastic sticks forces cars to slow down in the "curb lane" before turning into private drives or streets, further slowing traffic. If you legally turn right from e/b on Guadalupe, onto s/b McClintock you are immediately in a right turn only lane to turn into Walgreens!!! Give us back the traffic lanes that were there before. Mark Bach
- 77. 1/24/2016** Hello, I will do my best to attend the meeting on March 17th. Residents might not be able to attend these meeting since they are during regular business time. The amount of wait behind Southern and McClintock traffic light has been extended tremendously because of this useless and unjustified project. It is NOT Ok to negatively affect time, comfort, and routine of majority for special interest of someone. I am extremely disappointed in City of Tempe for this moronic decision. Who-ever is in charge of this project, should be fired to waste this much of citizen's time in traffic. Regards Shahin Rezai
- 78. 1/27/2016** Phone call. Person left Julian Dresang City Staff a message and did not provide a name. He said he was disgusted with the lane removal on McClintock.
- 79. 2/1/2016** Phone call. Person left Julian Dresang City Staff a message and did not provide a name. She said she was displeased with the lane removal on McClintock and that traffic is way worse now.

80. **2/5/2016** Mr. Shahin Rezai called today about the McClintock bike lanes. His previous emails are below. He was very angry about the installation of the bike lanes and does not think that they are justified. Mr. Rezai complained about the lack of use of the bike lanes on McClintock and how they have created a dangerous situation. Today he was waiting to make a left hand turn on Hermosa and McClintock and was almost hit by oncoming traffic. He feels like someone is going to get killed because of the changes and the congestion. He would like to see the immediate reversion of McClintock Road. I advised Mr. Rezai that there is an upcoming IRS on this topic and he stated that he would likely attend. Elizabeth Higgins – Chief of Staff
81. **2/12/2016** The traffic on McClintock Drive has not "decreased". The "candlesticks" are a safety hazard ask a bus driver. Thanks for the rush hour congestion...try getting out of Fry's Market onto Baseline during rush hour. If you don't remove the "candlesticks" any time soon, I will file a complaint with the Dept. of Public Safety. I suggest that Mayor Mitchell and the Tempe Council ride their bicycles to work. Isn't it great to get Federal money for your projects. Of course it is free, right? Who cares if the National Debt increases over a trillion every year for the last 7 and probably 8. Regards, Viet Nam Vet USMC Charles DiMaggio
82. **2/12/2016** What was done to McClintock Drive is criminal. YOU have taken a major artery of the city and have greatly increased the traffic on it as well as created many hazards for drivers. It is so difficult to navigate some parts of the street that I am no longer shopping in Tempe. Getting in and out of many parking lots is outright dangerous. I ride a bike in addition to my car, and would never ride on McClintock. This shows very poor planning on the part of Tempe. Instead of the city trying to become what it is not, the city needs to remember the taxpayers of the city and not bow down to every whim of ASU. Tempe is not a metropolis so please stop trying to make it one. Leave that for Phoenix to cope with. Rickey Lynn Gans
83. **2/14/2016** Hello, I need the list of council members that voted on this project (adding bike lanes to McClintock) indicating if their vote was a yes, no, or abstain. I need this information for upcoming election, and my voting. I absolutely do not support someone with poor judgement. Please send this information to me as soon as possible, or if I need to view the meeting to see the vote, please include the link. Thanks Shahin Rezai
84. **2/15/2016** Kolby, It's my opinion this was a bad call by the City and Council. I ride a bike for exercise and pleasure. I have tried these lanes on McClintock and frankly, they are scary. To make turns, cars have to cut in and out of the candlesticks effectively cutting off bicyclists riding in those lanes. As comical as it might seem, more often than not, folks including myself use the sidewalks over these special lanes as the safer option. It's just a matter of time that this non-standard approach to "accommodate" bicyclists will result in tragic incident. I urge you and the Council to restore McClintock to three lanes. Peter Graves
85. **2/17/2016** Since early December my husband and I have been puzzled by the re-marking of McClintock to create bicycle lanes in both directions. Although we try to avoid McClintock at 8:00 in the morning, we often use it shortly thereafter. As you can see by the following locations, we use this street daily, often several times a day, to shop, visit medical sites, to volunteer, etc. Some of the locations we reach using McClintock are: 10 doctors' offices (between the two of us); Sonora Quest Labs; Banner Desert Ambulatory Treatment Unit, Preferred Home Care, Banner

Desert ER, Banner Desert Hospital; the off-campus homes of ASU International Students (*I help students where English is their second language*); Walgreens; Sprouts; Frys; Target; MacDonalds; Papa Johns; Batteries Plus Bulbs; etc., etc., etc. As I stated above, these bicycle lanes have been a puzzle to us. We started counting the cyclists using them -- the number is negligible. Cyclists continue to use the sidewalk, and I can say if my children were still teenagers, they would be instructed to ride their bikes on the sidewalk. The traffic is too fast and drivers too unfamiliar with this arrangement. I believe the City has created a hazardous situation and could in the future be named in a law suit. If there is an accident of real consequence relating to these bicycle lanes, then the City could possibly be held, in part, responsible. I'm unsure who came up with the idea of bicycle lanes on such a heavily traveled street, but I do know that it was unwise. I believe there was no intention to create a stressful situation (*also angry situation*) for many Tempe residents. However, many people in my neighborhood are upset and angry. If "bicycle lanes on McClintock" is an experiment, then the experiment should definitely be revisited and explored again. All experimentation has the aspect of possible failure -- so, no need for embarrassment, but please undo the harm. Consider Tempe residents who feel trapped in their neighborhoods at times when they need to access McClintock for work, for shopping, for emergencies, or for healthcare reasons. Waiting, and waiting, and waiting for traffic to clear often makes drivers take chances that they otherwise would not take. Also, if these "bicycle lanes on McClintock" were installed to advertise Tempe as a progressive city (having miles and miles of bicycle lanes), then someone bears the responsibility of having sought advantage over other cities at the expense of Tempe's own citizens. I respectfully submit this email, Frances Staggers - 1316 East Minton Drive (Tempe Resident since the 1980's) - Frances Staggers

1641 E. Fremont Drive
Tempe, Arizona 85282

November 9, 2015

Mr. Mark Mitchell
Mayor of the City of Tempe
31 E. 5th Street
Tempe, Arizona 85281

RECEIVED

NOV 13 2015

CITY MANAGER'S OFFICE

Dear Mayor Mitchell:

My husband and I have been residents of the City of Tempe for approximately fifty years. We have always been proud of the improvements, maintenance, etc. that the City has provided.

However, recently you have decided (without any input from neighbors in the McClintock Drive area) to remove lanes and put bicycle lanes that are as wide as a regular driving lane which is unnecessary. We have for some time had bicycle lanes which were very adequate.

If you drive south on McClintock, especially from Broadway to Baseline, you would be lucky to see one bicyclist using the bicycle lane, and the majority of the bicyclists which you do see do not obey any traffic rules such as stop signs, signals, crossing in the middle of the block, etc. The majority of the bicyclists if you do see any are on the sidewalk where they are safe, and are courteous to what few pedestrians are using the sidewalk even though you have an antiquated law that says it is illegal for a bicyclist to ride on the sidewalk!

In addition, trying to pull out on McClintock making either a right turn or a left turn out of our neighborhoods at certain times of the day is almost impossible. Traffic is lined up going south from the Freeway to Baseline! You are putting more traffic in neighborhoods trying to find a way to get where they are trying to go to avoid all the backups which is dangerous to have that much traffic going through the neighborhoods. Also, auto emissions are extremely high because of waiting and waiting for the traffic to move south an inch at a time. What happened to trying to keep the emissions down??

Mr. Mark W. Mitchell, Mayor

2

November 9, 2015

And now, after McClintock being torn up for months, you are now going to install "candlesticks" to protect the bicycle lanes even more! There may be justification for all of the above measures close to the University as there is a lot of bicycle traffic in that area, but it certainly does not apply in our neighborhoods!

It would have been nice to have some "warning" of what you planned to do from the very beginning so we could express our concerns, but apparently that is not done any more. The first notification we received on cutting down the number of lanes was a public meeting to tell us what you were going to do and had already decided to do. You were only telling us what it involved.

It is hard enough now to try to turn into businesses and our streets from McClintock without getting rear-ended because you're in the traffic lane. At least now you can get over a little bit to get out of traffic to make the right-hand turns, but once the "candlesticks" go up that is gone!

I am sure that many of the neighbors in our McClintock Drive neighborhoods are having as much trouble as we are, but because of your arbitrary decisions to benefit a few bicyclists, you have chosen to punish the majority of the driving public!

Sincerely,



Joe and Ellen Ellis

cc: Mr. Corey Woods, Councilmember
cc: Ms. Robin Savage, Councilmember
cc: Ms. Lauren Kuby, Councilmember
cc: Mr. Kolby Granville, Councilmember
cc: Mr. Joe Navarro, Councilmember
cc: Mr. David Schapira, Councilmember
cc: Mr. Andrew Craig, City Manager

87. **2/22/2016** Julian & Shauna, As a resident of the Cole Park Neighborhood along McClintock Drive since 2007, I wanted to share some feedback on the recent reduction in travel lanes between Southern and Guadalupe. During off-peak hours, the change has been relatively minor, but

during peak hours in the afternoon, the traffic I've been seeing since the change is significantly worse than anything I saw before. Specifically, in the south-bound lanes as one approaches Southern, Baseline, and Guadalupe, the traffic backs up quickly and makes turning out of those shopping centers extremely difficult (even right turns). Although I understand the need for alternative forms of transportation, such as bike lanes, I question the economic effect of such a change. I'd imagine the percentage of the population who rides a bike is extremely small as compared to that which drives a car. This change appears to set us back in terms of our cars per lane per day carrying capacity which will only inhibit future growth of our city. Any prospective home - and business - owners in the area will consider the effect that traffic will have on their endeavors. Thus, I hope the city reconsiders its stance on the reduction in traffic lanes and re-aligns McClintock Drive to its former 3-lane configuration. Thank you, Tom Foglesong

88. **2/22/2016** Sue, I would love to be there for the meeting but I hope you can express my concerns. I am having knee replacement surgery on March 9th and am pretty sure I won't be up and around well enough by the 17th. My concerns stay the same, few if any bikers in the bike lane and congestion on McClintock during rush hours is ridiculous, sometimes sitting thru 5-6 light changes just to get thru the intersections. Thank you. Margaret Prendergast
89. **2/22/2016** Ms. Taaffee, Since I wrote to you in September I have not seen ONE cyclist along McClintock! Five months of the best weather ever for biking, and not one! And I travel that route many times a day. NOT ONE! Carolyn Wagstaff
90. **2/22/2016** What I am telling you is that your counts are wrong, I have photos of your counter miscounting bike counts. You want that brought up? I need to know your methodology of your counts, since it seems you are over inflating the counts. Greg Ninke
91. **2/23/2016** Thank you. My opinion is that the city has made a mistake. My commute takes longer, on the average from 5 – 10 minutes. The south bound traffic at Southern and at Baseline is so heavy that it takes multiple light changes to cross the intersection. I have seen maybe 3 - 5 cyclists using the lane during rush hour. An alternate solution is to allow cyclists use the entire right lane. I have seen this in San Diego county where there are far more recreational cyclists than here. Joel Brom
92. **2/23/2016** An equally important factor in the study needs to be the amount of funds bike riders generate for the use of this space entirely supported by the gas tax I pay with each gallon of fuel. We need to be fair and pay for the use of public facilities. The original intent of the lane structure was to increase volume as McClintock approached the 60 freeway both directions. What has changed to make this no longer a sound strategy? I also would like to see a cost per mile incurred with this project. Thanks in advance. Chuck Degard
93. **2/29/2016** Sue, Even with a 22% decrease in traffic, a 33% reduction in travel lanes will result in a net negative impact to traffic flow in this area. Also, I believe it would be beneficial for the city to look at the data in a more granular level than just daily averages. As we all have experienced, there's a huge variation in traffic volumes throughout the day, and a daily average will mask the experience of the driver during peak hours. If the City wants to improve the driving experience for its citizens, it needs to consider the effect of peak traffic volumes. Thanks, Tom Foglesong

94. **2/28/2016** The change to McClintock Drive has not been favorable to the flow of traffic especially in the PM rush hour. I have lived off of McClintock and Guadalupe for almost 30 years and very rarely see a cyclist. You now have congested the intersections especially at Baseline and Guadalupe. Turning into the shopping center on the southwest corner at Guadalupe and McClintock is now hazardous. My guess is that the accident rates will increase due to this change. Hate the change and not sure why you didn't ask us for our opinions. Julie Trapp
95. **2/29/2016** I think the bike lanes on McClintock are even more stupid than the stairs to nowhere at Scutter Park. The street is super crowded now with not abide in sight! Take the darn stuff down! Phyllis Ames
96. **2/29/2016** Basically you have created a parking lot in the morning on McClintock from Guadalupe to Baseline Rd. The number of bikes using the bike lanes can be counted on 1 hand daily. Another gov fiasco. An idea that might not have entered your mind is to synchronize the bike lane lights on McClintock at the canal crossing with the moving traffic instead of stopping the entire traffic flow for 1 pr 2 bicycles. Talk about creating a pollution problem, well you have one. In both cases. I am wondering if a traffic engineer has ever been consulted in this matter. And 1 other item, your streets are going to hell. Potholes are becoming a nightmare in Tempe. Having lived here for 40 years now, the latest elected officials have let this area deteriorate to the nth degree. sam owens
97. **2/29/2016** I don't know whose bright idea it was to put the bike lanes and candle sticks on McClintock Dr. but they are a menace. Obviously they don't have to pull out from a side street onto McClintock. The candle sticks obscure the view. You can't see which lane the oncoming cars are in. I HATE THEM and there is no way I can avoid them. I live almost at the end of Oak St. If I need to go south I have to use McClintock as I can't make a left onto Rural. I have yet to see ANYONE using the bike lane. Please get rid of the candlesticks and give us back our third car lane. What a waste of city money that abortion was. Sydney Anne Holt
98. **2/29/2016** Thank you for this opportunity to comment on the McClintock Drive changes. I think the changes were a complete mistake. I understand there was a decline in traffic of 20%. You cut the road however by 33%. Making a left from Minton onto McClintock in morning traffic is a nightmare. Traffic from the light at 60 backs up all the way to Dunbar now. When the light turns, traffic is still so heavy that you can't easily get into the lanes going north. Heaven help you if you want to get across both lanes to turn right onto the 60 on ramp to go onto 101. People entering from the east side streets off McClintock have the same difficulty getting across 2 lanes to get onto 60. When I make a right onto Minton from McClintock, it feels like I'm turning from the middle of the street now. I try to stay out of the bike lane but it's a little scary because the cars behind me don't notice that I'm making a turn. It looks and feels like the middle of the road! The candlesticks add to the congestion and confusion. Several have already been run over. There is 1 - one - uno bike rider that I've seen on McClintock using the bike lane. There is no need for bike lanes in this area. There is greater safety with less congestion for vehicles. There is more safety using the road as it was designed with 3 lanes north and south. Pamela Bir
99. **3/2/2016** Please eliminate the McClintock bike lanes. -Jane

100. **3/2/2016** Good evening, I am writing to voice my frustration regarding the lane for vehicle travel that was removed on McClintock between Broadway and Guadalupe Roads. I have never been as angered and frustrated by any decision the Tempe City Council has previously made. I have vowed to never vote for any member of the current Tempe City Council that voted for this terrible idea. I live on the west side of McClintock, between the US 60 and Baseline Road. It is virtually impossible to make a left turn onto McClintock anymore because of the bumper to bumper snarled up traffic. Even if I try to make a right turn onto McClintock off of Minton Dr, I have to sit there for a very long time until some driver finally has pity on me and allows me to pull out. At the rush hours the traffic is at a bumper to bumper standstill, and even when it isn't during the rush hours, the commute down McClintock takes a great deal longer than it previously did. There are a lot of times since the lane of vehicle traffic was removed that we don't even attempt to go to a store, a movie, or out to dinner as we frequently did prior to this. I swear it takes twice as long to drive to and from Tempe Marketplace now. It's just not worth the extreme aggravation of the traffic congestion on McClintock Dr. The irony of it is that we very rarely see a bicyclist on McClintock and when we do they are almost always riding on the sidewalk instead of in the bike lane. You have inconvenienced hundreds or thousands of drivers on McClintock each hour, for the convenience of a handful of bicyclists. If this situation isn't rectified, I am seriously considering selling my home in Tempe and moving to Goodyear, so I don't have to deal with the McClintock commute frustration day after day. I can hardly tolerate driving on McClintock anymore. I really wish I could attend the March 17th City Council Work Study Session and voice my opinion, but we are shorthanded at work, and there is a hiring freeze in place until the next fiscal year, so I am unable to get the time off to attend. Respectfully, Faye White

101. **3/1/2015** Regarding the McClintock Drive bike lane/candlestick project: While I appreciate Tempe's consideration of the environment and support of alternate modes of transportation especially the bicycle, the bicycle lanes do not seem to have much of a positive impact. Living right near La Jolla and McClintock Dr, I have observed that very few people ride bikes and, of those that do, most of them still ride on the sidewalk. There are probably many reasons for this but the main reason I don't use the bike lanes is due to the candlestick dividers. They close in the lane too much. If I have to swerve to avoid another biker I have less room to safely maneuver. The same is true when driving a car. Instead of having that space to avoid an accident in an emergency situation, drivers are concerned about not hitting the candlesticks. Those candlesticks get hit all the time! Just look at them. Our hands automatically follow where our eyes look and we're all looking at the candlesticks. Another issue is the small cars that seem to think the bike lane closed off by the candlesticks is a separate lane for driving in. The candlesticks also make it more dangerous to turn right into the businesses that line McClintock Dr. With the amount of traffic on McClintock Dr, cars need to pull over to the right to safely turn into the business complexes. Now their safety zone is greatly reduced. I strongly urge the Tempe City Council to remove the candlestick barriers on McClintock Dr and discontinue the whole project. Thank you for your consideration. Cathleen Gould

102. **2/29/2016** Please restore the road back to three lanes on each side. Since the conversion traffic is backed up for miles every morning and evening. The balance of time it is also backed up. I drive the road almost every day and have only seen four bikes on the road since the change, all four of which were using the sidewalk, (not the new bike lanes). I like to bike myself but would never use the new bike lanes as they are too close to traffic and very dangerous. The result of this terrible change to our road is slower traffic, more pollution, and, thousands of wasted man hours lost to

the unfortunate individuals who have no choice other than to sit in traffic when using this road. Additionally I can imagine a lot of tax dollars were wasted on the conversion as will also be spent in the event it is changed back. I was told the City receives tax dollars from the Federal Government for decommissioning road lanes and slowing down traffic. If true this is a horrible waste of hard earned tax dollars. Please / Please / Please we are begging you please restore McClintock Road back to it's previous design which was based on traffic flow demand. I understand you are claiming vehicle traffic has decreased while bike traffic has increased. I do not believe this. If marginally true it is impossible to believe vehicle demand has been reduced by 33% (calculated by the elimination of one of three traffic lanes). Thanks for listening, what a waste of tax money. Mark Abel

103. 2/29/2016 We are deeply concerned about the reduction of traffic lanes on McClintock between Broadway and Guadalupe Rds. We have lived southwest of McClintock and Guadalupe for 42 years and traveled that road thousands of times and have never had the backup at the major intersections that we now have. There are very few bicycles that travel that road during rush hours and I don't see how you can say you are reducing the pollution providing for bicycles and causing vehicles to idle putting out pollution waiting for traffic to clear. Even if traffic volumes have reduced some, where are the numbers indicating that there has been a significant increase in the use of bicycles? I consider this decision jumping the gun and somewhat irresponsible government by the City Council. Making the city look good as a "bicycle friendly community" may look good to outsiders but isn't in the best interest of the residents that have to use that street. Sincerely, Art and Sandy Moore cc: Mayor Mitchell and Council members Arthur Moore

104. **3/4/2016** Dear Council Members and Neighbors, I beg you to remove the protected bike lanes on McClintock and add a vehicle lane. I own one home off of McClintock Drive, and nine condominiums (3 in La Tierra, 5 in Lake Park Villa, 1 in The Lakes of Tempe, and 2 in Park Riviera). With all due respect, the bike lanes have been a disaster for my family and tenants. For my tenants, the families complain. Specifically, families complain about the hassle for them to take kids to school, get home from work, and drive their kids around for activities. In Tempe, it will never be practical for families to perform the functions of kids to school, go to work, and take kids to afterschool activities on bicycle. The distance from metro Phoenix employment centers, open boundary schools, and activities does not lend itself to this. Furthermore, human anatomy and physiology make it unsafe to perform these family functions on bicycle in the desert climate. The study of 4% of Tempe residents taking their bikes to work is obviously flawed. Stand any morning on McClintock and Southern, Baseline, Guadalupe, Elliott, or Warner. There is no way 1% of Tempe residents are taking bikes to work let alone 4%. For my family, we avoid McClintock now and stick to Rural. I have a 9 and 11 year old daughters. My wife and I have told them we would kill them if they drove their bicycles in the bike lanes of McClintock, or any other street. I have instructed them to bicycle on the sidewalks. May I ask, how hard is it for a bicyclist to ride on the sidewalk and around pedestrian walkers? Other families have the same feeling-the bike lanes were a nice idea, but a mistake. Implementing some traffic calming strategies makes the McClintock neighborhoods safer? Yes, calming strategies are helping Mom's and Dad's get their kids to school, get to work, get home with their families. I beg you to remove the protected bike lanes on McClintock and return to vehicle lanes. Sincerely, John Devine

105. **3/7/2016** I am vehemently against removing a lane of vehicular traffic on McClintock for bicycle traffic that doesn't exist. There is minuscule bicycle traffic there and the dedicated bike lane is creating congestion and hazardous driving conditions at intersections, and in entering and exiting commercial driveways. With the commercial build-up of the Price Freeway Corridor, traffic on Tempe arterial streets will only increase creating even more congestion and danger for vehicle and bike traffic. John Morris and Carver Terrace
106. **3/7/2016** I'm not sure if I wrote before, but I am absolutely against the bike lanes. You have supported a special interest group at the expense of the home owners in the area. The bike lanes have created congestion, and created dangerous situations where people need to exit the main street across the lanes. Rickey Lynn Gans
107. **3/7/2016** Shauna, Please pass this on to whomever needs to hear it. I travel McClintock between Broadway and Guadalupe quite frequently, and HAVE NEVER SEEN A BICYCLIST IN THOSE BICYCLE LANES. If the intent was to influence motorists to leave their cars at home and ride bicycles, I don't think it has, or will have, convinced most people. If the city is truly going to monitor bicycle traffic in these lanes, and needs volunteers, I'd be glad to help out. Kay Slaven
108. **3/7/2016** Please Don't reduce lanes , We Don't Need anymore Congestion, it's Bad enough the Contractor 's are Still Dragging their Butt's on the Broadway Beautification Project. Thank. rickroser rickroser@yahoo.com
109. **3/7/2016** PLEASE REMOVE THEM.... I drive out of CARSON onto McClintock and since they have changed this it is almost impossible to make a left and go north unto McClintock..I have noticed the same at most of the streets north of major intersections ... the cars from the intersection at McClintock and Baseline are backed up all the way to the 60 around 5 pm to 7 pm also when the ramp from the freeway turns green more cars come unto McClintock making it almost impossible to get out of Carson and other streets to head north (left turns) Turning the 3 lanes into 2 just made huge long lines at the intersections headed south on McClintock it just makes for huge back ups at busy times of day...I live on McClintock and out of the last 30 persons riding bikes only 4 were using the bike lanes.... everyone else is still driving on the side walk... as for myself I still drive on the sidewalk... using the bike lanes is still do damn dangerous ... I also refused to use them... PLEASE TAKE THEM OUT !!! Frankie Rose
110. **3/7/2016** As a resident of Tempe for 30 years, I have never complained about my city. For the most part I love Tempe and it's the reason I have stayed here to raise my family. However, I can honestly say that the loss of one lane on McClintock has changed my quality of life. I live in S. of Baseline between McClintock and the 101. My son goes to school at Tempe Preparatory, so our commute was always a ride north on McClintock to Southern. Since the bike lane addition, it has easily added 10 minutes to a normally short trip. After the addition of the bike lane, it was not uncommon for me to have to wait through 2 lights to get across Baseline. I have had to change our morning commute to going down the Price frontage road, which means going 1/4 mile in the opposite direction, in order to get my son to school on time. This is STILL less time than going down McClintock, though. This may not seem like a real huge problem, but what I do see as a real problem is the visible frustration of the drivers I have seen on McClintock. I have seen so many hands thrown up in the air, horns honking to move people along, and rude hand gestures. A morning commute can be frustrating enough without the added stress of congestion that you know was not there a few months prior. To add to the frustration is not seeing very

many bikes in the lanes. I live right off McClintock and I am on the road frequently (although I avoid it on the weekdays) and I rarely see bikes in the lanes, and when I do see bikes they tend to be on the sidewalks. I know I am not the only one who has complained about the bike lanes on McClintock. My only hope is that our input is being taken into consideration. I'm sure for every person who takes the time to write, there are several more who are just as frustrated. Best Regards, Lucy Anaya-Mitchell

111. 3/7/2016 As a long time Tempe resident, I strongly disapprove of the traffic lane reduction in favor of a larger bike lane. The roads are extremely congested now, with often a backup from Baseline to almost Southern. Worst of all, I don't ever see anyone in the bike lanes! I was unaware that I was able to email the City to express my opinion until I saw this posted on Facebook. I do plan on attending the City event to voice my concerns then. Thank you. Yale M. Smiley
112. 3/8/2016 To whom it may concern: The bike lane going down McClintock is unnecessary and exists on a street with too much traffic. The loss of the car lane inhibits traffic. Best regards, Mike St. George
113. 3/8/2016 The bike lanes in Tempe are terrible. I travel from Elliott and Lakeshore to McClintock and Guadalupe (1.7 miles) for work everyday. I see the bicyclist still using the sidewalk (perhaps for safety reasons) as I see cars driving down the bike lanes to get around traffic, I see cars driving down the center turn lane everyday to get around backed up traffic etc. What was a 8-10 minute commute is now a 20 minute plus commute. Maybe if the Schools started at a later time (not during rush hour) it would be ok. Want it back the old way take the bike paths away from the road. Cindy Fickett'
114. 3/8/2016 Noting that vehicle traffic counts on McClintock in our neighborhood are typically 35,000 per day in each direction and my personal observation of bicycle traffic of maybe 10-20 per day in both directions since the change (with 80% of the bicycles using the sidewalks), the change seems to be an extremely poor allocation of our resources. Bicyclists deserve access to our streets and should be respected as fellow travelers, but to allocate a third of a main arterial is inappropriate. Waiting through three light changes to cross Southern Avenue is not improving motorists attitude toward our two wheeled neighbors. During rush hours, they have no delays whatsoever. Inconveniencing maybe 100,000 vehicle occupants per day to satisfy 10 or 20 makes no sense. Ed Parker'
115. 3/8/2016 Tempe Council – I lived off McClintock and Caroline for five years before recently moving away. When I was back in town in late January, I got on McClintock just south of Guadalupe expecting to get back to my old home in about 5 minutes or so. Unfortunately for me, as well as my waiting guests, it took almost 25 minutes to get to my previous residence. I was so embarrassed, I couldn't believe I would be over 20 minutes late to my own event! Never in the 5 years that I had lived there had I experienced such a traffic situation that I experienced that Tuesday afternoon at 5:50pm. I traveled to work every day around 7:30 and returned home around 5:30, in my experiences, I never had an issue coming home from work, and headed to work I might have to sit in traffic for .5 mile at the absolute worst, every now and then (once a month), fortunately it would be cleared up within one or two light cycles. While I understand the interest in making Tempe a more 'bike-friendly' city, I think dedicated bike lanes are very important. If I'm not mistaken, there are bike lanes down Apache north of Elliot as well as some

bike lanes on less arterial roads such as Hardy and College. Was Country Club discussed as a bike lane alternative? With McClintock being so close to the already congested 101, it seems not only cumbersome, but also a bit dangerous, to dedicate bike lanes along that arterial roadway through the east side of Tempe. If I remember correctly, there were traffic studies being done just north of Zipps on McClintock in the 12 months prior to my moving (Summer 2014-Summer 2015?), was the traffic observed at that time consistent with the travel being observed today? If so, it might be prudent to relook at the analysis of two lanes being sufficient to handle the traffic load at peak times. Another alternative may be to lengthen the light cycles – when I was there, I remember the stop lights north/south to be well timed to allow for uninterrupted traffic flow as long as you were going +/- 2 mph within the posted speed limit. Obviously with congestion that is no longer true, however by lengthening the cycling time between red lights, it would lead to less congestion specifically in respect to north/south on McClintock. I look forward to keeping abreast of the ongoing discussions about the bike lanes and I am impressed that the City has taken the time and effort to reevaluate the decision that was made to remove a lane for dedicated bike travel. Thanks for your time, Ted Casady

116. 3/8/2016 Dear Council Members: I would love to see the new wider bike lanes go AWAY! I support the former bike lanes but to take away whole car lanes to accommodate bike lanes that are *rarely* used is ridiculous. The streets are congested enough why add too it? What about those annoying white poles sticking up separating the car lane from the bike lane? Get rid of those too as they are a distraction while driving. hank you, Karen Johnston
117. 3/8/2016 Mayor Mitchell & Council members: I would like to register my dislike of the bike lane on McClintock Drive. In all the time it's been there, I have personally witnessed one - that's ONE - bike rider using the bike lane. But I have also witnessed hundreds & hundreds of cars backed up during rush hour because of the reduced lanes. Plus unsafe lane changes where the road narrows from 3 lanes to 2. Yes, a bike lane sounds good & environmental & progressive (and I consider myself a progressive Democrat), but the reality is car traffic needs to take precedence. We can't have hundreds of cars on the road every day burning gas & spewing emissions for the sake of a handful of bike riders using a bike lane once or twice a week. PLEASE remove the bike lane on McClintock Drive. Thank you. Lynn LaVoy
118. 3/8/2016 As a cyclist, I am in favor of REMOVING THE NEW BIKE LANES on McClintock. THEY ARE DANGEROUS AND UNSAFE AS YOU HAVE CARS ON BOTH SIDES OF THE CYCLIST! The old bike lanes were much safer, with a bike lane, next to the sidewalk. Ann Chadwick
119. 3/8/2016 Please remove the unnecessary bike lane on McClintock. Cliff Jemmett
120. 3/8/2016 The new bike lanes are completely worthless and congest traffic terrible idea I see more of them run over than I do bikers in the lanes. Rob Pawlikowski
121. 3/9/2016 Unfortunately "you goal" is not the majority of Tempe's "goal". The mess the city made of McClintock is ridiculous. The bike lanes are not being used. Traffic is a mess. The light situation at Southern and McClintock is so messed up. Traffic is 10 times worse than when we had 3 lanes for cars. All in all, the streets in Tempe are not user friendly for the people who live there. Rush hour on McClintock is a nightmare. Spending money to repair broken down roads is a much better idea. Country Club Way from Southern north to River is broken, cracked, in desperate need of repair and has weeds growing in the cracks. The Blue buses race up and down

that street daily with no passengers on it. When might we expect the street to be repaired? Two years is NOT an option. When might we expect the huge pothole on the entrance ramp onto I-10 East from the 60 to be repaired? The list goes on and on. Before adding to our city, repairing would be a much better idea. Melanie Miller

122. 3/8/2016 I have seen additional wait time at traffic lights, people driving in bike lanes to make right turns and no increased bike traffic. My question would be who made money on this project? John Winters
123. 3/8/2016 This project seems a poor use of taxpayer resources. I understand the need for bicycle safety, but it seems we could have skipped the removal of lanes and repavement and skipped to the white markers/cones used to separate the lanes. We are excited for the 5 cyclist we have seen make use of the wide space and security, but we've seen several near misses on car accidents stemming from the drivers trying to make turns out of Fry's, Target, and the condos around baseline/mcclintock. The traffic delays and congestion in this area are terrible. Perhaps we could have spent money on improving the alleys, our schools, and/or our neighborhoods instead. Chris and Lina Garcia
124. 3/8/2016 The McClintock bike lane project is unnecessary, especially in South Tempe where bike traffic is infrequent. jim bache
125. 3/9/2016 I really hate the new bike lanes on McClintock. They have taken away a traffic lane just north of Belle de Mar and south of the freeway. Their markings are confusing. I'm surprised that I haven't heard of bicyclists being injured or killed. Jonathon Cox
126. 3/9/2016 This new addition to our neighborhood is a nightmare!! Not only have we lost a driving lane on a very busy main through way in Tempe you need a PhD to know where you are suppose to be and where you can cut across the bike lane. It is also my understanding from bikers in my neighborhood that they do not really like and it does not make biking easier for them. I hope they take advantage of this opportunity to voice their opinion. Unfortunately, a lot of tax dollars were spent installing and it but I would like it taken out before someone gets hurt or killed riding their bike and a driver receives a needless citation. It would be a better use of tax dollars to remove it. Terry Cox
127. **Thru 133 10/22/2015** Mayor and Council, I wanted to make you aware of a number of voice messages that have come into the general Council voicemail box. This inbox doesn't usually get many voicemails, usually just one or two a month that I take care of. Since September 30th, it has received 8 messages, 7 of which are about the bike lanes on McClintock. The 8th voicemail was unrelated. Each message has a common theme-- they thank the city for repaving McClintock and state that while they know our intentions were good, the bike lanes on McClintock have caused increased congestion. They also don't believe that enough bicycles are using the lanes to justify the change. I am happy to share the voicemails with you if you would like, I just didn't want to clog up your inbox with a large email. Elizabeth Higgins

<u>Addresses (of those who provided an address)</u>	<u>City</u>	<u>Position</u>
1034 E Verde Ln	Tempe	Oppose
1135 E Sunburst Ln	Tempe	Oppose
1163 E. Knight Lane	Tempe	Oppose
1316 East Minton Drive	Tempe	Oppose
1413 E Gemini	Tempe	Oppose
1600 E Fremont Dr	Tempe	Oppose
1641 E Fairmont Drive	Tempe	Oppose
1702 E Libra Dr	Tempe	Oppose
1738 E Gaylon Dr	Tempe	Oppose
1823 E La Jolla	Tempe	Oppose
1911 E Bendix Dr	Tempe	Oppose
1927 E. Ellis Drive	Tempe	Oppose
1977 E. Divot Drive	Tempe	Oppose
2029 E Manhattan Dr	Tempe	Oppose
332 E. Vera Lane	Tempe	Oppose
34287 S Lola Lane	Tempe	Oppose
3830 N. 19th Avenue	Phoenix	Oppose
4515 S Poplar St	Tempe	Oppose
4600 S Kachina Drive	Tempe	Oppose
514 E Carmen St	Tempe	Oppose
5429 S Lakeshore	Tempe	Oppose
5433 S Holbrook Lane	Tempe	Oppose
5626 S. Captain Kidd Ct., Suite B	Tempe	Oppose
7201 E. Camelback Road, Suite 360	Scottsdale	Oppose
8121 S Mill Ave	Tempe	Oppose
919 West Vaughn St	Tempe	Oppose
1718 E. Diamond Drive	Tempe	Oppose
1007 E Verde Ln	Tempe	Support
1009 W. 19th St.	Tempe	Support
101 N. 1 st Avenue, Suite 1950	Phoenix	Support
1222 E Laguna Drive	Tempe	Support
1332 E Lemon St	Tempe	Support
1414 E Libra Drive	Tempe	Support
1820 E. Lemon	Tempe	Support
1827 E Cornell Drive	Tempe	Support
1901 E Palmcroft Dr, Tempe, AZ	Tempe	Support
1930 South Roosevelt Street	Tempe	Support
2103 S La Rosa Dr	Tempe	Support
2180 East Southern Avenue	Tempe	Support
3241 E Cortez St.	Phoenix	Support
33 E. Palmcroft Dr.	Tempe	Support
3321 S Dorsey Lane	Tempe	Support
422 w manhattan dr	Tempe	Support
4512 S. Kachina Dr.	Tempe	Support
513 E. Erie Drive	Tempe	Support

5867 S Brittany Ln	Tempe	Support
6445 S Maple Ave #2047	Tempe	Support
6445 S Maple Ave #2097	Tempe	Support
720 E McKellips Rd D424	Tempe	Support
7650 S. McClintock Drive, Suite 103 - 366	Tempe	Support
842 N 6th Ave, #2	Phoenix	Support
9 E. Los Arboles Circle	Tempe	Support
2343 W. Medtronic Way	Tempe	Support