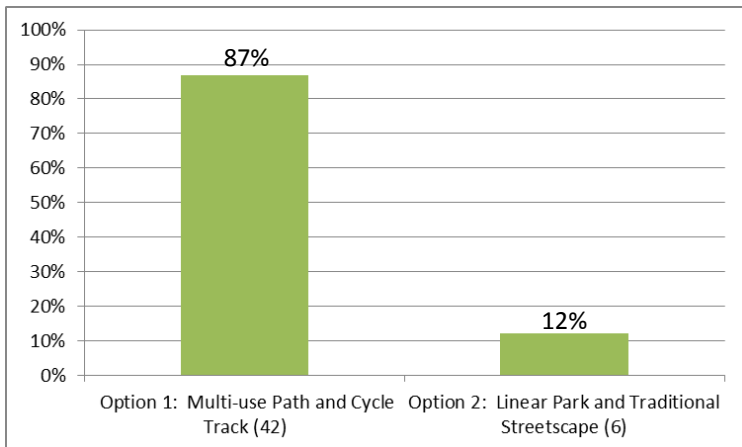




8th Street/Creamery Row: Survey Results

The following is a summary of the public input November 3-10, 2014. There were 48 total responses collected.

1. Of the two streetscape options, which do you prefer?



2. What was your primary reason for choosing this option?

1. The cycle track design makes it easier and more comfortable for people to ride a bike on 8th St. This will lead to an increase in ridership, increase safety, and make the street more inviting, and increase business.
2. More trees, more parking, more crosswalks.
3. Because as a person living in the area, having the ability to cycle without having to worry about traffic, even for a small amount of time, is a relief.
4. allows for cyclists and pedestrians and drivers to share the road more easily.
5. track separated from street and additional parking
6. I love bikes!
7. separating bikes from cars
8. 2-way bike path
9. The separated, 2-way bike path.
10. More greenery
11. separate bike lanes
12. I prefer concept one. It's pleasant and conducive to alternative forms of movement like biking and walking or running. I strongly suggest planting native trees and shrubs of the kind SRP is recommending rather than grass and non-native trees.
13. Love the 2 way cycle track on north side of road.
Also like the extra parking and plentiful trees both side of road.
14. Having a cycle track removes the bicycle commuter out of the way of 3 tons of moving metal. It is a safer option for both drivers, cyclist, and walkers.
15. The bike path design in option 1 is much safer for cyclists and drivers. Option 2 would force automobiles to cross the bike lane while parking and turning.

16. As a cyclist in Tempe, I am always looking for safe places to ride. Having a beautiful space to ride would be an additional perk.
17. More greenery, I like the bike paths.
18. It's exactly what the area needs. The Cycle Track is everything.
19. Car doors opening is never fun. Next to the traffic is never fun. I want more places my 3 year old can ride with his training wheels and I don't have to worry about him getting hit by a car. That is why I moved next to the bike path in Scottsdale. I used to live near Rural and Southern, but there wasn't the same level of safety. College Ave was a failure of design in my opinion. Squeezing the impatient drivers closer to the bikes is never a good idea. This includes 8th st.
20. Keeping the bicycle lanes as they are presently seems more in keeping with where drivers expect to see bicyclists. It gives the bicyclists more room for hazard avoidance and would allow larger groups to navigate the area by overflowing into the travel lane as necessary.
21. The roads are meant to get people around, not to allow cars to drive. Lets make Tempe more livable!
22. bike lanes and a bike-friendly future for tempe.
23. Cycle track and multi-path would be great ways to travel 8th. Get away from vehicles.
24. Car traffic is the number one thing that keeps more people from cycling. Currently, inattentive drivers and aggressive drivers are a huge problem. Option 1 lets more ASU students connect to ASU with minimal car stress and gives little old ladies and men as well as older kids a safe way to experience the neighborhood by bike.
25. The multi-use path would continue to distinguish Tempe as the most bike & pedestrian friendly city in metro Phoenix.
26. The first option addresses the needs of the cycling community as well as the desires of the local neighborhoods. The first cycle track in the valley is a very exciting prospect, as is the eventual completion of the multi use path to University. This is an excellent project!
27. Option 1 offers more multi-use space and vehicular traffic separation.
28. separated facilities for cars, bikes and peds. like the raised curbs between elements. everybody knows where they are supposed to be.
29. Safety-I won't be next to a parked car and automobile drivers are more likely (hopefully) to realize that that section of the road (cycle track) is for bikes.
30. I would love to see option 1 implemented because of it increases bicycle safety. Having the cycle track also gives those who are afraid to ride alongside cars that added extra push to go out and ride. The cycle track will not only make it safer for bicyclist but also increase the number of bicyclist and also public transit use with its close proximity to the light rail stop. Also option 1 increases parking and pedestrian access to the creamery row promoting growth in the area. Option 1 is the progression towards the future and option two is keeping the area in the past.
31. The railroad grade would be an ideal cycle track area. There is more opportunity to provide shade for riders.
32. Based on the intersection at Rural and the potential link to University, a multi-use path seems to make more sense.
33. Bicycling should always be promoted. It appears to be safer to have the path off the roadway.
34. I'm a bike commuter to ASU, and it's incredibly dangerous even on streets where there are "bike lanes." The average driver has no idea about bike ordinances or laws, and those laws aren't really enforced anyway. A protected lane for bikers, inaccessible to cars, is the only way to ensure their safety. Quite honestly, the average cyclist probably doesn't know his/her status as a vehicle, either. A dedicated cycle track might keep the cars from running over the cyclists from running over the pedestrians.
35. It would be great to have a dedicated east to west half north of the tracks between Apache and Broadway. it would help with college students in the area and it would also help increase bike commuters in empe.

36. We need more separate bike lanes, separate from traffic as in Option 1. It's safer for cyclists and pedestrians. On street bike lanes are more prevalent in Tempe aso a safe separate cycle track would be so much more enjoyable and safer
37. Maintain a consistent approach for bicycle / automobile interaction. A separate 2 way bike path off of the road that then has to merge back to city streets will add confusion to the car drivers not familiar with the area. These funds would be better used in improving the existing bike lanes in the city that are continuous. To do an improvement on a one mile section that does not connect to any other bike paths/lanes is a waste of money and will not help the bicycling commuting public.
38. Bicycle safety!
39. A bike lane on the left side of parked cars results in car doors opening on/in front of cyclists.
40. Seems like the safest option for cyclists, pedestrians, and drivers of Tempe. Will make great use of the land.
41. This is a great opportunity to support the bike community in Tempe. We have the potential to be one of the most bike friendly communities in the country, we just need the infrastructure. Thanks
42. A separated bike lane does not make sense on a low speed street like 8th. It only serves to decrease access for bicyclists.
43. I like the bike paths on both sides of the road rather than sharing one.
44. I think the rail is much too short to be useful as a bike path, however more people may enjoy it as a linear park.
45. Thanks for the opportunity to provide input on the 8th Street plans. I attended the public meeting on 11/3 and it is apparent that the City and OTAK have given thought to the project and developed some very good ideas. I am a citizen of Tempe who cycles 9k miles/year, drive my vehicle about the same amount, and both ride and drive to Four Peaks Brewery. This enables me to have a balanced view of multi-user needs, and based on my experience I have some concerns on the plans that were presented. Below, I will first summarize some general concerns and suggestions (A thru C), followed by specifics regarding the options provided (1 thru 3).
- A) The plan was presented as a discrete one mile project without any regards to how it would integrate with future plans to the west of Rural or east of McClintock. I understand the need to have a discrete project scope for budgeting and scheduling, but more information is required to evaluate if this is a good solution for the present needs and future integration. An overall transportation plan should be presented so citizens can visualize and comment on how well this particular project fits into the overall plan. Limited funds must be used wisely.
- B) The double bike lane on the north side of 8th Street and east of Dorsey was, in part, presented as an element that would be an interesting experiment to see how it works. In general, I don't think the city should be experimenting with our limited funds, unless at least the following were first clearly established; the desired outcomes, identification and evaluation of available options (how have other similar cities achieved success), objective performance criteria to measure for success, plan for data collection and analysis, plan for how the findings would be used (i.e. expanded to other parts of the overall plan if successful, contingency plans to correct issues if not successful, etc.).
- (Note: I shared this concept with some fellow cyclists and they did not think it was a good idea for Tempe.)
- 1.2.1. Cyclists traveling west and turning south would have to safely navigate oncoming bikes, curb openings, east bound vehicular traffic, west bound vehicular traffic, and pedestrian traffic in a short span of time.
- 1.2.2. Non conventional traffic flow (two way cyclists on one side of street) would confuse vehicle operators. Motorists are already too distracted to always see cyclists traveling conventionally. This would create new patterns distracted motorists need to be aware of, process, and react to.
- 1.2.3. Increased potential for head on cyclist crashes, at a closing speed of up to 30-40 mph.
- 1.2.4. Dangerous curb that could throw cyclists into traffic lanes.
2. Suggested changes to plan, given the limited knowledge I have of those plans.
- 2.1. Retain plan elements west of Dorsey which accommodate both casual cyclists on multiuse path, and more experienced cyclists on the road with the share arrows.
- 2.2. Change the plan east of Dorsey to be essentially the same as that on the west: multi-use path on north side of road, parking on one or both sides of the road, share arrows for cyclists.
3. Benefits

There are many cities in the USA that have much better transportation infrastructure than Tempe and we should be using their data and lessons learned to formulate best practices for Tempe. One example of a cycling friendly area is Orange County, California. In my experience they have a straight forward, simple, and integrated approach that works very well. Has Tempe benchmarked other similar cities, and if so, what were the findings?

C) When I asked if low littering trees and scrubs would be used adjacent to bike lanes, I did not receive strong reassurance that would occur, but was informed that normal street cleaning maintenance would take place. I cited how I can provide many examples of how inadequate the reactive street cleaning approach is. The most effective and cost efficient solution to most problems is to eliminate the cause (in this case, litter producing plants) rather than try to mitigate the effect (plant litter in the roadway). I would like to see more emphasis on this approach city wide.

If the choice came down to only the two options presented, I would pick option 2, for too many reasons to explain here. Option 1 has some interesting elements, but also many concerns should that be the preferred direction. Below, I have outlined my major concerns with option 1 and some suggested alternatives. I have other alternatives available for the asking.

1. Concerns with option 1

1.1. Too many transitions to different modes for cyclists.

1.2. Two lane bike lane on north side of road east of Dorsey appears to be dangerous to all users, especially vulnerable cyclists.

1.2.1. Cyclists traveling west and turning south would have to safely navigate oncoming bikes, curb openings, east bound vehicular traffic, west bound vehicular traffic, and pedestrian traffic in a short span of time.

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3.1. Provides safe accommodations along the full length of 8th Street for both casual cyclists and more experienced cyclists to more quickly get to their destination.

3.2. Will result in more consistent and safer experience for motorists, cyclists, and pedestrians. They will not have to learn a new mode and recalibrate every time they are on the ½ mile stretch of road east of Dorsey.

3.3. Simplifies transition at Dorsey.

3.4. Potential to have parking on both sides of 8th east of Dorsey?

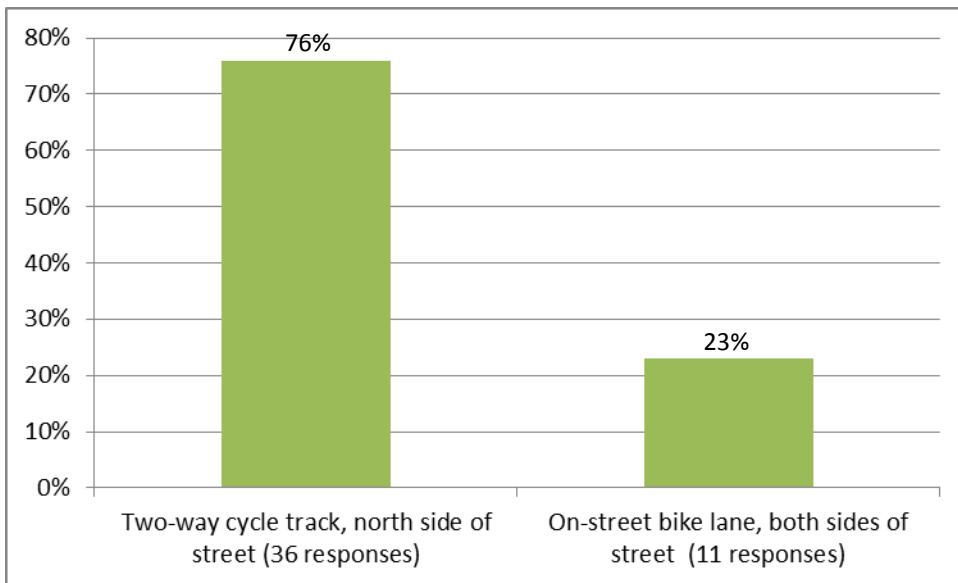
3.5. Will be easier to integrate into presently undefined plans east of McClintock and west of Rural.

In summary, I think the present concepts are a good step forward, but need additional revisions prior to finalization. I am a recently retired engineer and have the experience, skills, and interest to contribute to the success of this project for all users. I would like to be involved in helping the City of Tempe make this and other transportation related projects, especially those related to cycling, successful. In the coming months I will be looking into how to accomplish that. In the mean time, please let me know how I can become more engaged and helpful on this project.

46. I'm an ASU alum living on the Mesa/Tempe border. My wife and I are avid cyclists and love the direction that Tempe is taking regarding bicycling. There are plenty of roadways existing in Tempe, but more bicycle routes are needed.

47. adds parking; greener; like path

3. Which do you prefer?



4. Additional comments

1. This design is a great step towards making all Tempe streets accessible, comfortable, and safe for all road users.
2. We must incorporate public art at both entry ways and maybe even as part of Dorsey crossing. This is in addition to the interpretive signage to explain the legacy of tracks.
3. thank you!
4. Add crossing at 8th Stret and McClintock
Add interpretation panels
5. Public art and historic interpretation would be nice. 8th St. was the original road from the east valley to Phoenix. We love Four Peaks but wish there was a parking garage along 8th St. to help accommodate the masses
6. On-street bike lanes still put the bicycle commuter in harms way.
7. The bike path design in option 1 is much safer for cyclists and drivers. Option 2 would force automobiles to cross the bike lane while parking and turning.
8. A separate bike track would be safer for cyclists and put drivers at ease.
9. The street is horrible for bicyclists at the moment, and the two-way cycle track, along with improvements to the street, are the exact upgrades that the area needs.
10. Tempe needs more separate bike paths, especially connecting with the university. It's a shame that so many bicyclists are hit and killed around the campus, that campus doesn't work more with the city to add more bike infrastructure (with many riding on sidewalks, in the wrong direction, etc.). Even worse, it seems that the campus is now discouraging bikes (with the walk only zones, despite "sustainability") at a time in peoples lives where they should be most encouraged to take up good riding habits, and for getting more people to commute by bike instead of car.
11. Seriously, lets get more bike infrastructure
12. All for Option1 pending that curb cuts begin and end where streets intersect with the path. As it is drawn now bicyclists would have to enter narrow openings into crosswalks leading to sidewalks. No bueno. Also, is anybody else annoyed that they don't address the most precarious issue of this design? That being the entrance and exits onto Rural and McClintock. We need cycling/pedestrian signals at these locations. Tucson has been a innovator at dealing with issues for cyclists using these. <http://www.bikexpert.com/bik.../facil/lanes/images/toucan.jpg>

13. It's difficult to see the detail such as the legends in these plans. Why does the City website always have the blurriest images? Thanking for engaging the public in the process, and thanks for making time to work with Tempe Bicycle Action Group!

14. Thank you for redesigning this streetscape with peds & bicyclists in mind. I've lived in Tempe for 15 years without a car and it improves daily life to have landscaping, public art and amenities for those of us not in cars.

15. Cycle tracks have proven an effective transport option in many places throughout the country and the world.

16. Thanks for continuing to look for ways to improve the bicycle infrastructure in Tempe. Bicycle-friendly cities are better communities!

17. on street bike lanes in Tempe are OK in some areas but often end up being more dangerous than having a dedicated, separated bike lane

18. I would also like to see very wide pedestrian sidewalks. The on-street parking is good it helps slow traffic & creates a barrier between traffic and pedestrian and bike paths. Overall I really look forward to a project like this.

19. These funds would be better used in improving the existing bike lanes in the city that are continuous. To do an improvement on a one mile section that does not connect to any other bike paths/lanes is a waste of money and will not help the bicycling commuting public.

20. Thank you for giving us there great options!

21. The bike lane should NOT be placed between the travel and parking lanes.

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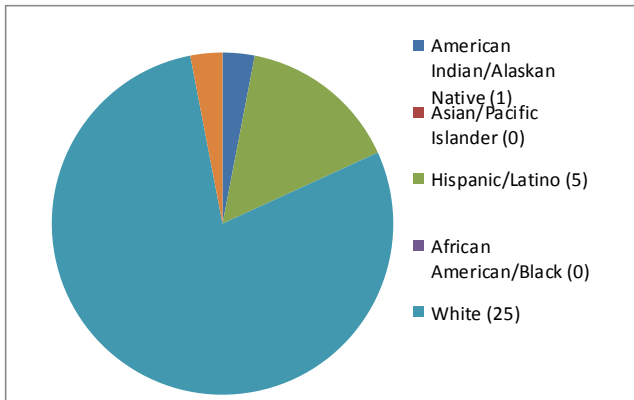
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23. This provides a unique opportunity for Tempe. This small segment would allow the city to test a newer, more bike friendly design. Instituted correctly, it would bring more cyclists into the neighborhood and likely bring additional revenue from around the area.

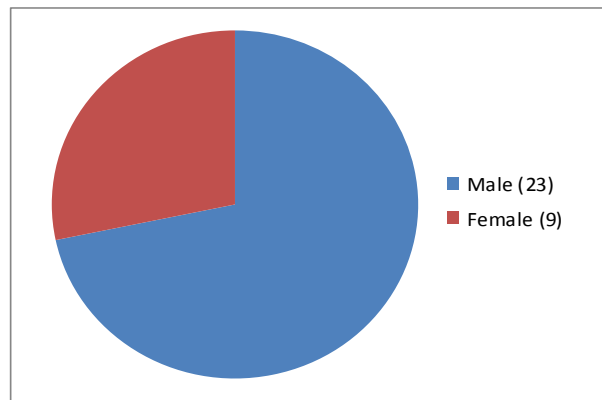
24. thanks for allowing input! can we add art?

4. Optional Demographic Data

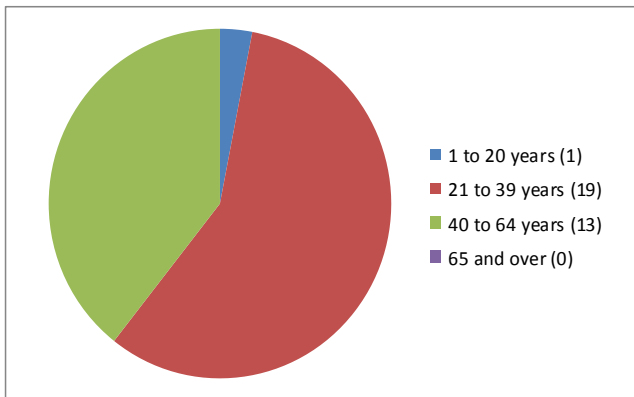
Ethnicity/Race



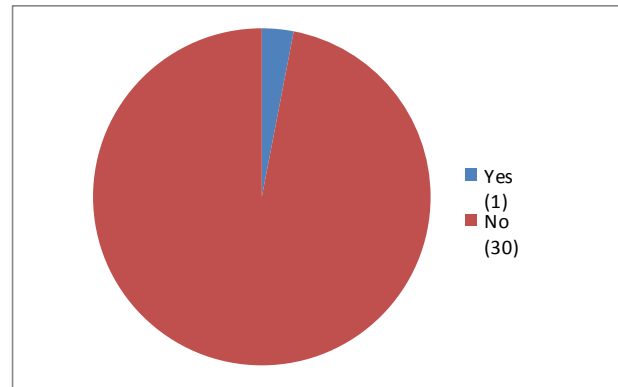
Gender



Age



Disabled



Veteran Status

