

Summary of Public Input: Country Club Way Streetscape Project

April & May 2017

I. Background

Country Club Way is a seven-mile collector-level street that connects to several regional multi-use paths, bicycle pedestrian corridors, schools, parks and major destinations. Country Club Way to the north links to the development along Tempe Town Lake and Tempe Marketplace, and to the south links to one of Tempe's largest employment hubs, ASU Research Park and Discovery Center. The proposed project would re-characterize streets along the alignment and provide an alternative way of connecting north and south Tempe and the region, including providing access to light rail, bus routes, the bicycle/pedestrian bridge over US-60 and other bikeways.

This project is included in the Transportation Master Plan and Tempe General Plan 2040. In May 2016, the Transportation Commission, a 15-member Tempe resident advisory board appointed by the Mayor, approved submitting the project for a Maricopa Association of Governments grant. In July 2016, the project was awarded a design grant for \$82,500.

Timeline:

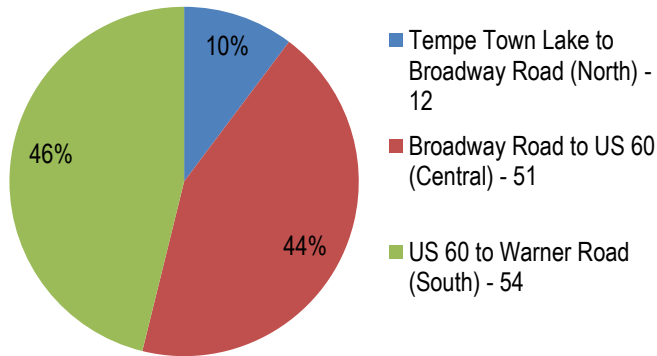
- April 18, 2017: Public Meeting
- April 29, 2017: Public Meeting
- August 2017: Apply for Federal Funding
- Summer/Fall 2018: Final Design
- September 2017: Public Meetings
- Construction: TBD, Pending Funding

II. Survey results

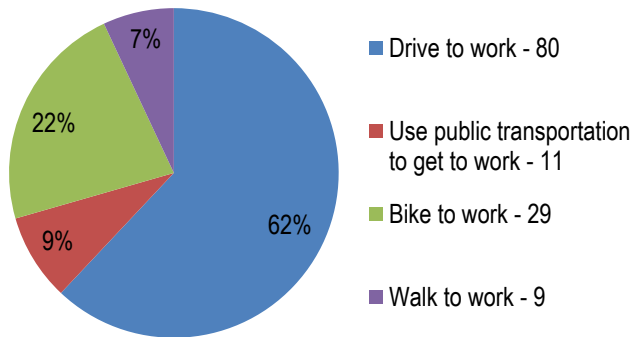
Comments were taken online from April 18, 2017 to May 9, 2017 at www.tempe.gov/countryclubwaypath. One hundred and nineteen (119) written comments were collected at the April public meetings. Sixteen people responded that "no change" is a priority. The following is a summary of the results. Not all residents answered all questions and some questions allowed for multiple answers.

- a. Respondents were asked for information about their relationship to the Country Club Way corridor.

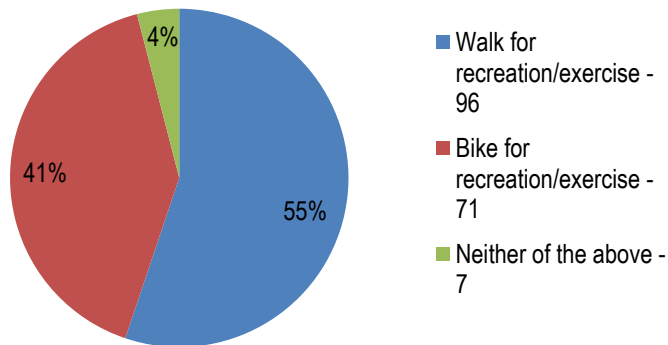
Which segment of the route do you live/work closest to?



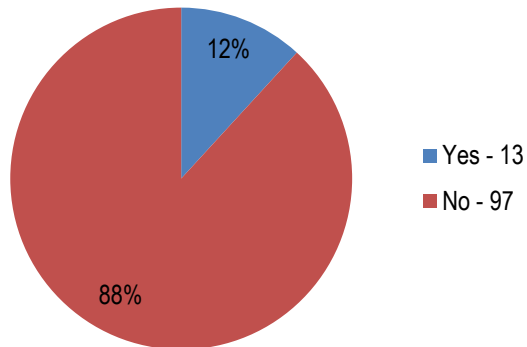
- b: Do you: (check all that apply)



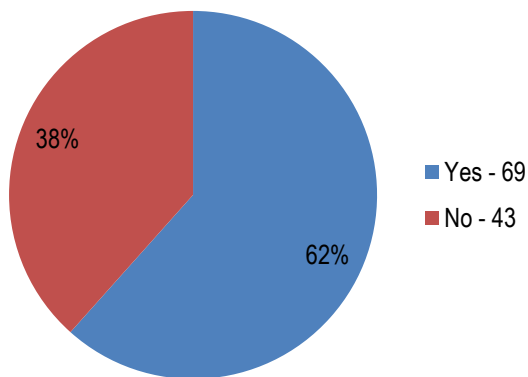
- c: Do you: (check all that apply)



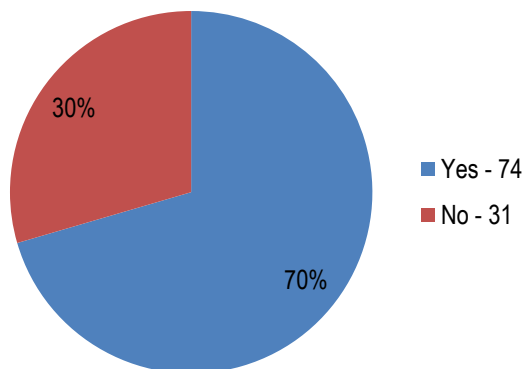
d: When driving on Country Club Way, is it typically congested with traffic?



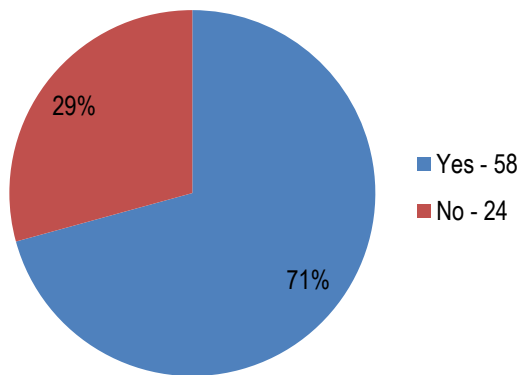
e: Do you feel the speed at which drivers are driving is reasonable?



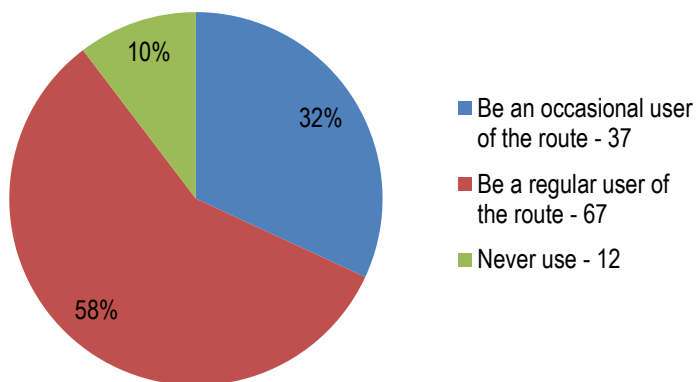
f: Tell us about your relationship with the corridor: When walking along Country Club Way, does it feel comfortable?



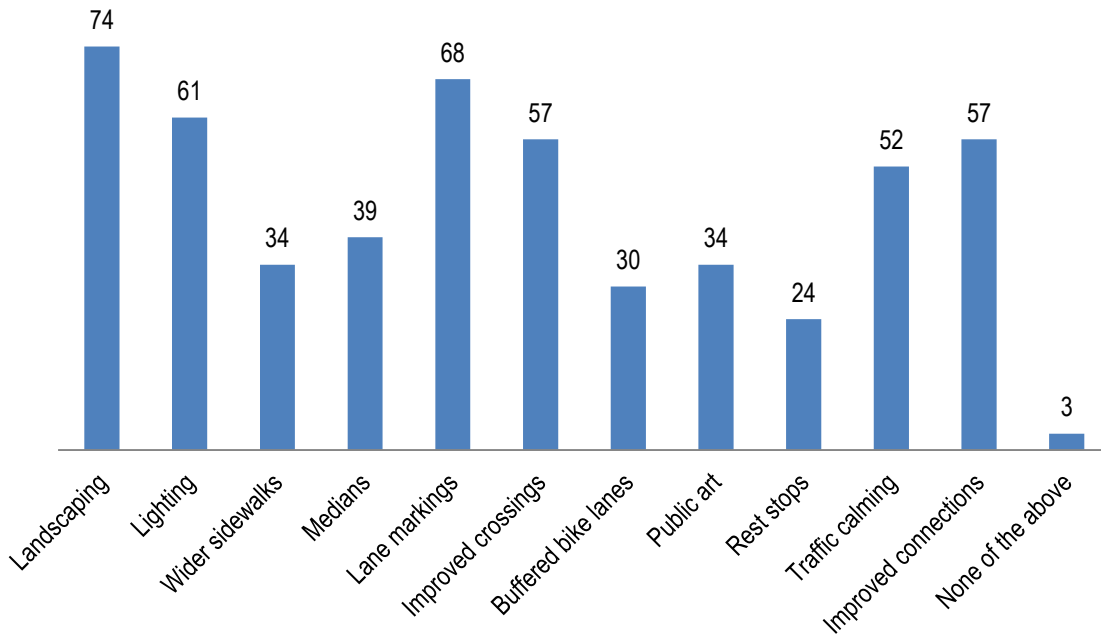
g: Tell us about your relationship with the corridor: When biking along Country Club Way, does it feel safe?



h: In terms of walking or bicycling, do you think you will:



j: Which of these elements do you think are important to include in the design: (Check all that apply)



k: Please list your top three priorities for the design of CCW (feel free to add your own or use elements from the previous question)

Priority One	Priority Two	Priority Three
Landscaping (21)	Landscaping/Shade (13)	Landscaping/Shade (13)
Safety (11)	Traffic calming (10)	Traffic calming (6)
Crossings (7)	Lighting (6)	Art (7)
No change (7)	Improved crossings (5)	Improved connections (5)
Connections (6)	No traffic calming (5)	Lighting (5)
Bike lanes (5)	Safety (5)	Lane markings (5)
Slow Traffic (5)	Project not necessary (5)	Project not necessary (4)
Lighting (4)	Art (4)	Safety (3)
Buffered bike lanes (3)	Safe bike lanes (4)	Make attractive (3)
Traffic calming (3)	Improved connections (4)	Improved crossings (2)
Wider sidewalks (3)	Wider sidewalks (4)	No landscape/shade (2)
ADA (2)	Buffered bike lanes (3)	No traffic calming (2)
Don't impede cars (2)	Preserve parking (2)	Improve sidewalks (2)
Signage (2)	ADA (1)	No beautification (1)
Traffic signal (2)	Direct route (1)	Benches and bus stops (1)
As little interaction with traffic as possible (1)	No bike lanes through Tempe Marketplace (1)	Buffered bike lanes (1)
Drinking fountains (1)	Evenness of sidewalks (1)	Signage (1)
Driving lanes (1)	Know your audience (1)	Improve storm drainage (1)
Get bikes off McClintock (1)	Make like College Ave (1)	Enhance neighborhoods (1)
IMPRACTICAL (1)	Median (1)	No elevated bike lanes (1)
Islands (1)	Make more peaceful (1)	Alternative A, Broadway Rd to UPRR (1)
Keep it simple (1)	No 2-way bike paths (1)	Parking (1)
Minimize interaction with high-	No landscaping (1)	Make safe for recumbent

speed traffic (1)		riders (1)
No change 60 to Southern (1)	Make representative of Tempe (1)	Remove concrete troughs (1)
No medians (1)	Standard bike lanes (1)	Smooth roads/paths (1)
Roundabout (1)	Traffic signal (1)	Widen sidewalks (1)
Simple but modern (1)	Video detection of bikes at crossings (1)	Median (1)
Speed humps removed (1)	Signage (1)	
Taking residents land (1)		
Think smart + be fiscally responsible (1)		
Traffic on central segment (1)		
Visibility of traffic/bikes/pedestrians (1)		

III. Demographics (optional)

A. Ethnicity/Race:

	# of respondents	% of respondents * not perfectly 100 due to rounding
American Indian/Alaskan Native	0	0%
Asian/Pacific Islander	1	1%
Hispanic/Latino	4	4%
African American/Black	0	0%
White	82	86%
Other	8	8%

B. Gender:

	# of respondents	% of respondents
Male	45	45%
Female	55	55%

C. Age:

	# of respondents	% of respondents * not perfectly 100 due to rounding
1- 20	2	2%
21- 39	23	23%
40- 64	40	40%
65 +	34	34%

D. Do you have a disability?

	# of respondents	% of respondents
Yes	6	6%
No	94	94%

E. Veteran Status:

	# of respondents	% of respondents
Yes	10	10%
No	90	90%

IV. Comments received from survey

1. A word of caution to residents, the council and its amateur traffic planners will likely foul this up as they did with the McClintock bike lane disaster. Beware the swamp that is this council and the ultimate cost not just in taxpayer dollars (outrageous) but in convenience and safety (ludicrous). Remind the usual suspects they work for us not vice versa.
2. I would prefer chicanes over speed tables. I feel people do not slow for speed tables.
3. I think roundabouts would serve the purpose well, with unique artistic landscaping along country club way and in the roundabouts. Speed bumps are ugly and frankly ruin your car suspension, that's why I think either a median with pretty and modern landscaping and/or roundabouts at road crossings would be a welcome addition to country club way while keeping motorists within the speed limit.
4. I live on Country Club between Guadalupe and Watson. There are huge speed humps. They don't slow traffic down but they are loud--I hear cars hitting them too fast, thumping, and then gunning it after them all day and night--would love a better quieter traffic calming solution that works. The street is also very wide where I live and unlandscaped--ugly. I'd love a median with trees or some type of landscaping. I also worry about backing out at night and hitting a pedestrian, walker--need better lighting. Finally, there is no curb cut/cross walk from Country Club onto Watson. Cars speed through there and don't use turn signals--it is very dangerous to get across with a stroller.
5. Robert/Eric/Everyone... Thanks for working on this project! So many bike/ped funds are spent North of Southern, it's nice to see projects come south. (But not that McClintock thing.. that was a disaster! LOL). PLEASE consider a retrofitted raised median installation on the segment north of the Western canal, south of Guadalupe, if possible. That collector street from 1978-ish is crazy wide and encourages excessive auto speed. With the Discovery Center growing, there is new demand for connectivity from surrounding neighborhoods. The western canal has a bridge right there at Country Club way. Also thanks again for the Western canal upgrade, it's used so much!
6. Were mins taken from the April 18? Is published where. If not why.
7. I moved to Tempe in 1996 and bought my first recumbent bike a couple years later. There are now 4 recumbents in our south Tempe garage: 2 tadpole trikes, 1 delta trike, and 1 long-wheelbase 2-wheeler. Back then, it was rare to see a recumbent rider, but that has changed. Please keep your recumbent riders in mind, especially with regard to mechanisms for activating traffic signals. At many intersections, recumbents have no problems at all; but others are difficult or sometimes close to impossible to reach.

Recumbent riders need signal buttons to activate that are low enough to reach when one is sitting much closer to the ground than on a traditional bike AND we need them close to the street/bike path that we are on. Country Club at Guadalupe is an example of something that works just fine. But other areas are more difficult. Along the Western Canal path, for example, the button on the east side at the

canal and Rural requires one to ride off the path onto a gravel portion (there are instances of this along the Western Canal on the Mesa side as well). And for many traditional intersections, the button is on the light pole itself, which means the rider has to react soon enough to get up on the sidewalk prior to getting to the intersection, has to get up next to the light pole to press the button, and then depending upon the particular recumbent, has to then re-position the bike so as to get back on the street when the light changes. Far easier to just pull up to the intersection, press the button that's right next to the street, and go.

There is, of course, the option to get off the bike, walk over to the button to press it, and then get back on. But getting back on and clipping in takes a little time... and there are lights along the canal path in Mesa where pressing the button results in an instantaneous change.

The other thing to keep in mind is that recumbent trike riders present a wider profile on the road than a two-wheeler. (I've heard it said that recumbent trikes may actually be safer in that regard, because they present the appearance of a wheelchair from behind... and no one wants to see their name in the paper for having hit someone in a wheelchair!)

On an different note, please record that I am NOT a fan of various traffic calming devices, including various kinds of speed humps. They are uncomfortable when riding a bike, they sometimes cause cars to do unpredictable things which might endanger a nearby cyclist, and they are a hassle when one had to drive a car over them as well.

Thanks for thinking about those of us who ride 'bent!

For the record regarding your second question above, I am semi-retired but also work from my home so there is no local commute for me to work.

8. I walk my dog in the neighborhood daily, the sidewalks are narrow, and it is darker at night than it should be. A place to rest would have saved me a few times when my blood sugar dropped. Shade would be a really big improvement. Sidewalks east of CCW have some tripping hazards, I'm going to fall someday. Also the constant driveway drops along CCW are not comfortable for me.

I've lived in our home since 1991. The park remodel is nice, but my child graduates next month from MHS, so it never really helped us like I would have liked. I would hope that are dog won't be too old to enjoy improvements. She is almost one.

9. The portion of Country Club Way between Alameda and Southern is an ideal candidate for conversion to a garden parkway in the same manner as was recently done to College Ave. between Alameda and Southern. This section of Country Club Way is much wider than College Ave., which will easily allow for adding median planters for most of the distance. There are also numerous opportunities for adding curbside landscaping planters that will not impact residential streetside parking.
10. We live near the portion of Country Club Way between Southern & Concorda. We use CC Way as a main travel artery to access Southern at a traffic light (we also use Price frontage when we're headed south or east). Because of the elementary school (& the route of our Orbit bus) we tend to have a lot of

youngsters on the sidewalk (with some biking). Typical of their ages, the kids tend to jump around & wrestle each other -- which at times has meant they end up in the road.

The speed limit is 25 mph, but few if any drivers go less than 30 mph. We need to be sure the lanes for cars is not narrowed much less than it is now --- or we'll have kids getting off the sidewalks right into traffic.

There really isn't much off-street parking space available to houses along this part of Country Club Way -- so parking on the street is a big requirement. That, by necessity, means bikes either ride on the sidewalk or riders weave in & out of parked cars while riding in the curb "lane".

Some sidewalks need to be repaired --- tree roots have heaved up concrete in places. I've tripped & fallen in the past -- so we don't walk along Country Club much anymore.

Basically we are concerned that Country Club is becoming more heavily traveled, & conflict between modes of transport (walking/biking/driving) will lead to more accidents.

11. Shade and traffic calming...there is a lot of speeding on between Southern and Alameda.
12. The buffered bike lanes on McClintock help me feel safer as a vehicle driver because I know a bicyclist is less likely to come out of nowhere. They're protected and sequestered behind the buffers, so I am less nervous about sharing the road with them.
13. I am especially excited about the trees.
14. Please consider returning McClintock to its original states (prior to recent bike-path changes). We are very excited about this project. We think it will enhance property values and quality of life. Please consider an elevated crossing at UPRR (security reasons).
15. Please keep all traffic in mind. Development means traffic. Don't cave to "Back In My Day"
16. College from Southern to Alameda is a great reference.

There are some additional areas around ASU that have traffic calming, landscaping and art that really improve the look and improve the user experience.

17. Drivers on Country Club Way north of Southern Ave drive far too quickly. The street is far too wide for the speed limit and people regularly drive more than 10 miles over the speed limit. The wide street and lack of trees makes it ugly and bare. This makes it unwelcoming for walking. Furthermore, the constant driveway dips make walking with a wheelchair, stroller, or wagon difficult and uncomfortable. Traffic calming, landscaping, smoother sidewalks and rest areas would make this a beautiful entryway to our neighborhood and allow the regular walkers to enjoy the space more.
18. Slow traffic down! Typical speed is between 35 to 40 mph! I drive the corridor at 30 mph and cars and trucks are constantly on my rear.

19. Rework sidewalks on Alameda and Country Club Way from Southern to Alameda. They currently are not useable for Wheelchairs/Disabled;

Make sidewalks wider to accommodate wheelchairs. Landscape debris from yards is often in the way.

There are several

20. I walk my dog around 8 miles every day, regardless of the weather. My walk route varies from day-to-day but always includes some time on Country Club. The divers go so fast it is scary especially when there are children riding bikes on their way to school. The narrow sidewalks feel like they are right on the street and that contributes to the "scary" feel. The street traffic has never appeared heavy enough to justify the width of the street although perhaps the street is so wide in anticipation of future traffic needs.
21. Tempe has been very progressive toward bike lane installation. As a rider myself, this country club corridor has at minimum, needed bike paths, lighting, and street improvements.
22. This planning is critical to the Escalante neighborhood and our long-term viability! We need the bike/pedestrian connectivity between Escalante and Alegre neighborhoods and both Connolly Middle School and McClintock HS. From the other direction, those south of the railway need access to the light rail as well as the Escalante Community Garden and Multigenerational Community Center, Tempe Marketplace and the Rio Salado recreational paths.
23. ONLY STRIPE SIMPLE BIKE LANES. There are already bike lanes on Price Rd. Use those. Don't waste money on anything but putting in a simple 3 ft. wide bike lane. I have driven most of it, and that is easy and cheap to do.

Now, why on earth aren't you coordinating with the McClintock Drive bike lanes? If you stripe Country Club Way, then I am for ELIMINATING ALL BIKE LANES ON MCCLINTOCK.

Keep it simple, don't tear things up.

24. Please ask the police to enforce speed limits on the road!
25. Focused enforcement may correct speed issues where they exist.
26. Between Apache and Broadway, if we go under maybe have it well lit, or mirrors?? Would be happy with tunnel or bridge.
27. See priorities. Question Number 7 - Some parts not safe
28. I think this is a great idea and am excited about the potential. It will help engage community in healthier living. Question Number 7 - In areas yes and in other no. South of 60 yes.

29. Country Club Way from Southern to Broadway is too wide, too sunny, too unattractive and too dangerous for the high traffic of biking and walking schoolkids and their families. Also, aren't curb ramps part of compliance for ADA? Until some traffic calming is implemented, however, 30mph is more reasonable than 25. I feel vulnerable to road rage by cars following me when I drive the speed limit.
30. Having a landscaped median with a bike path between Alameda and Southern would eliminate cyclist conflicts with streetside parking and driveways. It would also be aesthetically pleasing and improve property values.
31. Would very much appreciate if the whole corridor could exist in reality as a safe bikeway and pedestrian pathway through the entire 7 mile corridor. My brother's commute by bike from near Baseline/CCW to Tempe Marketplace. Would like for him to have a 100% safe route.
32. I support the implementation of BikeIT to allow for travel by bike throughout the city without riding on arterials.
 - Ensure easy wayfinding.
 - Chicanes should be carefully designed so as to not make the streets more dangerous and force cars and bikes through the same narrow area.
33. Since I live in Optimist Park, and don't use other sections of Country Club Way, I think the Optimist Park section doesn't need many improvements, except for maybe repairing and making the street look better for the sake of the neighborhood.
34. It might be interesting to have the public art call out the regional attractions, i.e. golf oriented art near Shalimar. Prefer the east alignment through Tempe Marketplace. Question number 5 - it varies
35. This will be a great low-stress route through the neighborhood. It will connect the residential areas with East/West bike/ped routes and transit routes. This will complement the arterial walking and biking routes well, like McClintock for continuous, safe, comfortable connectivity for people walking and biking.

Question Number 4 - The limited times I've been there, south of Broadway; I've been north of Apache more

Thanks for all you do for transportation enhancements! :)
36. not handicap accessible
beautification needs in neighborhoods take of them
master is residents not included
No parking for residents on country club way
Question 4 - Sometimes school ward
I use it all the time for exercise
No bike lane, leave alone, horses and bikes don't work
37. Our neighborhood (McClintock-Price-Southern-Broadway) had a meeting to discuss what we would like to see; this is a list of what we came up with for our neighborhood (plus a few more comments that were mentioned on our Facebook and Nextdoor sites). These are all important.

(1) Rework sidewalks on Alameda and Country Club Way from Southern to Alameda. They currently are not useable for Wheelchairs/Disabled;

a. Sidewalks dip down at each driveway which makes it very difficult to maneuver. Driveways are very close together in this section of Country Club so there are many dips.

b. Make sidewalks wider to accommodate wheelchairs. Landscape debris from yards is often in the way. For example, the sidewalk next to the home on the northwest corner of Balboa/Country Club has tall grass growing on the on the street curb plus bushes blocking the sidewalk on the side of the home. The home on the southwest corner of Alameda/Country Club has bushes on the side that block the sidewalk. This makes it difficult for any walker but impossible for a wheelchair bound pedestrian.

c. The sidewalks have cracks and pits that make it difficult to use for wheelchair residents

(2) On Los Feliz at both Aspen (northwest corner) and Concorda (southwest corner), the driveways are undersized and vehicles in driveways frequently block sidewalks. This interferes with pedestrian usage. Investigate solution. These are rental properties with many cars parking directly on Los Feliz too.

(3) There are several locations along the route between Southern and Broadway that do not have handicapped ramps at street corners. Add ramps

(4) The traffic study performed in Dec 2016 showed a huge amount of fast traffic on Los Feliz. This is from Meadow Dr to Concorda along Los Feliz, which mostly runs along Selleh Park.

Los Feliz south of Concorda (northbound) 842 41 mph

Los Feliz south of Concorda (southbound) 684 39 mph

a. Need traffic calming.

b. The only Selleh Park parking is on Los Feliz. With so much traffic plus parking, it is a dangerous route for bike riders. Need solution. Also, consider working with Curry school to share the parking lot with Selleh park during non- school hours (this won't help during the rush hour period)

(5) There are many issues with Country Club Way from Southern to Meadow.

a. Traffic is much too fast. Need traffic calming. Note that Country Club is a very busy walking street especially for children/families due to Curry and Connolly Schools.

b. The street is much wider than it needs to be and is an eyesore; it needs trees and beautification. The width may contribute to the fast traffic

c. Homes face Country Club on both sides of the road. Cars are parked in front of homes and there is

a bike path on the driver side of curb parking. Pulling out of curb parking and opening car doors can be hazardous for residents and bicyclists. Residents have mentioned that the fast traffic speeds on Country Club make it unsafe to pull out of driveways and street side parking.

d. Would like Islands with trees to help slow traffic and beautify; prefer widely spaced so as to minimize inconvenience/interference with driveways.

e. Would like to see city maintained shade trees added next to sidewalks for walkers.

f. Example: College from Southern to Alameda has nicely spaced/landscaped islands and curb area shade trees for walkers.

g. Possibly study moving bike path to center of road on Country Club Way. There is an example of a median bike path over in the Mesa Riverview Park area. This path is actually in the parking lot immediately east of the water treatment plant, providing a path for bicycles and pedestrians that minimizes conflicts with cars. It starts near the Sheraton hotel and ends at the 202 underpass, which then takes you to the Rio Salado bike/pedestrian path. The path itself is about nine feet wide, and the lack of curbs is safer for cyclists. This would make a nice alternative bike path for Country Club between Alameda and Southern. It would eliminate conflicts with car doors and driveways.

(6) Would like to see more connections to other routes:

a. There is an extremely wide alley running from Los Feliz at Selleh Park to McClintock Dr. Would like to see it turned into a bike and pedestrian pathway to get from McClintock Dr. to the Country Club Way Ped/Bike route. (Similar to the wide alley by Optimist Park updated as part of the El Paso Multiuse path project).

b. There is a canal pathway in the Tempe neighborhood east of the 101. Would like to see a pedestrian/bike crossing over the 101 around the Balboa/Alameda area that connects the Country Club Way path to that canal pathway. This would allow the McClintock HS and Connolly Middle School students that live east of the 101 to have a safe way to get to school.

(7) A way to get under/over the railway is critical; please design so that it feels safe and also does not become a transient resting/loitering area. This would allow the McClintock HS and Connolly Middle School students that live north of the railroad to have a safe way to get to school. This also provides a way for Tempe residents south of the railroad to get to Tempe Marketplace via walking/bike and to pathways in other cities.

(8) Would like to see some shady places to sit/rest along the route in our neighborhood. These would be especially useful along the Orbit path in our neighborhood.

(9) We love to see some artwork similar to what was done in the neighborhood directly west of ASU

(10) Need some type of crossing lights on busy roads such as Broadway

38. Do not change it! Southern to Rotary Park

39. Support this project but seems an overlap of the McClintock bike lanes. There seems to be no coordination between McClintock + this project - Makes NO sense.

Use funds saved after returning McClintock to what it was (\$500k). To help fund and encourage bicycles to use this route McClintock realignment 2N3S - is supposed to cost \$15m.

40. Honestly, as a cyclist, I think it's fine already. No need for buffered lanes or medians. I just want to get from CCW to stores/restaurants/etc. No 2-way separated bike lanes, please. No elevated bike lanes, please. I can get to more places when on the street.

41. Just pave the street and mark bike lanes

42. United States

43. For most of the existing Country Club Way Bicycle route the only needed improvements are asphalt and signage. Some parts of CCW are very rough to ride a car/bike on with tons of expansion cracks and potholes. Some areas just need to replace or add signage. For areas like CCW from Cole Park south to Baseline it would just be nice if once that area is repaved there could be some new signage placed indicating it is a Bicycle route and some share the road signs and maybe a sharrow sign or two painted on the road. Please do NOT take away street parking from people who live on the path. Perhaps a HAWK crossing at Broadway where the light turns flashing red for ped/bike crossing or some variation. I don't like the idea of raised bike lanes that act or look like a sidewalk. Keep bikes on the road. Keep the bike lane predictable and standard (Don't get all fancy KISS) 5th st and Hardy have raised/sidewalk sections of the bike lane and it is HORRIBLE. Please also do NOT place massive medians and dessert belts along the path like College between Alameda and Southern there are a few sections where it is SOOOOO tight the mirror from Orbit busses crosses over in to the bike lane. Yellow section suggestions only a 1' bike texture or none give autos 12' 2-3 ft L/S with a slightly larger sidewalk. Do NOT take away street parking unless it is currently not used. Street parking is a necessity if houses or there(Baseline-US60).

44. Lane markings for the bike are fine. I do not think special lighting/landscape/shade, or wider sidewalks is necessary.

I am strongly opposed to public art and speed tables (or other similar tools). It is a waste money.

If you return McClintock Drive to the full 3 lanes of North/Southbound Traffic I would be in favor of some improvements in landscaping and lights for the Country Club Drive Bike path.

45. Beautifying neighborhood isn't needed.

Get rid of McClintock bike lanes - poor planning.

Which intersections are most dangerous?

Fix up area closer to ASU! (kids/students are more the beneficiaries of bike lanes/pedestrian sidewalks).

Focus only on ASU area maybe to Broadway north of Sah or do in stages
Present ultimate goal first linking community in Maricopa connecting to Scottsdale green belt and beyond.

46. Why do we need this if the City insists on setting up a bike super highway for bikes on McClintock?
Seems like a waste since both routes are less than 1 mile apart. Give up bike lanes on McClintock and I will support this project if it will not impact neighborhoods along the route.
47. No sharrow
No buffered bike lanes
No separated bike lanes
No protected two-way bike lane
Standard bike lanes only
48. Have walked on or near Country Club for 40 years. Don't really see need for major changes.
49. Do not change the area between Southern Ave to Rotary Park. Standard bike lane only.
50. Our neighborhood is older, and needs such improvements of lighting on our streets (instead of this bike paths). My husband Michael Franjevic played a big part on the bridge over freeway (which was best thing) I walk over that bridge, bikes have no trouble getting to it the way things are. Look at what you did to McClintock - What a joke.
51. I believe there are already adequate bike lanes on both sides of CCW in the area where I live.
We have been over and over this from Broadway to the 60. Ten years ago this whole thing was put to rest when the city decided not to do anything with medians because it is a hazard for all the people who live a long CCW because our driveways are so close together.
52. Thank you for your concern for safety. If Tempe makes bike lanes will the city demand that bikers use the lanes or will bikers continue to use the sidewalks? That is dangerous for as a driver, bikers can be hit on the sidewalk, especially at entrances/exits of businesses.
53. It is a secondary street that does not any "improvement." Leave it alone and spend the money on Apache/Rural, University/Rural, University/McClintock and Mill/University. You have messed up Mill Ave, McClintock for 3 miles, no wonder the other cities think Tempe is a joke!!!
54. Keep bikes away from horse trails - spooks horses, city will be sued
Leave us alone
55. We live between Southern & Alameda just yp CCWay. There are bike lanes now. Will that change? I would like more shade!
56. Whatever you do whenever you do it make bus pull outs to get those stopped buses out of traffic. Use B on orange. When you start driving start at the RR crossing this is the key to N+S bike travel.

57. great idea to develop this route
58. Bikers who behave illegally + dangerously - think about minimizing that.
59. I need time to think about these and will add comments on line
60. Would love to see more bike friendly paths to avoid the problems of existing paths, some way to dog waste (free bags, more trash cans, signs)
61. The speed humps are so loud and don't slow traffic down - I'd like better traffic control & something pretty - a median/trees. I would also like better lighting for safety backing out of the drive - afraid I will hit a bike/ped. There's no crossing from country club on to Watson - very dangerous
62. Safety first, especially for cyclists. THX.
63. Bike path on CCW but McClintock back to previous lane configuration - Please!
64. Great idea! Existing multi-use options are East-West, so a safe North-South corridor really complements the system and makes it significantly more useful overall.
65. I think this is an exceptional opportunity to enhance our neighborhood along with one of the main routes which runs through it. I am a huge advocate for enhancing our roads and streets particularly through our neighborhood towards Tempe's Urban Forestry Master Plan. I believe that medians rather than speed humps are ideal both for aesthetics and driving purposes. I also believe this avoids the challenges of signatures required for speed humps as opposed to a median or traffic calming circle.
66. Our road is filled with people who speed, I would like a median that served not only to slow traffic flow, but also offered shade and landscaping. I also like that art can be placed throughout the road.
67. I would be a regular bicycle commuter if I felt safer riding.
68. Put McClintock Rd back to the way it was and improve the bike lanes on Country Club Way instead so bicyclists are encouraged to stay away from roads that are main arteries. Much smarter and safer for all!
69. I ride regularly and believe this is a great project which I fully support.
70. Although I realize the funding is for this particular project, fixing all the potholes in our streets in the area is a much bigger priority to me. How can the city come up with the extra millions needed for this project, but don't have the money to keep existing roads in good repair?
71. As a regular neighborhood walker, I plan my routes along streets whose sidewalks do not dip at every driveway - I avoid Country Club Way (and Alameda which I live very close to) as much as possible as the sidewalks constantly dip and force me into the road.

72. As a bike rider, I would like to see improvements to two intersections along this route.

At Cole Park, at Carson and Country Club, I would like to see that intersection improved so that traffic is expecting bike traffic coming in and out of the park. Some possibilities are a 3 way stop (currently E/W traffic on Carson does not have to stop), a traffic circle to slow car traffic to bike speeds to allow easy bike traffic to merge with car traffic, and/or improved markings for bike traffic. Also it would be nice to have an additional northbound bike path that aligns with the east side of Country Club on the north side of Carson that then bends west to join the existing path.

Also, for this path to be successful, I believe there will have to be a safe way to cross Broadway at Los Feliz. Currently there are 7 lanes to cross without a light. There will have to be a light there to make this a safe crossing.

I look forward to seeing this improvement project take place. I feel that it adds much value to the city of Tempe and will encourage more people to bike and run throughout the city. My wife is a long distance runner and with this path, she could run to Tempe Town Lake and the paths that connect there. With the connection to Tempe Marketplace, I could see my family bike there to see a movie or go shopping. I would also use this path to bike to work (Priest and Washington).

73. please plant trees

74. Tempe does nothing but WASTE money on stupid, unnecessary projects. They put in no concern for the REAL problems that need to be addressed. Stop trying to be "bike friendly." We live in the freaking desert! Perhaps the people in charge need to get off their lazy asses and actually spend a day outside walking around rather than increasing their buttock and thigh cellulite by sitting in a chair all day. Since the bike lanes went active on McClintock, traffic has gotten worst and drivers became even more unhappy. Want to know on a daily basis how many people I see using the bike lanes? 0. When I drive to work, the bicyclists are riding on the sidewalk. I bet most of Tempe's residents have to drive to work outside of Tempe's city limits, which means they drive or ride a bus....But, because a few stupid people had to cry about not having a bike lane, suddenly thousands of dollars got wasted so 3 people could ride in between painted lines on the road. Now, yet again, Tempe wants to spend MORE of Arizona's money on what they feel will make Tempe look "pretty", more eco-friendly, and provide better transportation. Spend money making Tempe smarter, safer, and more improved by fixing the already existing streets, getting cleaner water, putting money into school education and providing supplies and food, and improve the already existing transportation systems like buses. Heck, start helping the homeless and elderly who now lose more because of Trump. We don't need walkways, public art, or "enhanced" sidewalks. The sidewalks already built aren't even getting used and the streetlights on already existing walk paths can't even get fixed in a timely manner, if at all. Grant or no Grant, money doesn't come free because someone is ALWAYS paying for it somewhere and the rest of the construction money will come out of tax payers pockets. Just because one person thinks it's a good idea doesn't mean it actually is. Trying to connect Point A to Point B won't connect the community. We live in a technological age with everything in our hands, not our feet. No one wants to walk or bike in 115 degree weather. Spend the money on improvements, not investments. Be smarter by helping, not spending.

75. I live in the neighborhood bounded by McClintock-Price-Southern-Broadway so most of my comments are specific to that area.

A crossing for the railroad between Apache/Broadway is very important. Would like to see other connections ... the wide alley near Selleh Park that runs to McClintock could be a good pathway to the McClintock Bike Path and possibly all the way to Meyer Park. A crossing is needed over the 101 to get from the canal pathway to the Country Club pathway.

The speeds are much too fast on Country Club Way and Los Feliz (and possibly Alameda). Some traffic calming is needed. Preferably similar to College near Southern (Similar median/curb landscaping and road narrowing to that area would be great in our neighborhood).

The sidewalks are too narrow for strollers and wheelchairs. There are dips at driveways that make it difficult to walk on. There are cracks that need to be repaired. Homeowner landscaping is blocking sidewalks. Some driveways are not big enough for the cars on Los Feliz so the cars block the sidewalk. Need to add ramps at street corners in several locations.

76. ** Traffic is too fast along the route in my neighborhood

** Want landscaping to make the routes more pleasant including shade trees

** The sidewalks need to be reworked to fit a stroller and/or multiple people walking together

** When walking or biking, need to make sure that people using the paths can get to destinations along the route and also to other routes

77. Please put the roads back how they were. There is so much traffic and congestion now ever since the lane was removed, and it is so frustrating as a driver who uses this road and lives nearby. Thank you for asking The public how we feel about the changes.

78. Can you please tell me how this project is different than having bike lanes on McClintock? I was not able to come to any of the meetings and am having trouble understanding why the City wants to spend millions on the McClintock Drive bike lane issue and also potential millions on a road that is only 1/2 mile away from McClintock. It makes more sense to me to just spend the money on one of the locations and to really put in the elements that are important to reach the goals in the Transportation Master Plan. It seems to me that the solution is to utilize the improvements to Country Club Way to accomplish a safe, calmer, more peaceful, path for bicycles and pedestrians. Is this being considered? If not, can it be?

Thanks for listening!

V. Phone message

"I live on Bendix and won't be able to attend the meeting. My concern is that we've seen McClintock so horribly impacted and yet no bike riders. Hope we're not facing more crazy stuff on CCW even though it is wider and much less traffic. I've lived in the City 35 years.'

VI. Emailed Comments

1. Hi Robert, my riding buddy and I went for a long ride on Sunday and were anticipating that the underpass would be open, per the Tempe Today newsletter for May. We were disappointed that it was not open, looks to be 30-45 days away from opening, but is shaping up to be a quality project when completed. We would very much like to connect with the whole Tempe TIM effort and have rode thousands of miles in our fair city. We are encouraged and proud of the efforts made over the years and appreciate the ongoing evolution of our bike-friendly community. I would be interested in how the CC Way discussions went over the two sessions. I tried to follow the route and see a few ...opportunities with crossing the RR tracks and heading for Apache and Smith-Martin station. thanks and please let me know your thoughts. Make It So!

2. thanks Robert for the reply. we did take the Priest Road underpass on Sunday and were suitably impressed - nice job! Are there plans to connect that route with others to the west? we also rode the new path West from Washington and are curious how far that will go and/or connect to other routes. As you can see, we are very excited by everything you and your team are doing and we always have feedback. We have logged 5000+ miles in the last 5 years across the East Valley, probably 60-70% in Tempe Make It So!

3. Can you please tell me how the Country Club Way Improvement project is different than the bike lane project on McClintock? I was not able to come to any of the meetings and am having trouble understanding why the City wants to spend millions on the McClintock Drive bike lane issue and also potential millions more on a road that is only 1/2 mile away from McClintock. It makes more sense to me to just spend the money on one of the locations and to really put in the elements that are important to reach the goals in the Transportation Master Plan. It seems to me that the solution is to utilize the improvements to Country Club Way to accomplish a safe, calmer, more peaceful, path for bicycles and pedestrians and to leave McClintock as it used to be. Is this being considered? If not, can it be? Thanks!

4. Country Club Way should have always been the bike route. This is far better than creating a traffic nightmare when McClintock was narrowed. Bikes belong on less congested streets like Country Club Way and College. But instead the city wasted money on the McClintock disaster.

5. Regarding Country Club Way between Hermosa Road and Southern Ave: There is no need for any landscaping on Country Club Way, because on the east side the homes have done a nice job of landscaping and on the west side there are homes with driveways going out to Country Club Way. Because of the school on Hermosa Drive you do not want to impair the safety of the children by adding any additional obstacles on the roadway. My other concern is the crossing of Hermosa Dr. to Rotary Park on the east side of Country Club Way. Years ago they had a crosswalk there and you can still see the faint markings. It would be a lot safer for the kids if there was a marked crosswalk there. Parents drop their kids off in the mornings and park on the north side of Hermosa Dr. and the kids just cross the street between the cars. Just recently I saw a boy, around 12 years old, almost get hit there one morning. I had complained about this to the city and school and they said that they could do nothing about it. Providing a crosswalk to Rotary Park should keep the path clear for children to cross Hermosa Dr. I strongly suggest that no improvements (landscaping or changes in the road) be made on this stretch of road other than the marked crossing discussed above.

6. I was at the Country Club Way meeting last night. Thank you for holding that meeting. I'm impressed at how you were able to keep some of the objectors calm. I especially liked what Councilperson Kuby said about this project ... it was very well spoken.

7. Tempe residents have become very hostile when it comes to the word "bike" ... it seems to have become a 4-letter word. I think that the attendees of these meetings are generally not bike riders so that is part of the issue these residents are having; and they also don't understand the funding for these projects. A lot of the attendees were older residents.

8. Given what Councilperson Kuby said, I have some suggestions for the presentation portion of the meeting ... take all or none, but wanted to put it out there:

- (1) Emphasize the non-bike part of the project; explain this project as more of a neighborhood beautification and walking path project that includes bike paths as opposed to a bike path project. Given the audience, that may help people understand that this project is for them ... not for bike riders.
- (2) show some before and after pictures of what has happened in other neighbors. The Optimist Park pathway in the Alley ... the artwork west of ASU ... College Avenue from Southern to Alameda ... etc. Encourage people to drive through some of those areas
 - a. Show people using the paths as a walking path. Show improved handicapped/wheelchair if those were included.
 - b. What this has done for property values in these neighborhood
 - c. How these projects were funded so that people understand that this project won't be taking from other Tempe projects
- (3) I believe that the goal of the meeting was to get people to describe what they would like to see along the path. Make that clear.
 - a. Clarify that it is up to them to describe what they want ... and that it can be anywhere from no change to more depending on what people ask for in the survey
 - b. Perhaps use a few sections of the path and provide some examples of what the residents could request; maybe even make that a participation exercise;
 - c. Ask the audience to walk or drive the route a few times (at least in their neighborhood) to see what they would like to improve specifically in their neighborhood. And ask the audience to get past the word "bike" and realize that this is for their neighborhoods, not for bike riders.
 - d. Show the link to the survey. Explain how the survey will impact the project. One of the city staff explained to me that if 40 people made a particular suggestion than that would be higher in the priority than if 10 people made a suggestion.
 - e. Note that the Neighborhood Character area workshops that the city had a few years ago was a very useful format for getting people to specify what they would like to see; you might even bring some copies of those for the impacted neighborhoods.
- (4) It appeared that there were people there primarily to discuss McClintock.
 - a. Explain up front that this is absolutely not related to the McClintock project or any other project and make it clear that discussions about McClintock are outside the scope of the meeting.

- b. I suggest having a station or room dedicated to McClintock debate so that you can get those people to go to that station and not disrupt the rest of the meeting. (maybe do that first! (A show of hands for who is there to discuss McClintock vs who would like to discuss THIS project)

9. I hosted a neighborhood meeting at my house for our area (McClintock-Price-Broadway-Southern) to brainstorm ideas for just our area. In case it is useful, the attached is what we came up with. You may see some parts of this copied and pasted into the surveys from various people in our neighborhood.

Thanks,

(Notes and photos follow)

Country Club Way – examples of sidewalks that dip up and down at driveways. Difficult for wheelchair and mobility restricted walkers



Parking and traffic by Selleh Park on Los Feliz, which is on the proposed route – may be difficult for bike riders in this section.



The large alley running west to McClintock from Selleh Park – a potential walking/biking connection from McClintock Drive to Country Club Way route.



What has been done with the wide alley running west from Optimist Park to McClintock for the El Paso project. Something similar would be good for the alley be Selleh Park (only support both walkers/bikes)



College Avenue from Southern to Alameda was updated several years ago. Note the beautified islands and trees by the sidewalks. This significantly reduced traffic on the road and beautified the neighborhood. Would like to see something similar on Country Club from Southern to Meadow.



Traffic Calming example. There are several of these in the neighborhood west of ASU



- (1) Rework sidewalks on Alameda and Country Club Way from Southern to Alameda. They currently are not useable for Wheelchairs/Disabled;
 - a. Sidewalks dip down at each driveway which makes it very difficult to maneuver. Driveways are very close together in this section of Country Club so there are many dips.
 - b. Make sidewalks wider to accommodate wheelchairs. Landscape debris from yards is often in the way.
- (2) On Los Feliz at both Aspen and Concorda, the driveways are undersized and vehicles in driveways frequently block sidewalks. This interferes with pedestrian usage. Investigate solution. These are rental properties with many cars parking directly on Los Feliz too.
- (3) There are several locations along the route between Southern and Broadway that do not have handicapped ramps at street corners. Add ramps
- (4) The traffic study performed in Dec 2016 showed a huge amount of fast traffic on Los Feliz. This is from Meadow Dr to Concorda along Los Feliz, which mostly runs along Selleh Park.

Los Feliz south of Concorda (northbound)	842	41 mph
Los Feliz south of Concorda (southbound)	684	39 mph

- a. Need traffic calming.
 - b. The only Selleh Park parking is on Los Feliz. With so much traffic plus parking, it is a dangerous route for bike riders. Need solution
- (5) There are many issues with Country Club Way from Southern to Meadow.
 - a. Traffic is too fast and the street is extremely wide. Need traffic calming. Note that It is a busy walking street especially for children/families due to Curry and Connolly Schools.
 - b. The street is much wider than it needs to be and is an eyesore; it needs trees and beautification.
 - c. Homes face Country Club on both sides of the road. Cars are parked in front of homes and there is a bike path on the driver side of curb parking. Pulling out of curb parking can be hazardous for residents and bicyclists.
 - d. Would like Islands with trees to help slow traffic and beautify; prefer widely spaced so as to minimize interference with people pulling into their driveways.
 - e. Would like to see city maintained shade trees added next to sidewalks for walkers.
 - f. Examples: College from Southern to Alameda has nicely spaced/landscaped islands and curb area shade trees for walkers.
 - g. Possibly study moving bike path to center of road
- (6) Would like to see more connections to other routes:
 - a. There is an extremely wide alley running from Los Feliz at Selleh Park to McClintock. Would like to see it turned into a bike and pedestrian pathway to get from McClintock to the Country Club Way Ped/Bike route. (similar to the wide alley by Optimist Park updated as part of the El Paso Multiuse path project).
 - b. There is a canal pathway in the Tempe neighborhood east of the 101. Would like to see a pedestrian/bike crossing over the 101 around the Balboa/Alameda area that connects the Country Club Way path to that canal pathway
- (7) A way to get under/over the railway is critical; please design so that it feels safe and also does not become a transient resting/loitering area