

**Community Conversation with Councilmember Granville
October 24, 25 and 29, 2016**

Questions for City Staff:

Financial Services Budget Management Division

Why isn't there more specificity on how the city will spend money should the bond be approved?

More specific information exists and is on file online through the City of Tempe's Financial Transparency Portal located at www.tempe.gov/openbooks ; the bond authorization being requested is based on the current Fiscal Year 2016-17 through 2020-21 capital improvements program.

When was the last bond election?

2012; the City typically requests bond authorization every 4 years and issues some bonds annually to fund capital projects.

How much was spent from the last bond election?

\$18,455,000 was spent with the remaining authorization to be used in the 5 Year Capital Improvements Program. The amount remaining for this purpose is \$11,345,000.

How much does the city lose from that state sweeping our HURF funds?

Over \$7.2 million has been swept from the City's distribution from 2004 through 2014 by the State, however the Arizona Legislature has partially restored the annual appropriations. This fiscal year Tempe will receive about \$300,000.

Public Works Street Maintenance Divison

Provide list for streets being paved based on PQI rating?

See below *paving projects are subject to change.

	FY 2016/17 2018/19	FY 2017/18 FY 2019/20	FY FY 2020/21		Pavement Proj
P1	Guadalupe from city limit to city limit	P6	5th Street from Farmer Ave to College Ave	P11	Baseline from 48th
P2	Dorsey from 8th Street to University	P7	McClintock from Carmen to south City Limit	P12	48th Street from S Broadway
P3	Warner from I-10 to Kyrene	P8	Hardy from Southern to Guadalupe	P13	West City limit to H Rd to Baseline Rd
P4	University from Mill to McClintock	P9	Veterans Way from College Ave to University Dr	P14	Kyrene Rd to Rural to Baseline Rd
P5	McClintock to Price between US60 & Southern	P10	McKemy St to Kyrene Rd, Knox Rd to Warner Rd		

Is there a list of streets for Right-of-Way (ROW) improvements?

	FY 2016/17 2018/19		FY 2017/18 FY 2019/20		Y FY 2020/21	
Landscaping (L)						
L1	Rio Salado from Mill to Rural	L4	Rio Salado from Rural to McClintock	L7	Rural from Warner to Ray	L10
L2	Elliot from McClintock to Price	L5	Rio Salado from McClintock to Price	L8	College from McKellips to University	L11
L3	Rural from Rio Salado to University	L6	McClintock from Elliot to Warner	L9	Curry from Mill to Scottsdale	L12

What percentage of city budget goes into road/traffic improvements?

Of the overall City's operation budget, 2.4% is for road/traffic improvements. This does not include any Capital Improvements or Highway User Revenue Funded projects.

When will we improve landscaping at Western Canal Path between Price and Rural Rds? (dead/missing plants. Erosion, weeds, dust control, more trees)

The Western Canal MUP, completed in 2009, is the 2nd newest landscaped MUP and is currently not scheduled for plant and irrigation upgrades until after FY21-22. Typically the city would like to schedule landscape and irrigation improvements every 10 years, but since no paths have ever had their original landscaping and irrigation improved, the work it will take several years to catch up. Transit's landscape maintenance vendor performs weekly maintenance. It is important to remember that the path is NOT on City property, but is on SRP property through a special use permit. Depending on the location and severity, some erosion is not repaired. Irrigation drip lines may be visible at times, but this is not a significant problem with respect to durability or operation of the irrigation system. Dust control concerns would be the responsibility of the property owner which is SRP. Weeds are addressed at least monthly. Except for replacing dead trees, additional trees and specific locations may not be allowed by SRP to protect the canal and to minimize encroachment on powerline access. (need exact location for inspection).

*SPECIAL NOTE** Some weeds are purposely left to grow to stabilize the soil and act as a method of dust control. The weeds are kept low and removed as they die or encroach on the ornamental landscaping. This area is one of the worst areas for erosion. A CIP scheduled for FY18-19 includes improvements along the Western Canal MUP from Lakeshore Drive to McClintock Drive to manage storm water and mitigate erosion onto the path.

Public Works Traffic Engineering Divison

Have you considered a left turn arrow for WB travelers on Baseline to turn left on Lakeshore to the Lakes?

This intersection was studied in Sept. 2016. The study included an analysis of traffic volumes, stopped time delay, and safety (crashes). At that time, a left-turn arrow was not recommended.

As conditions change with the development on the northwest corner, staff can re-study this intersection.

What can be done to improve left turn safety SB Rural at Lamp Lighter/ (driver concerns compete with left turn NB into Circle K lot)

In the past year staff has made two striping modifications to this intersections. First, staff obliterated a portion of the two-way-left-turn-lane and striped a dedicated SB left-turn lane. Second, staff painted a striped median island. Staff is now monitoring the location to see if the changes have helped improve conditions.

Can a Lakeshore neighborhood traffic study be done?

Yes, a neighborhood study could be done but staff would need more detailed information on what to include in that study. (concerned with traffic volumes, cut-through traffic, speeds, school zones, crashes?) For more information contact Sue Taaffe at sue.taaffe@tempe.gov

Can we lower speed limit on McClintock along the curve south of Baseline?

Just arbitrarily lowering the speed limit generally does not result in the desired effect of slowing down traffic. It is possible that with the striping changes that were made on McClintock that traffic speeds have slowed in the past year. City Council will receive a work study presentation for discussion on speed limits in the city in the spring of 2017.

Have you considered a traffic light on Broadway east of River Street for school traffic exiting Connolly Middle School? (at parking lot)

This intersection was studied in May 2016. The study recommends a traffic signal be installed at this location. The city has funding for one new signal per year. There are currently two signals that will need to be constructed ahead of this location.

Can traffic lights be improved at Highline Canal Crossing at Guadalupe?

At the *Western Canal* we have a pedestrian refuge island, but have received requests in the past for signalization. Past studies have not demonstrated a need for a signal, but staff plans to review again. At the *Highline Canal*, the City is in the design stage for adding a shared use path south of Guadalupe. The Town of Guadalupe recently constructed a shared use path north of Guadalupe. We believe that this crossing will function well as a marked crosswalk, but will evaluate after the path improvements are completed.

How can we improve traffic flow at S. Lakeshore and Rural Rd? (no light there at the corner where Starbucks is located)

The intersection of Rural and Lakeshore could be added to our list of intersections to study for a traffic signal. The current traffic signal at Rural and the Embassy Suites could also be studied to determine if it is still warranted. Any time we add a signal it results in

increased delay to the major street so Rural could potentially get more congested between Baseline and US60.

NB Hardy Drive bike lane is aligned dangerously according to bicyclists, can we make it safer?

Staff would need more detailed information.

Can we add shade to Orbit stops if not on a bus route?

Orbit service is designed as a “flag stop” service. This means that on other than arterial streets where bus stops already exist, passengers flag down the Orbit bus in order to board. As Orbit is designed to operate primarily on residential neighborhood streets, there typically is no room to install improved bus stops with shade. On occasion, residents object to Orbit stops outside their homes requiring bus operators to stop at alternative locations, or even result in a change of routing. Thus the installation of shade, be it trees or transit shelters would not be effective in neighborhoods.

Any other streetscape improvements in the plan? (similar to Broadway)

None for arterial streets, but there are three collector streetscape projects: Alameda Drive from the Phoenix border to Rural; 8th Street from Rural to McClintock; Fifth Street from Farmer Ave. to College Ave.

How can neighbors get a design grant to improve Country Club Way?

A preliminary design study is being conducted by the City with funds from a federal grant administered by the Maricopa Association of Governments. The study starts at Elliot Road, at ASU Research Park along Country Club Way connecting to Tempe Town Lake. The Country Club Way Pedestrian Bicycle Improvements are proposed to be an on-street facility running seven miles connecting ASU Research Park along Country Club Way to ASU/Downtown Tempe/Tempe Marketplace. The project will directly link local and regional facilities, five schools, three existing canal paths, one bicycle/pedestrian bridge, travel across eight major arterials, connect to one light rail station at Smith-Martin and across the Union Pacific Railroad at Apache Boulevard. This new facility will reduce vehicle-ped conflicts, introduce bike lanes, landscaping and art features; while remaining ADA/MUTCD/AASHTO compliant. A consultant design team is being hired to conduct the study and prepare preliminary design for Country Club Way improvements. Public involvement for the project should be starting in the spring of 2017.

Why have the benches been removed from some bus stops particularly those at University and Mill and other covered bus stops?

The benches have exceeded their programmed useful life. The aging benches are being replaced as part of the normal replacement cycle.

Public Works Solid Waste Division

Why were the trash bins in Shalimar replaced with commercial bins? (They are too difficult to open)

The enclosures on the property are intended for commercial (front load) containers, not the 300 gallon containers that were there previously. The residential side load trucks had difficulty servicing the containers and were causing damage to the enclosure walls. The containers were swapped out with 4 yard commercial containers better suited for the enclosures. Though the weight of the lids on the new containers is the same as the previous containers, residents do have to hold the new lids up, which might be the difference they are noticing. Staff is checking to see if there are any 4 yard containers available with doors on the side (instead of on top) – if so, and if they fit the enclosure, we may be able to swap them out. Please have the Shalimar residents reach out directly to us so we can follow up. Contact Melissa Quillard at melissa_quillard@tempe.gov or call at (480) 350-8399.

Illegal dumping is a problem in alleys in Alameda Meadows neighborhood, what solutions are there?

This is a challenging situation in any neighborhood because it's often difficult to prove illegal dumping, which means it can take a while to see results. First and foremost, residents who witness illegal dumping in action can call the non-emergency police line at 480-350-8311 and report it – get a license plate number if it's safe to do so and provide as much detail as possible. If a resident suspects illegal dumping, it is helpful if they take pictures and document as much as possible (only take pics if you are comfortable doing so). Report it to Tempe 311 at 480-350-4311 so Solid Waste can begin its investigation. Our team goes through an inspection process to verify illegal dumping – that might mean identifying illegally dumped material that matches nearby parcels or noting when the material doesn't match the resident's property (for example - palm fronds in a pile when there are no palm trees nearby). If we can confirm illegal dumping has occurred, we will do a courtesy collection and work with the neighborhood for a long term solution if the problem continues. A full proof (but very long-term) solution is to move services out of the alley and to the curb. That way any material left in the alley has clearly been dumped illegally. This is a long-term, effective solution but needs to be supported by a significant portion of residents in the area.

How can alley improvements be made like those in Optimist Park?

As alleys in need of repair are identified, they are prioritized and placed in our annual schedule. They are prioritized by safety issues, ingress, egress, collection access, etc. There is no funding for a full alley paving process; however 2% of the solid waste fee is dedicated to maintaining alleys in the form of alley dust control, smoothing and education. In 2014, the city received a grant for over a million dollars for alley improvements in four neighborhoods – Optimist Park was part of that grant.

How much does the city save with the new bulk trash schedule?

Since the solid waste fees collected must pay for solid waste service provided, it was crucial for staff to develop a long term, sustainable solution for the Bulk Trash and Green Organics Program. In 2015, the city modified the schedule to six annual bulk trash collections and three seasonal green organics

collections each year, which was a better reflection of the service needs of Tempe residents. Solid Waste has seen significant savings over the past several years in vehicle reductions (at least 4 at a cost of \$300,000 each since 2013), staff reduction, fuel, and O&M costs. Miles driven and total bulk tonnage are down from July 2013 and the overall miles driven has decreased by 21.6% as compared to 2012-13 fiscal year. A total of \$23,275 in fuel is saved annually. Total bulk tonnage to the landfill has also decreased 18.3% as compared to last fiscal year. We still expect the miles driven and tonnage to reduce further over time as residents become used to separating green waste from mixed waste according to their annual collection schedule. And as promised, staff has been working on efficient ways to reduce cost to our residents through re-routing and vehicle reductions.

How can residents make airplane noise complaints?

You can register noise complaints at <http://www.tempe.gov/city-hall/communication-and-media-relations/tempe-311/report-noise-complaints> or complain to the City of Phoenix by using the airport noise complaint form <http://www.planenoise.com/copad/q3qH4u/> and there is now a smart phone application in the appstore, <http://www.planenoise.com/mobile/phoenix/jr3wcQ2/>. Complaints get reported to the FAA. When submitting a noise complaint, if you indicate you want to be contacted, you can be sent more information about the flight via email.

Interested residents can get involved. <http://www.tempe.gov/city-hall/public-works/aircraft-noise/tempe-aviation-commission-tavco>. TAVCO (Tempe Aviation Commission) meets monthly and it is open to the public.

Community Services/Library Clock and Landscaping

When will the outdoor Tempe Library clock be repaired?

The library clock will be repaired along with a redevelopment of the entire street frontage at Southern and Rural in 2017.

When will the landscaping be improved?

The design team will develop 3 or 4 rough concepts over the next 6 weeks. We will have stakeholder and citizen meetings in spring 2017. As soon as the plan is approved and construction drawings are complete we will begin the improvements. There is substantial work needed to replace the old irrigation system and that will come first, followed by planting. We will be tagging the dead trees in the next few weeks and begin a phased removal while maintaining the grounds over the period of design and construction. Our goal is to begin construction in fall 2017.

Police/Speeding/Traffic Control

What is the link to the speed trap program?

The Tempe Police Department's Traffic Bureau can be contacted for Neighborhood Traffic Problems. SEMS (Selective Enforcement Motorcycle Squad) can be contacted for additional enforcement by calling 480-858-7367 or filling out the "traffic complaints" form online at <https://epermits.tempe.gov/citizenaccess/>

Can we mitigate traffic issues exiting the Gammage Theatre after evening performances?

The ASU Police Department is responsible for traffic control at Gammage performances. Concern will be forward to the ASU Police Department.