

Summary of Public Input: Country Club Way Streetscape Project

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, Tempe Marketplace, and schools, 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. Initial public meetings were held in April to gauge interest and in September preliminary conceptual designs were presented and the public was asked for input. In fall of 2017, the City of Tempe applied for and received a federal CMAQ grant for final design and construction of the south half of the project from Warner Road north to the US 60.

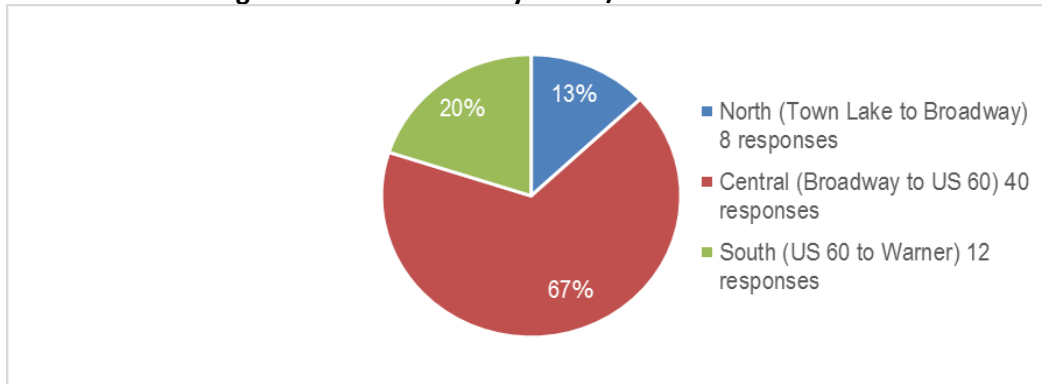
Timeline:

- April 18, 2017: Public Meeting
- April 29, 2017: Public Meeting
- August 2017: Apply for Federal Funding
- Sept. 16 and 25, 2017: Public Meetings
- Fall 2017: CMAQ grant received
- Summer/Fall 2018: Final Design

II. Survey results

Comments were taken at two public meetings and online from Sept. 15 to Oct. 4, 2017 at www.tempe.gov/countryclubwaypath. Sixty-eight written comments were received. 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. Please share your thoughts about what design elements you like/don't like in the segment between Rio Salado Pkwy. and Broadway Rd.

Comments for north segment:

1. having a way to go north (other than McClintock or Price) from Broadway to Apache (either over or under the railway) would be great. It would have to be well lighted, & well secured if an underpass, or it would become an attractive place for homeless, etc. & we would have sanitation, cleanliness & crime issues. Since I don't live in this section, I'm not too familiar with the potential benefits --- but since the route is likely to go into an industrial area, I'd be a bit concerned about traffic problems between bicycles & large trucks, etc.
2. More shade trees. Improved sidewalks.
3. Don't know enough about this area to comment. Definitely would prefer bikes lanes over sharrows on most streets, especially Tempe Marketplace.
4. Traffic calming - nothing extra. Just the narrowing of the street will take care of that. Pedestrian lighting would be great!
5. Don't use this section - do not feel safe riding here ever!!!
6. I'm worried about pedestrian safety north of Rio Salado Parkway. I don't like the prospect of passing thru the TMP parking lot. I do like the idea of connectivity to the Rio Salado Multi-Use Path!
7. My impression of the design: overall not much for bikes; they are still sharing Road with cars; tree shade minimal (mostly for pedestrians) in many cases bikes are separated from trees by parked cars. (This is a general comment, where Road width is large) and adjacent use is compatible. Get bikes away from cars! Both moving and parked. More cyclist have been KILLED or seriously injured by cars than pedestrian by bikes. Also, in residential neighborhoods less pedestrians out than cars. Hence space dedicated to them is available for bikes. So put the bike lane adjacent to the sidewalk. Big improvement is RR crossing. Also, most expensive. But as a bike rider it keeps me on secondary streets and is more direct to Tempe town lake.
8. I was not able to come to the 9/25/17 meeting but have looked at the drawings on line. Overall, the CCW Streetscape Project is a great way to implement a multimodal system to connect to several Tempe locations while not disrupting the traffic along major corridors like McClintock Dr.

I'm wondering if the segment from Apache to Broadway can take the place of the portion of the bike lanes that are planned for McClintock Dr. at a price of over \$2 million. This alignment is only 2-3 streets east of McClintock Dr. By figuring out how to make a safe crossing over the RR tracks, this could be paid for and accomplished one time instead of paying for two separate bike paths that are only hundreds of feet apart. I support multi-use paths but I also support sensible government spending. Having two crossings at this location makes no fiscal sense. Please consider incorporating this portion as the connector for the McClintock bike lanes in this area.

9. Extremely important: the connection from Broadway to Tempe Marketplace. This also provides a connection for McClintock HS students from the neighborhoods north of the railway. Currently there is not a safe way for pedestrians and biker riders to get from Broadway to Tempe Marketplace in this section. Having this connection will impact the whole route.
10. I don't generally travel on this part of Country Club
11. I would like a safe walkway and bike path with plenty of shade.
12. The crossing of the railroad tracks between Broadway and Apache is the most critical missing connection for the Tempe bike network. Closing this gap and making Country Club Way a safer and more accessible bike route is extremely important for making it possible for people to choose multiple ways to get around Tempe. Two-way center turn lanes are not necessary on residential roads where traffic is light and people turn into any particular driveway only a few times per day. Remove these two way center turn lanes and use the space for more bike lane, sidewalk, and landscaping width.
13. I like the bike lanes with buffers, sharrows, shade, and underpass. Right now this area is not very comfortable for biking or walking so the proposed improvements will help a lot.
14. I like the shared use path and bike lanes and landscaped medians
15. DON'T USE THIS SECTION - DO NOT FEEL SAFE RIDING HERE EVER!!
16. I'M WORRIES ABOUT PEDESTRIAN SAFETY NORTH OF RIO SALADO PKWY. I DON'T LIKE THE PROSPECT OF PASSING THE TMP PARKING LOT. I DO LIKE THE IDEA OF CONNECTIVITY TO THE RIO SALADO MULTI-USE PATH!
17. Likes: Any bike lanes, shade, nodes. Dislikes/concerns: parked cars, hitting cyclists, 2-way bikelane - awful
18. The union pacific crossing is most important section, as its back forces another two miles onto any north south trip.
19. THE DIFFICULTY OF THE UPRR CROSSING CAN BE REMEDIED BY RE-COUNTOUR THROUGH CONCORDS TO PRICE TO ORANGE. 2. THE ROUTE FROM RIO SALADO PKWY TO RIO SALADO MULTI-USE PATH IS MUCH BETTER THAN WHAT WAS PROPOSED EARLIER
20. Good design elements: ADA compliant sidewalks sharrows in low speed/low volume areas, buffered bike lanes with space for door zone, bike boxes. shade is good. Bad design elements: cycle track, bike lanes in center of driving zone, bike right next door to parked cars
21. The G-1 configuration with cycle track is a bad idea. It will confuse drivers and cyclists by breaking the normal direction of travel. cars need to learn to accept cyclists on the road. this counters that.

22. Would like to be able to safely bike from my neighborhood to Tempe Marketplace. McClintock Dr. doesn't provide a good safe route for that.

c. Please share your thoughts about what design elements you like/don't like in the segment between Broadway Rd. and US 60.

Comments for central segment:

1. I'm concerned that the present plans don't address the needs of kids who bike & walk to & from Connelly & the adjacent school. The re-design turns at Alameda -- leaving C.C. from Alameda to Concorda with no safety improvements. Bike lanes & on-street parking issues don't stop at Alameda --- they go right up to the schools. I'd like to see parking spaces marked/delineated on Country Club. Residents from Southern to Alameda have a hard time getting out of their driveways as it is right now --- & apparently there are houses with multiple residents who all park on the street, affecting those residents both from a safety (visibility around parked cars) point of view but also affecting their ability to have parking available for visitors. DOESN'T TEMPE HAVE AN ORDINANCE WHICH RESTRICTS THE NUMBER OF NON-FAMILY RELATED RESIDENTS PER HOME?? We need something to slow down traffic between Southern & Concorda -- few drive the 25mph limit. Would trees or low bushes planted in the center lane visually make a street appear less like a 45 mph zone?? (Someone else suggested trees in small planting areas spaced at intervals along the street -- I like that idea.) We definitely DO NOT want or need speed bumps.
2. People who walk, or use wheelchairs, have a hard time on Country Club, where sidewalks undulate up & down across driveways, etc. Sidewalks need to be more level, & better constructed. Now people walk or ride a wheelchair in the street because the sidewalks are so bad.
3. Perhaps some artwork with color.
4. I believe that the initial design concepts address the issues at hand: providing safe, convenient, and improved pedestrian and bicycle access along this major route. Incorporation of some of these elements into secondary routes into the residential neighborhoods (Los Feliz), of course where possible, would be quite progressive.
5. Need bike sensitive light signals when crossing main arterial E-W streets
6. I would like the purple segment to contain a design that contains pocket landscaping in the median turn lanes to:1) visually signal to drivers this is a residential area; this will result in decreased speeding 2)break up heat island 3) provide natural landscaping beauty. Currently there is no design with pocket landscaping in the median turn lanes. The beginning of the purple segment, near Southern Ave and Country Club Way, should contain a piece of artwork in the central median that represents the Shalimar neighborhood.
7. I would really like center median landscaping on the southern to Alameda part of country club. The street is large and needs to be beautified. The current plan omits this feature and makes it look like a bunch of lanes. Thanks.

8. Southern north to Concorda (Curry and Connelly schools). Would very much like to see some kind of landscaping in the central median and bike lanes. Traffic sometimes goes very quickly down this street. Public art would be a plus!
9. My segment is Southern north to Concorda. It currently is just a wide open drag strip with a suicide lane people use for passing. I do like the bike lanes but the traffic tends to go too fast in this corridor.
10. Southern to Alameda (Meyer) Landscaping and on street parking are important.
11. Please leave Alameda Dr. alone from McClintock east to Country Club Way -Country Club Way - no medians/no bike lanes. No planting tree/we need our water! No need for this/Money not spent well. Taxes will go up for what/who??
12. From Southern to Alameda - need on street parking - traffic is heavy - no lane restrictions (3 existing lanes should remain). Landscaping least priority need new sidewalks
13. The stretch of road between Curry School south to Southern has a lot of traffic - many children - many cars - many buses. I do not want landscaping along this road. Please do not put speed bumps on the road. Country Club Way
14. I like the UPRR Underpass Concept! Careful design is needed to address underpass safety issues.
15. I live at Alameda and Country Club Way. My General comment above applies to CCWay from Southern To Alameda. A VERY wide road in mostly residential area. Get the bikes away from cars.
16. The route turns west at Alameda, but continuing on Country Club Way, while the street narrows, it goes to an elementary school and middle school. That section gets heavy traffic. School children walk (from Orbit drop off at Alameda) and children ride their bikes. My point, it seems reasonable to continue the improvements to the schools. Even if the main turn west remains at Alameda. But it might be worth considering turning at Meadow and going thru Selleh Park.
17. Again, please explain to me why we need a separate, safe crossing for the bike lanes on McClintock Dr. over the US 60 when a pedestrian bridge already exists, about 1/2 mile away? Where will the funds come from for this project vs the McClintock bike lane project?
18. Negatives: Not enough plants, Fast Drivers. Positive: Turn lanes
19. I do like the detached sidewalk concept. I think it would improve the look of Country Club Way and possibly make it safer. My only concern would be the construction inconvenience. If it was to be under construction for a few months that would be acceptable, but anything over 6 months would be more than an inconvenience. I think islands would make the street too narrow for driving and parking.
20. Alameda to Broadway - Would it be possible to create areas for walking- sidewalks - that don't have the repetitive up and down slopes? Hard for some of us over 50 walkers, strollers, and

wheel chairs. Safer bike lanes Thank you for your efforts! Can't wait to see what plans are proposed.

21. My primary concern is specifically on Country Club Road from Southern to Alameda (too fast, unsafe, no shade, unattractive). Shading, detached sidewalks, and medians similar to College Ave from Southern to Alameda would be a great improvement. Please make sure there is an option with these within the constraints of the following:
 - (a) Please keep the designated parking and bike lanes (have no preference to having bike lanes on the inside or outside). Parking is needed; residents definitely park on the street.
 - (b) Detached sidewalks are very important along with shade trees. This will make it safer and more comfortable for all walkers especially school children going to Curry/Connolly.
 - (c) Sparse medians with shade trees are very important to calm traffic. Avoid putting any in front of the stretch that has homes facing Country Club Way. One or two near Southern and another near Alameda would be adequate and would not get in the way of resident parking.
 - (d) Reduce the vehicle travel space. The width makes it feel like a fast street instead of a 40-50mph road. It is difficult for Curry/Connolly school children and disabled to cross because it is wide. having a full middle turn lane on the whole stretch is unnecessary in a residential neighborhood such as ours.
 - (e) Fix the sidewalks so that they are disability friendly. There are a lot of dips in the sidewalk due to the many driveways; replace with rounded curbed type sidewalks.
 - i. NOTE: Country Club Way is much wider compared to other residential/neighborhood streets with the same amount of traffic (or more). Many of these other routes also have on-street parking. Some examples of other busy streets that go to major destinations: Los Feliz from Southern to Concorda; Meadow Dr from Los Feliz to Country Club Way; Country Club Way from Southern to US 60; Alameda from Meyer Park to Rural; College from Southern to Alameda. Please do have a node at Selleh Park. Another option might be in front of the Curry school where there is an unused bike rack area. Also the superwide alley across Los Feliz from Selleh Park (between Concorda and Aspen) is a good point for a node since it won't interfere with using park property. Shade along Selleh park is also desireable. For Connections: (1) a connection to the Country Club Way route over the 101 is important between Southern and Broadway. This would connect to other multiuse routes and there are McClintock HS students on the east side of the 101. (2) the superwide alley running from Selleh Park to McClintock between Concorda and Aspen should be considered to connect the Country Club Way path to McClintock. Create a walk and bike path in the middle of the alley ... probably a good location for a node too.
22. LIKE landscaping/shade, detached sidewalk, landscaped medians, rest stops/nodes, pedestrian lighting. DO'NT LIKE: wide sidewalks, buffered bike lanes, traffic calming
23. It is so barren looking. Wide open streets that could look much more lush & green. Nice looking homes, but not really inviting for walking or biking.
24. I like the bicycle lanes because I ride a bike and the lanes provide space between the parking lanes and traffic lanes. Our driveways are short so street parking is needed. I don't like the lack of lighting and the central turn lane. The turn lane encourages people in the traffic lanes to

speed by those who are turning. With a 25 mph limit, which is seldom observed (including the Orbit busses), there should not be anyone passing at all.

25. The bike lanes were a bad idea from the outset. They take away a traffic lane on a busy street, causing congestion at rush hour that wasn't that bad a problem before. Very few bicycle riders were counted, even by the City's admission, yet the City went ahead and spent millions of the taxpayers' money for this boondoggle. The best plan would be to restripe McClintock Road to the configuration it had before, and do away with the bike lanes entirely. We got along for many years without them just fine. The occasional rider on the sidewalk doesn't pose any danger, nor even inconvenience to the very few pedestrians who use the sidewalks on McClintock Drive. You shouldn't have "fixed what wasn't broke," as the saying goes.
26. I would like more shade and landscaped traffic calming medians. Keep the bike paths and on street parking.
27. I like the addition of bike lanes, buffered and protected where possible. Two-way center turn lanes are not necessary on residential roads where traffic is light and people turn into any particular driveway only a few times per day. Remove these two way center turn lanes and use the space for more bike lane, sidewalk, and landscaping width.
28. I like the buffered bike lane areas, sidewalks with landscape buffers & shade, node areas with seating & other elements, the sections with sharrows, and underpass. I don't like the 5 foot bike lanes next to parking and a 11 foot travel lane - I'd prefer 10 foot travel lane and 6 foot bike lane to avoid the dooring zone.
29. I would like to see a similar treatment as Collage Ave between Southern and Alameda. Between Southern and Curry Elementary school Country Club is too wide and encourages speeding with children present. Medians, chicanes, anything more attractive and effective than speed humps. Speed humps just turn into speed jumps. People don't seem to care how they effect their vehicles.
30. I like the shared use path and bike lanes and landscaped medians.
31. Landscaping and on-street parking are important. traffic calming - nothing extra. Just the narrowing of the street will take care of that. Pedestrian lighting would be great. Southern to Alameda (Meyer)
32. Please leave Alameda Dr alone from McClintock east to Country Club way. Country Club Way - no medians/no bike lanes.no planting tree/we need our water. no need for this/money not spent well. Taxes will go up for what/who??
33. From Southern to Alameda - need on street parking - traffic is heavy - no lane restriction (3 exisiting lanes should remain). Landscaping least priority need new sidewalks.
34. The stretch of road between Curry School south to Southern has a lot of traffic - many children - many cars - many buses. i do not want landscaping along this road. Please do NOT put speed bumps on the road (Country Club Way)
35. On Country Club Way you need to make the sidewalks level. The slope where the driveways are is very dangerous for elderly people. I see people fall all the time. You need to limit parking near where cross streets come out onto Country Club. If you stop at the stop sign you have to pull all

the way into the bike lane or road to be able to see the traffic. Such as at Del Rio where it crosses CC if there are cars parked close to the intersection you cannot see. Enforce the speed limit. People will pass you in the turn lane if you are going 25mph. Put in speed humps between the US60 and Concorda on Country Club. Parents taking their kids to Ward and Curry/Connley think it is a freeway. This is where you need to add the traffic circle not on Los Feliz. The Blue buses and school buses also think they are allowed to speed.

36. I LIKE THE UPRR UNDERPASS CONCEPT! CAREFUL DESIGN IS NEEDED TO ADDRESS UNDERPASS SAFETY ISSUES.

37. Likes: Any bike lanes, shade, nodes. Dislikes/concerns: parked cars, hitting cyclists, 2-way bikelane – awful

38. I like the bike lanes. Cars drive too fast, and I would like it to be safer for kids walking to school.

39. please do not to ANYTHING to impede the flow of traffic already heavy traffic due to 3 public schools in a very narrow area. Very hard to get out of driveway when so many cars are parked.

40. I WOULD LIKE TRAFFIC CALMING AND SHADE PLANTS. THE STREET IS TOO HARSH, IT COULD USE SOME SOFTENING.

41. You could go thru Selleh park, past school over to Country Club and not be so constrained. median with trees help slow down

42. Good design elements: ADA compliant sidewalks sharrows in low speed/low volume areas, buffered bike lanes with space for door zone, bike boxes. shade is good. Bad design elements: cycle track, bike lanes in center of driving zone, bike right next door to parked cars

43. More Pedestrian lights needed on PalmCroft Dr, (Southeast of Broadway and McClintock Dr), it's really dark in the neighborhood during the night. Safety comes first! More public art would be great.

44. Not sure

d. Please share your thoughts about what design elements you like/don't like in the segment between US 60 and the ASU Research Park.

1. I'm seldom in this area since I no longer work there --- but I've loved the visual & traffic slowing designs of the winding street with all the greenery & water.

2. Perhaps some artwork with color.

3. The improvement takes me directly to work in ASU Research Park, although I don't mind the dirt path already there. Need safe crossing over Elliot. Biking long distance is difficult and this ends at Warner with very meandering options to go further south. More collaboration with other cities is needed to extend bicycle routes.

4. The area here is better for riding, but ASU has been replacing the cement with gravel. This is not acceptable nor safe for bike riders.
5. I like this segment and have ridden (bicycle) this segment many times. I would like to see the ASU Research Park segment be as nice as the rest of the park.
6. I reside in the Cole Park neighborhood (original owner since 1972). I do appreciate the safety afforded by the bike lanes on McClintock and believe the inconvenience for vehicles is secondary to keeping cyclists safe. However, I have concerns with the additional features proposed on the new pathway project - specifically, the potential to negatively impact parking along Country Club Way. The segment running from Baseline north to the Superstition has a multitude of homes that directly face the street. (The College Avenue segment already completed from Alameda south to the Superstition has few residences directly facing the street. IF that is to be the model for the CC Way path, I fear it has some challenges not faced by the College Avenue project.) To what extent would a median with traffic calming (also a VERY good idea!) impact parking along this segment?
7. I cannot support a regular street light at CCW (Shutterfly Way) and Elliot Rd. (This is near where I live). We already have a light at River Parkway (to the east) and Los Feliz (to the west). The light at River Parkway is approximately two streets away. Any user of this path should be able to get to the light at River Parkway to get safely across Elliot. Again, this would save money and redundancy. If the City feels it is necessary to install something, then the City should consider putting in crossing lights like those along the Western Canal. These are only activated when a user (pedestrian or bike rider) pushes the button and needs to cross. The light is also shorter in length than a traditional street light so this would impede traffic less on Elliot, one of the main through fares in South Tempe.
8. I normally more use the area north of the US60, but it would be great to have an established route that goes south. There are many employers in that direction plus Chandler Mall so a full path is valuable. Would like to see it go all the way to Chandler so that there is an available connection there (not sure if Chandler has an existing route connection there, but if Tempe went to Chandler perhaps they would consider a connection there).
9. I don't travel on this part of Country Club.
10. I don't go that way but bikepaths and walkways are always good.
11. I like the multi use path by ASU research park.
12. I like the buffered bike lane areas, sidewalks with landscape buffers & shade, and the node areas with seating & other elements. The 10 foot soft trail, 6 foot landscaped buffer, and 10 foot concrete path is good - it meets best practices for equestrian and bike/ped use and gives more than the minimum used in the region.
13. I like the shared use path and bike lanes and landscaped medians.
14. LIKE: Landscaping/shade; pedestrian lighting; Lane Markings for bikes; Rest stops/ nodes; landscaped medians. Don't Like: buffered bike lanes; traffic calming
15. THE AREA HERE IS BETTER FOR RIDING, BUT ALSO HAS BEGUN REPLACING THE CEMENT AND GRAVEL. THIS IS NOT ACCEPTABLE NOT SAFE FOR BIKE RIDERS.

16. I LIKE THIS SEGMENT AND HAVE RIDDEN (BICYCLE) THIS SEGMENT MANY TIMES. I WOULD LIKE TO SEE THE ASU RESEARCH PARK SEGMENT BE AS NICE AS THE REST OF THE PARK.
17. Agree with good lighting and designated bike lanes allowing for parking by houses. I live by Fuller School since Tempe put in yellowish lower light bulbs can't see as well and covers less area - not safe.
18. look great
19. Likes: Any bike lanes, shade, nodes. Dislikes/concerns: parked cars, hitting cyclists, 2-way bikelane – awful
20. RENAME SHUTTERFLY WAY BACK TO COUNTRY CLUB WAY, FOR IMPROVED/LESS CONFUSION IN NAVIGATION. PUT A SIGNAL CROSSING WARNER AS PART OF PROJECT
21. segment between Elliot Rd and Warner Rd: 1) please preserve residential access to ASU Research Park at Buena Vista Dr and Citation Ln. 2) please correct both dead end intersections of these points that do not allow for sufficient turnaround for vehicles - esp emergency vehicles, I believe these areas actually require a cul de sac per traffic codes. I will offer my efforts to secure residential ownership signatures to support this request if needed.
22. IT IS FAR SAFER TO GO THROUGH ARIZONA TO LOS FELIZ AND USE THE EXISTING LIGHTED INTERSECTIONS AT GUADALUPE THEN USE BUENA VISTA TO THE RESEARCH PARK. ALL OF THE NEEDED INFRASTRUCTURE IS ALREADY IN PLACE
23. Good design elements: ADA compliant sidewalks sharrows in low speed/low volume areas, buffered bike lanes with space for door zone, bike boxes. shade is good. Bad design elements: cycle track, bike lanes in center of driving zone, bike right next door to parked cars
24. Would like a safer and shadier bike path and sidewalks on Country Club Way between Southern and Curry Elementary. Would like to see something similar to College Ave with separated and shaded sidewalks and periodic medians/islands. We periodically walk or ride to Shalimar for some of their events even though we are on the other side of the neighborhood. Traffic is much too fast. Country Club Way is very wide and doesn't need to be as wide as it is. Also, it is an eyesore for our neighborhood as it is now. Would like more shade and reduced neighborhood traffic speeds where possible along the entire route in my neighborhood.

e. The following are elements included in the preliminary design concept:

- Landscaping/shade
- Pedestrian lighting
- Wider sidewalks
- Landscaped medians
- Lane markings for bikes
- Improved crossings at arterial roads, railroad
- Buffered bike lanes
- Public art
- Rest stops/nodes
- Traffic calming (i.e. speed tables, chicanes, or other similar tools)

- Improved connections to nearby attractions, other bike routes and paths, schools, etc.

Please list three aspects of the preliminary concept design that you feel are important to the overall streetscape in rank order. (Feel free to add your own or use elements above):

Priority #1	Priority #2	Priority #3
landscape/shade- 17 landscaped medians - 5 bike lanes / improvements- 5 improved lighting - 5 Improved crossings - 5 traffic calming - 4 improved sidewalks - 4 buffered bike lanes - 3 lane markings for cars - 2	landscaped medians - 6 lighting - 6 bike lanes / markings - 6 buffered bike lanes- 5 landscape / shade - 5 public art - 5 traffic calming - 5 rest stops - 2 residential parking - 2 improved connections- 2 improved crossings- 2	improved connections - 10 landscape / shade - 5 landscaped medians - 4 improved crossings - 4 public art - 4 traffic calming - 4 lighting - 3 buffered bike lanes - 3 lane marking for bikes - 3 wider sidewalks - 2 water availability - 2 rest stops - 1 safety - 1

III. Demographics (optional)

A. Ethnicity/Race:

	# of respondents	% of respondents
American Indian/Alaskan Native	0	0%
Asian/Pacific Islander	0	0%
Hispanic/Latino	0	0%
African American/Black	0	0%
White	38	95%
Other	2	5%

B. Gender:

	# of respondents	% of respondents
Male	16	36%
Female	28	64%

C. Age:

	# of respondents	% of respondents
1- 20	0	0%
21- 39	5	11%
40- 64	22	49%
65 +	18	40%

D. Do you have a disability?

	# of respondents	% of respondents
Yes	7	16%
No	38	84%

E. Veteran Status:

	# of respondents	% of respondents
Yes	4	10%
No	36	90%

IV. General Comments

Please share any other comments you have related to improvements to the Country Club Way corridor:

1. Which area is going to get first priority (ASU or the older neighborhoods on the north end)???
Crossing RR tracks is dangerous; getting C.C. change at UPRR is low or long term part of the plan. That's disappointing. Let's not have a repeat of the McClintock bike lane debacle --- get the information out with flyers to apartments & to renters & other people who don't get the city info in water bills. I'd suggest more mailings to ""resident"" at all addresses, more EARLY information in the Republic, more PSA's on radio programs, more text messages to cell phones, more postings at area restaurants & schools, businesses & places like Escalante.
2. The city is doing a great job, and thank you for asking for the residents input. I really like the design and artwork of the light rail.
3. Love that this will allow improved N-S travel between Tempe Town lake and South Tempe. Traffic calming features and/or buffered bike lanes encourages more use by those less inclined to ride for safety reasons. There is safety in numbers, with more cyclists on the road, there is more traffic calming and driver awareness, making it safer for everyone, cyclists, pedestrians and motorists.
4. The public session held on Sept 16 was very professional and organized.
5. This could be a beautiful corridor if made people-friendly.

6. I love how College between Southern and Alameda now looks, very shady and well used by the neighborhood. Country Club between Southern and Meyer (past Alameda) would greatly benefit by these current plans.
7. Trees cost water! please no trees. lane markings for cars only. lane markings for bikes only
8. Please leave our section of Country Club Way alone. We already have bike lanes, a good turning lane and parking, which is very essential. We have 35 homes with a least two cars each - 70 cars and 70 cars on the other side - Please leave us ALONE
9. If we are doing all these improvements, its important to tell bikers to follow the rules of the road. As at Baseline/Country Club I've had a green light to cross, yet someone on a bike paid no attention. They need to stop
10. I strongly dislike bike lanes in roadways - much prefer riding on sidewalk. Prefer sidewalk expansion to include bike traffic
11. Next time - provide a glossary of terms. I was not able to follow presentation completely because terms were not fully explained. A board (glossary) in back is not helpful. I am confused and frustrated. McClintock was re-lined to make a bike lane with loss of a car lane. Now all this \$ is going to be spent to increase/improve cycling and pedestrian on Country Club Way. What about motor cycles? I would like to see the \$ spent differently - on parks. Open school property to the public.
12. As a regular bicycle commuter along Country Club Way, I already love the route and am excited about making it event better! I would enjoy riding the project from end to end! Thank you for allowing extensive citizen participation in this process!
13. Traffic calming: Wider speed transitions (not sharp bumps).maybe use street markings to slow cars. Separate bikes from cars where possible, if not improve street markings. Green bike ares, etc. also, do this at intersections.
14. I already made a previous submittal. But the comments above were omitted.
15. I have shared a lot of comments above. I think this is a creative project and am glad to see Tempe pursuing it. I am just having trouble understanding the redundancies between this project and the bike lanes on McClintock Dr. This is especially true when it comes to funding. Country Club Way seems like a much better road for bike lanes and community paths and seems like the preferred place to spend public money instead of duplicating the work. Also, I hope the City gets creative with crossings when it comes to our streets and doesn't resort to just installing more traffic lights. Thanks for having the forums and making the information available to the public.

16. Personally- I would hate speed humps, bumps or parts. I would like to see a marked and safe bike lane. If the extra wide street became smaller, that would be fine. A green belt on either side or something to buffer the kids walking to school from the cars. I love the Orbit.
17. Made comments previously, attended a community meeting, and making additional comments.
18. Please make sure that the opinions of the entire neighborhood are considered equally to those with homes directly on the route. Those in the neighborhood are directly impacted even if our home isn't right on Country Club Way. We use these streets daily for driving, walking, biking, etc. The state of the streets also impacts our home values. It is unfair to give those living on the route more weight than those living near the route as we are actually just as impacted. Perhaps add mini bike rental kiosks that have family friendly options along the route. (bicycles built for two, bicycles with child racks, kids bikes)
19. Something along the lines of College Avenue improvements north of Southern would be beautiful.
20. The three things I picked from your list are not in any particular order. In my answer, they are not important things to do. They are important things to not do. They are expensive, wasteful, and cause even more congestion. The whole exercise is insanity. My family has owned our home on Country Club Way north of Southern for fifty years, since McClintock Drive south of Broadway was a two lane broken cement farm road. After spending time in the Army, and on jobs around the country, I returned in 1984, and have been living here every since. Please stop wasting my taxes!
21. Please widen the bike lanes to 6 feet adjacent to parking lanes and make the travel lanes 10 feet instead of 11 feet to keep cyclists out of the door zone (throughout the areas with this cross section).
22. I love how College between southern and Alameda now looks, very shady and well used by the neighborhood. Country Club Between Southern and Meyer would greatly benefit by theses current plans.
23. Please leave our section of CC Way ALONE. We already jabe bike lanes, a good turning lane and parking which is very essential. We have 35 homes and with at least two cars each - 70 cars and 10 cars on the other side. Please leave us ALONE.
24. If we are doing all of these improvements, its important to tell bikers to follow the rules of the road. As at baseline/Country Club I've had a green light to cross, yet someone on a bike pays no attention. They need to stop.

25. I strongly dislike bike lanes in roadways - much prefer riding on a sidewalk. Prefer sidewalk expansion to include bike traffic.
26. Why don't you fix all the potholes between Southern and Concorda. Don't waste money on landscaping.
27. I am confused and frustrated. McClintock was relined to make a bike lane with loss of a car lane. Now all this \$ is going to be spent to increase/improve cycling and pedestrian on Country Club way. What about motorcycles? I would love to see the \$ spent differently - on parks. open school property to the public.
28. AS A REGULAR BICYCLE COMMUTER ALONG COUNTRY CLUB WAY, I ALREADY LOVE THE ROUTE AND AM EXCITED ABOUT MAKING IT EVEN BETTER! I WOULD ENJOY RISING THE PROJECT FROM END TO END!
29. The preliminary engineering and planning looks great. Keep up the great tempe improvements.
30. Buffered bikes lanes and sidewalks set back a bit would make it safer and more pleasant for kids and parents walking and biking to school. And for all going to Selleh Park. It would be fantastic to have direct, buffered access to Tempe Town lake by bike. Shade trees and traffic calming would also be great.
31. Must be able to have on street parking - there are so many cars parking on the steet between Southern and Alameda. So many walkers along their street- many of them children.
32. ? with speed bump, narrowing? why not go east through Selleh park to CC. Restrooms?
33. Water? 6-1 over 6-4, crossing over to rail track
34. Looks good, would suggest in sections wide enough for buffered bike lanes to put buffer between bike lane and parked cars 2-3 feet. More important to avoid cyclists rising in door zone.
35. No palm trees, no bushes. Trash cans. Pet waste trash cans. Drinking fountains at nodes with water bottle refill option. Shade, shade, shade.
36. Most everything listed above is very important to me. Public art might be nice, but unnecessary. Buffered bike lanes are not desirable for our neighborhood, but would like to maintain bike lane markings for bikes on Country Club Way. Would really like to see improved crossings and connections from this route to other routes. It is important to keep on street parking throughout my neighborhood.