

McClintock Drive Street Configuration 15-Month Follow Up

Issue Review Session

November 3, 2016



Mission of the Transportation Program

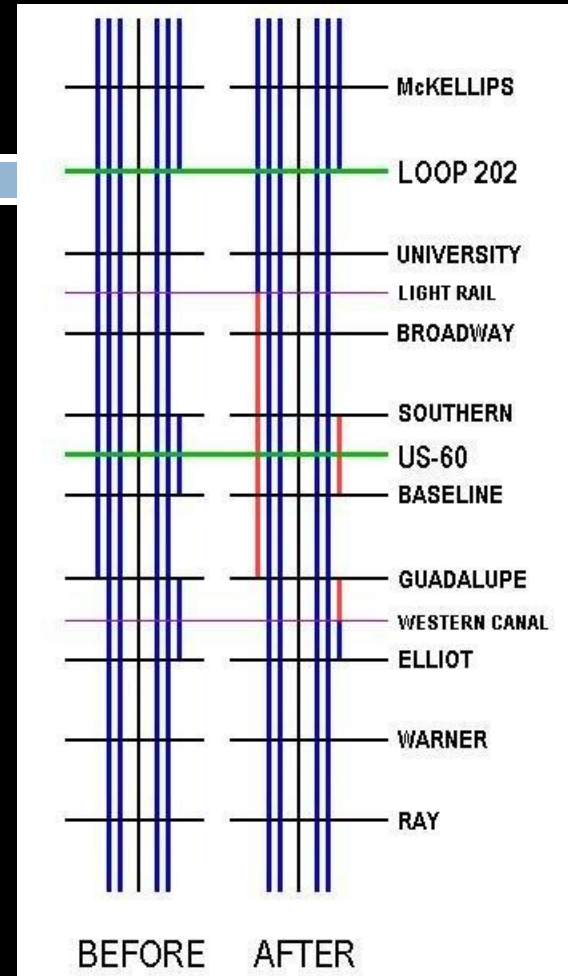
To ensure that the city has a balanced, safe and reliable transportation system which incorporates all forms of transportation in an interconnected manner.

History

- **February 2015:** Staff reviewed traffic data, Transportation Master Plan & General Plan 2040
- **April 2015:** Bike lane & pavement project open house
- **July 2015:** McClintock restriped between Apache and Western Canal.
- **March 2016:** Staff presented Council traffic data and analysis; Council requested additional data.

Travel Lane Configuration

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



Changes Made After Original Striping Install

- Signal timing modifications at the 6 major intersections
- Plastic bollards installed in buffers between Baseline & Southern as a pilot project



Data Collected

- Vehicular Traffic Counts
- Bicycle Traffic Counts
- Travel Times
- Safety (Crashes)



Average Daily Vehicular Volumes

	Nov. 2004	Sept. 2009 & Oct. 2010	March 2014	2016				
				Jan	Jul	Aug	Sept	Oct
Apache to Broadway	ND	31,175	32,863*	34,913	24,055	30,175	32,828	32,410
Broadway to Southern	36,487	27,807	31,722*	30,782	31,527	28,034	28,529	31,041
Southern to US 60	44,951	ND	35,167	37,670	26,551	33,472	35,348	34,101
US 60 to Baseline	43,842	37,496	32,755	37,470	27,732	33,260	36,012	34,692
Baseline to Guadalupe	35,326	30,170	25,208*	28,945	28,656	27,260	27,274	27,607
Guadalupe to Elliot	34,189	27,418	24,510*	ND	31,392	24,714	26,524	25,747

*ND (No Data Collected) & *ASU on Spring Break*

2016 Bicycle Traffic Counts

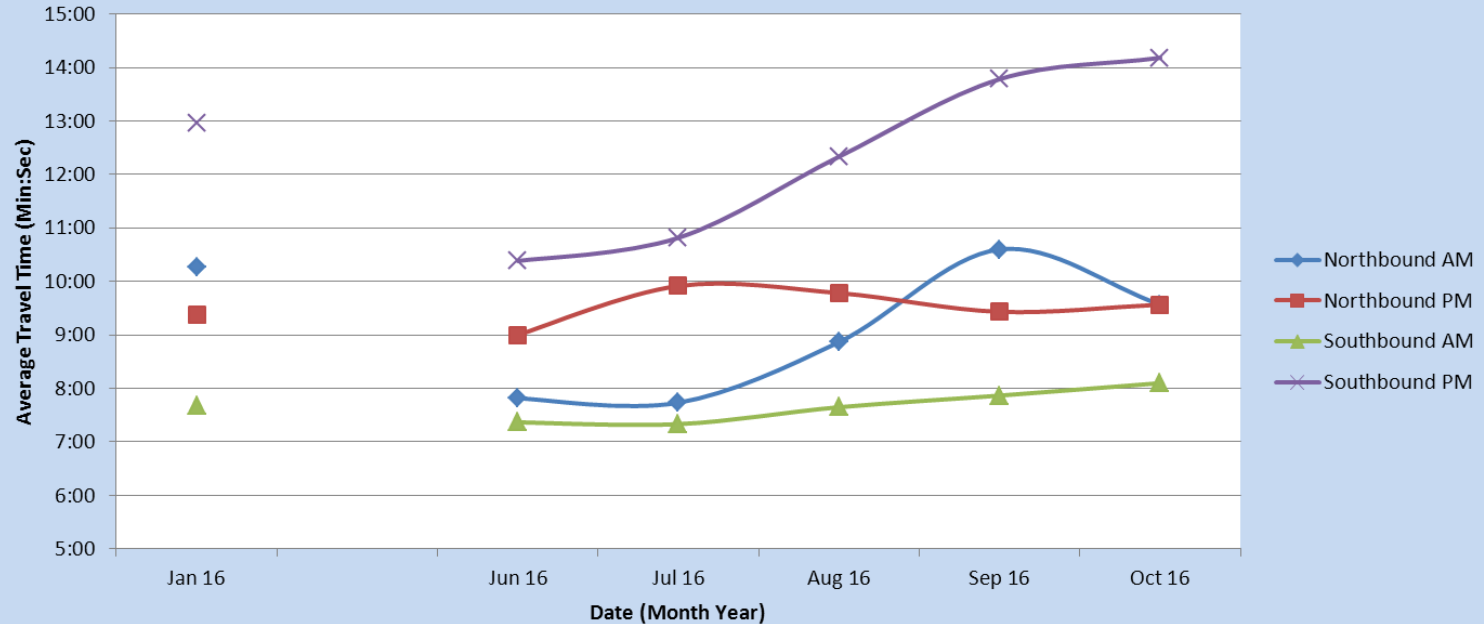
	Jul	Aug	Sept
Southern (AM)	10	N/D	13
Southern (PM)	12	N/D	13
Baseline (AM)	9	10	6
Baseline (PM)	12	8	10

AM (7am-9am), PM (4pm-6pm)
ND (No Data Collected)



Travel Times

McClintock Corridor (University to Guadalupe)



Travel Time Summary: University to Baseline

Average travel time per mile

Direction	Optimal	Before	After
Southbound off-peak (AM)	1:32	1:53	2:05
Northbound off-peak (PM)	1:32	2:13	2:32
Northbound Peak (AM)	1:32	2:24	2:28
Southbound Peak (PM)	1:32	2:29	4:06



Safety (Crashes): Major Intersections Aug-June

	2014 to 2015	2015 to 2016
Apache	6	7
Broadway	13	9
Southern	17	11
US 60	14	19
Baseline	1	9
Guadalupe	9	9
TOTAL	60	64

Safety (Crashes): Minor Intersections Aug-June

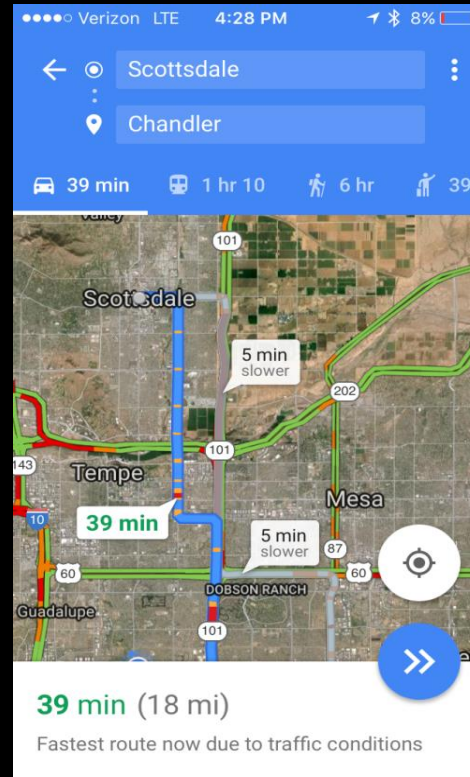
	2014 to 2015	2015 to 2016
Apache to Broadway	N/A	N/A
Broadway to Southern	15	11
Southern to US 60	5	1
US 60 to Baseline	6	2
Baseline to Guadalupe	6	9
TOTAL	32	23

Safety (Crashes): Midblock Aug-June

	2014 to 2015	2015 to 2016
Apache to Broadway	21	17
Broadway to Southern	38	22
Southern to US 60	12	11
US 60 to Baseline	10	13
Baseline to Guadalupe	10	5
TOTAL	91	68

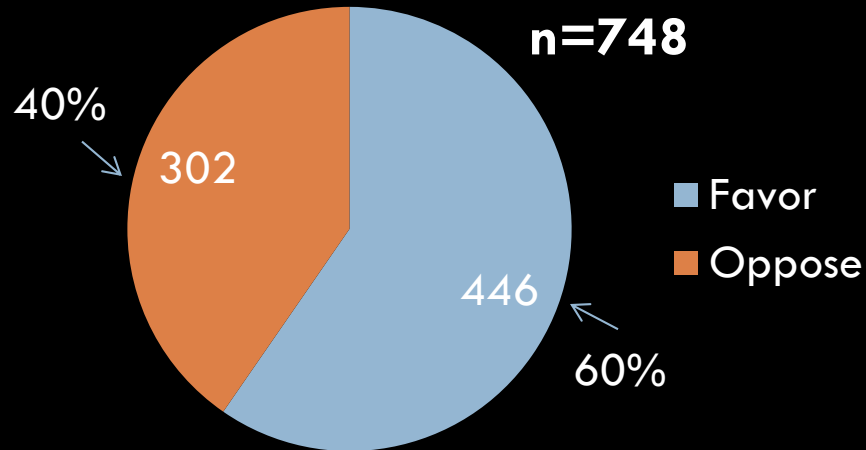
Technology

- Tuesday, October 18
- 4:30 pm
- Google Maps
- Downtown Scottsdale to downtown Chandler



Public Comment/Feedback

Between April 2015 & Oct. 27, 2016 @ 5pm, the City received 892 comments of which 748 were unduplicated.



Survey Results

Telephone

- Conducted in Sept./Oct.2016 by Behavior Research Center.
- 425 telephone interviews of Tempe residents.
- Margin of error +4.8% at a 95% level of confidence.
- 51% of Tempe residents oppose adding bike lanes to major roads in Tempe if it means removing a lane of traffic.

Online Survey

- 332 opt-in online survey respondents; 55% of those oppose adding bike lanes if it means removing a lane of traffic.

Options

(Range of Cost: \$10,000 - \$20M)

- A. Continue to collect data and track safety
- B. Restripe southbound McClintock from Apache to Broadway & remove bike lane
- C. Restripe one-mile segments
- D. Restripe entire corridor & remove bike lanes
- E. Narrow travel lanes/remove buffers/move curbs
- F. Widen McClintock to accommodate bicycle lanes
- G. Add dedicated bike paths behind the curb
- H. Improve parallel bicycle routes