

# North -South Rail Spur Multi-use Path: Summary of Public Involvement

## October 2018



### THE PROJECT

The preliminary design for the North - South Rail Spur Multi-use Path Phase 1 design includes solutions for a 3-mile bicycle/pedestrian corridor connecting from Baseline Road on the south to a planned pathway north of University Drive. Including future phases, this Phase 1 project will be the middle section of a larger connection spanning from Tempe Town Lake/Downtown Tempe to Knox Road near the Chandler border, making it the longest continuous pathway in the community.

The path will include pedestrian and bicycle facilities, lighting, landscaping and public art while being ADA compliant, and will include improvements to street crossings (i.e., at grade signals or pedestrian islands).

Meetings for the Phase I design were held on Wednesday, October 3 and Saturday, October 13, 2018. Input was taken from October 3 - October 27, 2018.

### OUTREACH

#### DIRECT MAIL

- Postcards to the single family households in the area bounded by Rio Salado Pkwy/Guadalupe Rd/Rural Rd/Priest Dr. (approx. 11,300)
- Multi-family complexes received door hangers to each unit (approx. 17,000)
- Reminder postcards sent to neighborhood and homeowner association residents

#### MEDIA

- Social media to adjacent neighborhoods:
  - Facebook: 2376 reached
  - Nextdoor: 2644 impressions
  - Twitter: 3167 impressions
- Press release inviting the public to attend the informational meeting
- Digital ads on Tempe Cable Channel 11
- Meeting posted on City online calendar
- Project website online

#### MEETINGS/INFO

- Presentation to Transportation Commission
- Presentation to Sustainability Commission
- Presentation to Disability Commission
- City Council Friday packet information item
- Digital ads at city facilities

#### SURVEYS

- Comment cards distributed at public meetings: 86 responses
- Public encouraged to comment online in all posts and media

### SURVEY RESULTS

Eighty-six individuals responded to the survey. Not all respondents answered every question. The results are below.

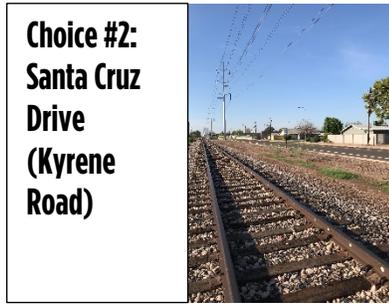
**Question 1: Please rank the following elements (1-7) with 1 being your top priority and 7 your lowest.**

**Average of priorities over 86 responses:**

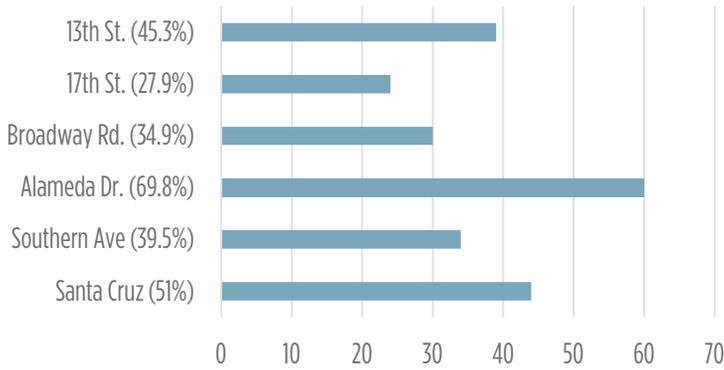
1. **Shade**
2. **Lighting**
3. **Nodes**
4. **Water Fountains**
5. **Wayfinding Signage**
6. **Public Art**

## 7. Seating

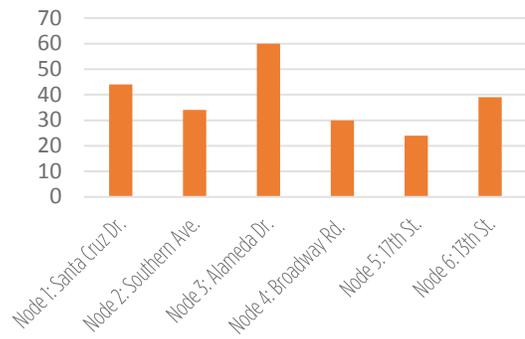
**Question 2: Nodes are groups of amenities along the corridor. Tempe has funding for three (3) nodes. Of the six (6) potential node locations which THREE do you prefer.**



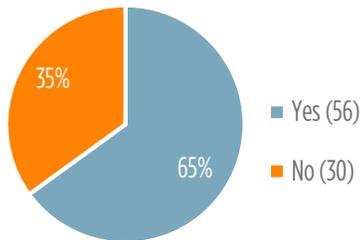
Which node do you prefer?



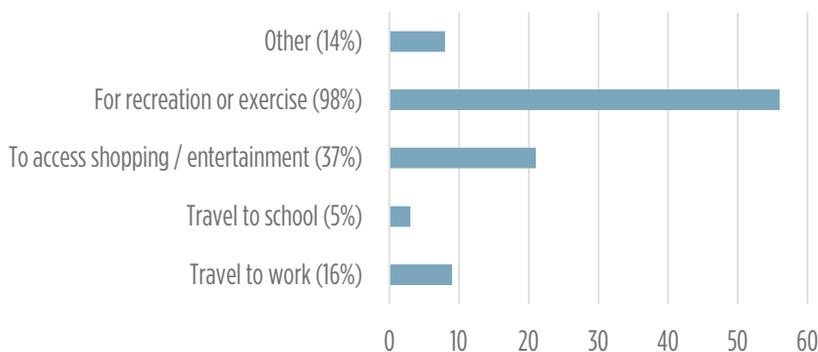
Node Preference



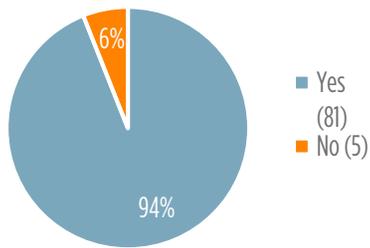
**Question 3: Do you plan on using the corridor for walking?**



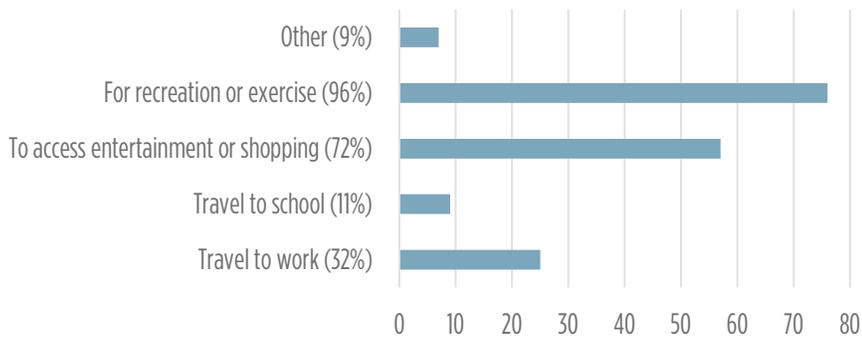
**Question 4: If you do plan on using the corridor for walking, what is your trip purpose? Please check all that apply.**



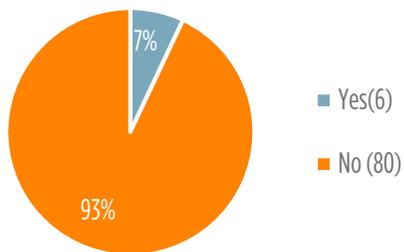
**Question 5: Do you plan on using the corridor for biking?**



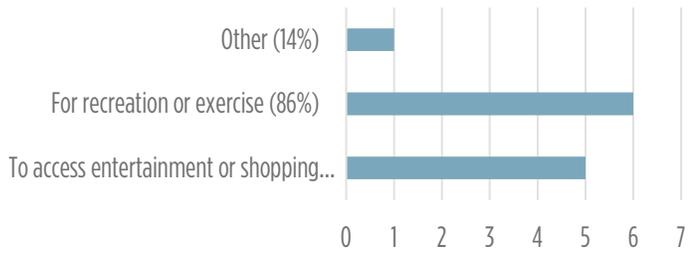
**Question 6: If you plan on using the corridor for biking, what is your trip purpose? Please check all that apply.**



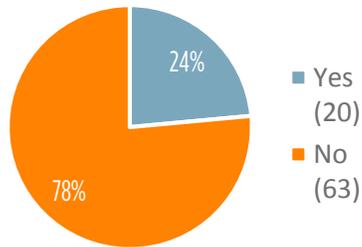
**Question 7: Do you plan on using the corridor with a mobility device?**



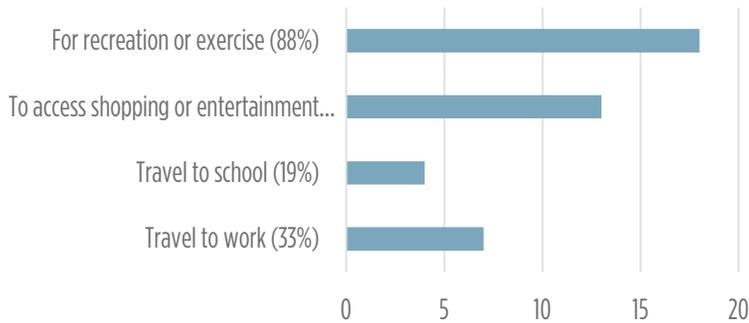
**Question 8: If you plan on using the corridor with a mobility device, what is your trip purpose? Select all that apply.**



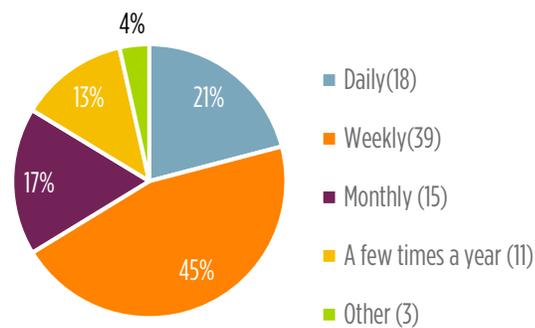
**Question 9: Do you plan on using the corridor with a shared active transportation vehicle (dockless bicycles, electric scooters and e-bikes)?**



**Question 10: If you plan on using the corridor with shared active transportation vehicle, what is your trip purpose? Please select all that apply.**



**Question 11: If you plan on using the corridor, HOW OFTEN do you think you will use it?**



**Please express any comments you have about the proposed cycle track.**

1. If a cycle track was built, it would be beneficial for it to be separated from the car roadway. Also, more education on the proper bike riding direction/people not walking in the bike lane would be useful.
2. I have used them before and they seem to work fine.
3. Sounds good
4. The further away from vehicle traffic the cycle lanes can be located the better. Hard barriers or landscaping between the cycle lanes and car traffic will add a sense of separation for safety, break up the asphalt with less heat retaining foliage and provide a sense of calming to all modes of transport.
5. I like it - it seems really good
6. Protection from traffic is most crucial. Parked cars or raised barriers & curbs especially landscape and trees very important
7. Given adequate width and signage as well as appropriate speed limit, this design seems ok
8. At first glance it seems a bit "unusual." It could be confusing(especially to oncoming drivers) but with proper markings and/or barriers, it could work.
9. All moving(?) traffic should be moving in the same direction on either side of the street
10. Best if they're separated from vehicle traffic by physical barriers.
11. Put me as far away from cars as possible and add a row of reflective flags like the ones on college and apache as you enter campus.
12. Do not put in vertical posts (plastic). Planter separation probably nicest but expensive
13. Not a good idea. Confusing to users, especially on entrance/exit. Encourages overtaking by bikes in busy situations, dangerous. I have experience of this system in California and don't like it. Keep the current system. Keep bikes moving in the same direction as the cars.
14. i think a dedicated cycle track is a good and safe option
15. I've used similar configurations. Good for safety of the cyclist.
16. Good idea. Drivers have to watch for cyclists on only one side of the street.
17. please separate the cycle tracks physically from vehicle traffic.
18. I am NEVER comfortable riding my bike in the same direction as the traffic in Tempe. I will always use the sidewalk.
19. Please add more than just painted lines, also a slightly raised barrier between cars and cycle track. There is such a barrier on Alma School in Mesa and feels very safe to cycle there.
20. I am a commuter and recreational cyclist. I love cycling. I am aware not all motorists love cyclists sharing the roadway and when we reduce roadway to make space for bikes, I think motorists resent cyclists and can become aggressive. I like having designated cycle spaces, I just do not care to reduce traffic lanes to do so.
21. needs a barrier from vehicles
22. The proposed cycle track appears to have enough of a buffer from traffic to be safe, however I would very much prefer if this were a separated, raised shared-use path, as exists in the rest of the design. If there is enough space for a cycle track, than there would be enough space for a shared use path.

23. I would like to see a way to share the railroad ROW so that there is no need to share the road on farmer. Sharing the road can cause accidents that could be avoided.
24. I love this. Raising it or using different paving material / paint would be better or separation. First choice: raise; second choice pylons or low fence.
25. Bike lanes should be treated as they are elsewhere in the city. Barriers of all sorts should be avoided if possible as the funds necessary to them would be better spent on landscaping, which more than anything else will tend to increase usage of the corridor.
26. There needs to be a barrier between the bikes and the cars, as well as clear marking for pedestrians to stay out of the lanes
27. Might be a good idea to work with the east side of the track between Southern and Baseline to better isolate the path from traffic and connect with Danelle Plaza
28. The Cycle Track should extend past Southern Ave to Broadway. Farmer Ave Route should be restudied and redesigned incorporating phase 2 Town Lake to Broadway, Via Ash Ave/13 St
29. Perfect! These are great! I would also suggest putting cones or blockers between the track and the road
30. Awesome! Green paint preferred.
31. Separate from vehicle traffic is a priority. That corridor is a speedy section of road and prone to both heavy traffic and dangerous speeders
32. Would like to see bikes separated from cars, slower speed limits and strong vehicle speed enforcement.
33. "They are planning on reducing the width of the lanes from 20' to 11' to slow/calm traffic!" Yeah they tried that nonsense on McClintock by taking away 2 car lanes to add a bike lane in each direction. It did not slow/calm traffic but rather created a daily traffic jam that made it difficult for residents to get to their homes and added significantly to their commute times. It caused such an outcry that the city ended up putting the car lanes back in to relieve the traffic they created. The taxpayers had the privilege of paying for both modifications. If they are reducing the road width by half you can expect the traffic on that road to double.
34. We need separation from traffic. A lane painted on the asphalt is not going to do it. The kinds of things you used for McClintock is also not going to do it.
35. Yes, the more separation between cyclists and cars, the better.
36. A separate cycle track from pedestrians seems like a good idea if it's feasible, especially if it's physically separated.
37. Please make it physically separated. It will be intimidating to casual cyclists otherwise.
38. I think this is suitable in this location. Kyrene is low volume for vehicles but it will be nice to have some separation from the travel lane.
39. GOOD idea
40. Bike lanes better together than separated. I prefer a physical separation from autos.
41. Green painted lanes the entire strip
42. The more traffic signals the better. Also will there be emergency call boxes placed along the path.
43. My biggest concern is crossing the major streets.

44. The Bike track should have a solid physical barrier from traffic not just plastic sticks.
45. Excellent idea. The road is sufficiently wide to have a safe cycle track.
46. I look forward to using this path
47. I think the barriers used on McClintock were an eyesore. If safety experts think markings are safe, I'd go for those or if a physical separation is safer, might we use street level barriers?
48. Good idea
49. Please give a buffer. Ideally a protected buffer.
50. It seems the cycle tracks on McClintock were no successful. I'm encouraging the city to choose an option that can be long term. I would like the cycle tracks to be separate from the pedestrian paths; unlike the shared paths in the ASU area.
51. Can the cycle tracks be in the middle and the walk paths be on the outside edges? It would keep the dogs on the edge to do their thing.
52. Very much needed, excellent! Please always consider the disabled :-)
53. I do not favor cycle tracks unless physically separated from the vehicular traffic.
54. Yes- I love these! They were great in DC when I used one. Much better than having no bike lanes at all!
55. good idea for this area, I prefer the cycle track if it is physically separate from the vehicle traffic
56. awesome
57. It is awesome and I am very excited to see it developed.
58. I think it is a great idea and should be separated PHYSICALLY from traffic and traffic should also be slowed by speed bumps or other traffic calming means as Kyrene is a commuting corridor and automobiles drive at accelerated speed.
59. it would help calm Kyrene Raceway.
60. Very important
61. I like the idea
62. I have a gas powered bicycle I want this to be on the road so I can use it with my moped.
63. Adding a physical barrier between the car lanes and the cycle track would be a huge benefit to the amenity. It would make people feel safer and likely boost ridership.
64. looks good
65. I absolutely love the cycle track. I'm on my bike a lot. There is an increased awareness of how much safer I feel on my bike.
66. I think it is a great idea as long as there is physical separation
67. I like the new bike lanes on Galvin Parkway by the Desert Botanical Garden. They are bright and easy to see. I don't like the delineator posts. I work by the Capitol in Phoenix and they installed them on 15th Ave just north of Washington and they are all gone about 1 year later. Cars ran into them. I like this (<https://www.treehugger.com/bikes/how-create-bike-lane-seconds.html>) because I see drivers in bike lanes all the time and think there needs to be a physical separator.

68. Love the idea of a cycle track. Look at the one recently constructed by Mesa on Brown Rd. west of Country Club as a good example.
69. Is there a way to put this in the current dirt area between the railroad tracks and Kyrene Road? It would be nice to be further away from the cars.
70. Separate it from the road
71. Works great for locations that have been using it

Please share any additional comments you have related to this project.

1. Mill Ave is not a nice road to bike on because of cars zooming by. This path would create a safer pathway for cyclists. It's a great way to re-purpose the land along the train tracks for the benefit of cyclists and pedestrians.
2. I am very interested in the Alameda access/crossing. I have been complaining for years about the limited access on the east and west ends due to the posts that block cars and other unwanted users. The posts are so close together that many bicyclists have to dismount and walk their bike through. And it is impossible for a wheelchair or scooter to get through at all.
3. For walkability I would like to know if something will be added to the pavement when summer temperatures rise and it gets too hot
4. Have there been discussions with the City of Chandler regarding plans for the extension of the pathway southward?
5. Any plans for grade separation at major intersections?
6. The railroad crossing at Alameda must be enhanced for utility and safety. This will align with an Interstate 10 crossing (connection) to Phoenix.

I'd really push for an alignment along the tracks through Maple/Ash v. Farmer Ave. alignment. 2. I'd prefer the path to be off-street/on the RR right of way. between Southern and Baseline. 3. I'd like to see the design team make efforts to "tell the story" of Tempe and the areas the path passes through by acknowledging any natural, cultural, historic or contemporary elements with design, detailing, public art, signage/wayfinding, etc. Elements to "tell the story" could include: anything RR/train related (colors, materials, patterns, lighting, etc.; any cultural / Native American resources; "historic" Maple Ash neighborhood (or any historically significant areas, districts, neighborhoods; Tempe High School (Buffaloes, athletics, etc); interesting signage (you get the idea); anything to impart meaning and an authentic "sense of place" will elevate the project above the typical FTA- TO-FT B multi-use path and make it a more interesting experience.

7. Is the local funding coming from property tax hikes?
8. I like most of it, particularly the part that is a dedicated trail. Not so excited about the cycle track. I'd prefer to see the entire length of the trail be completely separated from traffic, with over/under passes and tunnels for crossing intersections in order for it to be a true bike/pedestrian path.
9. Looks very expensive- how much will it cost taxpayers - can it be partnered with private use, restaurants, day vendors, rental transportation, etc.
10. I am an avid Tempe biker and support this project. If you need to save money I think you can drop the node/rest areas. I seldom use them and seldom see others use them. There is nothing on this

**path that is worth stopping to see. Instead use the money to add traffic signals/bridges/tunnels where ever bikes frequently cross main roads, my number one concern.**

- 11. I've not seen this type of bike path in use. I feel that it will not be conducive to cooperative sharing with opposing lanes next to each other. When I am passed by another bicycle, they have often been too close and actually clipped my with their handlebars or cut back to the bike lane and caused me to swerve into the curb or off the sidewalk. I use a standard (no gears) bicycle.**
- 12. Make sure cars have good visibility of cyclists at intersections, especially cross street traffic (if there are any), as cyclists will be coming from the "wrong" way when you have 2-way cycling traffic on one side. On any street with on street parking, need to use sharrows (bikes may take the lane), not painted bike lanes, as getting "doored" is any issue when bike lanes are painted next to parked cars. This applies to Farmer.**
- 13. Safety is my number one concern. You can save all the money you spend on artwork and seating and spend it on keeping homeless people from sitting on the benches drinking alcohol and throwing down litter. Some of our nicest walking and cycling paths have become homeless hotels. Adding water fountains will simply attract more of the same. Intelligent residents enjoying recreation on the paths bring water with them. If you really care about the homeless, then invest this money to help the homeless, rather than to improve walking trails. Additionally, I think these shared-use scooters are a scourge. At least they take up less space than the bicycles, but people don't even have to exercise to use them. As for the bikes, really dumb. If you're homeless and need a bike, do you really have a credit card and/or a cellphone? If so, then you maybe have your priorities messed up. If you got a DUI and can't drive, sorry, but buy a bicycle, then, instead of booze. If we're doing this bike thing so criminals quit stealing residents' bikes, please know that they're just abusing these social bikes and leaving them strewn about like garbage everywhere instead.**
- 14. Please expedite completion of the path from university to rio salado parkway. I understand private developers will be asked to complete this portion of the path, but it could be years before those parcels are developed. A higher priority should be given to linking this path to rio salado, to enable bicycle and pedestrian traffic to continue from the beach-park, south. In addition, I am concerned about the current shared-roadway design for the section of this rail-spur path from 13th st. to university. A cycle track, or shared use path, would be a much preferred design for this section if sufficient right-of-way exists. This would be one of the more heavily used section of the path, and would be the only section in the current design that lacks a defined, separated route for bicyclists. A separated path should be a requirement.**
- 15. I hope we can use this project as a way to plant 100s of trees. This is a great use of city and federal funds. Some of these are among the most unsightly in Tempe. I hope we can change that.**
- 16. To expand on the above comments, the line of the corridor as it stands has no natural attractiveness for much of its length. These areas (ie. the Kyrene Rd. portion) will definitely benefit from maximizing natural (ie. organic) landscaping. Also it would seem that fairly long stretches of the corridor allow little or no access to shopping or parks or recreational facilities.**
- 17. I would like to see some kind of effort made to keep bicyclists in the bike lane instead of on the sidewalk. The biggest problems with Tempe bike lanes are that #1 People will ride on the sidewalk right next to the bike lane, which is unsafe for pedestrians and #2 People will ride the wrong way on the bike lane, which is unsafe for bicyclists using the lane properly.**
- 18. I recommend using Laura Best as a public artist. A lot of her work stemmed from the Tempe area, is an ASU graduate and known for urban landscapes.**
  - Like the idea of including historical and interpretative information along the trail related to Tempe and railroad heritage - encouraging urban exploration/tourism is also great. Public art can also be used to achieve this.**
  - Important to keep in mind that the Danelle Plaza (Southern/Mill/Kyrene) is developing into a notable arts and music hub for Tempe and the associated Trail Node could build on this - would be a strong opportunity to connect with the Danelle Plaza arts scene / Unity through**

Community to help develop on this idea and work with the city. This would also provide a good link with the CBDG residential redevelopment project going up on the same site as well.

19. The biggest obstacle to the success of this project is the Union Pacific RR. It has been a Dividing Line between South and Downtown Tempe. Bicycle Paths should connect and not all be channeled to Rural Rd, McClintock or Mill. When is UPRR going to be considered part of the community and a good steward to Neighborhood cohesiveness. Dorsey Overpass or Tunnel along with Smith to Country Club tunnel or overpass makes perfect sense. This is where Funding is most needed. It connects to Metro Stations and offers the most for Tempe Residents. The Farmer Ave Design is unneeded, dangerous and will be underused. Think about families with strollers on Farmer, along with numerous obstacles to Metro Stations. Think bicycle commuters from Scottsdale, across new Town Lake East Bridge thru Karsten to Dorsey to Metro Station. South along Dorsey to UPRR Bridge or Tunnel to Broadway and Points South. Have UPRR partnership build the bridge!
20. I came from Atlanta, and their Beltline is very popular! It promotes movement, exercise, small businesses to pop up along the path for people to use, and is a great way to bring community together. Please make sure it is safe with proper lighting and maybe place emergency blue lights.
21. I ride this route daily with my family. We love biking to Tempe from Chandler along this path and are looking forward to a safer route. Thank you!!!
22. As a bicyclist and someone who simply enjoys slowing down and taking in the scenery, I'm always excited to see more non-vehicular pathways created, so keep up the good work!
23. The RR crossing at Alameda: Posts need to go. It is not ADA compliant. You can't pull a bike trailer through it.
24. Ideally this project is wholly removed from current vehicle traffic interaction wherever possible. Increased foot and bicycle traffic without some sort of gating/separation is asking for collisions, injury and worse.
25. I LOVE this project! These multi-use paths are a Tempe treasure and I use them almost daily, either running, walking my dog or biking. Thank you and GREAT JOB!
26. A few comments:
  1. How about a citizen patrol group after some basic CoT training to become trail "Ambassadors". Frequent users like myself could volunteer some time to "patrol" providing directions, general first aid and be the eyes and ears of the trail. Feel free to contact me to help organize this.
  2. As a frequent user of these multi-use trails I witness unsafe behavior almost daily. Generally this is bicycles speeding by walkers or runner at high speed with no notice. Many bicyclists believe these are bike paths and don't understand that they are multi-use. Signage which states that bicyclists must yield to pedestrians would help this. ASU has some great examples of this on their shared paths on campus.
  3. Electric motorized bicycles, scooters and skateboards are here now. Are they allowed on these trails? Is there a speed limit for them? Modified units can reach speed of 40 mph or higher, leading to even higher unsafe conditions than those mentioned above. This need to be addressed on existing multi-use paths as well as new ones. E-bikes on streets can use bike lanes if they go under 20 mph, but zipping by a pedestrian on a multi-use path at 20 mph can be a recipe for disaster. Let's not wait until someone gets seriously injured to address this.
27. I strongly support this project.
28. I hope you're getting rid of those cylinders at Alameda and the railroad tracks that prevent large bikes and bike trailers from crossing the tracks back and forth from East to West.
29. If you want mass transportation additions to work they must complement existing travel resources, not compete with them. If you add public transportation systems at the expense of existing systems (roads) you will encounter resistance and the system will not be sustainable. If the route in question needs to follow existing streets it is better to make the rail and bike path subsurface or above grade to they can exist in conjunction with existing roads (see Chicago's

above grade rail system, our own Sky train, or NYC's subway for examples). This increases the initial cost of the project but makes it more viable in the long term. Trying to compel drivers to switch to the light rail by turning roads into rail spurs will increase traffic (because the light rail does not go where drivers need it to and cannot be used to transport materials in quantity), infuriate the people the city is purported to represent, and can force the city to make costly reversals at the taxpayer's expense (see prior comments on the McClintock bike lane addition fiasco).

30. Would like to see concrete border or fence border between traffic and track. Iron gates are also not acceptable.
31. Also I am concerned that the apartments on Mill between Southern and Baseline whose parking lots are placed next to tracks but is fenced by iron needs to have openings so tenants can access the path across the tracks also. Has this been considered?
32. Also making the lanes smaller may not calm traffic as you have suggested and my neighbors tell me you tried to do at McClintock. Are there other ways you can calm/slow traffic without creating a nightmare? Speed bumps?
33. Also where are the ADA cutouts supposed to be placed so that people in wheelchairs, power chairs, etc. can enter/exit? Will there be painted crosswalks at all streets?
34. I wonder who is paying to irrigate landscape plantings and place water fountains on property that is owned by UNION PACIFIC RAIL ROAD. Why are we improving their property to this extent? when we haven't put water fountains in several of our parks because it is too expensive, nor other walkways like the Western Canal.
35. Last note: I have no idea why you would ask me my ethnicity/race. I find it offensive. I am a human being and not a robot.
36. This is a fantastic project to protect the health and safety of cyclists. I would like to see as much vegetation and shade worked into the project as possible. We need to make cycling a more comfortable option for people in the heat of this desert. Would be great if consideration could be given to sustainability throughout the process as much as possible (materials, recycling, etc). I would also love to see these signalized crossings give preference to pedestrians and non-motorized transportation modes--would be great if they could be given right of way.
37. I'm concerned about possible traffic calming additions that would reduce the size of the road, especially along in the Southern/Kyrene area. Traffic is already pretty "calm" on Southern in that it's often at a standstill during rush hour, so I'd hate to see the size of Southern reduced in any way. For possible public art, it would be nice if community members could participate as a group project in one or more of the areas.
38. I like this idea and think a path similar to that of the green belt through Indian Bend Wash would be great. As our streets become more congested, finding an alternative to riding in the bike lanes or sidewalks is more dangerous. If Tempe wants to become a city that is multi-modal than options like this need to be available for the more casual cyclist, walker, etc.
39. I'm very excited about this project! So glad the city successfully applied grant funding for it. This route will be very important for people of all ages and abilities, away from traffic. There are limited north/south routes so this one is extremely necessary to provide more travel options for people. Everyone I know is glad it's a priority for the city.
40. Keep going, Tempe!. I ride my bike daily for exercise and would love to have shade in more places covering the riding/walking paths. Also more water fountains along paths.
41. Farmer Ave is the ONLY street in the neighborhood with power lines with most poles have excess lines. It prohibits trees to grow over the east side walks and streets for shade and weather. It is also an eye sore to the street and neighborhood. If an investment in this path is going to encourage walkers and riders, (as well as property investment and ownership into the neighborhood) I suggest looking into burring the power lines!

42. Great idea! I will use it! Also this meeting was most useful.
43. Please bring this south to knox asap!
44. This is an excellent idea to provide space for pedestrians, bicyclists, etc. away from high speed traffic. It will also improve areas that are currently basically wasted space.
45. Love it.
46. Please add more lighting than you have done on other multi-use paths; the current ones are too dark at night. 2. Less bushes; more trees. Bushes don't help with shade 3. Leave a bit of dirt space next to the concrete path without bushes so I can run in the dirt next to the path.
47. It's important to me that the drivers have a very clear understanding of the cycle tracks and pedestrian paths. I'd also like to see public art incorporated.
48. Use Tempe residents for the art, it's great when we have so many local artists here to contribute :-)
49. The plans call for keeping the existing bollards at Alameda. The existing bollards are too closely spaced. Some of them will need to be removed to be ADA compliant and to allow bicycles to easily pass.
50. Please consider the addition of fitness workout stations throughout the corridor. I saw in the results so far that over 90% of respondents plan to use it for fitness. I think it could be a great "fitness" corridor to promote healthy lifestyles plus they are a fun addition to a workout routine.
51. The plan calls for shared lanes along Farmer from University to Broadway BAD IDEA, you are setting the City up for a lot of liability. Farmer is a preferred cut through for residents who travel from the Riverside neighborhood and wish to avoid Mill Ave. You can't continue south on Ash and the only other option is Roosevelt. Farmer has bulb outs which would force the cyclist into traffic. Is the City going to tear these out along with the art? Work more with the railroad to continue the track along the rail right of way.
52. Just please keep the lights working. So many lights in the area have been out for years so my hope isn't very high for Tempe adding another unmaintained corridor.
53. be skateboard friendly
54. Having been a full time resident of Tempe for close to 35 years, I am proud to call this city my home. I tell people daily how I still like it and the direction it is going. I live on Farmer Avenue south of University Drive. I am a home owner and my 85 year old parents just relocated to one of the homes I own. They walk daily and are fascinated with all of the change. Understanding that the path diverts to my street between University and 13th, I'd like to encourage this portion on downtown to finally become a project to be proud of. Consideration must be given to burying the power lines. Is there another downtown street still unburied?! The new apartments at 12th Street and Farmer, The Bradford, should have been required to go underground when they were built. Being the red-headed stepchild of downtown in getting tiresome. It would be great to see more crosswalks mid-block and even more trees, chicanes and more bicycle friendly elements (perhaps on this historic part of Tempe. Go to the Tempe History Museum's website to see the number of historic properties between University and 13th. Help to make Farmer something to be proud of too since it is the only section of this project not going down the tracks. Thank you all for your hard work, creative ideas, and the ability to help make good things happen. I am a homeowner, landlord, business owner and caregiver. I have spent the better part of my life quietly investing money, energy, and time on this section of your proposed plan. Please make all of downtown Tempe great in all ways and thank you again for listening to me and taking into consideration these ideas.
55. I wholeheartedly support more safe N-S biking and pedestrian corridors in Tempe.
56. very excited to see continuing projects like this in my city!

**57. Please do bring it to south Tempe**

**58. Hope it gets complete soon to continue to make Tempe the best place in the Valley to live**

**59. More promotion for bikes and running the better. A healthy community is a happy community.**

**60. I have two concerns about this project:**

- **Tempe has a serious homeless issue and I am afraid the nodes will just turn into homeless areas, like Tempe Beach Park and the ramadas on College just north of Tempe Town Lake - especially if there are fountains and shade associated with the nodes. For that reason it concerns me to have nodes by shopping areas or residential areas. By a park would be better. I think they are just a bad idea. However there needs to be shade - just not associated with seating.**
- **My boyfriend and I get run down by bikes and scooters on the sidewalks all the time. On Friday nights we walk from Hardy to Mill to have dinner, then walk back. On the trip we are likely passed on the sidewalk at least every few minutes by either a scooter or bike and they expect us to move. I would say 5% of those riders use the bike lanes. So most of this path will be a good way to get them off the sidewalks - but not in areas where the path goes down actual streets. I am concerned about these areas.**

**61. How will the crossings of the arterial streets especially University, Broadway, and Baseline be handled? The traffic light system where the Western Canal path crosses Rural and McClintock Roads is good and should be used. Several times per week I ride the Western Canal path then proceed south riding between the SRP facility and the golf course. Crossing Guadalupe during non rush-hour usually is OK (no light at this crossing or even warning system the blinking yellow lights on signs), crossing Elliot is always good since there is a traffic light, crossing Wanner is impossible except VERY early in the day this is a busy street and there is no light or pedestrian warning system. To be successful this project needs to address crossing of the major arterial streets Baseline, Broadway, etc), otherwise people will be less likely to use it. What landscaping will be done? My major complaint with the Western Canal Path as one rides from Tempe into Mesa is it is very straight and visually very boring. Anything such some gentle curves in the path or shade trees, to break up the straightness of this proposed corridor would be important.**

**62. On the stretch on Farmer from 13th to University. With parking and narrow sidewalks there is not enough room for two way traffic and a bike path. I think it's time for Tempe to consider one way streets with parking on only one side to provide safe bike lanes.**

**63. My home will be the first home people see when they walk north on the path way passing southern and the last one going south. My biggest concern is privacy since my fence is a wooden type you can see Street through when your in motion or looking through an opening when stoped.**

**64. My family and I just moved here 4 months ago and we are planning on building a pool and that's why privacy is a concern.**

**65. Great idea - will facilitate more bike commuting in and through Tempe - should help service the upcoming Grand office complex on Washington and Priest**

**Nextdoor comments:**

**This is very cool! I'd love to share this with Town of Gilbert Development Services, especially the inside scoop on how to get buy-in with the railroad!**

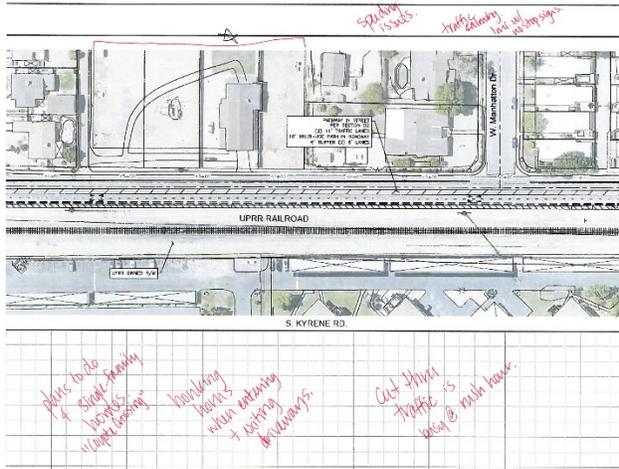
**Emailed comments:**

- 1. One question: Who is paying to landscape and irrigate and provide drinking fountains on UPRR property?! Sure hope it isn't us. Especially since we cannot seem to get drinking fountains in all of our parks. Cost too much I'm told.**
- 2. The good news:**
  - **They are planning to put a light on Baseline and Kyrene by the tracks.**

- They are planning on reducing the width of the lanes from 20' to 11' to slow/calm traffic!
- The bad news:
- they are going to landscape and irrigate Union Pacific Railroad land!
  - they are going to add lighting to the east side of Kyrene but no plans for the West side thus far.

You have until 10/27/18 to fill out the questionnaire and help make this construction better than it is now. This will more than likely affect property values (making even less affordable housing in Tempe) and raise our taxes!

3.



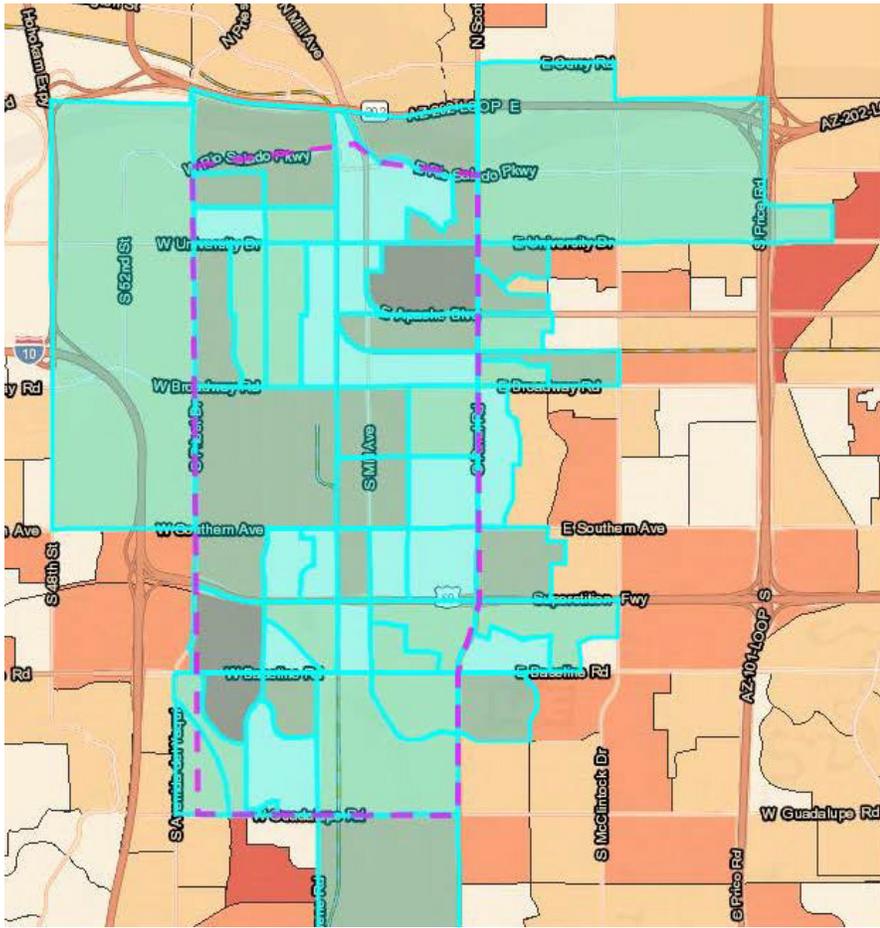
4. As a bicyclist I am excited about the proposed North South Multi-use Path. I am happy with Tempe's current paths and know that the landscaping will be great. Because I am deaf I wasn't able to attend the two meetings, but I have one question: Will the alley east of Farmer Avenue from 13th Street to 16th Street still be open to motorized vehicles? From the plans online it looks like it wont. I live at 1505 S Farmer (Parcel ID 124-65-151) and have a carport that is accessed from the alley. Will I lose access to my carport?
5. Hi! I'm a homeowner on W. Erie Dr. in Tempe and bike commuter. I'm very interested in this project but I missed the meeting and just realized the comment period is now closed. Please let me know if there is another way to see the most recent plans and provide feedback.

**In-Person comments:**

1. Resident visited Tempe Transportation Center and spoke with staff about ideas and concerns relevant to the project including:
  - a. Plans to develop single family homes that will be access from Kyrene Road
  - b. Expressed concerns related to aggressive driving, honking horns, and speeding on the road and that Kyrene functions as a "cut thru" during rush hour.

**Project Area Demographics**

The demographics were compiled using the Maricopa Association of Government's data for the project area identified on the map below. Data for project area is for the area in turquoise, taking in areas adjacent to the project area (purple line) since census tracts that touch the boundary are automatically added by MAG's mapping/data tool. A table has been provided including a comparison of the U.S. Census socioeconomic characteristics against survey respondents.



US Census Category	Subcategory	Project Area		Survey Respondents	
Population		81,095		86*	
Topic		Estimate	Percent	Number	Percent
Ethnicity					
	American Indian/Alaskan Native	3173	4%	1	2%
	Asian/Pacific Islander	7421	9%	3	4%
	Hispanic	19,364	24%	3	4%
	African American/Black	4867	6%	0	0%
	White	43,598	54%	61	90%
	Other	2672	3%	0	0%
		81,095	100%	68	100%
English Language Proficiency	Limited English Proficiency	6404	9.5%	Not available	

Commuting to work				Not available	
	Car or Truck - drive alone	29,823	66.6%		
	Car or Truck - carpool	3,572	8%		
	Public Transportation	2,649	5.9%		
	bicycle	2,739	6.1%		
	walk	3,084	6.9%		
	Other (cab, motorcycle, etc.)	939	2.1%		
	Work at home	1,989	4.4%		
No vehicle in available (household)		3924	13.4%	Not available	
Disability					
	Yes	not available		5	7%
	No	not available		68	93%

\*not all respondents answered all questions