Grand Canal Multi-use Path Phase II
Public Input Summary: SEPTEMBER 2019

I. Background

Grand Canal Phase II (Preliminary Design): This project will produce preliminary design concepts and report for the feasibility of a connection between the Grand Canal and the Rio Salado North Bank paths. (However, the final design and construction for this project are unfunded.) The proposed grade-separated project is located between the Tempe Town Lake/Rio Salado North Bank Multi-use Path and Washington Street along Center Parkway over SR-202.

The City of Tempe held two public meetings (May 8 and 11, 2019) to introduce the project to the public and seek input regarding the options for both Phase I and II. A second round of public meetings was held September 14 and 16, 2019 to provide input on the refined options. A total of eight people attended the meetings.

II. Outreach

POSTCARDS/ MEETINGS

Postcards:

- **2805** mailed to the project area

Public Meetings:

- 9/1419: 5 attendees
- 9/16/19: 3 attendees

TWITTER

- **9/4 public meetings**
  Reach/Impressions: 3866
  Engagement: 18
- **9/13 reminder**
  Reach/Impressions: 7734
  Engagement: 51
- **9/25 reminder**
  Reach/Impressions: 3476
  Engagement: 37

FACEBOOK/ NEXTDOOR

Facebook:

- 9/4 public meetings
  Reach/Impressions: 776
  Engagement: 22
- 9/13 reminder
  Reach/Impressions: 1200
  Engagement: 88
- 9/25 reminder
  Reach/impressions: 2100
  Engagement: 214

Nextdoor:

- 9/4 public meetings
  Reach/Impressions: 3429
  Engagement: 9
- 9/25 reminder
  Reach/impressions: 2831
  Engagement: 9

MEDIA

Press release:

For public meetings:

- 1253 emails sent
- open rate 28.2%

III. Survey Results

The survey was distributed at both meetings and was open for online comments from September 14 – September 28, 2019. There were 44 responses to the survey.

Question 1:

Please share your thoughts regarding the Grand Canal Multi-use Path Phase II.

1. This looks like a very worthwhile project that would add to the recreational opportunities for residents and visitors to Tempe.
2. I would love to see more connections for bike paths around Tempe, this is good.
3. I am fully in support of this project.
4. Any infrastructure that supports safe alternative transportation is desirable.
5. I think this is a great idea. I strongly advocate building interconnected, off-road bicycle paths that make bike commuting a real option for people.
6. This is the path that I have been looking for and unable to find. When it is complete I will be able to get to work 95% of the way without traveling next to cars OR riding the light rail. I love the LR, but during the school year and at rush hour it's often too crowded to bring a bike.
7. I love the variety of cycling options Tempe provides, and use the paths near and around Tempe Town Lake almost daily. Thank you for providing them. I'm all in favor of path connectors that allow cyclists to safely and easily move around the city.
8. We use the north Rio Salado path daily for running and dog-walking and have twice used the realigned grand canal path section. Connecting the two would be a great addition to our off-street movement ability, enhancing safety and appeal of our community.
9. Please consider connection of the Grand Canal Multi-use path with the Crosscut Canal. I see the Phase II project area boundaries just barely exclude this connection… In one version (2014 presentation online) of Tempe's Transportation Master Plan it showed a new red dotted (aka multi use path) connection from Grand to Crosscut in 2020 but the current version online excluded that line now. Maybe this is scope creep, but feel this is a missed opportunity or maybe consider how this can be incremental in a phase III. You already have Grid, a light rail, ped/bike crossing on Washington and space behind First Solar and all you need is some path treatment and a crosswalk at Van Buren/Mill and you are set to have Crosscut, Grand, and Rio meet and have the meeting point be basically The Marquee and Light Rail which is a good sense of place too. Bikeway, set in stone, to regional connection with Tempe at the center of Phoenix, Scottsdale and Mesa. Perhaps an opportunity? I work in Downtown Phoenix and live in North Tempe so I take the light rail in the morning and bike Washington, Grand Canal, and Cross Cut in the afternoon five days a week already, not a bad workout ey without blowing the time budget? Sometimes the Rio Salado is a nice scenic route for an extra 3 miles. Overall though, great job you all on this project and coordination with

Phoenix and Mesa on the canals. I frequent them daily, weekly, and monthly and it's one of the reasons why I have chosen to live in North Tempe. Being able to bike and not worry about the probability of being hit on the canals by a car makes North Tempe more affordable in my opinion too since I don't have to drive a car. Need some more buzzwords, that are actually the truth? I am a young adult working professional who went to ASU and stayed in state. Fin. :)

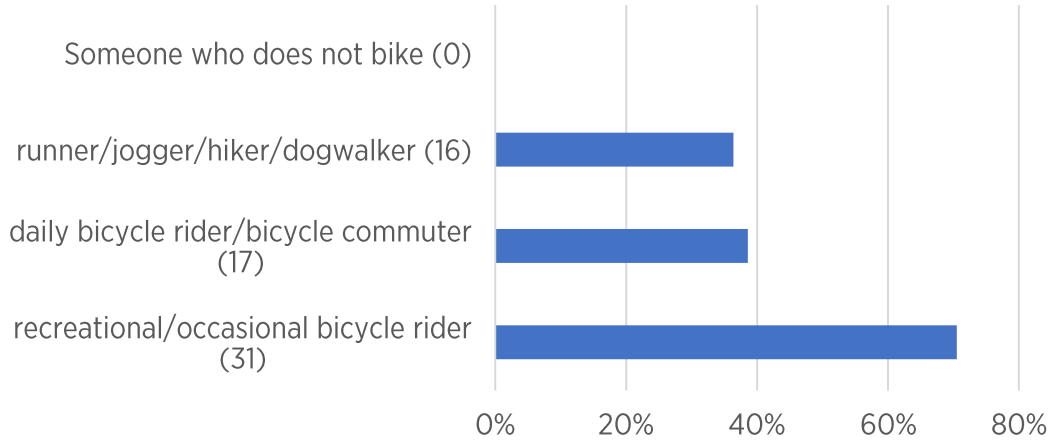
10. This is somewhat viable, and more so for recreation, Keeping the expense to a bare minimum is my preference. The needed path is Dorsey/Country Club with either a bridge or tunnel to cross Union Pacific RR. and continue into Scottsdale bike path with the new Town Lake Bridge.
11. I think this is an important project and would like to see it move forward ASAP.
12. Excited to have another connection to the rest of the valley's pathways and avoid on-street travel as much as possible!
13. Love it! I live at the Rio Paradiso apartments and it's one of my favorite things about living here. I walk by dog on it almost daily. That said, I think you're correct on the assumptions listed on the previous page. Having just moved here, I had no idea that all of these other trails were so close to me (yet so far). Biking across busy roads and intersections can be terrifying. I love the idea of being able to bike places on a safe trail. I wish I could get to a restaurant from here more easily, too.
14. Glad to have a safe way across the 202.
15. I'm glad to hear this might finally be finished. The only reason I haven't used it more is because of these gaps, which make it dangerous.
16. Great idea. The roads in that area are very congested and dangerous to bike ride.
17. I support this proposed project and the connectivity it will provide between Phoenix and Tempe.
18. We are avid recreational bikers, and have very much enjoyed the paths around Tempe Town Lake (and others). We transport our bikes to the area to make use of the paths. I appreciate that you are considering this expansion and I am enthusiastically in favor of our tax dollars being used for this purpose. Please continue to develop the recreational paths as quickly as conditions permit.
19. Looks like a good plan.
20. Absolutely expand bicycle options please
21. I'm all for extending the new path and linking with other routes
22. This is a fantastic project and will provide a multi modal connection to PHX & Tempe! I think the key components to success would be;
    - shade features with water fountains and bike maintenance
    - zoning updates to allow nearby properties to tie into the path
    - gentle gradient for the path connection under the loop 202 freeway
23. Long overdue connection. Build it please!

24. I'm in support of continuing on with this project. Linking all of the paths is a good thing and a good use of city funds.
25. How about a walker, skate boards electric scooters, roller blades ect. What else do you have in mind this time another STUPID STREET CAR. It's none of your business what race I'm. Were all Americans Remove that questions
26. Many of us in the neighborhoods just south of TCA were excited about this path being a way to the Central/Washington light rail station. However, after going to the meeting it does not seem it will be usable for us given the "out of the way" nature of the path from the pedestrian bridge. We assumed Central Parkway would somehow be involved
27. Would love to see a connection from both Mill Ave and from the lake path.
28. I think current pathways are adequate for my use through this area. Propose construction outlined on the photo would not benefit many. Funding would be better spent elsewhere.
29. Great idea
30. The closer we get to making cyclists first class citizens, the closer we'll be as a community. We'll support more local business, we'll smile and wave instead of honking and filing insurance claims. We'll also contribute less to traffic. With the population growth, it won't be practical to drive a car anymore anyway.
31. Always in favor of having more areas for biking and pedestrian traffic.
32. I think connecting the trails is really important to make it more usable. Trails and the like are kind of useless if they don't actually connect you to anything. South Tempe has a pretty decent way to bike up towards downtown Tempe, and I think providing a way to cross the 202 would enable people of North Tempe and even Phoenix/Scottsdale area a way to get into downtown Tempe as well, and the more accessible an area is - the better.
33. Any opportunity to connect established pathways and create corridors for non-vehicle use is a benefit to the community, our air quality, and the local environment. Please move forward!
34. I love multi-use paths and think more is always better, but this path seems a bit superfluous with the lake/ river path running parallel. I rather see the money spent on areas that are not served yet.
35. I like it! This seems like a good use of existing structure to extend the trail systems. I am looking forward to using this connection.
36. The Priest Dr. alternative is somewhat hazardous, requiring cyclists and pedestrians to cross two busy intersections, which is in contrast with the overall idea of minimizing conflicts. The Lakeview Dr. alternative has no traffic conflicts, and therefore is a less hazardous alternative. Also, the Lakeview Dr. alternative should be substantially less expensive.
37. Let us further develop this great area!
38. I think it sounds like a great idea!

39. My previous #1 option was the Lakeview drive alignment, with Priest drive coming in second. However, after seeing the 15% designs, I now put Priest drive as the preferred option. I like the fact that it provides a standard 10' wide multi-use path connection between the grand canal and Rio Salado paths. I hope that a multi-use path connection will be provided from where Priest drive intersects with the interior road of 'The Grand' to the actual grand canal path. That is the only aspect of the design that needs clarification. I think Lakeview drive probably makes more sense for a connection location, being that it is closer to the bridge over the lake, but I dislike the current design that uses buffered bike lanes to provide the connection up to Washington. I think that any connection between major path systems should be constructed as paths, not as bike lanes. I'm sure there is sufficient right of way on Lakeview drive to allow for construction of a MUP, so that should be the preferred plan. A MUP on lakeview drive would connect to widened sidewalks/MUP on the south side of Washington. This system could be expanded to provide a MUP path connection to the crosscut canal path, which is also in the vicinity.
40. I love it!
41. It would be great to connect the canal with Tempe Town Lake. It needs to be easy to navigate and contain good signage. Add a water fountain somewhere as well please. Have good lighting without being obnoxious.
42. I like the plan as it is laid out, and it provides more pathways for other people to use and be active / enjoy.
43. Yes! I am 100% for multi-use paths! Many valley residents use this for recreation. It also serves as a wildlife corridor so urban wildlife do not have to dangerously cross roadways and freeways!
44. Adding more multi-use paths for Tempe is a positive thing. With the traffic increasing these will provide a safer place for bike, runners, walkers and others.

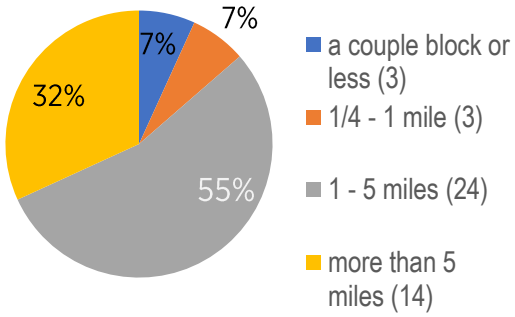
Question 2:

Which of these describes you? (check all that apply)



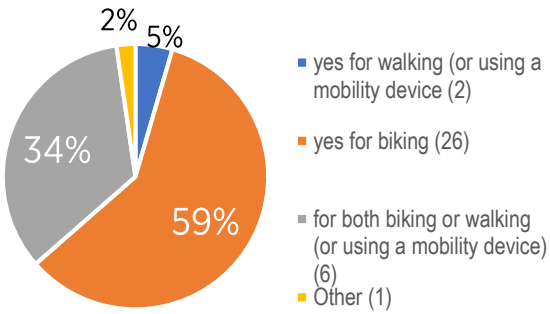
Question 3:

How far is your home from the Grand Canal Multi-use Path? (44 responses)



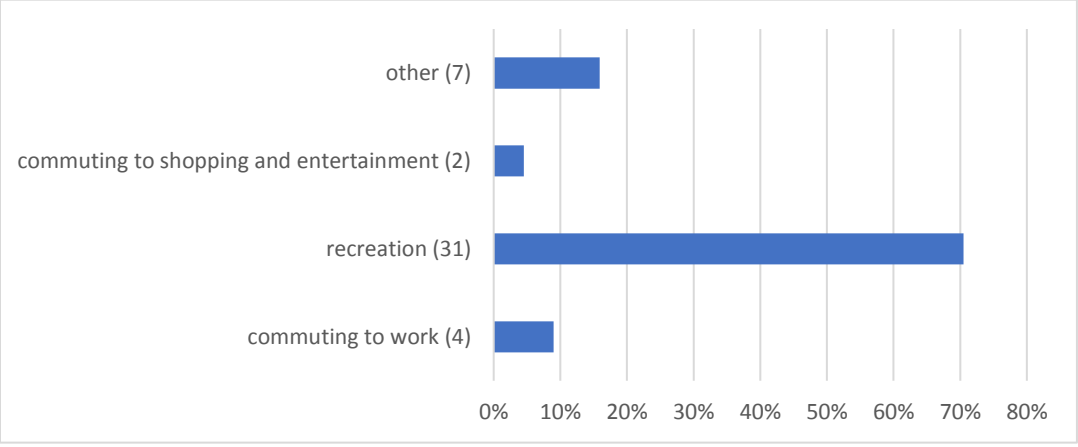
Question 4:

Do you plan on using the path for bicycle or pedestrian trips? (44 responses)



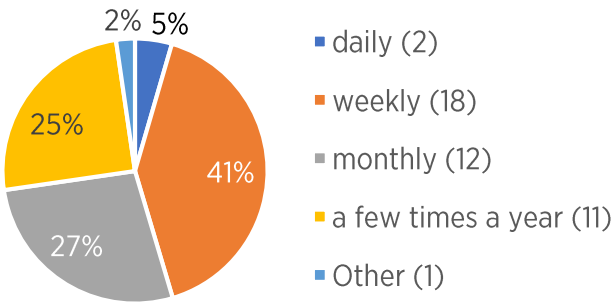
Question 5:

If yes, what will you use it for? select all that apply (44 responses)



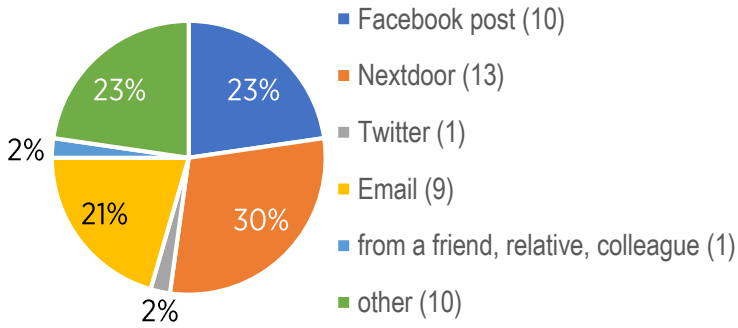
Question 6:

How often do you think you'll use the corridor?



Question 7:

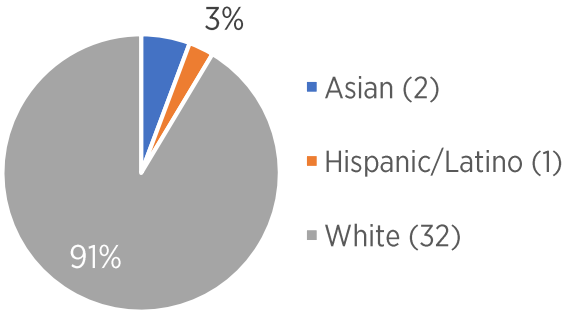
How did you hear about the Grand Canal Multi-use Path Project?



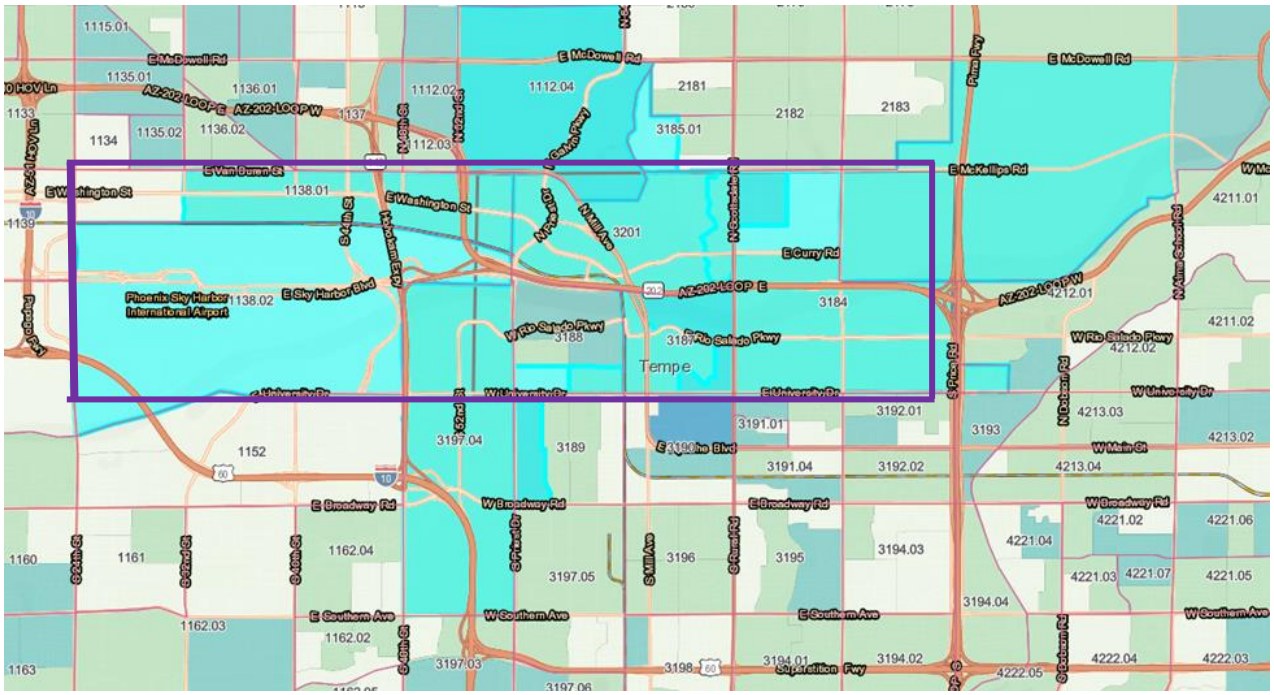
IV. Demographics

Race/Ethnicity

Thirty-five (35) people responded to the optional question.



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



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

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

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

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

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

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