



Issue Review Session Agenda

**Tempe City Council
Issue Review Session
Harry E. Mitchell Government Center
Tempe City Hall - City Council Chambers
31 East 5th Street, Tempe, Arizona
Thursday, May 30, 2013
6:00 PM**

Members of the City Council may attend either in person or by telephone conference call.

AGENDA

Legal Advice: If necessary, the City Council may make a vote to adjourn to executive session for the purpose of obtaining legal advice from the Council's attorney on any matter listed on the agenda pursuant to A.R.S. § 38-431.03(A)(3).

1. Call to the Audience

The City Council welcomes public comment at this time only for items listed on this Issue Review Session agenda. There is a three-minute time limit per citizen.

2. Broadway Road Bike/Pedestrian Enhancements*

3. Bike Share Program*

4. Formal Council Meeting Agenda Items

The City Council reserves this time to discuss any item(s) appearing on the 7:30 p.m. Formal Council Meeting agenda.

- 5B9. City of Chandler contracts with Basic Chemical Solutions, LLC., Brenntag Chandler, DPC Enterprises, LP., General Chemical Performance Products, LLC., Hill Brothers Chemical Company, Kemira Water Solutions, Inc., Polydyne, Inc., Saltworks and Thatcher Company of Arizona for water and wastewater treatment chemicals
- 5E9. Intergovernmental agreement with the City of Phoenix, to provide Federal Transit Administration grant funds for transit facility and bus fleet preventive maintenance

5. Future Agenda Items*

6. Mayor's Announcements/City Manager's Announcements

The Mayor and/or City Manager may make announcements regarding current events that are not on the agenda. No discussion or legal action will be taken regarding these announcements.

*Background material included

According to the Arizona Open Meeting Law, the City Council may only discuss matters listed on the City Council agenda. Members of the City Council may attend either in person or by telephone conference call. The City of Tempe endeavors to make all public meetings accessible to persons with disabilities. With 72 hours advance notice, special assistance is available at public meetings for sight and/or hearing-impaired persons. Please call 350-2905 (voice) or 350-2750 (TDD) to request an accommodation to participate in the City Council meeting.

**Watch this meeting live on Cox cable channel 11 or www.tempe.gov/tempe11.
Video replay of this meeting is available the next day at www.tempe.gov/tempe11.**



Memorandum

Community Development Department
Public Works Department

DATE: May 23, 2013

TO: Mayor and City Council

FROM: Eric Iwersen, Community Development (350-8810)
Shelly Seyler, Public Works (350-8854)

THROUGH: Don Bessler, Public Works Director (350-8205)
Lisa Collins, Interim Community Development Director (350-8989)

SUBJECT: BROADWAY ROAD BICYCLE & PEDESTRIAN STREETScape ENHANCEMENTS

The city of Tempe is implementing a project to improve pedestrian and bicycle facilities, and enhance the streetscape on Broadway Road between Mill Avenue and Rural Road. A Broadway Road Corridor Study was completed in 2001, and in 2004 the project was included in the Tempe Comprehensive Transportation Plan. In 2004, City staff wrote grant applications and were successful in obtaining federal funds for construction of the project. The current Maricopa Association of Governments Transportation Improvements Program shows \$3,857,670 in federal funds and the project has been identified in the Tempe Capital Improvement Program since 2007/2008.

Public meetings for the project began in 2008 and continued until a preferred concept was supported at the last public meeting held in October 2010. The preferred concept included purchase of right-of-way and other design measures. Staff was unable to reach agreements on new right-of-way purchases and eventually the design concept was abandoned. In summer 2012, staff obtained permission from the Arizona Department of Transportation and Maricopa Association of Governments to preserve the project funding and begin a final attempt to design a project that could be built. On February 25, 2013, staff held a public meeting to present design concepts and move the project towards a preferred alternative.

Public Input and February 25, 2013 Public Meeting

Residents, businesses and property owners in the area of Mill Avenue to Rural Road and Apache Boulevard to Alameda Drive were invited to attend all of the public meetings and comment online through a variety of methods. Additional outreach was conducted to stakeholders directly on Broadway Lane and Broadway Road to make them aware of the project and to gather input.

The five concepts presented at the public meeting included three options with a lane removed in the eastbound direction, and two options showing the existing two lanes westbound and three lanes eastbound.

All concepts presented included:

- Bicycle lanes on Broadway Road
- Landscaped median islands with left-turn pockets
- Wider sidewalks on the south side of the road, with street trees
- A buffer area (wall or landscape material) between Broadway Road and Broadway Lane on the north side of the street

There were 65 attendees at the February 25, 2013 meeting. The public comment period ended April 1, 2013 and recorded a total of 81 respondents. The surveys, public comment and meetings with property and business owners indicate strong support for a lane removal on Broadway Road as well as the other concepts presented. (Public comments attached)

Project Data

Traffic Volumes

Traffic volumes along Broadway Road have continued to decline. At peak volume (2003) this mile of Broadway Road was carrying nearly 39,000 vehicles per day. In fall 2012, the same mile was carrying 25,209 vehicles per day. Traffic volumes on this five lane arterial are similar or lower than other four lane arterials like Mill Avenue, Apache Boulevard and University Drive. Therefore, the concept of removing a lane of traffic has been proposed.

Fiscal Impact

Current annual landscape maintenance per year is approximately \$5,300 for the irrigation and maintenance costs related to the ornamental orange hedge on the north side of the road. It is anticipated that this amount would increase, even doubling in cost, due to the proposed landscaped areas. Total construction cost for the project is estimated not to exceed the \$3,857,670 in federal grant funding.

Next Steps & Action Requested

Staff is requesting consensus to move forward with the following steps:

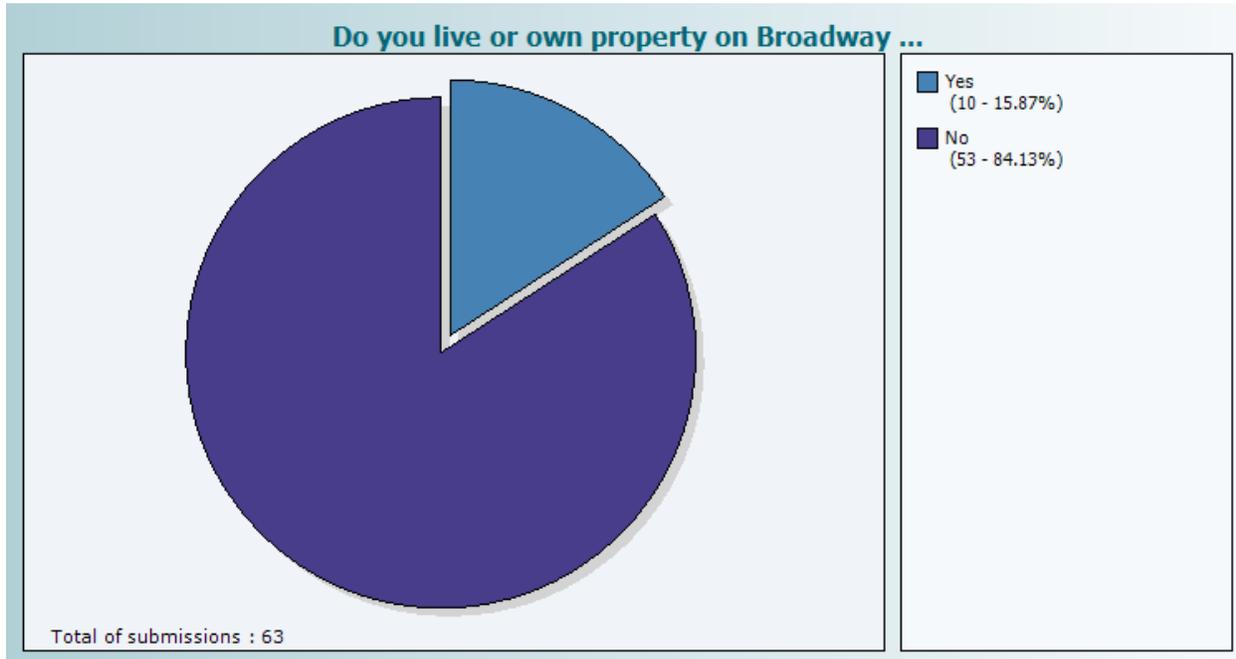
- Host public meeting on June 11, 2013
- Advance a preferred concept that includes one lane removal in the eastbound direction, bicycle lanes, wider sidewalks and street trees on the south side of the road, landscaped median islands and a buffer/wall treatment on the north side of Broadway Road.
- Conduct a simulation of the lane removal in September to collect data on volumes and traffic signal operations.

Attachments

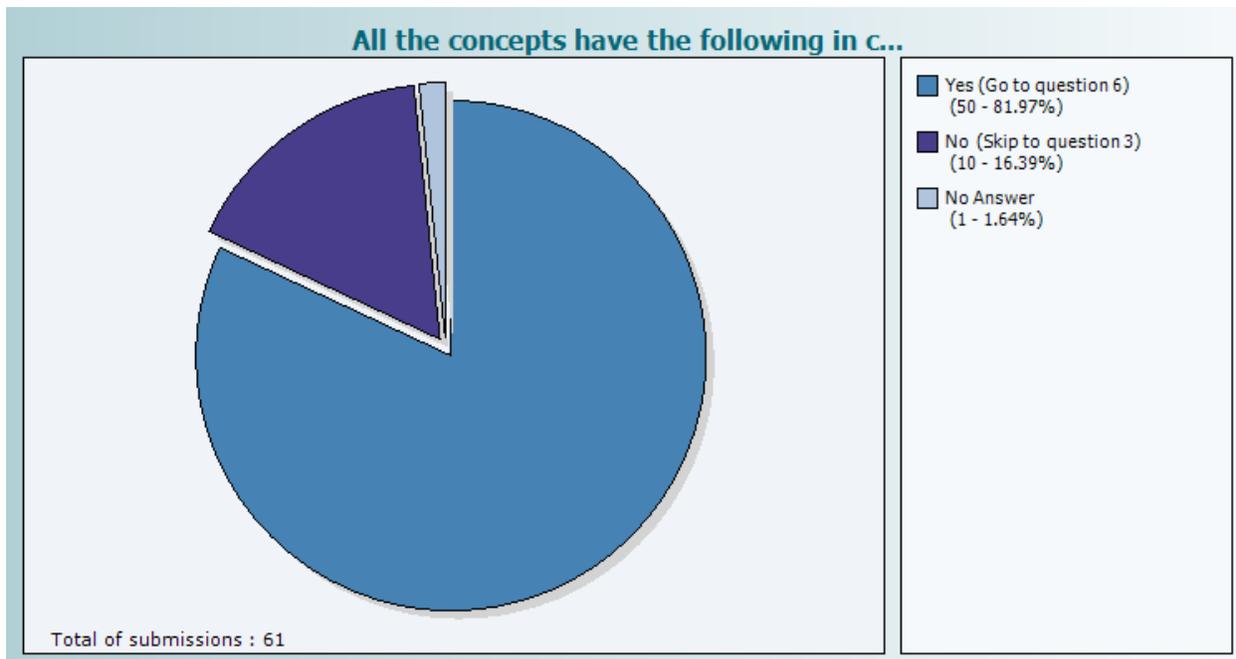
- A- Project Summary PowerPoint
- B- Public Comments

Broadway Road Survey Responses (from online and Feb. 25 public meeting) as of close of comment period, April 1, 2013.

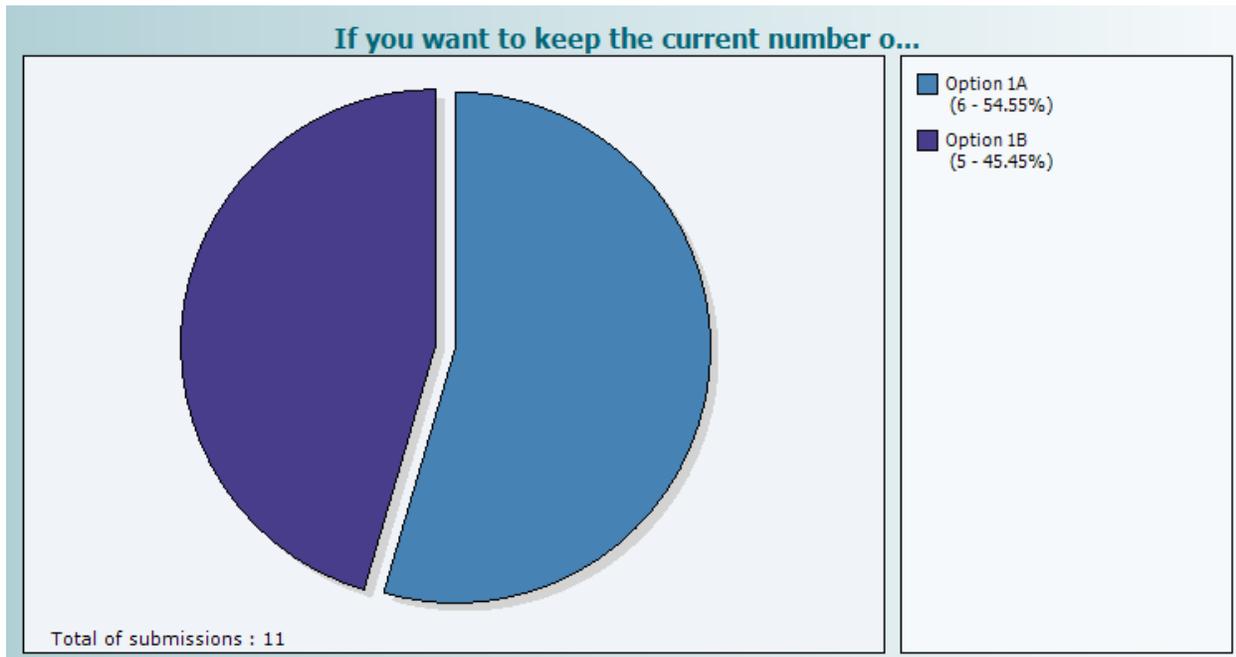
1. Do you live or own property on Broadway Lane?



2. Are you in favor of removing one lane of traffic eastbound on Broadway Road between Rural Road and Mill Avenue, which may increase traffic congestion, but would allow for enhanced bike lanes, sidewalks and landscaping?



3. If you want to keep the current number of lanes on Broadway Road as there are today, which design concept do you prefer?



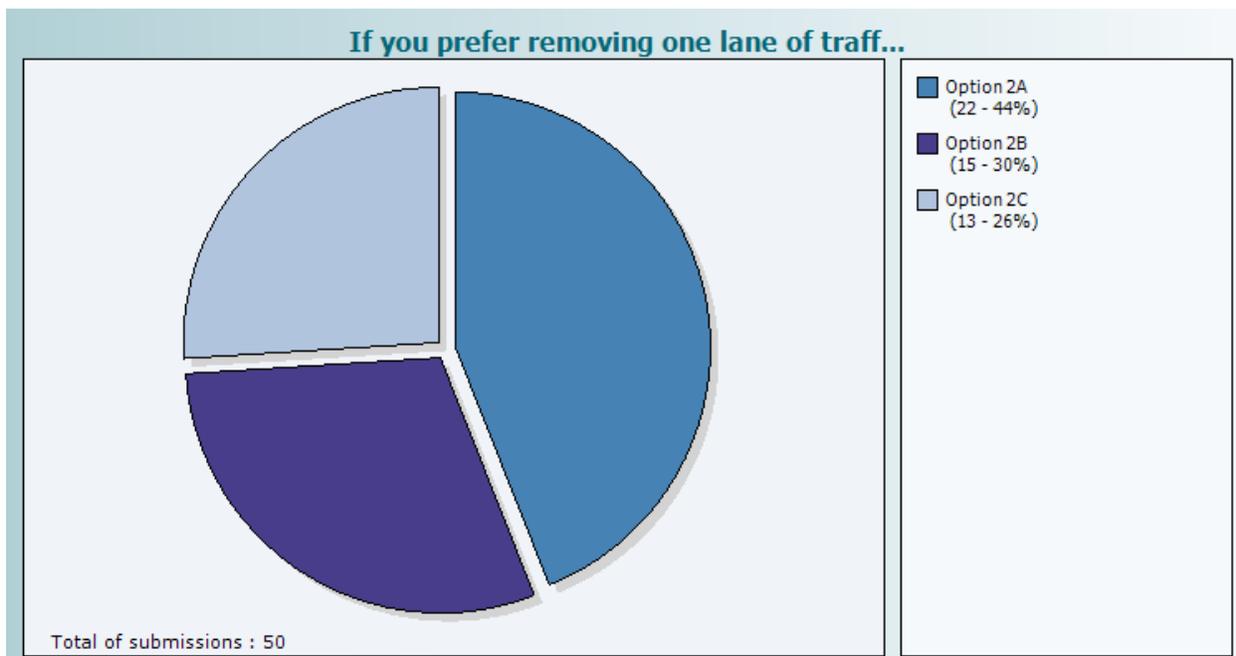
4. If you selected Option 1A, tell us what you like and what you don't like about the design. Option 1A has three traffic lanes eastbound and two lanes westbound, provides for no parking on Broadway Lane, but does have a sidewalk on Broadway Lane and requires building into the city's right of way. *(Please leave blank if this is not your preferred option).*

- I like the sidewalk, but don't understand why 1b has trees at the wall and in place of the sidewalk. From what I see there should be room for trees at the wall in both options.
- I prefer this option because it includes a sidewalk.
- I like that it provides for good flow of traffic, be it by car, bike or foot. Plenty of lanes for each type going in either direction.
- Like the sidewalk & no parking on Broadway
- "the trees add cost and upkeep; the sidewalk should be kept"
- Looks clean, and can see the artwork. Sidewalks are a plus

5. If you selected Option 1B, tell us what you like and what you don't like about the design. Option 1B has three traffic lanes eastbound and two lanes westbound, provides for no parking on Broadway Lane, but does have trees, no sidewalks on Broadway Lane (the cars and pedestrians will share the street space) and requires building into the city's right-of-way. *(Please leave blank if this is not your preferred option.)*

- I like that there is no parking on Broadway lane since I think that only encourages the rentals with too many students. I like that there are trees since I think trees offer the biggest improvement of our neighborhood and city.
- I don't want to remove a lane of traffic since I think it will greatly increase traffic congestion and lower the air quality in the neighborhood and the quality of life as we wait for hours to get out of our own neighborhood.
- Honestly I don't know who would be crazy enough to bike on Broadway."
- I like the idea of trees to reduce the heat island. Reducing lanes on Broadway would worsen an already troublesome rush hour.
- There is no traffic on Broadway lane so there is no real reason for sidewalks. The trees are a great addition. This option gives the trees and keeps the MUCH needed extra lane heading eastbound. I live in the neighborhood directly north of Broadway between Mill & College and frequently need to travel east during evening traffic. Removing one eastbound lane would be a TERRIBLE decision.
- I feel like there is a ton of traffic on Broadway and I'm a biker.

6. If you prefer removing one lane of traffic on Broadway Road, which design concept do you prefer?



7. If you selected Option 2A, tell us what you like and what you don't like about the design. Option 2A has two traffic lanes eastbound and two lanes westbound, provides for parking on Broadway Lane, includes trees and sidewalks on Broadway Lane and requires building into the city's right-of-way. *(Please leave blank if this is not your preferred option.)*

- Option 2(a) is the preferred option.
- First, thank you to the Tempe City Staff who have worked for so many years to keep our City beautiful and bike/pedestrian friendly, and for your diligent pursuit of the federal grant funding for this project.
- The 2(a) option reduces one lane of traffic on Broadway Road, which is the primary purpose and will positively impact Tempe citywide, reducing the number of cut-through traffic coming from the east valley into the I-10 and Phoenix. Eliminating one lane from Broadway Road should reduce the number of collisions and certainly will reduce wear and tear on our streets, for which Tempe taxpayers citywide bear the cost.
- I have added a cement parking slab to accommodate additional visitor/family parking on my property, so do not typically have a need for street parking. However, I believe Option 2(a) will be safer, with designated sidewalks for pedestrians, people walking with dogs, and strollers, as well as cyclists. The straightaway on Broadway Lane will facilitate ease of access for emergency vehicles should we need our fire department, as well as the passing of vehicles on Broadway Lane.
- Last, the trees and vegetation planned for the wall will be aesthetically beautiful and assist in reducing the heat island effect for our community.
- I am a Tempe resident, have lived in Tempe most my life, and in my home on Broadway Lane for 9 years."
- I like that there are dedicated sidewalks for pedestrians, parking, and landscaping/trees. I'm sure that some homeowners on Broadway Ln. may not like building into the city's right-of-way especially those who have invested in well designed and maintained front yards. However, I think the overall look of the street will be better with the city landscaping since most homeowners have not invested in this way. These types of improvements can increase property values for the whole neighborhood and provide nicer public spaces for us to enjoy.
- I like that it quiets traffic on Broadway Road, that it provides sidewalks for pedestrians and pathways for bicycles.
- Think important to maintain sidewalks... as both 2A and 2C do... Trees will provide necessary shade, and make the area seem more hospitable... A concern I have is that none of the options show the turn lanes that would be available...
- Like: Wall along Broadway Ln. Combination of parking, trees, sidewalk along Broadway Ln. Bike lanes. Sidewalk along Broadway lane is a MUST. Wall should be 8 ft. tall.
- 2C - Not enough trees, creates straightaway for cars = speed
- 2B - Good amount of trees, slows down cars, but in reality the concept is confusing and doesn't create a woonerf - without houses on the south side of Broadway Lane, and without density, the street still has more presence than peds or bikes
- Therefore...2A is my choice.
- 2A - would prefer more trees, no parking; Median wall at Broadway Lane should be tall and green"
- I don't like the Bike Lane on the north side being associated with vehicular traffic...can't the bike lane on the north side be protected by the 8 foot high screen wall..... just a paint stripe on the frontage road will be fine, and will eliminate some cost and some hard paving [the concrete bike path shown in 2C].
- Poor wall design. Poor! If my above idea of eliminating the bike lane on north, this masonry wall can be moved even farther north to allow for more street side landscaping, would provide more safety and collision avoidance of errant cars into new wall and abate the visually 'squeezing' of adjacent auto lane as well .
- I like that there will be sidewalks on Broadway Lane, and that a lane is eliminated on Broadway.

7. Option 2A (continued)

- Since traffic is low and speed is slow already, I think it's better than option 2B. I enjoy more vegetation (aka trees). If people want to ride their bike on Broadway Lane it will be less hazardous than weaving around cars as it probably will happen on plan 2B
- Nice use of Broadway lane spaces. Neighborhood looks more friendly and heterogeneous. Would prefer a side wall option too, but shared space is a great idea.
- As a parent of small kids, I like to say "play outside and stay on the sidewalk" - keep the sidewalk. I like the trees and parking in b/t.
- I like it because it includes sidewalk on the North side but still preserves parking for the houses on Broadway Lane. Also, the trees along the N side of the street may help screen the traffic on Broadway from the homes more.
- Great that the bike lanes are added, great that parking is formalized for residents, great that a lane will be removed to "right-size" to current traffic levels
- I like trees along sidewalk and creating a ""relaxed"" feel on Broadway Lane
- I think a solid wall along Broadway Lane is necessary w/ vegetation that ""soften"" the look.
- I like that there are still trees and sidewalks as this town has many students who need to walk or bike to class. Being an ASU student I believe this is the best option for residents of Tempe.
- Like: 1. Love the vegetation (tree) along sidewalk, like the few parking spaces, relaxed feeling safe. I like the wall 8' tall not 6' noise was main reason for 8'. Rural has 8' wall.
- Dislike: 1. The bus stop at sierra vista has been a real pain. I see drunks there and have to check on several who were on the ground. I see it every day and don't see it used very much.
- I wish the wall extended to Ventura
- Living on Broadway Lane, it is essential to have parking in the street because our homes have one car carports and one lane drives. So we need for any visitors to park in the street. Otherwise, where will our visitors park? They have limited all parking in the neighborhood behind us. If we do not have street parking, there will be serious problems for those of us living on Broadway Lane.
- I am concerned that Broadway Lane will become a one-way street (I can't tell from the drawing, but it looks like one-way.) If this is true, then Broadway Lane will have to be opened at College (east end of Broadway Lane). The problem then becomes the Broadway Road west bound traffic cuts through Broadway Lane at a high rate of speed to bypass a block of traffic and then get back on Broadway Road. This is why they blocked off the College end of Broadway Lane to begin with. I would like Broadway Lane to remain two-way traffic if possible. I would rather that Broadway Road give up more area to make Broadway Lane two-way traffic and parking on Broadway Lane.
- It will provide shaded walkway along on the north side of the street for pedestrians will allow for on street parking and free flowing traffic.
- I like that there is a sidewalk with parking and shade on the north side of the street for residents. No vegetation along the wall should make maintenance easier and plants would probably not do well there even if they are extremely hardy and desert adapted. The wall should be 8 feet high and residents last night at the meeting were concerned about that. I hope the City listens and puts in the higher wall which will help tremendously to lessen traffic noise. I also hope the wall provides interesting art and that plans are made to deal with graffiti quickly if any appears (to restore colors and other artistic touches) rather than just slapping some bland gray or brown paint over the graffiti. Also, I hope there is regular maintenance along that street keep the gravel in the tree wells and trash off the street. Overall, I am very pleased to see the nice work that was done to develop all the street designs and the thoughtful considerations made to try to accommodate all the concerns. It should also be a great improvement to the entire section of road and will make it safer, no matter what design is adopted.
- Like the sidewalk and shade trees for pedestrians.

7. Option 2A (continued)

- Room for parking on Broadway Lane. Vehicles are going to stop along the lane from time to time and providing room for them to do so while allowing other cars to move around. Not a big fan of the serpentine effect of option 2B - traffic calming taken too far - I question driving safety impacts. Potential loss of some existing yard/hardscape in city right-of-way seems to be reasonable trade-off for homes on Broadway lane given the greater benefit of the new wall on south side of Broadway lane that these individuals will gain.
- I like the complete streets of 2A (it's the only one with a sidewalk on the north side). I like the bike lanes with the green paint at intersections and would like to see that extended into a bike box. The renderings present a squared corner at the intersection which will reduce the conflict between cars trying to go 30 mph around the corner and bikes on either roadway, which I like. I was expecting to see a cycle track but with the presence of Broadway Lane along this stretch that can act in a similar manner.
- I don't like the wall separating Broadway Road from Broadway Lane. I feel this closes off the neighborhood to the rest of the community and gives motorists the perception of fewer impediments to travelling at a higher speed. I think a landscaped median between Broadway Road and Broadway Lane will function similarly to a wall without deadening the space."
- I like the fact that 2A gives parking for residents while maintaining sidewalks and amenities. I also like the ""right-sizing"" of Broadway, which will calm traffic and make the street feel more safe for bikers and pedestrians, especially during off-peak travel times. And I like the landscaped medians with turn pockets, which will define more clearly where cars can be expected to cross on-coming traffic and the sidewalks/bike lanes.
- I actually like any of 2A, 2B, or 2C; as I use this corridor to commute and shop, but don't live on it, I would defer to the residents on the configuration of Broadway Lane.

8. If you selected Option 2B, tell us what you like and what you don't like about the design.

Option 2B has two traffic lanes eastbound and two lanes westbound, provides for parking on Broadway Lane, includes trees, no sidewalks on Broadway Lane (the cars and pedestrians will share the street space) and requires building into the city's right-of-way. *(Please leave blank if this is not your preferred option.)*

- This option provides visual dimensionality and interest to a residential area that has been hampered by the traffic, noise and exposure of a high volume thoroughfare. I am concerned that the non-landscaped option (2C) might make an already-struggling area look and feel like a prison. Option 2A wastes space on a sidewalk that no one will use.
- What I like: What I like MOST is parking permitted on street. These homes were built mid-century and have carports designed into the house design that are only one car width wide. When we have family or friends over for holidays such as Easter, Thanksgiving and Mother's day or celebrations like anniversaries, birthday parties and graduations it is necessary that they have somewhere to park. For my family and I, a design that does not feature parking on Broadway lane is just not acceptable and is one feature I feel we cannot do without. What else I like: is the tree barrier between Broadway Road and Broadway Lane. The staggered tree barrier seems like it would look nicer from our front drive/lawn. It seems like the view of trees would be ever present and would seem to catch some of the sound waves and disperse them in intervals and do a better job of fracturing the sound waves.
- Option 2B is the most appealing in terms of landscape design and parking for Broadway Lane. The trees will look nice showing over the wall when looking from Broadway Road.
- I think planting trees near the wall is a more attractive option; once the trees grow above the height of the wall it will add shade and greenery to the wall and roadway.

8. Option 2B (continued)

- Also, I like the serpentine type of roadway. With the straightaway style as Broadway Lane is right now, most traffic (coming from the apartment complexes located at the eastern boundary of Broadway Lane that dead ends at College. Talking about the stretch that is East of Mill and West of College) hits speeds that far exceed what is legal for residential zones. Meetings in the past have discussed speed bumps and city engineers said something about the streets dimensions that wouldn't allow for speed bumps.

Another Thing I like about the design is that it narrows Broadway Road. Broadway Road started to service more than Tempe residents long ago. I feel that Broadway Road has become a sort of parkway for people from the East Valley to get to the West and for folks from the West valley to get out East. By sitting smack dab in the middle of east and west bound travelers here on Broadway road and Broadway Lane our quality of life is really diminished. We residents of Tempe do not need Broadway road to be more than two lanes in either direction. We owe nothing to either the east valley cities or the west valley cities as far as a major pipeline for their commutes. Tempe has to deal with the type of traffic that highways were built for and I have felt for a very long time now that Tempe should sever this pipeline in order to bring peace, calm, lessen pollution and improve quality of life in one of Tempe's oldest neighborhoods.

- What I DO NOT like is the fact that this design does not provide sidewalks. If this design could also feature sidewalks I think it would be perfect. Since I may lose up to six feet of my front yard, I don't know why sidewalks couldn't be included. I as well as all the residents will be making a huge sacrifice by giving up land and barrier space between us and the street and I don't know why sidewalks can't be included taking space from somewhere else like the middle island, commercial property on the south side of Broadway Road, or even taken from a lane of traffic going East or West bound on Broadway Road.
- This design for BROADWAY LANE creates a "softer feel" for the neighborhood with its 'shared use' by cars and pedestrians ... Since its current daily usage is a lane for pedestrians and biking", this plan will complement each other ... It also slows-down any car traffic that currently uses the lane ... Having additional trees is an obvious plus and with the reduction to added (four lanes), BROADWAY's volume of traffic will slow-down which will result in limited noise volume as well.
- It elevates the potential for interesting design of the Broadway Lane. Characters of the shared use street could be great - homeowners could micro manage their south edge
- Prefer the design and promote the future concept of shared space
- "+ Parking on Broadway
- + Trees
- would like sidewalks if possible "
- Like everything, that's why I chose it
- I like the aesthetic look of Broadway Lane & the zig-zag road to slow traffic for pedestrians. I like the landscaping. I also like less car lanes on Broadway Road. I like the median, addition of bike lanes. I wish the bike lanes were more protected & that the sidewalks on the south-side were wider.
- This option makes the most sense to me
- I am a huge fan of a shared road on Broadway Lane, with a barrier from the main access road. Removing one lane makes sense given the proven pattern of reduced traffic as well and gives plenty of room for the much needed 5ft bike lanes. This design looks to be the best format to use as a foundation for what may actually become the real deal.
- "We need to add lighting on Broadway Ln. Go with a combination green wall and block. Need to save some bucks to make an impact at intersection at College & Broadway. Any parking we can create for the residents is a plus. Bus pullout at Episcopal Church (or any improvement to that bus stop) would be huge.
- Like the idea of additional right/left turn lanes at Mill & Broadway. We really should think about the huge population of Tempe High kids using the buses. These kids are overflowing the stops. Any steps to keep them safer would be awesome. OK this might be crazy, but could we involve the high school kids in a focus group or some kind of planning process?? I would help with this.... ;-)

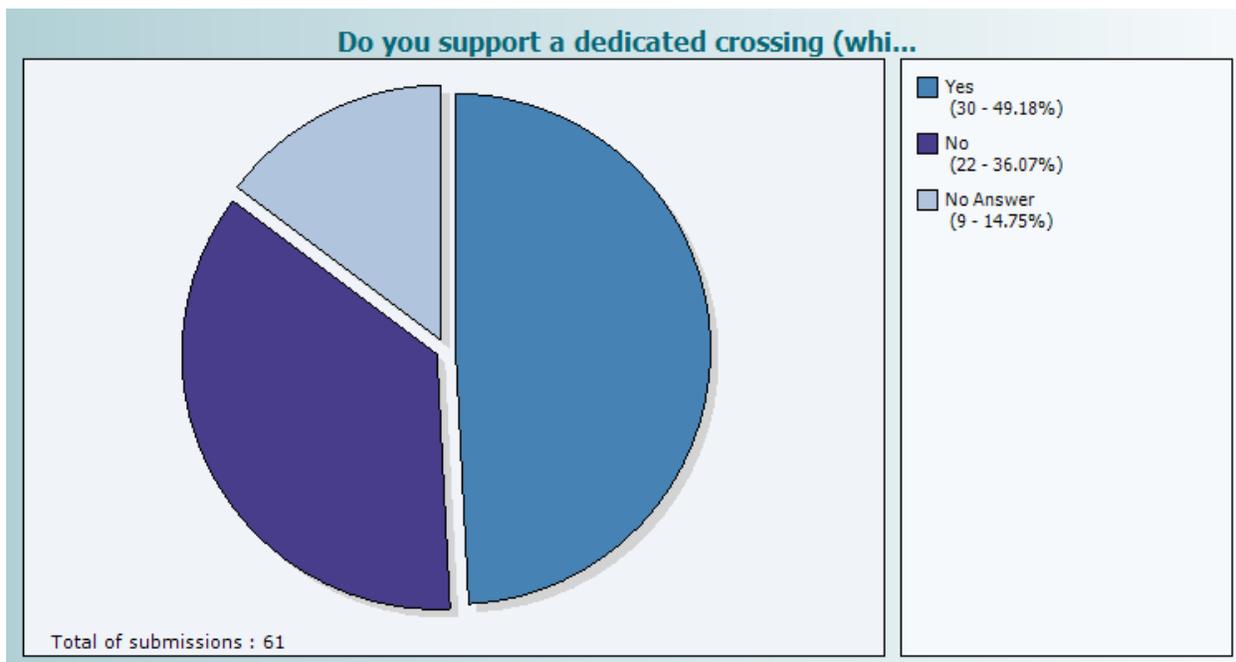
9. If you selected Option 2C, tell us what you like and what you don't like about the design.

- Option 2c retains the mature trees in the public right-of-way/setback in the front yards of Broadway Lane homes, has a sidewalk, and prohibits street parking, which is useful for discouraging large numbers of cars in front of rental properties.
- (1) It does not use the public right-of-way/setback in the front yards of the Broadway Lane houses, and thus keeps existing mature trees and landscapes;
- (2) It has a sidewalk (some options have none) and replaces the existing 4-foot walk with a new 5-foot walk. A sidewalk on the lane is necessary because it is currently used frequently by pedestrians, including neighbors pushing baby strollers;
- (3) It prohibits parking on the lane, which is too narrow anyway to make parking with traffic acceptable. Prohibiting parking on the lane will also discourage the increasing on-street parking in front of rentals where the "no-more-than 3 unrelated renters per house" City ordinance is not enforced.
- Avoids destroying landscaped yards.
- Improved sidewalk, where we frequently stroll for exercise.
- Prohibition of parking; there is simply no need for that, and, if allowed, it would negatively influence the quality of the neighborhood.
- Like: It does not use the public right-of-way/setback in the front yards of the Broadway Lane houses, and thus keeps existing mature trees and landscapes;
- Like: It has a sidewalk (some options have none) and replaces the existing 4-foot walk with a new 5-foot walk. A sidewalk on the lane is necessary because it is currently used frequently by pedestrians, including neighbors pushing baby strollers;
- Like: It prohibits parking on the lane, which is too narrow anyway to make parking with traffic acceptable. Prohibiting parking on the lane will also discourage the increasing on-street parking in front of rentals where the "no-more-than 3 unrelated renters per house" City ordinance is not enforced.
- I like the idea of an 8-foot masonry wall that could be designed with various decorative block.
- Maybe it could be a combination of Option 2c and 2b where there could be some city-maintained trees added to the north side of 8-foot the block wall."
- I love that you leave in the sidewalk on Broadway Ln. No development projects in the city should be without sidewalk plans. These benefit those who require ADA access and encourages pedestrians to comfortably walk the neighborhoods. Also I love the dedicated bike lanes, an idea in all of these plans. Keep in touch about well design (makes us sound like Eastern Europe, Mr. Gorbecheu) Eight feet is a terribly dangerous idea.
- No
- MONEY!
- I like Concept/Option 2C because it does not require building into the city's right-of-way, it includes sidewalks on Broadway Lane and provides for No parking on Broadway Lane. By not building into the city's right-of-way, this will allow a continuation of already existing mature landscaping (trees and plants) on the north (resident) side of Broadway Lane (that the residents have in their front yards).
- I like the fact that it provides for No parking because, many of the properties on Broadway Lane are rentals and most of these have 4 or more renters. We have seen no signs that the City of Tempe has enforced the ordinance for no-more-than 3 unrelated renters per house. So, this would be another way to discourage all this on-street parking on the lane where many homes have single-car driveways.
- Keeping location of existing sidewalk
- Keeping existing right-of-way landscape
- No parking on the lane
- 8-foot high masonry sound wall

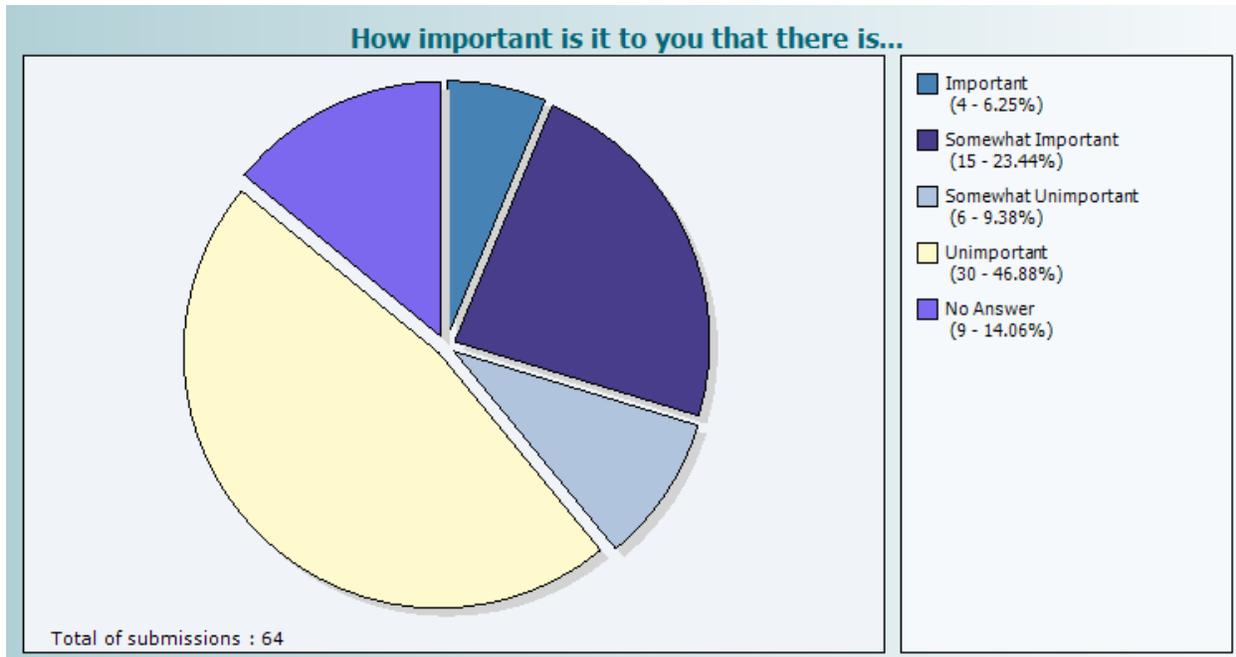
9. Option 2C (continued)

- We like option 2c because (1) it has a sidewalk without requiring building on the city's right-of-way, essentially replacing the existing 4' walk with a new 5' walk; (2) it would keep existing landscape and existing street trees in the right-of-way; AND (3) it has no parking on Broadway Lane which is too narrow. Parking should be in driveways, carports or garages anyway.
- We particularly support NOT building in the city's ROW. We and many neighbors have already made considerable effort to landscape the area between our property and the present (adequate) sidewalk along Broadway Lane. It seems to make little sense to rip that out and spend city/federal money to replace it. In our experience there is little demand for parking along Broadway Lane, and the parking that is there is restricted to residential parking permits. Also, there is infrequent car, bike, or foot traffic along Broadway Lane, so the present configuration, with a sound wall built on what is now a median with orange trees seems most desirable and economical.
- As for the removal of an eastbound lane on Broadway Road, more congestion seems unlikely. There are now only two lanes westbound, and tie-ups are no worse there than in the other direction. And if commuters are encouraged to choose another route, that would further reduce the road noise, enhancing the effectiveness of the sound wall.
- This option provides the possibility of bicycle traffic on Broadway Lane that is separated from vehicular traffic by a barrier. Please consider a variation of this whereby bicycle traffic is encouraged both east and west bound on Broadway Lane.

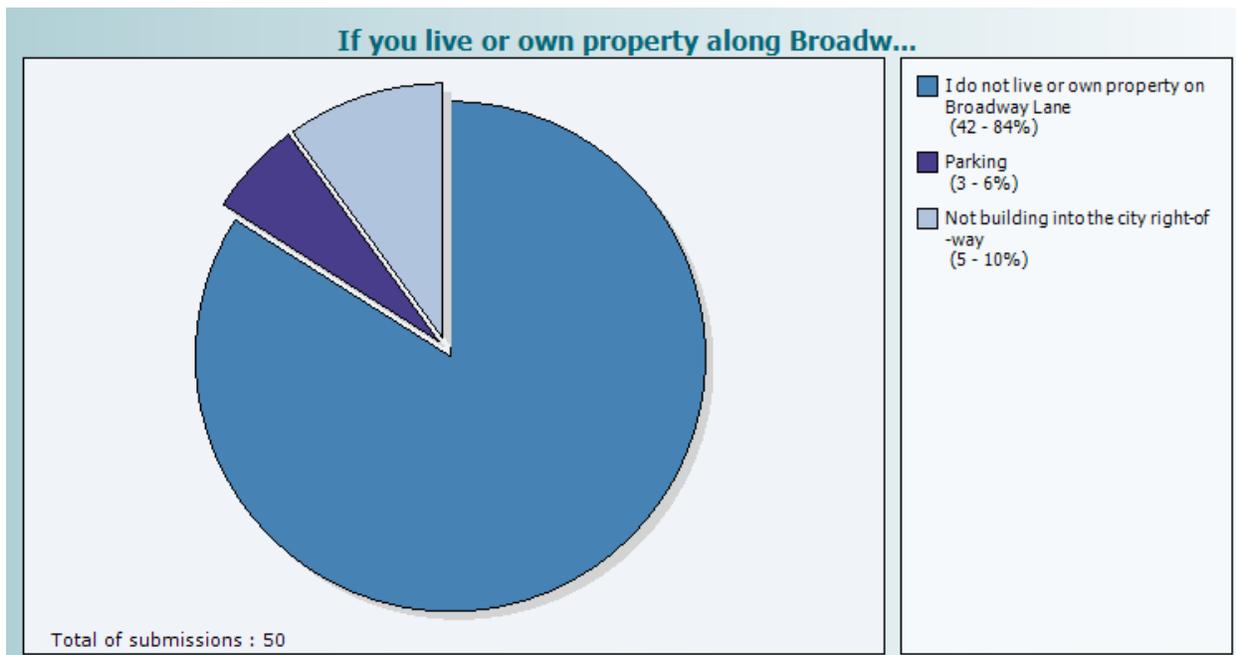
10. Do you support a dedicated crossing (which may include a signal) at Sierra Vista?



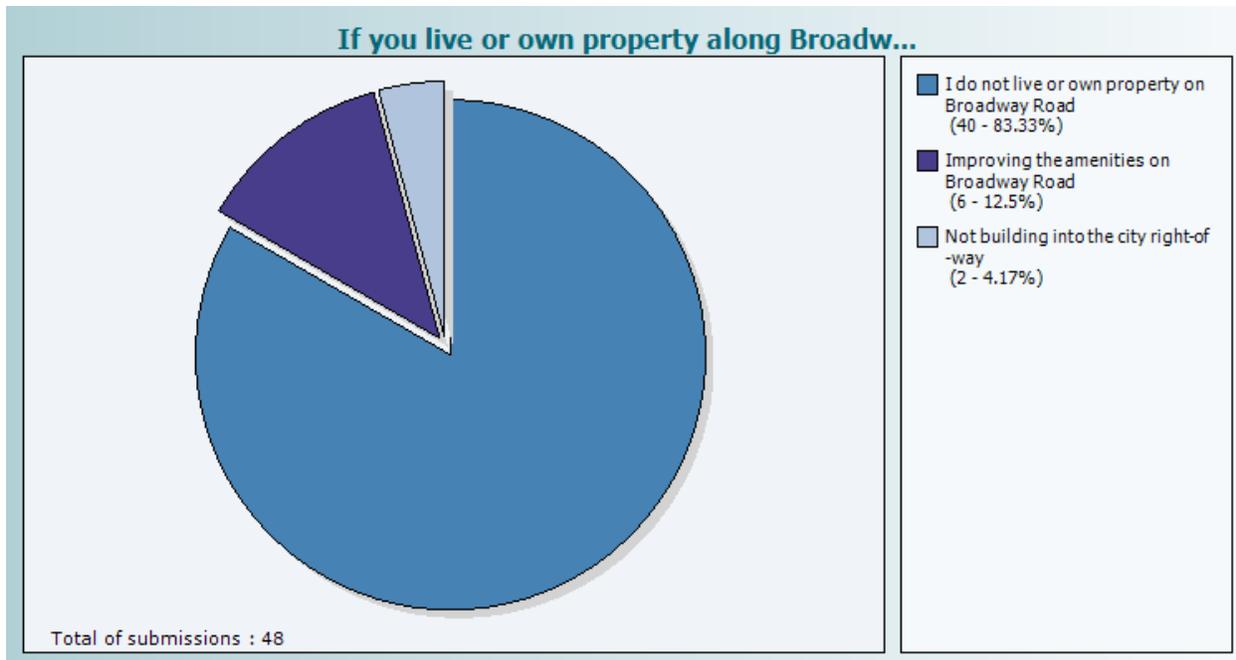
11. How important is it to you that there is street parking on Broadway Lane?



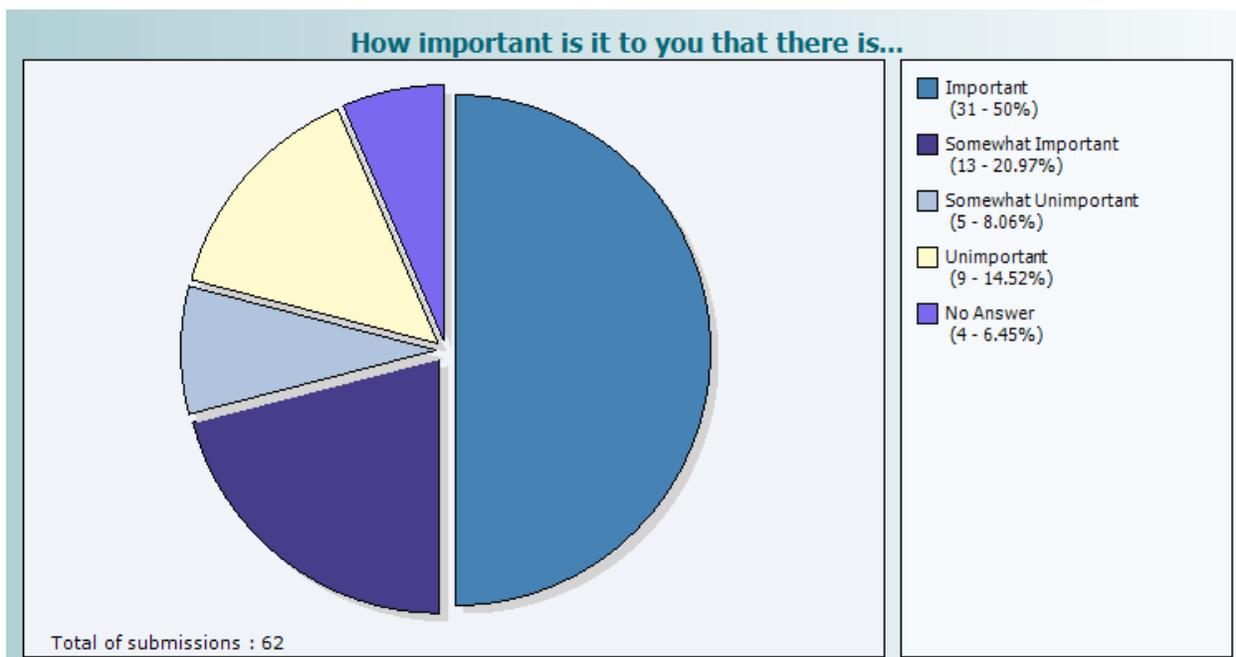
12. If you live or own property along Broadway Lane, please answer the following question. Along Broadway Lane, there may be a perception that all land north of the existing sidewalk on Broadway Lane is private property. In actuality, the city's right-of-way may extend as much as six (6) feet north of the sidewalk. In order to maintain parking on Broadway Lane, some of the designs necessitate construction within that right-of-way that could result in removal of trees and walls that were planted and constructed by the property owners, which would be replaced. Which is more important to you: maintaining parking on Broadway Lane or not building into the city right-of-way north of the sidewalk?



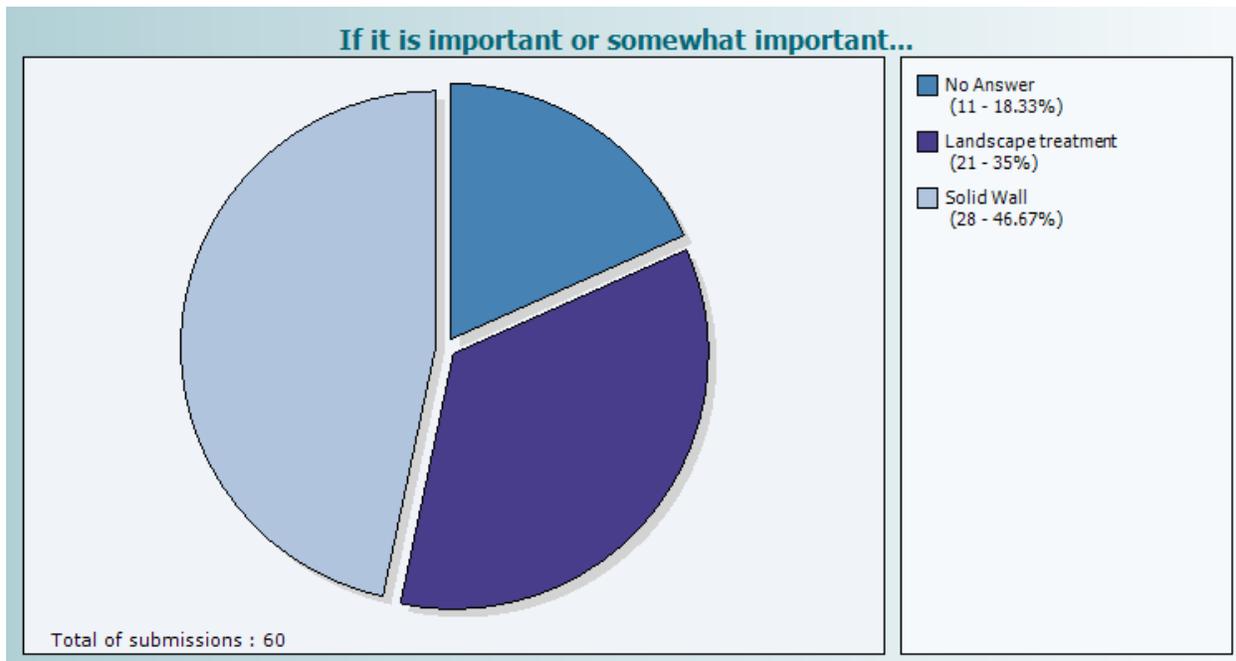
13. If you live or own property along Broadway Road, please answer the following question. Along Broadway Road, there may be a perception that all land south of the existing sidewalk on Broadway Road is private property. In actuality, the city's right-of-way may extend as much as three (3) feet south of the sidewalk. In order to build bike lanes, add street trees and improve the sidewalks on Broadway Road, some of the designs necessitate construction within that right-of-way that could result in removal of trees and walls that were planted and constructed by the property owners, which would be replaced. Which is more important to you: improving the amenities on Broadway Road or not building into the city right-of-way south of the sidewalk?



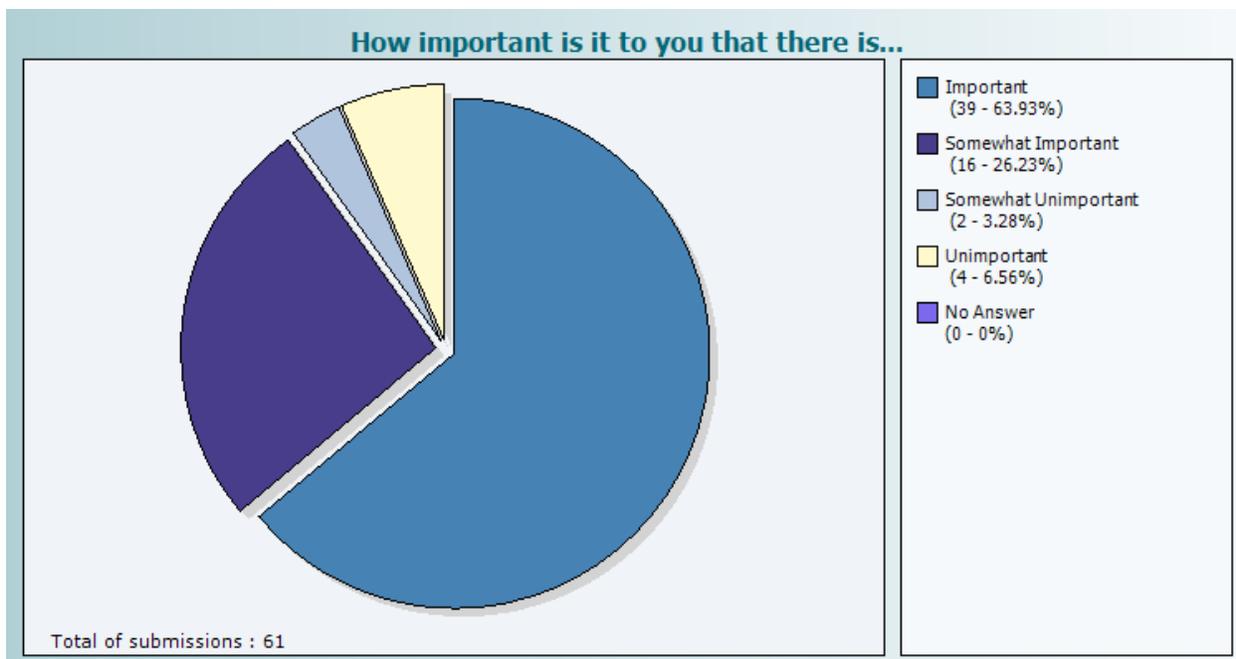
14. How important is it to you that there is privacy wall or screen treatment that provides some level of a barrier between Broadway Road and Broadway Lane?



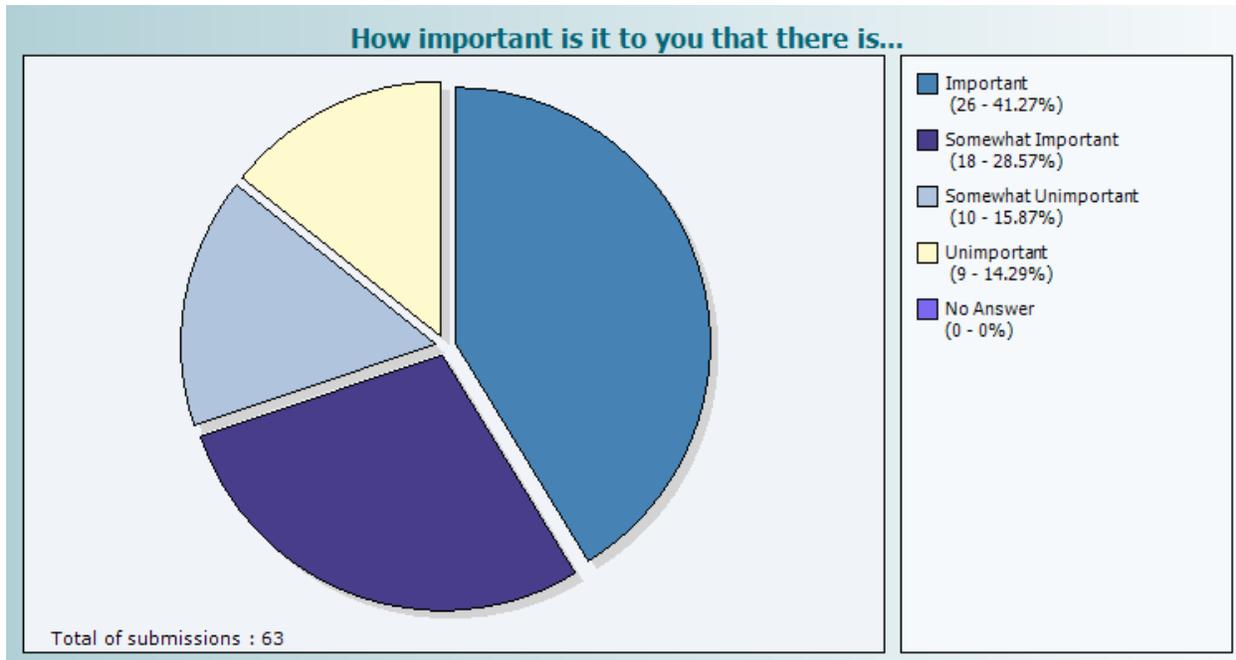
15. If it is important or somewhat important for you to have a privacy wall (no taller than 6 feet) separating Broadway Lane from Broadway Road, would you prefer: a landscaped treatment (i.e., street trees) or solid wall (i.e., block, concrete)?



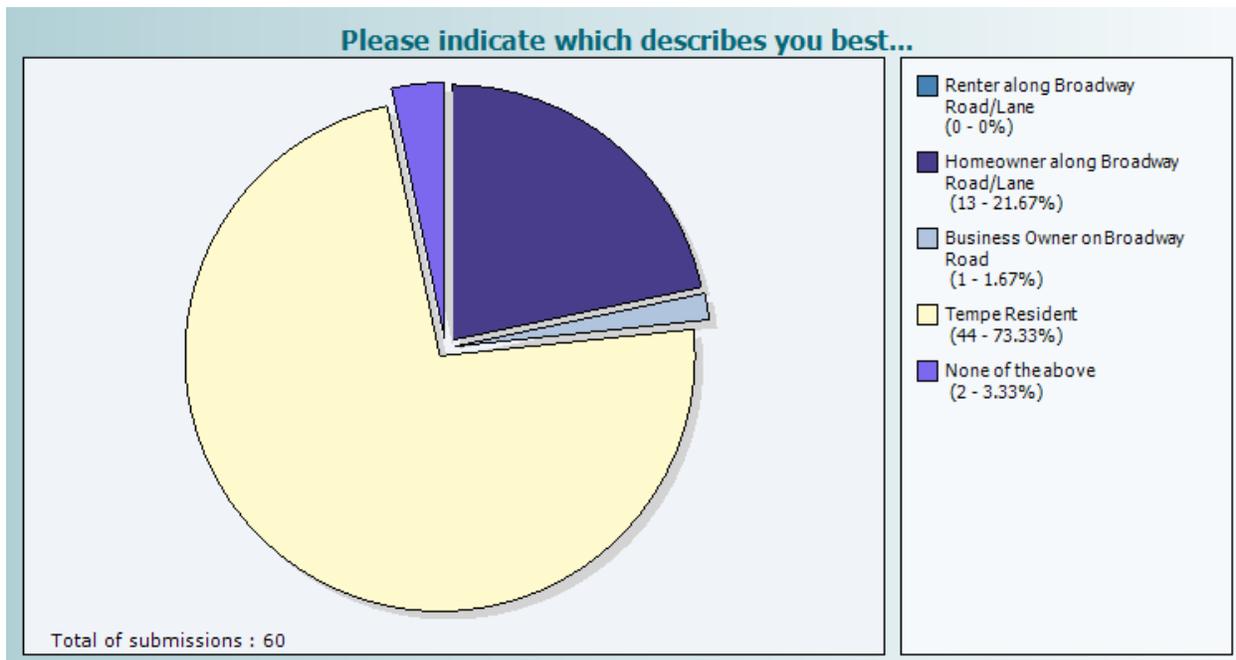
16. How important is it to you that there is landscaping included in the project?



17. How important is it to you that there is public art included in the project?



18. Please indicate which describes you best. Are you a renter, homeowner, business owner or Tempe resident?



Broadway Road Public Comments received February 25, 2013 through current date from emails, phone calls and individual meetings with property and business owners.

1. Christopher and Berkeley Bayne

March 1, 2013

From: Christopher and Berkeley Bayne
347 E. Solana Drive

To: Eric Iwersen, Project Manager
Tom Hester, Consultant

Eric & Tom,

The traffic noise from Broadway has always been a nuisance factor in the Daley Park neighborhood. I was therefore shocked to learn that consideration was being given to a row of trees (again) in place of the wall that I have believed for years would be built along its north edge. The message conveyed in Ernie and Jeanette's letter is consistent with the message I wish to convey. We endorse that letter, in particular the following:

***For the past 25-30 years with many different City staff and consultants, this "privacy wall" has always been an 8-foot high masonry sound wall similar to Rural Road to achieve maximum sound and visual protection for neighborhoods on the north side from heavy traffic on Broadway Road.**

IV. As to the options for Broadway Lane, 1A and 1B should not even be considered because they are no longer viable due right-of-way problems. We think that Option 2c is the best..."

Thanks for the opportunity to comment. Christopher and Berkeley Bayne

2. Brad McCurdy

1 MAR 13

From: Brad McCurdy
1709 S. la Rosa Dr

To: Eric Iwersen, Project Manager
Tom Hester, Consultant

Eric & Tom,

I. I have a big problem with question #15 in the on-line survey: "If it is important or somewhat important for you to have a privacy wall (no taller than 6 feet) separating Broadway Lane from Broadway Road, would you prefer: a landscaped treatment? (NO THANK YOU!) or solid wall 8' (Yes PLEASE!).

For the past 25-30 years with many different City staff and consultants, this "privacy wall" has always been an 8-foot high masonry sound wall similar to Rural Road to achieve maximum sound and visual protection for neighborhoods on the north side from heavy traffic on Broadway Road.

II. The idea of a landscaped screen wall, brought up at the meeting Monday Feb 25 is ridiculous! "Maintenance by neighbors" is unrealistic when they can't even keep weeds out their gravel or pick up trash in the street in front of their houses, No kidding! What looks lovely on paper does NOT necessarily translate to reality. Even City-required landscape in right-of-ways are often poorly maintained.

III. As to the options for Broadway Lane, 1A and 1B should not even be considered because they are no longer viable due right-of-way problems. We think that Option 2c is the best because:

A sidewalk is necessary because it is heavily used by pedestrians, including people pushing baby strollers, contrary to comments made at the meeting that everyone walks in the street. WHOLLY COW! Where are the sidewalks in our neighborhood, speaking of deficiencies and shortcomings!

(3) No parking on the lane is acceptable to us. Many of the properties on Broadway Lane are rentals and most of these have 4 or more renters. However the City has never enforced the ordinance for no-more-than 3 unrelated renters per house. So, this would be another way to discourage all this on-street parking on the lane where many homes have single-car driveways.

Thank you for your consideration of comments from people who actually live near Broadway Lane. Myself and my Wife actually prefer option 2A. However, as we do not live on the Lane, 2C will fit our bill.

Let's roll, Brad McCurdy

3. Ernie Nickels

February 28, 2013

From: Ernie & Jeanette Nickels
322 E Broadway Lane

To: Eric Iwersen, Project Manager
Tom Hester, Consultant

Eric & Tom,

This is how the Broadway Road project looks to us.

I. We have a big problem with question #15 in the on-line survey: "If it is important or somewhat important for you to have a privacy wall (no taller than 6 feet) separating Broadway Lane from Broadway Road, would you prefer: a landscaped treatment (i.e., street trees) or solid wall (i.e., block, concrete)?"

For the past 25-30 years with many different City staff and consultants, this "privacy wall" has always been an 8-foot high masonry sound wall similar to Rural Road to achieve maximum sound and visual protection for neighborhoods on the north side from heavy traffic on Broadway Road.

II. The idea of a landscaped screen wall, brought up at the meeting Monday Feb 25 is ridiculous! "Maintenance by neighbors" is unrealistic when they can't even keep weeds out their gravel or pick up trash in the street in front of their houses. What looks lovely on paper does NOT necessarily translate to reality. Even City-required landscape in right-of-ways are often poorly maintained.

III. Another bone of contention seems to be that both sides of Broadway are not being treated equally. We had no control over how the original subdivision plats were laid out in 1950, 1951 and 1953 when Broadway Lane was created. A much better location for a landscaped screen wall would be on the south side to augment the proposed shade trees and provide that side some visual protection.

IV. As to the options for Broadway Lane, 1A and 1B should not even be considered because they are no longer viable due right-of-way problems. We think that Option 2c is the best because:

(1) By not using the public right-of-way, it keeps existing mature landscape, including west of College, where street trees planted with neighborhood grant funds provide shade for pedestrians.

(2) A sidewalk is necessary because it is heavily used by pedestrians, including people pushing baby strollers, contrary to comments made at the meeting that everyone walks in the street.

(3) No parking on the lane is acceptable to us. Many of the properties on Broadway Lane are rentals and most of these have 4 or more renters. But the City has never enforced the ordinance for no-more-than 3 unrelated renters

per house. So, this would be another way to discourage all this on-street parking on the lane where many homes have single-car driveways.

Thank you for your consideration of comments from people who actually live on Broadway Lane. Ernie & Jeanette Nickels

4. Craig Ellis

1 - Eric & Tom,

In the Broadway Road Streetscape Survey at <http://www.tempe.gov/index.aspx?recordid=247&page=2118>

Regarding Question 10, if there is going to be a cross walk across Broadway Road between College Avenue & Rural Road, it should be at Ventura Drive since there is already street access there from the neighborhood to Broadway Road.

Regarding Question 11, as Ernie & Jeanette Nickels said in their letter to you, No parking on the lane is acceptable to us. Many of the properties on Broadway Lane are rentals and most of these have 4 or more renters. We have seen no signs that the City of Tempe has enforced the ordinance for no-more-than 3 unrelated renters per house. So, this would be another way to discourage all this on-street parking on the lane where many homes have single-car driveways.

Regarding Questions 14 and 15, up until February 2013, we have been told that the wall would be a Solid Wall 8 Feet Tall and that is what it should be. So, please update this survey to indicate that it will be a Solid Wall 8 Feet Tall.

Regarding, Question 16, as long as there is a Solid Wall 8 Feet Tall between Broadway Lane and Broadway Road, No building into the city's right-of-way, and No removal of the existing sidewalk on the north side of Broadway Lane, I like the idea of landscaping.

Please correct Concept 2C to show that there is already existing mature landscaping (trees and plants) on the north (resident) side of Broadway Lane (that the residents have in their front yards).

I like Concept/Option 2C because it does Not require building into the city's right-of-way, it includes sidewalks on Broadway Lane and provides for No parking on Broadway Lane. By not building into the city's right-of-way, this will allow a continuation of already existing mature landscaping (trees and plants) on the north (resident) side of Broadway Lane (that the residents have in their front yards).

I like the fact that it provides for No parking because, many of the properties on Broadway Lane are rentals and most of these have 4 or more renters. We have seen no signs that the City of Tempe has enforced the ordinance for no-more-than 3 unrelated renters per house. So, this would be another way to discourage all this on-street parking on the lane where many homes have single-car driveways.

I endorse the letter dated 28 February 2013 that Ernie & Jeanette Nickels sent to you.

Thank you for your consideration, Craig Ellis, City of Tempe Resident

2 - Eric,

When should I expect to see a correction of Concept 2C to show that there is already existing mature landscaping (trees and plants) on the north (resident) side of Broadway Lane (that the residents have in their front yards)? Also, after that is done, there should be a notice sent out to people that did not choose Concept 2C and have already sent their choice in to let them know that Concept 2C should show that existing mature landscaping.

Thank you, Craig

5. Al and Margaret Crenshaw

February 27, 2013

To: Mr. Eric Iwerson, Project Manager, Broadway Road Streetscape & Bicycle/Pedestrian Improvement Project

From: Al and Margaret Crenshaw, 302 E Broadway Lane (a/k/a 1755 S. El Camino Dr.), Tempe 85281

Re: Broadway Road Streetscape & Bicycle/Pedestrian Improvement Project

In 2005 we and our son, then attending graduate school at ASU, purchased the above-cited property. At that time we were informed by the real estate agent that the incessant and loud traffic noise from East Broadway Road, which makes the yard un-useable for any conversation, would be ameliorated by a soon-to-be constructed eight-foot-high, masonry wall sound barrier. The agent took us to see the wall along Rural Road and indicated the one on East Broadway would be the same. We are still waiting. The noise in the yard still drowns out all conversations. Numerous times we have been informed that construction on the wall was about to start, so we hope that is now the case.

We were greatly encouraged by the recently circulated five schemes for improvements. We answered the city survey, and we chose option 2C. However, we were surprised and dismayed to discover that all the new plans envision, not an eight-foot sound barrier, but a "privacy wall" with a height of six feet or less. From our perspective, sound reduction is the primary purpose of this project, and an eight-foot wall would be barely adequate to accomplish that. Anything less would, in our view, do little to mitigate the road noise and therefore would defeat the purpose of the project.

Here are our views on other aspects of the project:

Traffic: We strongly support the proposal to make both east and westbound traffic along East Broadway two lanes, for a four-lane total.

ROW: We also strongly support leaving the current owner-provided landscaping along the right of way (ROW), which seems to be what Proposal 2C envisions. We have spent time and significant money installing a small irrigation system and then planting and caring for trees and bushes, accompanied by protective boulders, along the boundary of our property and the city's ROW. Other owners have done likewise. It seems wise to leave these amenities intact and save money.

The Wall: The various decorative features offered by the alternative proposals seems to us an unnecessary expense that would accomplish little. First, motorists and bicyclists on East Broadway Road would see only the outside of the wall along the proposed bike lane. The landscaping on the north side of the wall would be visible only to the occupants of property along Broadway Lane. Unless the city proposes a regular maintenance and watering program, care of the landscaping would depend on property owners, which is unlikely to occur, as many of the houses along E. Broadway Lane are in rental. Likewise, if a "green wall" of vegetation, rather than a masonry wall, were chosen, it also would be heavily dependent on proper maintenance – and likely would do no more than the existing row of orange trees between Broadway Lane and Broadway Road to reduce noise.

Overall, it appears to us that the crafters of the new plans have lost sight of the key problem – noise -- and have become focused on the appearance of the roadway – the cosmetics, if you will. Noise, loud and incessant noise, is the thing that makes living along Broadway Lane most unappealing and that has already driven many owners there to put their property into rental. If this is what the city wants – more student rentals -- it can save the taxpayers \$600,000 by doing nothing, letting nature take its course and watching rentals creep further into Daley Park.

It appears that the sound barrier along Rural Road has been very effective and has enhanced the value of the houses in that section of the Daley Park neighborhood. Why not do the same for the properties along E. Broadway Lane?

cc: Tom Hester, consultant, Broadway Road Streetscape & Bicycle/Pedestrian Improvement Project; Steve Kisiel, Chair, Daley Park Neighborhood Association

6. Doug McQueen

Count me in on voting for a SUBSTANTIAL wall, tall (8') and thick, AND landscaping on Broadway. If you're going to do it, do it right. The walls on Rural are good, so just do something similar.
Doug McQueen, E. 14th Street.

7. Hallie Eakin & Luis Bojorquez-Tapia

We were unable to attend Monday's meeting about the Broadway Improvement plans, but wanted to second the opinions voiced in the attached letter by Ernie Nickels. We are a residents on S El Camino Drive, and regularly walk along the Broadway lane, using the sidewalk, with our young son and dog. We do so in part because of the low traffic in that area and the mature vegetation, making it a pleasant walk. We concur with the opinions of Mr and Mrs Nickels, and further believe that opinion of the home owners who are residents along Broadway should be prioritized.

Thank you Hallie Eakin & Luis Bojorquez-Tapia

8. Gerald Ayres

Broadway reconstruction project that is proposed is the most asinine thing that the planners have come up with yet. Streets Are built to move traffic. All this will do is move traffic to other streets that will become more crowded. If the street is reduced to two lanes, what will hooen when you have bus stops. That will basically reduce the street to one lane. It is to bad that Tempe sits in the middle of where people live and where they work. I dislike all of the cars that pass through own town as much as any body but reducing the lanes will only make their trip longer in time and slower. We need change but lets do it smarter. Take a look at what you did to College.

Gerald Ayres

9. Ken Fuller

1 - I attended the meeting tonight. It was very informative. None of the proposal corrects the danger for my egress and ingress from my property. Bike riders will continue to ride against traffic on the sidewalk as they do now. The bike paths will be only occasionally used. This is evident from other main streets with bike paths. Traffic on Broadway Road goes up to 60 MPH including 18 wheelers. Bikers will get hit and killed if they use your bike paths. Bikes on the south side routinely ride against traffic. They could use Broadway Lane to Mill Avenue and then back, THEY DO NOT! I have been hit five times by wrong way riders. Fortunately no serious injuries have occurred. Also I have been almost rear-ended many times turning into my property. This has gotten worse since the city move the bus stop from east of College to next to my property. I have people waiting for the bus in my driveway for shade. I have to come to a complete stop to wait on them. I also have to wait on walkers and bikers. It is only a matter of time before my, I or others are seriously injured or killed. The city will be liable for damages and punitive damages. The solid wall on the north side would also be a serious danger leading to avoidable injury or death. Again the city will be liable causing a dangerous situation. I have previously notified the former group, mayor and city council.

I want a guarantee that NO BIKE RIDERS will ride against traffic on the south side after you have made the bike paths. If riders are seen the city will provide a police officer from 6:00 AM to 12:00 PM seven days a week to give citations to offenders. If you provide this guarantee I will make no further objections. If not I will take actions to protect my wife, myself an others from the extremely dangerous situation on Broadway Road.

Copies sent to Mayor and city council.

Sincerely Kenneth J Fuller Jr

2 - I received an answer about wrong way bike traffic. It is clear the city will do nothing to mitigate the dangerous situation.

The first proposal was a real pig mud and all, now you have bathed and put lipstick on the pig. I think the proposal putting bike paths on Broadway Road is a waste of federal money. If the paths are used it will increase the danger to bike riders. Further, most riders will not use the lanes as the would have to go to Mill Avenue cross and come back to the apartments. They could do this now on Broadway Lane and they do not.

I am considering notifying the president, speaker and Arizona senators of the waste. However, any of the 2A,B,C proposals would be of some benefit to the south side of Broadway Road. Maybe you can put a cute dress and hat on the pig. Make a bus pull out west of Hammond or east of College. Make a right turn lane at the present bus stop. Lower the speed limit to 35 or lower if possible. I will wait on contacting anyone or taking any other action until after the next meeting.

Thanks Kenneth J Fuller Jr DMD 161 E Broadway Rd 480-968-1534

10. Lorie Lundquist

Dear Eric - Once again I was amazed at how you field those ornery residents - great work - how do you do it? project after project - I am delighted that it seems to be moving forward - the intersection at College and Broadway has had way more than its share of accidents.

I like 2 B- the Mews

Kudos-

LL

11. Roger Adelson

Dear Mr. Iverson:

I appreciated your talk a week ago Monday. As the historian of St. Augustine's Church, NW corner of Broadway and College, with 200 congregants, I support a bus pull-in at that point, comparable to the one at Broadway and Rural, rather than on Sierra Vista. I also endorse the letter written to you by Ernie Nickels. Let me know if I can be of further help.

Thanks. Roger Adelson, Emeritus Professor of History, ASU

12. Charles Roach & Debra Thomason

Meeting with Debra Thomason, 309 E. Broadway Rd. Supports project with conditions on maintaining property access.

13. Little Caesar's Owner

Phone call with 711 Broadway Road property owner, who leases to Little Caesars. Supports the project, but does not want a median in front of his business. Has two driveways along Broadway frontage.

14. Betty Hageman

Phone call, does not support project. Would like to close Sierra Vista south of Broadway.

15. Ted Lehman

Hi there Eric,

Hope all is well. I'm Ted Lehman. I served on the BRAT way back when. Unfortunately I was not able to make the public meeting last month, but I wanted to give a little feedback and ask a question.

I reviewed the info from the public meeting on your website. First, I would echo some of the public comment already received by thanking you for picking the project back up and moving forward again. Second, I would like to put my two cents in favor of the 5 lane alternatives. I think that reducing the lane continuity on either side of Rural and Mill would be a huge mistake. I appreciate you providing the traffic count info. I suspect that the freeway and other area roadway improvements have reduced pressure on Broadway. I also suspect that much of the 'beast' quality often cited by residents is based on memory rather than current reality.

Finally, I did not see any planimetric info on the website for the entire length of the project. I am concerned about the median (or lack thereof) preventing left turns in and out of Encanto Drive near the bank. Some of the earlier plans showed a median that would preclude a left turn. My concern is that will put pressure on bank customers to pass through the neighborhood on Encanto or Bonita either coming or going from the bank since they can't access the bank parking lot from every direction.

Thank you for considering my input. I hope that I get my way! Respectfully, Ted Lehman, 118 E Encanto Drive

16. David Doiron

Phone call with David Doiron, lives south side of Broadway, does not support project.

1. Local money is too much to spend
2. "No sympathy for me (Eric) losing my job if this project is eliminated"
3. "Do not believe the traffic data. Volumes have increased. Any decrease is an optical illusion"
4. This project is the effort of a "vocal minority of rabid bicyclists" who "don't pay taxes" and are trying to "impose their beliefs"
5. Bikes and cars should never mix
6. Campus population is going to double in a few years and they all will have cars

17. Justin and Keri Roth

Dear Eric,

Please let this letter serve as written support of the Concept 2C as shown on the city's website. More importantly, let this letter serve as written support of an 8' masonry wall.

My wife and I are raising (4) children in the Daley Park neighborhood, which has blessed us tremendously. We are super excited to see this project started. We live one house north of Broadway directly behind Saint Augustine's Episcopal Church. Our children play in our front yard all day long. Knowing that a safe and solid barrier will exist makes us very happy. The noise reduction effect of a masonry wall is also something to look forward to.

Thank you again for the service you provide. Sincerely, Justin and Keri Roth, Sage, Tucker, Finnley and Gus Roth

18. Glenn Wilt

I have reviewed the various drawings/plans/meeting minutes that have taken place in the above proposal, with reference to the fact that I own a property located at 126 East Broadway Lane in Tempe. I cannot determine whether or not under any of the various proposals/concepts presented if the front yard setback of this property would remain the same or not. Could you, at your convenience, send me a short note indicating what may be the results of these several concepts on this frontage?

Thank you for your attention to this question and my e-mail address is as follows: gawjr@q.com Glenn Wilt, Jr.

19. Ken Young

Meeting with Ken Young, Phoenix Flower Shop owner. Supports the project with the condition of maintaining visibility of signage.

20. John Benedict

Meeting with John Benedict, owner of property on NW corner of Broadway and College. Supports project, does not want a wall in front of his property.



Broadway Road Bicycle & Pedestrian Streetscape Enhancements Project

Tempe City Council Issue Review Session
May 30, 2013

Project Location

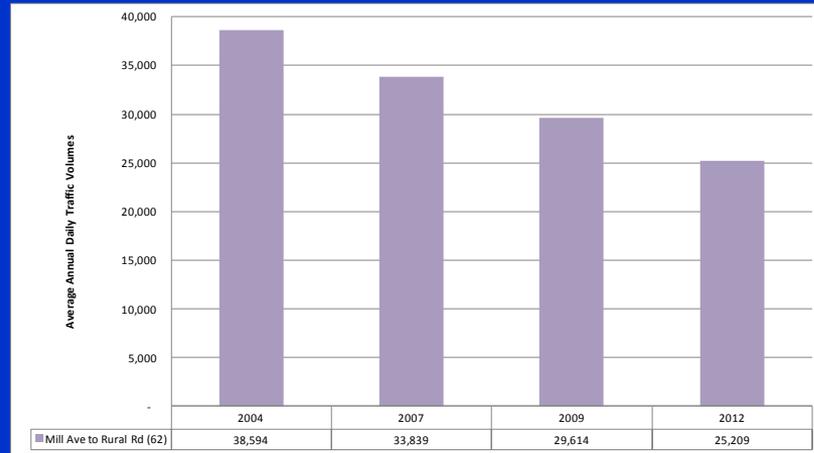
- Broadway Road, Rural - Mill
- 1 mile length
- Broadmor, Daley Park, University Park & University Estates
- Tempe High School
- Residential & commercial mix

Project History & Funding

- 2001 Corridor Study
- 2003 Tempe General Plan 2030
- 2004 Tempe Comprehensive Transportation Plan
- 2005-2007 Federal Grant Applications/Funds
 - \$3.857Million
 - +\$5K annual O&M (current)
- 2008 - 2010 Initial Public Process
- 2012 Reconfigured Project Team & Public Process

Conditions

- 5 lane arterial (3 EB / 2 WB w/ center turn lane, 35-40 MPH speed limits) & Broadway Lane Frontage Road
- 4-8 ft. sidewalks, some ADA issues
- No bike lanes
- Traffic volume decline

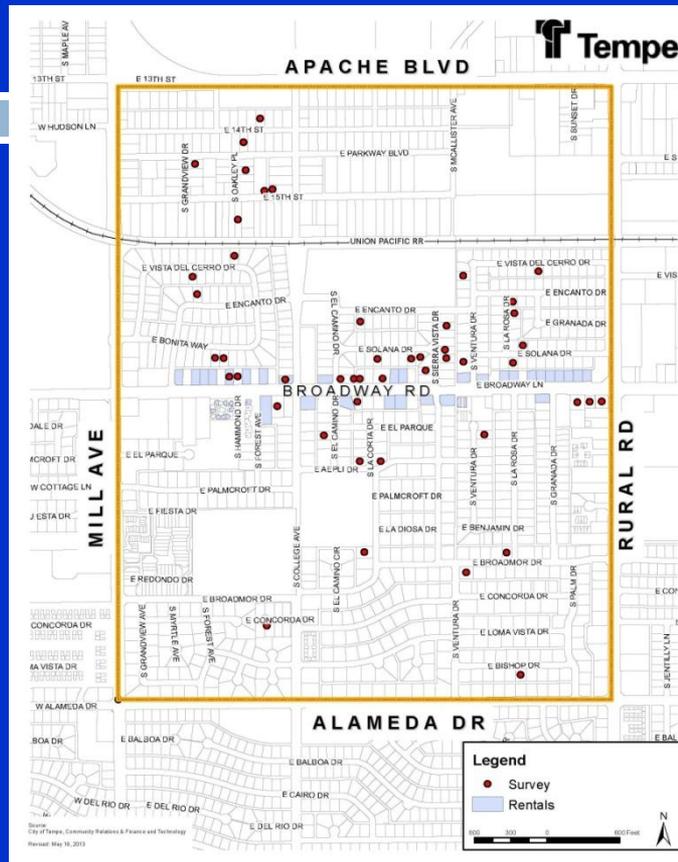


Public Process

- Transportation Commission – 3 meetings
- Public Meeting – February 25, 2013
 - Project website, door hangers, press releases, social media, direct mailers (Broadway Lane & Road property owners & entire project area)
 - Separate meetings with property owners & businesses
- Presented lane removal options & base treatment options (bike lanes, sidewalks, medians, trees, wall/buffer)
- Presented ROW information for each property owner

Public Response

- 81 respondents
- Majority support for:
 - lane removal (EB)
 - wall/buffer treatment
 - landscaping & median islands
 - bike lanes & sidewalks



Preferred Design Concept

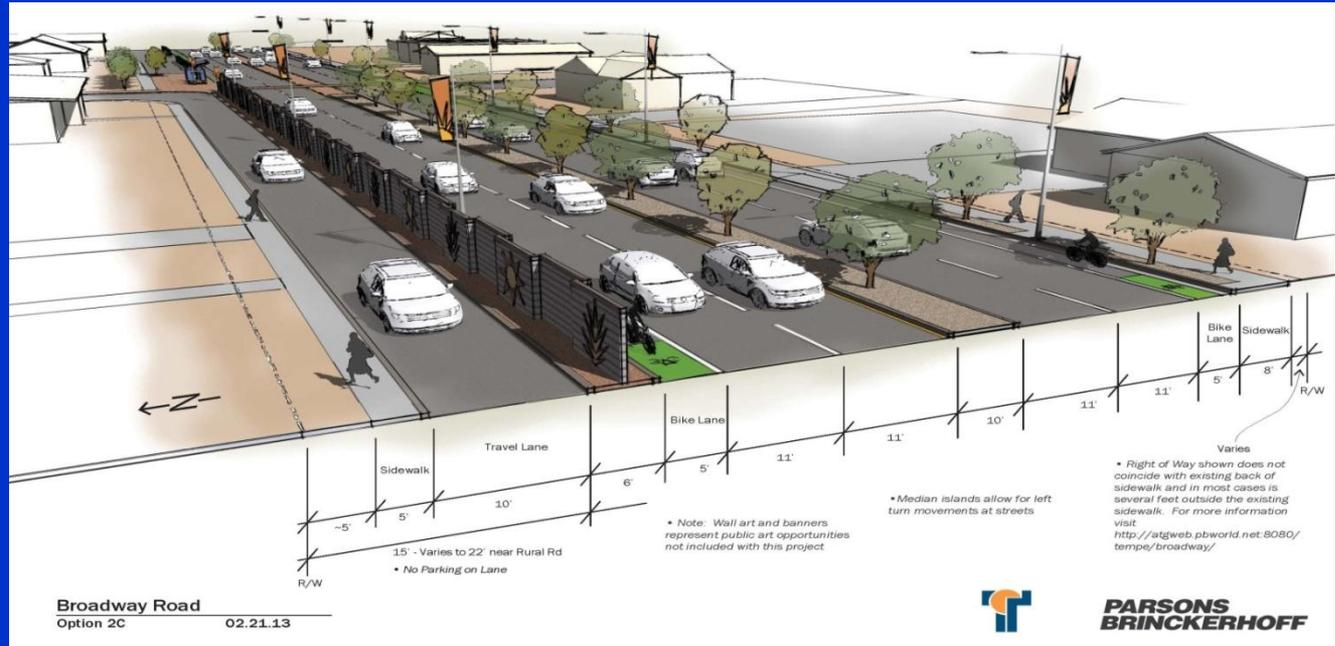
- 2 Lanes EB/2 Lanes WB
- 8' Sidewalk & Trees on South Side
- Parking Allowed on Broadway Lane/4' Sidewalk
- Builds into City Right-of-Way



**PARSONS
BRINCKERHOFF**

Preferred Design Concept

- 2 Lanes EB/2 Lanes WB
- 8' Sidewalk & Trees on South Side
- No Parking on Broadway Lane/5' Sidewalk
- Does Not Require Building into City Right-of-Way



**PARSONS
BRINCKERHOFF**

City Right-Of-Way / Conditions



City Right-of-Way / Conditions



Next Steps / Direction

- ❑ Advance preferred design
- ❑ June 11: public meeting
- ❑ September: simulated lane removal & data collection
- ❑ October – December: Public coordination
 - ❑ Boards & commissions
 - ❑ Business & Stakeholder Outreach
- ❑ January – May 2014
 - ❑ Construction Documents
 - ❑ Environmental Approvals
- ❑ Construct Fall 2014-2015

Memorandum

Public Works Department



To: Mayor and City Council

From: Eric Iwersen, Sr. Transportation Planner (480-350-8810)

Through: Lisa Collins, Interim Community Development Director
Don Bessler, Public Works Director

Date: May 23, 2013

Subject: May 30th Issue Review Session – Bike Share Program

As Council is aware, Tempe has been working on developing a Bike Share program in coordination with the cities of Phoenix and Mesa. Recently, the partnership was awarded a CMAQ grant in the amount of \$1.3 million to be shared between Tempe and Phoenix to initiate the program. Recently, Phoenix completed a procurement process and is prepared to recommend a preferred vendor.

At the May 21st ELDAT Committee, staffed gave a brief presentation and a number of questions arose regarding the implementation strategy. The committee expressed concerns regarding integration of the two programs that requires further discussion by the Council. Staff will be prepared to discuss this at the May 30 IRS.

5. Future Agenda Items
May 30, 2013 Issue Review Session



June 13, 2013

1. Right of Way Landscaping Improvement Program (Neighborhoods and Education Council Committee)
2. Legislative Recap
3. Water Rates Study – Preliminary Results

June 27, 2013

1. General Plan 2040 Update – June 2013

July 30, 2013

August 22, 2013

1. Water and Sewer Rates

Presentations requested; meeting date to be determined

None