

### I. Background



Currently, the City of Tempe’s portion of the Grand Canal Path (located just north of the 202, east of Priest Drive) is separated from other regional off-street pathways in the area including the Rio Salado Path and Crosscut Canal Path.

In 2019, Tempe developed preliminary designs and a project assessment report to complete the gaps in these regional paths. This project took the preliminary designs developed in 2019 and produced design concepts that will lead to final plans, specifications, and estimates so that the project can be bid for construction.

The draft design concepts looked at multiple alternative alignments to create more direct and equitable access to connect the paths. The proposed improvements may include buffered bike lanes, a new 10-foot-wide multi-use path, rest nodes, new pedestrian signal along Mill Avenue at Crosscut Canal, lighting, landscaping, and ADA improvements.

Public meetings were held on April 17, 2023. The noon virtual meeting had 15 attendees and the 5:30 p.m. in-person meeting had 7 attendees.

Construction is anticipated in fall of 2024.

## II. Outreach

### POSTCARDS/MEETINGS

- Postcards: 2844 households mailed to the project area
- Public Meetings: 4/17/23- noon (online): 15 attendees | 4/17/22- 5:30 p.m.: 7 attendees

### TWITTER

- 4/12 – public meeting: Reach/Impressions: 1,787 | Engagement: 75
- 4/16 – public meeting reminder: Reach/Impressions: 1,114 | Engagement: 26
- 4/21 – survey: Reach/Impressions: 657 | Engagement: 15
- 11/2 – survey reminder: Reach/Impressions: 661 | Engagement: 11

### FACEBOOK

- 4/9 – public meeting: Reach/Impressions: 746 | Engagement: 86
- 4/16 – public meeting reminder: Reach/Impressions: 520 | Engagement: 32
- 4/20 – survey: Reach/Impressions: 447 | Engagement: 9
- 4/27 – survey reminder: Reach/Impressions: 248 | Engagement: 3

### NEXTDOOR

- 4/12 – public meeting: 768 impressions

### INSTAGRAM

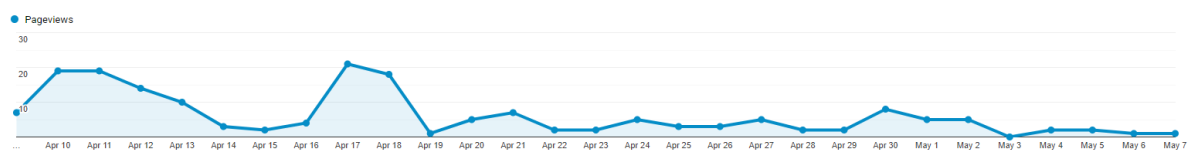
- 4/10 – meeting reminder (story): Reach/Impressions: 575 | Engagement: 2
- 4/16 – meeting reminder (story): Reach/Impressions: 556 | Engagement: 0
- 4/20 – survey (story): Reach/Impressions: 490 | Engagement: 1

### MEDIA

- 4/17/23 – news release: 2,862 emails sent, 44.1% open rate | 2% click rate
- 4/24/23 – Tempe This Week: 8,070 emails sent, 39.5% open rate | 3.7% click rate
- 5/1/23 – Tempe This Week: 8,065 emails sent, 38.6% open rate | 3.7% click rate

### WEBPAGE ANALYTICS

- April 9 – May 7: Page views: 178 | Spikes: April 10 and April 17



### III. Survey Results

The survey was posted online from April 17 – May 1, 2023 and attendees at both meetings were directed to provide comments on the Tempe Forum. There were eighteen responses to the survey.

#### 1. Please provide your thoughts on the ADA Accessible Route from the Mill Avenue Sidewalks to Lake View Drive.



- I don't see much of a changed, I biked this area a year ago it was perfectly fine as is. I am not sure if this is the best use of funds compared to other bike route projects.
- I really like the new design for the ADA path that connects to the Mill Ave. sidewalk.
- Looking forward to this and more trees for much needed shade in this area. Plants that can help control the erosion on this hill would be great.
- Looks good
- No opinion
- None
- Should be at least 10 feet wide
- This is great. Good access.
- Totally unnecessary unless it is needed to qualify for cash from the Feds. Spend our money responsibly!!!
- Yes, please more Ada paths the better
- Yes. Do it.

2. Improvements to Priest Drive from Washington St to the Rio Salado North Bank Path include widening the existing sidewalk on the east side of the road from 8' to 10'. Please provide your feedback specific to this segment.



- Can we widening the sidewalk further to potentially 12'? Also, I have concerns about cars turning right - still many conflict points. Can we have a "no turn on red" for the off-ramp section and potentially a leading pedestrian indicator for the on-ramp section?
- 12 feet would be better
- A wider sidewalk will help with pedestrian and bikes sharing the space - thank you!
- I believe this 2' widening will accomplish what is needed.
- I love a wider sidewalk - makes things more walkable and provides room for bikes and pedestrians!
- Looks good. If any engineered shade could be added here for path users that'd be awesome.
- none
- Please consider labeling biking lane, walking lane, directional in the pavement.
- The real key will be how the approach and exit from the bridge crosses the traffic going on and off the 202/airport. Drivers are not aware of bikes when entering or exiting a freeway.
- This is an area that we would bicycle more frequently on if it weren't so congested so perhaps widening would be helpful and encourage use.
- This isn't necessary- 8ft is plenty- there's no real conflicts. Less concrete always.
- Widening the bridge is totally unnecessary. The money would be much better spent elsewhere. For example on Lakeshore between Southshore and Guadalupe where the street AND bike lane are basically unrideable and long overdue for repaving.
- Yes please also many of the sidewalk cuts along the west side of Priest are in need or repair.
- Yes. Do it.

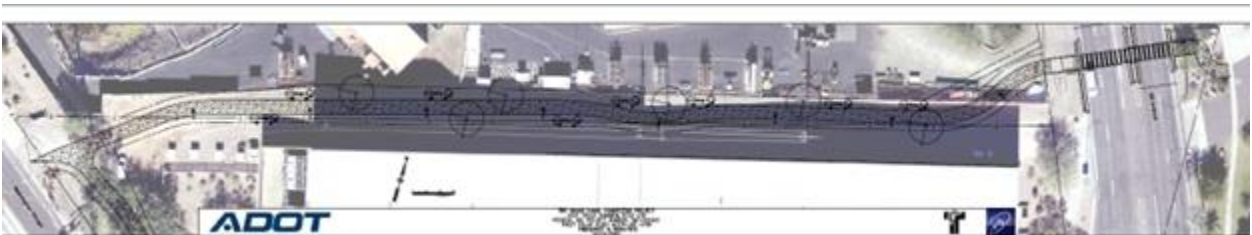


3. Improvements include extending the existing Grand Canal Path west to 56th Street and adding buffered bike lanes along 56th Street to Washington St. (gaps will be provided for access to driveways, streets, alleys, and transit stops). Please provide your feedback specific to this segment.



- Buffered bike lines are important for bike safety - please include them.
- From my biking the grand canal trail already goes along the canal though the new office park in this area, just a connection at the west tend under priest drive is needed.
- I always worry about driveways with bike lanes. could the breaks show the bike lane graphic to keep vehicles aware.
- I have never been over there so can not comment
- I love buffered bike lanes, bring it!
- I support all buffered bike lanes and improvements. We tend to ride more where it's safer.
- If you are not connecting to Phoenix's Grand Canal Path, then you are wasting money and should wait until you are able to do that.
- Looks good!
- N/a
- none
- Yes. Do it.

4. A new 10' wide off-street path and pedestrian signal at Mill Avenue is proposed to connect the existing Crosscut Canal Path with the Grand Canal Path. Please provide your feedback specific to this segment.

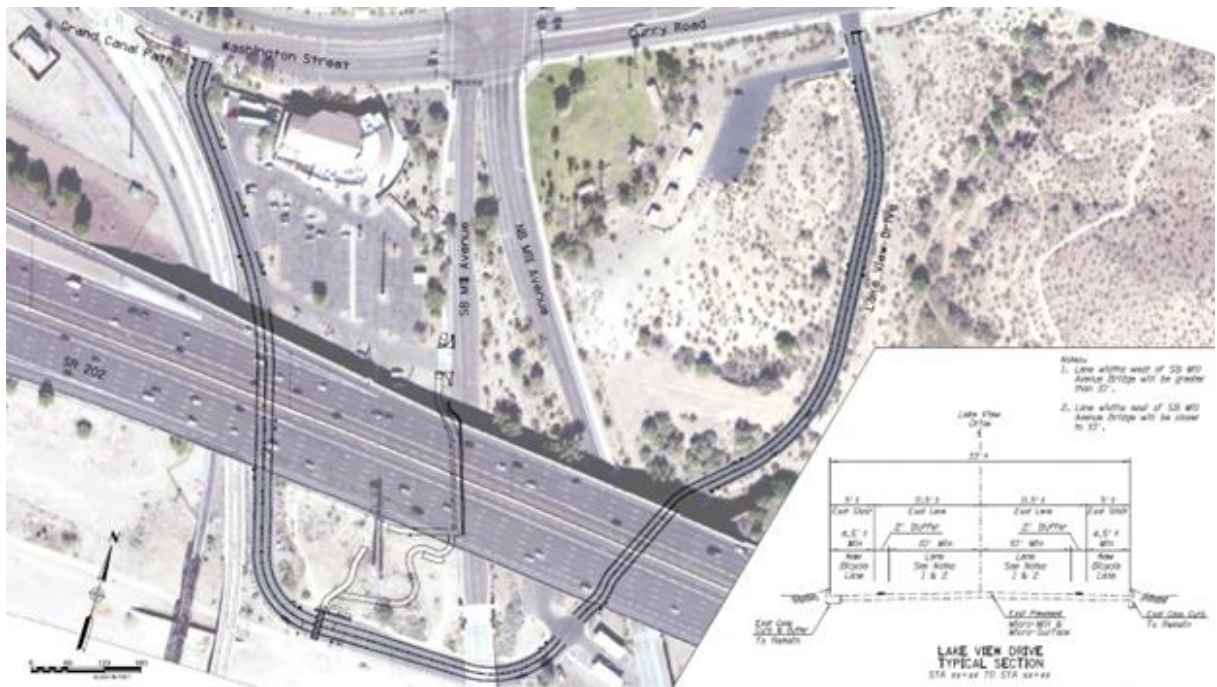


- Can the pedestrian signal on Mill be an actual light vs a HAWK signal? I think the traffic light makes it safer to cross because cars often don't stop for the HAWK or get confused.
- great- much needed!
- I hope you have a plan for a mural on the parking structure wall. Plantings may not be appropriate because I do not think that area gets much sun. The utility

area opposite the parking structure did look unsightly the last time I bicycled on that route. This should be addressed.

- Looks good!
- Love this idea
- Maybe it will be used?
- Please make it bike accessible not just walking
- Plenty of lighting will be needed here.
- The off-street path sounds like a good plan to facilitate bike/pedestrian flow away from the road.
- This is so needed! I just hope the bicyclists will wait & use the signal. So often they do not want to stop and just shoot across Mill.
- This new segment would be used extensively by bicycles and walkers.
- Yes. Do it.
- Your presentation late last year showed this path to be way overplanned for what it needs to be. Lay down a strip of asphalt and call it good. Spend our money responsibly!!!

5. Improvements to Lake View Drive include a buffered bike lane and an ADA accessible route connecting the Mill Avenue sidewalk to the Rio Salado North Bank Path. Please provide your feedback specific to this segment.



- Consider traffic calming measures on Lakeview Drive to reduce street racing, etc.
- I like this idea - buffering is good
- I'm not familiar with Lake View Drive and have no opinion at this time.
- Just Say No to buffered bike lanes. They are hazardous to cyclists. How do you avoid a rock in the bike lane where the buffer won't let you swerve around it? Spend our money responsibly!!!

- Many cars are parked in the Lake View Drive bike lane - what is being done to prevent that? Also, can the cross walk be raised?
- N/a
- none
- One comment I'd add (and I mentioned this at the in-person meeting) would be to increase the turning radius for bicyclists going from Southbound Lake View Drive to Westbound on the lake MUP. Right now it's a super tight turn, with bollards, that makes it difficult to continue along the lake towards the pedestrian bridge. Also, if the buffered lanes could be supplemented with on-street channelized separators with vertical posts, that'd be great. This is a highly pedestrianized area and I think that would help improve the overall safety of this road, especially at night with reflectors on the vertical posts.
- Please move the curb and have the bike line above the roadway.
- There are no bike lanes now so this will be great!
- This is a low traffic road a bike lane here has little benefit.
- Trees are nice. Do it.

**6. Please provide your feedback on the proposed plant palette for the project. Do you have any recommendations for any additional species of trees, shrubs, or accents that should be considered?**

1. All of these work.
2. Bike paths do not need landscaping. Spend our money responsibly!!!
3. Ficus or other dense trees providing ample shade
4. I approve of the proposed plant palette. I particularly enjoy the use of blooming plants with flowers to add beauty to the project. One of my favorite flowers is poppies (along the AZT, they have been in full bloom), so I think adding poppies as an accent to the project would be beautiful and a good idea. Additionally, I particularly like the use of ocotillos as a plant, which are very beautiful when they are blooming.
5. I cannot read the print when I zoom in. I will suggest that no willow be used because they loose their leaves and often look dead. All tree should be evergreen when at all possible. The shrubs I am familiar by color and all look good with the exception of the bird of paradise which can get scraggily looking. The accents I cannot tell if Brittle Bush is suggested. These are great but can get huge and out of control if watered. My biggest concern is that if plants die, as they will, the landscape ends up with the black spaghetti tubing watering dirt. I have seen this all over the Valley. The other concern is that no landscapers know how to trim desert plants. They use hedge trimmers and cut all the bloom off. Please make sure plants are located far enough from the edge of the trail so they do not need to be trimmed. Nothing should be planted within 6 feet of the pathway. Avoid using gravel because invariably it ends up on the pathway.
6. I cant read the plant types, but as long as there are no Paloverde or mesquite to have low branches growing over the path anything is fine.
7. I have no opinion
8. Looks good to me!
9. no more Mulga, some thornless mesquite would be great & palo verdes (native ones). Throw in some pink penstemon- maybe some wildflower seeds.

- 10. Red Yucca is overused in commercial landscapes. Please consider something else.
- 11. Shade trees are difficult to keep maintained on pathways. We encounter branches hanging too low that hit our helmets. When choosing shrub or filler plants, main consideration for my husband and I as cyclists is keeping the pathway clean, aesthetics are a consideration however, the plants need to be low maintenance and slow growing. Otherwise what we've experienced is that well intentioned planting becomes a hazard for cyclists because staff can't do the necessary trimming to keep them from encroaching. Also please avoid plants with too many thorns that can cling to tires and legs.
- 12. Shade trees!

**7. Please rank your preference for style of seating (1 being the highest, 4 the lowest. Click on the text to view the picture.**

Seating Option 1



Seating Option 2



Seating Option 3



Seating Option 4



Average priorities over 18 responses

- 1. Seating option 1
- 2. Seating option 3
- 3. Seating option 4
- 4. Seating option 2

1 <sup>st</sup> Choice	2 <sup>nd</sup> Choice	3 <sup>rd</sup> Choice	4 <sup>th</sup> Choice
Seating Option 1 (8)	Seating Option 3 (6)	Seating Option 4 (4)	Seating Option 2 (3)
Seating Option 4 (2)	Seating Option 2 (2)	Seating Option 2 (3)	Seating Option 4 (3)
Seating Option 2 (1)	Seating Option 4 (1)	Seating Option 3 (2)	Seating Option 1 (2)
Seating Option 3 (1)	Seating Option 1 (0)	Seating Option 1 (0)	Seating Option 3 (1)



**8. Are there additional features or elements you would like to see for safer, more comfortable bicycle and pedestrian travel?**

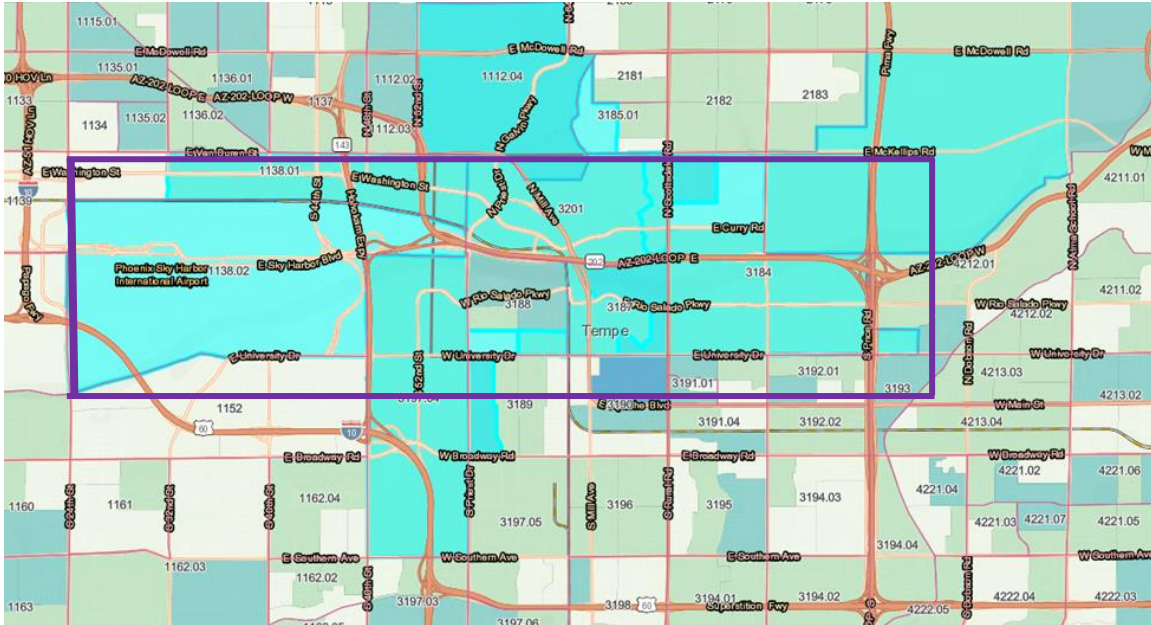
1. A direct path from Priest to the Grand Canal. Better bike path from Lake View Drive to the Grand Canal
2. Adequate lighting
3. As I am in a wheelchair the sidewalk cut transitions fro concrete to asphalt many are very hazardous
4. Center lines that help keep heavy traffic areas moving better and safer
5. Have bike lanes continue at intersections vs disappearing into a right turn lane. signalized crossing for all major roads.
6. I think this looks good
7. In the seating area, I like the use of natural elements. If a metal screen is used besides shade trees, I would like to see some nature or historical Tempe theme to be used.
8. Protected bike lanes.
9. Shade
10. Smooth pavement is all that's needed. Maintain streets used for cycling like Southshore, College, Alameda and Hardy.
11. Whatever seating is chosen make sure no one can lay down and sleep. The problem of vagrancy seems to be getting worse, so I hope all the cities will look at ways to at least kept them off our trail system. They are scary and leave a mess.
12. Yes. Stop destroying Tempe with your grandiose, expensive plans. Fix the existing problems instead of creating new ones. What idiot thought up all these changes? Waste of money.

**9. Do you have any additional comments related to this project?**

1. Cancel it.
2. Consider average weight of Americans is high, baby strollers, dogs
3. I am currently bicycling in Oklahoma City, Oklahoma and they have beautiful large tall trail signs put at major trail junctions. They also have mile markers which have been imbedded into the trail. I have photos. These are less susceptible to vandalism seem to be better than the post style used by many other places. I love the informational plaques you currently have along the Grand Canal.
4. In my option most of this project seems to be icing on a cake that is mostly made. Really only a connection under priest drive is needed. Other areas like Priest drive south of Warner could benefit from investment in a bike lane/ sidewalks instead.
5. Nope, great ideas!
6. Thank you for working to connect our existing disparate infrastructure - this is important work to unlock Tempe's cycling potential.
7. Thank you to the team for adapting to all the suggestions.
8. We appreciate all of the work that Tempe does to improve non-motorized pathways. We live in Tempe because of our values. Please consider requiring motorized scooters and e-bikes use alternate pathways on busy areas. They have taken over in some locations and can be a hazard when they aren't considerate.

## IV. Demographics

The Project Area is designated by purple dashed line. Data that follows includes all census tracts that touch project area (turquoise)



<b>Race and Ethnicity</b>		
<b>Total Population</b>	<b>24,371</b>	<b>-</b>
Hispanic	6,499	26.7%
<b>Non-Hispanic</b>		
White, Non-Hispanic	13,853	56.8%
Black, Non-Hispanic	1,348	5.5%
Native American, Non-Hispanic	876	3.6%
Asian, Non-Hispanic	1,136	4.7%
Pacific Islander, Non-Hispanic	52	0.2%
Other, Non-Hispanic	46	0.2%
Two or More, Non-Hispanic	561	2.3%
Minority	10,518	43.2%

<b>Ability to Speak English</b>		
<b>Population 5 years and over</b>	<b>23,765</b>	<b>-</b>
Speak Only English	16,689	70.2%
Speak Other Languages	7,076	29.8%
Speak English "very well"	5,040	-
Persons with Limited English Proficiency (LEP)	2,036	-
Speak English "well"	1,155	-
Speak English "not well"	697	-
Speak English "not at all"	184	-

## Commuting to Work

<b>Workers 16 years and over</b>	<b>14,360</b>	<b>-</b>
Car or Truck - drive alone	10,688	74.4%
Car or Truck - carpool	935	6.5%
Public Transportation	532	3.7%
Bicycle	528	3.7%
Walked	780	5.4%
Other means (taxicab, motorcycle, etc.)	250	1.7%
Work at home	647	4.5%

## Vehicles Available

Occupied Housing Units	10,642	-
No vehicle available	990	9.3%
1 vehicle available	5,517	51.8%
2 vehicles available	3,148	29.6%
3 or more vehicles available	987	9.3%

## Source: United States Census Bureau, American Community Survey 2013-2017 5yr Estimates

Source: U.S. Census Bureau, 2013-2017 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Supporting documentation on subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website ([www.census.gov/acs](http://www.census.gov/acs)) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website ([www.census.gov/acs](http://www.census.gov/acs)) in the Methodology section. The MOE for individual data elements can be found on the American FactFinder website ([factfinder2.census.gov](http://factfinder2.census.gov)). Note: Although the ACS produces population, demographic and housing unit estimates, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. Prepared by: Maricopa Association of Governments, [www.azmag.gov](http://www.azmag.gov), (602) 254-6300