



### THE PROJECT

The Tempe Town Lake Upstream Dam Bridge is proposed to be a 0.2 mile long, 10'+ wide, grade-separated crossing connecting Rio Salado's north and south banks; ultimately bridging a significant gap between the off-street bike/ped facilities of Tempe, Scottsdale, Mesa and Phoenix portions of the Valley Path system.

This project will provide a low-stress, off-street connection for users of all abilities with links to the major regional bike/ped facilities that converge onto the north and south banks of the Rio Salado Multi-Use Path system. This new facility will promote safety by greatly reducing vehicle-pedestrian conflicts and will also shorten the travel distance between Scottsdale and Mesa by introducing a grade-separated crossing on the east side of the Town Lake complete with lighting, rest nodes and public art features.

### OUTREACH

DIRECT MAIL	MEDIA	MEETINGS/INFO	SURVEYS
<ul style="list-style-type: none"> <li>• 1246 postcards to the single family households in the East Rio and University Heights Neighborhood Associations, major businesses in a one-mile radius, and other contacts</li> <li>• Multi-family complex managers mailed fliers for posting and offered electronic version for distribution to residents</li> </ul>	<ul style="list-style-type: none"> <li>• Social media to adjacent neighborhoods (Facebook &amp; Nextdoor)</li> <li>• Press release inviting the public to attend the informational meeting</li> <li>• Meeting posted on City online calendar</li> </ul>	<ul style="list-style-type: none"> <li>• Presentation to Transportation Commission</li> <li>• Presentation to Sustainability Commission</li> <li>• City Council Friday packet information item</li> <li>• Project website online</li> <li>• Slide re meeting on info facility screens/ CH11</li> </ul>	<ul style="list-style-type: none"> <li>• Comment cards distributed at public meeting</li> <li>• Public encouraged to comment online in all posts and media</li> </ul>

### SURVEY RESULTS

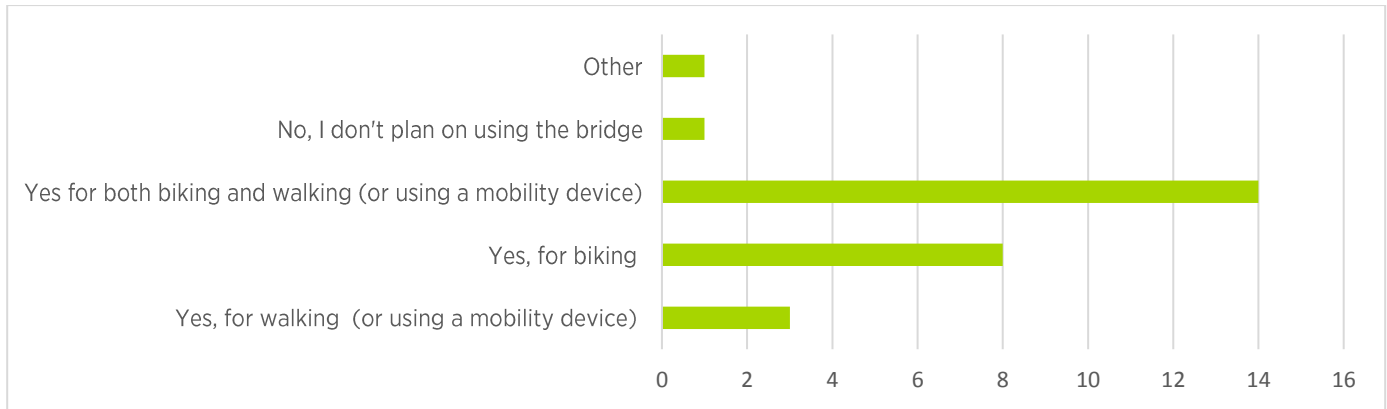
Twenty-five individuals responded to the survey. Not all respondents answered every question. The results are below.

**Question 1: Please list your top three priorities for the design of the Upstream Dam Bicycle/Pedestrian Bridge** (feel free to add your own element if you don't see it below):

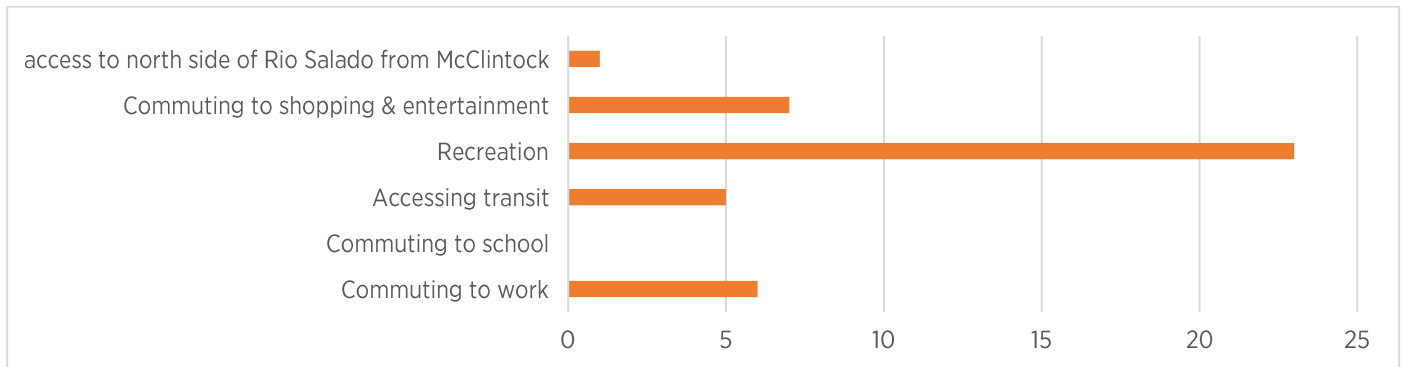
Wayfinding, Signage, Public Art, Shade, Landscape Nodes, Seating, View Platforms, Architectural Lighting, Wide Bridge Deck, Delineated Bike/Ped Space, Other

Top Priority	2nd Priority	3rd Priority
wide deck - 7	shade - 7	wide bridge deck - 6
shade - 6	view platforms - 6	view platforms - 4
delineated space - 3	seating - 3	public art - 3
seating - 2	architectural lighting - 2	seating - 2
no delineated space - 1	wayfinding signage - 2	architectural lighting - 2
blend into nature - 1	delineation - 1	shade - 2
public art - 1	no delineation - 1	delineated space - 1
view platforms - 1	eco-friendly - 1	
no pinch points for cyclists - 1		

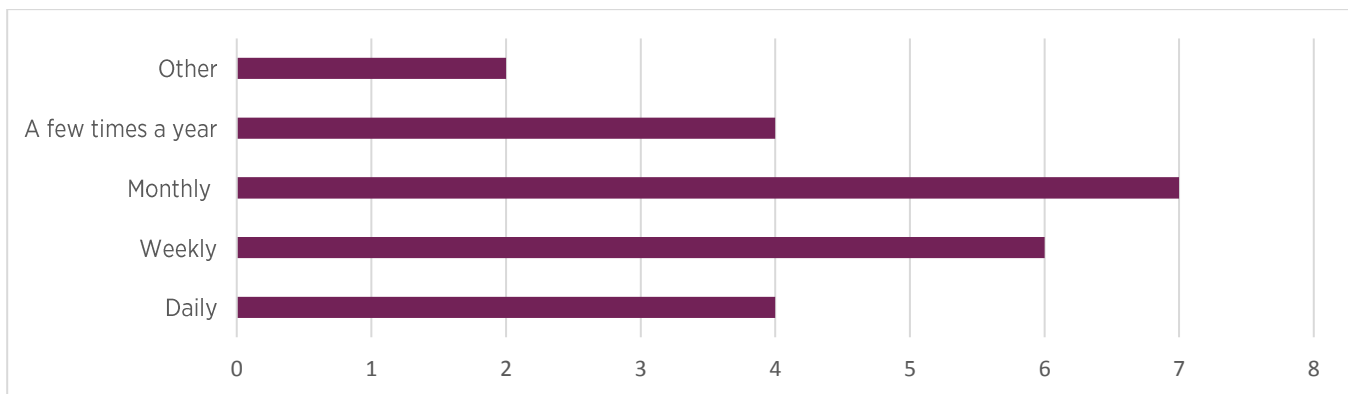
**Question 2: Do you plan on using the bridge?**



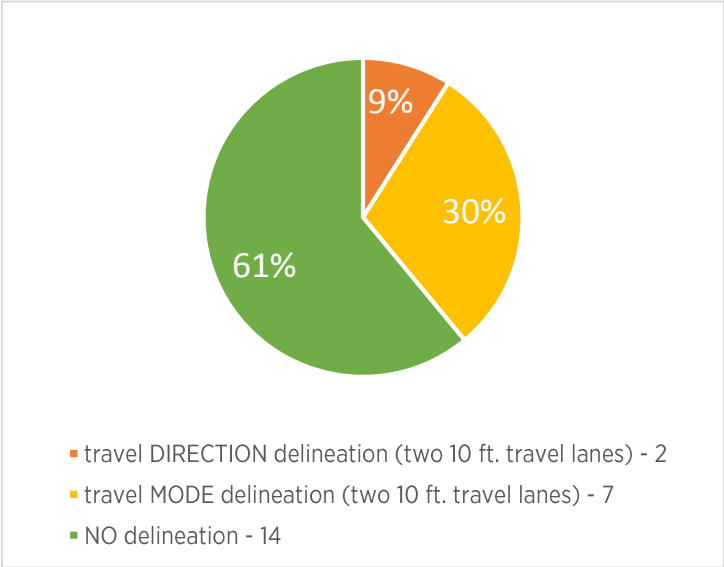
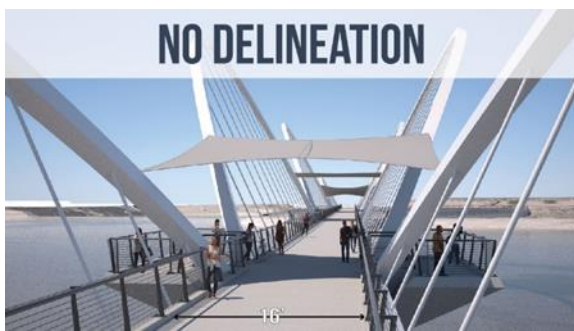
**Question 3: If yes, check all that apply:**



**Question 4: If yes, how often do you think you'll use the bridge?**



**Question 5: Which bridge deck design do you prefer?**



**Why do you prefer this option?**

1. I much prefer one \*wide\* bridge deck vs two narrower decks. (can it be 18'? or 20'?)  
I would prefer travel mode delineation on the one wide bridge deck.
2. Keeps all traffic traveling in the same direction, similar to a freeway. I wouldn't want bikes to trying to share a narrow space while travelling in both directions.
3. No delineation is confusing. Direction delineation is not necessary.
4. While I prefer the look of the no delineation design, the travel mode delineation seems best. Every time I bike across the western pedestrian bride, I struggle to avoid pedestrians as they're often spread out across the bridge.
5. It clears areas for each mode of transportation or recreation.

6. I believe it will be more safe for both riders and walkers.
7. The downstream bridge is sometimes dangerous to ride a bike through. People are not looking for bikes.
8. It allows for pedestrians to walk on both sides of the bridge to enjoy the different views and has a seating area. The bridge design needs MORE SHADE.
9. In a multi-modal transportation network, connections between paths can best be accomplished in a low speed, shared space environment. As a short connective path and viewing area, this bridge is ideally suited for such shared space.
10. People don't pay attention to delineation. Those who know and use the rules of the road will stay to the right for the direction they are moving; others are all over the place. with the delineated designs there will be people and bikes using both sides for both directions.
11. If there is seating in the design, it should be on some of the viewing platforms so the moving traffic isn't obstructed. There would also need to be room for strollers to be parked, bikes to be held. Issues with seating down the middle include needing room to park strollers/bikes on both sides while people sit, views of the lake blocked by walkers/bikers, additional costs for keeping it clean, and it seems like it could provide extended places for the homeless to sleep. If seating is needed, perhaps it should be off the bridge, on both sides of the lake, to avoid the potential clogging of traffic on the bridge.
12. I'd rather have the design of the platform encourage a slower speed for bikes, rather than lanes that suggest they go faster. A pleasant open area; use planters, art, benches to make safe areas for pedestrians to stop or stay on the bridge. East side will likely attract birders, with wildlife, marshes, etc. Shouldn't be a 'freeway.

**Question 6: Please share any comments you have related to Upstream Dam Bicycle/Pedestrian Bridge:**

1. On the North Side, can the eastern ramp approach be a straight approach and not u-turn?  
  
If this were done, the sidewalk section under the bridge on the north side could be made pedestrian only, as bikes would easily be able to bypass the lakeside sidewalk. (this might be a useful feature in the future)
2. I love that this is happening! I hope it will also make it easier to access the Phoenix Rising Stadium from the south side of the lake.
3. Thank you for the April 24 meeting; it was very informative and good to hear other residents' views. My husband and I appreciate the efforts to get this project off the ground. We were disappointed to learn that the actual building is so far out and hope funding will come sooner. We like to bike to and around the lake and would use the bridge if it were available today.
4. Encourage project implementation as soon as possible. Work with Rio Reimagined team to integrate with the McCain Legacy Project.
5. While it's a modern, beautiful design, let us make sure any bridge is strategically placed so as to NOT disturb the best fishing and birding habitats at the East End of the lake. Remember a while back when it was necessary to drain the lake to build the dams? Had to be done, but we lost a great deal of bird diversity. The cormorants no longer sit on the orange floating structures and damn structures as they used

to do, and the Brown Pelicans have been gone for at least a year. I've not seen any White Pelicans either, and they used to visit. Eagles do not visit so much, although they are still around and breeding as I saw a baby Bald Eagle right there in March, 2018, sitting on the Lake's edge, right where the Bridge might be built. Let us appreciate the treasure we have and not disturb areas where our National Bird, the Bald Eagle, feeds and raises their young.

Please keep in mind, what we do for the bridge does disturb our ecosystem. The further East you go on Tempe Town Lake, the more robust the ecosystem for year-round and migrating birds. When one walks the McClintock bridge, during fall and winter migration, one can see Cinnamon Teal, Green-winged Teal, Ruddy Ducks, Buffleheads, Western Grebes, Eared Grebes, Canvasback Ducks, Yellow Legs, Spotted Sandpipers, Sanderlings, Advocets, Black-Necked Stilts, and so much more! The Cliff Swallows return each March and build nests under the bridge. Black Crowned Night Herons and Owls take the night shift. Osprey and Bald Eagles fish at that end of our very wild, wonderful Lake. Meanwhile, year round the Great Egret, Snowy Egret, Cormorants, Blue Heron and Green Heron show their beautiful selves because they have a wild, watery somewhat safe environment with food that the sun helps feed. If the bridge is built at the very East end of the lake just West of McClintock, then it will shadow over the feeding places and winter homes of our wild, wonderful, beautiful, beloved bird friends. I fear they will abandon the area just as the Brown Pelicans did when we drained the Lake for the dam.

Can the bridge be built a bit more upstream? Or can we save money, utilize the already existing McClintock bridge paths, maybe widen them a bit, and provide paved access where the dirt trail is ALREADY next to the bridge? The most endearing thing about that area is NOT that it needs to be full of bikers and pedestrians, but that bikers and pedestrians can co-exist with and honor the landscape, natural beauty and homes of birds that are already there. Let's be simple here. We have already built up so many natural spots along the Lake. Let us not destroy this Desert Birding Paradise.

And yes, yes, I know. Someone built those prototypes. Someone is all excited to get this project out. Everyone got their say April 24th when I was out of town, on my Birthday no less! Yet I say please modify your bridge plans now before it is too late to have the least impact possible on the wild life that is already there. If your proposed bridge is built over the area just West of the McClintock Bridge, it will create shadows, affect food diversity and alter flyways the birds have been using for years. Like happened with the draining of the Lake, I fear our diversity will diminish and birds, again, will lose their homes to mankind's rush to build structures in their spaces rather than co-exist with the land and it's wildlife.

Now, should you decide to build an Eco-friendly version, please allow me to use my artistic abilities as well as Audubon Bird Identification knowledge to create signage on any structure built to point people using the bridge to take in the beauty of birds all around us. As bird watching leader and as a Licensed Professional Counselor in the State of Michigan who focused on Holistic Health, I now just volunteer as a coach for people rather than treat diseases. Bird watching points people toward happiness rather than treats disorders. Yet I can't tell you how many people I have seen whose lives were changed for the better by the mindfulness of watching birds. A woman who reported chronic anxiety found her cure, right there at McClintock and the Lake where we watched birds. A woman with depression and complex trauma reported "birdwatching has changed things for me." She's all excited now about being in nature, her new mindfulness practice and appreciates the beauty around her. Even myself, after years of fruitless searches for a cure, found new life in bird watching! Yes, it's THAT powerful to be in nature, be mindful and save wild spaces in Tempe where we can see such a huge variety of species. Build an eco friendly bridge, please, or leave it alone, but do not greatly alter the locations so humans take over Tempe's most valuable pristine, valuable, diverse bird area.

Thank you for considering my proposal to save our wild spaces in Tempe. I write not just as a birdwatcher, but also as a biker, walker and regular Tempe Town Lake traveler and am willing to co-exist with nature and have less pomp and circumstance as I cross the Lake on my bike or take walks. May others in our beloved community realize the value of this space as well.

6. Please keep it well west of the Riparian area East of McClintock. The Riparian area is a very valuable Wetland & I would hate to see it damaged by construction. With our growing population, birds are left with fewer places to feed, rest, & breed.

7. I'm worried about the entries and exits on the north side. When going northbound, Could a bike be going fast and fly into the water? The bike lane might need to be on the west side so that it doesn't interfere with handicapped ramp entry. Love the wood look shown. During the presentation, only the connections to the other cities were mentioned. For the choice of preferred projects posted at the meeting, the Country club way project wasn't even listed. The Country club way project needs to be given higher priority so east central tempe areas can get to the upstream dam, downtown and the urban core.
8. If possible, it would be nice to incorporate solar for lighting and shade. Great Project! I hope we can make this happen!
9. With no delineation - perhaps just add signage that says "congested area, slow down"
10. the latane (sic) type shade structure is more artistically pleasing. 2.) The viewing platforms wfm (sic) the curvier railing is also more pleasing. Seats would be nice. 3.) The 2-arch butterfly design design is very artistic and less utilitarian. 4.) Using solar panels for shading could provide power for lighting.
11. Why not use solar panels to create shade?
12. This connection is needed for a comprehensive bikeway network in the valley. Connection of Mesa, Tempe and Scottsdale will increase livability in the region.
13. About the structured delineation with seating, anyone sitting here has to stand up at some point and could do so when a bike is going by and risk being hit. When a family sits there not everyone will be sitting and anyone not sitting is standing on the path in front of their family, blocking free movement. View platforms solve this problem.
14. I think this would be an important improvement to the Tempe Town Lake and connectivity of the bike path system surrounding it.

**Emailed comments:**

1. 2030, 2040. You've got to be kidding, Im a 72 yr old cyclist, I won't live to see it. We (peds & bikes) really need this NOW, for safety.
2. I vote no on anything that puts more bicycles into the streets of Tempe. No to anything that decreases the footprint automobiles use for access to Tempe. If we have excess budget to fund something new, then promote electric vehicles and better automobile traffic flows. How about new traffic light controls and computers, and camera systems that all better dispersion of congestion. That will save fuel, time, and benefit the environment. Bicycles are an extremely tiny component of Tempe's public transportation needs. Adding the recent bicycle lanes to our traffic mix has done nothing to increase bicycle traffic. What it has done, is created daily traffic jams and increased travel time for automobiles thus increasing our air pollution. If this bridge keeps bikes OFF the roads then it would benefit Tempe. But first we need to address our new blythe, Bicycle Litter ! There are bicycles strew all over Tempe, in every neighborhood, and on street corners, strewn in parks, blocking access to sidewalks and businesses. Was there any research or study on this before we allowed these companies to dump these bicycles on us? How much money is Tempe making from the rental of them? I will bet we make nothing. My opinion is the promotion of the entire bicycle issue is OUT OF CONTROL and if you ask the public is they want to share the street with more bicycles there will be a resounding no. Count the bikes on every major new added bike lane along with the cars. Measure the traffic back up and idle times automobiles are spending every rush hour morning and afternoon. There is a difference between making bikes available to ride around inside our parks versus adding bike lanes, rental stations, and bridges to our city streets. STOP IT. There are tens of thousands of Tempe residents driving to work every day, but a few dozen who actually ride bikes to work. I know there is an argument against that but you do NOT have the numbers because if anyone had a legitimate study, you could not have pulled off what is already done. STOP IT, we do not have the money or need. If Tempe has the mental resources and financial budgeting abilities to adopt new project to enhance Tempe and increase public satisfaction, direct those efforts to getting rid of the homeless and





## Upstream Dam Bike/Ped Bridge Project Area demographics compared to survey respondents

*note: not all respondents answered each question*

		Project Area		Survey Respondents	
Topic		Estimate	Percent	Number	Percent
Population		55,181		25	
Ethnicity					
	American Indian/Alaskan Native	1,722	3%	0	
	Asian/Pacific Islander	6,298	11%	2	12
	Hispanic	10,970	20%	0	
	African American/Black	3,237	6%	0	
	White	30,700	56%	14	82%
	Other	77	0%	1	6
Gender					
	Female	25,207	46%	9	53%
	Male	29,974	54%	8	47%
Age					
	1-19 yrs	14,339	26%	0	0
	20-34 yrs	26,558	48%	2	12%
	35-54 yrs	7,888	14%	6	35%
	55-64 yrs	3,022	6%	3	18%
	65 + yrs	3,374	6%	6	35%
Disability					
	Yes	not available		3	18%
	No	not available		14	82%
Veteran Status					
	(civilian population over 18 yrs)				
	Yes	1,999	4%	1	6%
	No	47,531	96%	15	94%