



## Priest Drive Bike & Ped Improvements: Public Input Summary, July 2020

### I. Background

The Priest Drive Bicycle and Pedestrian Improvement Project extends along Priest Drive between Ray Road on the south to Grove Parkway on the north. The project seeks to improve bicycle, pedestrian and ADA facilities along Priest Drive, by providing accessible connections along the corridor to major commercial and employment destinations, parks, schools, including adjacent bicycle facilities such as the newly opened Highline Canal Multi-use Path. The project was awarded a regional design assistance grant to develop 15% conceptual plans that will also include a preliminary design report. The initial meeting will be held to solicit public recommendations on improving the corridor for pedestrians and bicyclists. The meeting will also provide the public a chance to review the consultant's presentation on the opportunities and constraints including proposed preliminary design alternatives. There is no current funding for preparing the final design or for construction, identified for this project.

### II. Outreach

**Postcards** inviting the public to attend the meeting or to comment online were mailed to 5921 households in the project area. The public meeting was held July 15, 2020 using WebEx.

The topic was **posted online** from July 15, 2020 – July 29, 2020 using the Tempe Forum platform.

A **presentation** was also made to the Transportation Commission on June 23, 2020.

Below is a summary of additional **outreach tools** that were used to provide information to the public regarding the meetings, project, and opportunities for input:

#### FACEBOOK

7/2/20 – public meetings. Reach/Impressions: 3391 | Engagement: 383

7/8/20 – public meeting reminder. Reach/Impressions: 1464 | Engagement: 52

7/22/20 – online input reminder. Reach/Impressions: 1586 | Engagement: 70

#### TWITTER

7/2/20 – public meetings. Reach/Impressions: 2156 | Engagement: 101

7/8/20 – public meeting reminder. Reach/Impressions: 2017 | Engagement: 26

7/15/20 – day of online input reminder. Reach/Impressions: 1696 | Engagement: 23

7/22/20 – online input reminder: Reach/Impressions: 1905 | Engagement: 51

## NEXTDOOR

7/2/20 – public meetings. Reach/Impressions: 2758 | Engagement: 6

7/22/20 – online input reminder. Reach/Impressions: 2722 | Engagement: 1

## PRESS RELEASE

7/1/20 – public meetings. 1997 emails sent | 30.3% open rate | 1.7% click rate

7/13/20 – Coronavirus newsletter. 6485 emails sent, 36.1% open rate, 7.5% click rate

### III. Survey Results

A total of 124 unduplicated survey responses were received.

**Alternative 1:** provides a buffered bike lane by widening the road and reducing the width of all lanes.

1. I support alternative 1 and 3 because the bike lanes are in the street. I do NOT want to ride on a sidewalk. As it is, riding in the street through driveways and intersections, motor vehicles come out occasionally into the street to stop. With sidewalk bicycle riding, there are more frequent dangers of being hit. Many states and cities make it unlawful to ride on the sidewalk because of the dangers to cyclists.
2. No because it was done on McClintock and is awkward and problematic in high traffic times
3. Yes I support this as a preferred alternative. I am comfortable riding on a main arterial if the bike lane and buffered section are as wide or nearly as wide as a car lane. Widening the road allows enough space to accommodate a much wider bike lane than a 4' bike lane right next to cars that are often speeding >45 mph
4. Yes. This is a reasonable option. Buffered bike lane
5. The bike lanes are nice but a hard/raised buffer provides additional safety to the rider. Priest has quite a bit of car dealership traffic that typically disregards all traffic laws when vehicles are being test driven. Separation from traffic lanes is key in this area.
6. The bicycle paths would be a good idea and I support this plan. The city of Tempe has been supportive of bicycle paths in other areas within the city and this new plan is simply an extension of this concept. Giving Tempe citizens the easy and safe option of riding a bicycle or walking will inspire its people to

7. I think this is the second-best option. I do not like that it reduces the sidewalk north of Ruby Drive, but it is still better than option 2 and option 4.
8. Yes, This looks nice. Please make sure road is as quiet as possible! And please add as much greenery/nature as possible.
9. Yes - providing lane for bikers is safer.
10. No
11. No, sounds expensive with little gain. An off-road bike/multi-use path is better.
12. I support this.
13. Bikes are way better than cars. Period.
14. I do not support. Reducing lane sizes would cause more collisions.
15. No to alternative 1 - It's unsafe
16. I support any improvements for pedestrians and cyclists
17. Yes, my only tweaks would be to move the sidewalk behind the trees and to add a raised element to the buffer to create a greater separation from motor vehicle lanes. FYI - when I click to view a plan view it fails to load.
18. No, there is already not adequate space on the road to manage the vehicular traffic; Priest needs to have more lanes for traffic, not less.
19. Yes. It's safer for bike traffic and pedestrians.
20. I do not support this alternative because a third southbound travel lane cannot be justified by traffic volumes. Why add more black heat trapping asphalt for no good reason?
21. No. When pandemic is over, we do not need reduced traffic lanes. What seems to be missed in relation to accommodating more bicycle traffic is the fact that stopping rush hour traffic and restricting it by reducing lanes is a tremendous waste of fuel. And it snowballs because a lot of traffic lights are timed for a good flow of traffic. I do not know exactly how much pollution this stop and go traffic produces but it has to be a tremendous amount. I would rather have cleaner air to breathe than more bike lanes and lights. Thanks.
22. No. Not enough space between types of travelers
23. Yes I think this would allow a larger safer space for bikes. I don't feel that the traffic warrants 3 lanes on this road.
24. Leave it alone. If you make any changes you are throwing money away.
25. I support this provided that the bike lanes are at least as wide as the standard preferred width of 5 foot from the gutter pan seam to the white line. The traffic speed is fast here, and includes both buses and large commercial vehicles. This, plus the fact that there are numerous driveways along this route, would require the wide bike lane in the interest of safety.
26. No - Given the heat and lack of general use by bicyclists it does not make sense at this time to increase traffic by reducing lanes for bikes. A better solution is to divert the bikes through a less traveled N/S route perhaps through a neighborhood. This will actually create more pollution and particulate matter by causing cars to idle longer.
27. No. (because prefer option 3) 6-lanes of through traffic does not appear warranted by vehicle traffic volumes. Expensive. Extra capacity only invites speeding and pass-thru traffic.
28. I like this, but not the most.

29. I like the buffered bike lane, flowing with traffic. I heard comments to include bike lanes in the round-a-bouts. I've not experienced those in my long years but have always worried that vehicles entering the turns from other intersecting streets are not aware that bicyclists are in the lane. I take the full lane, which challenges the driver to see me. That has not always been welcomed.
30. No, I think Priest should be reduced to two lanes from Elliot to Warner.
31. I would support this alternative as long as the bike lane is wide enough to for a bike with a carriage attached and that the buffer is raised or implements physical barriers between the vehicular lane and the bike lane when not at an intersection. I often ride along priest with our 3.5 year old daughter and do not trust people to stay off their phones and in their travel lane.
32. Yes. I use Priest Dr on my bicycle multiple times per week, and currently it is a bit sketchy and feels unsafe at times. Alternative 1 is an great improvement on the existing conditions. It is a safe design that places bicycles in the traffic pattern in a way that will foster respect from vehicles and promotes predictable cyclist/motorist interaction.
33. I support this alternative, as a second choice. I support alternative 2 more.
34. I strongly support this alternative. As a cyclist, I do not feel safe using the road in its current configuration. Having designated buffered bike lanes would significantly improve the roadway.
35. I don't support bike lanes. No one in south Tempe uses bikes. I've lived here more than 30 years and have never seen bike riders.
36. I'd support this alternative though it would cost the city more money than the other options.
37. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
38. Yes, pro-bike safety.
39. No, there isn't a substantive buffer to keep bikes from traffic.
40. No - prefer to have bike lane off pavement and away from cars
41. Yes, alternative 1 is great. It separates motorists, cyclists, and peds in a responsible way. It allows cyclists to operate more like a motorist than a ped, which is much safer!
42. The bike lanes should be at least as wide as the standard preferred width of 5 foot from the gutter pan seam to the white line, due to the speeds, vehicle mix including buses and commercial trucks, number of driveways, prevalence of distracted driving, etc.
43. No - It would be nice to have a median in the middle with trees or bushes, similar to what's been done on university road near ASU. Or similar to

Scottsdale road in south Scottsdale and north Tempe. I do support the addition of bike lanes, but I hope we don't put them in, and then remove them a year later similar to what occurred on McKlintock Drive.

44. Yes. This is the 3rd best option. It is better than the current conditions because cars drive at 50+mph on this road, and riding your bike on the shoulder is frightening.
45. I do not support this alternative. I think that the bike lane should be elevated separate from the street. Additionally, widening the road will be a major undertaking relative to performing the construction on the side of the street. This is the worse of the two options because it (1) does not improve safety as much, and (2) requires the most expensive, time-consuming labor.
46. Yes.
47. No - "buffer" does not sufficiently protect bicyclists from traffic.
48. Yes, safe for bicyclists. Smaller lanes decreases speeding
49. No, cost to the city in acquiring ROW is too much.
50. No, i feel like three lanes is a bit much for cars.
51. Yes, I support buffered bike lanes.
52. I support this alternative, because it allows for bike lanes that are designed in accordance with the best standards, especially considering the number of road entrances, though I would recommend the installation of bollards in the buffer zone to ensure cyclist safety.
53. No. We don't have any bikers. We have too much traffic as it is. Do not narrow the lanes and don't mess with the traffic flow we already have.
54. I don't support three lanes for safety reasons. I do support a buffered bike lane separate from a pedestrian walkway.
55. I don't support this alternative because I believe the bike lane should be separated from traffic by the sidewalk to better ensure safety of bikers.
56. Absolutely NOT. Paint is not a buffer. Bikes can still be run over easily with Alternative 1
57. This seems like it would be cheaper and easier to implement but less safe.
58. I like it but it is not my favorite. The buffer for the cyclists is nice.
59. No. As a cyclist, I'd rather be away from the cars.
60. Support as traffic on priest (prior to covid) has gotten very heavy especially in the morning. By
61. No, as someone who rides their bike frequently safety is of the utmost importance. A larger buffer would be better.
62. yes, nice to have bike lanes on both side
63. Ambivalent. Buffer is good I guess
64. No, too many traffic lanes North of Ruby.
65. I support this option. Best scenario for everyone.
66. No, Bike path is too close to faster moving cars.
67. I support this because a widened buffered bike lane with green striping definitely needs to be added.
68. No, too restrictive.
69. We need increased safety for cyclists and to raise awareness of sharing the road

70. I hate sharing the road with bicyclists. I worry that they will fall in front of my car.
71. I don't support the alternative. The loss of the landscaping will have a long term effect on the environment.
72. I support this plan because it adds a bike lane; however, the bike lane buffer appears minimal and bikers remain vulnerable to minor contact and major collisions with vehicles.
73. I support this because there are many bike riders that ride this area because they do not feel safe back by the canal.
74. The lanes are already narrow on that street and the posted speed limit is too fast to be mixed with bikes.
75. I don't support this alternative as a buffered bike lane does not do much to increase confidence in using biking infrastructure.
76. #1 choice for obvious reason. The bike lane will make it safer for people on bicycles and widening the road make the drivers happier.
77. Yes and No. Reducing the number of lanes will decrease the unnecessary speed of the road and provide a tiny bit of protection, but cyclists are still at risk at every junction. I would still never ride on Priest out of choice.
78. Mostly ok but who wants to have to get on the sidewalk at Ruby when going 20mph down Priest? Alternative is stay in the street and get motorists yelling to get on the sidewalk. incomplete infrastructure is why many don't ride bikes, to spend all the money on something and not making it complete would be a waste.
79. These streets are really hot and long for pedestrians. These alternatives do not do much to help. I would add additional cooling barriers like trees between the bike lanes and the drive lanes, or at the very least between the sidewalk and street. North of ruby has shade, tree nor artificial.
80. This one looks good
81. Yes, safer for bikes and walking.
82. Yes. This option will disrupt current road and pedestrian traffic the least, and is the option that makes the most sense for the area.
83. Yes, but it is probably very expensive. Less costly options should be explored first.
84. No, this creates more pavement, more heat and more urban sprawl.
85. No. Too many north south bound streets in Tempe have been converted to accomodate bike lanes. The bile lanes are rarely used and car traffic is backed up.
86. Keep bikes off the street
87. no more unused bike lanes.
88. Yes. This is an excellent solution that will provide safety for cyclists and maintain traffic throughput. The buffer between cars and cyclists is essential for cyclist safety.
89. YEs, I support this one. Like bike lane away from traffic.
90. No. I think widening the road would take longer to complete, cost more money, and make existing buildings (commercial or residential) look less appealing.
91. I do not think 3 lanes are necessary anywhere on Priest.

92. Yes I support this option, but I prefer alt 3.
93. I prefer alternative 2.
94. I don't feel bikers next to drivers is a safe option.
95. No, the enormous expense to accommodate a few brave bicyclist doesn't make good economic sense.
96. Having a bike line is always good. I hate riding my bike on thoroughfares without a bike lane.
97. the 11' driving lanes are too narrow. trucks with mirrors that hang out the side do not fit in these lanes and there is a lot of commercial truck traffic in south tempe. a 12' driving lane is needed. I do not support reducing all lanes or putting the bike lane on the road.
98. yes
99. I support this alternative. Provides the safety of both a bike lane in each direction and sidewalks with what appears to be the least amount of construction required helping to keep costs down
100. no, high traffic area.

### Alternative 2: provides an off-street multi-use path on both sides of Priest Drive.

1. No, I do NOT support this alternative. It reminds me of Hardy Drive between Broadway and around University...it is ridiculous. First of all, I refuse to ride up on the sidewalk. So, when cycling next to cars, trucks, and city buses, it's impossible. All of those vehicles try to squish us out, yell, honk, and scare us. Like we're going to be scared off the road. I would not ride on a sidewalk on Priest Drive, either. I would still ride on the road.
2. I support this plan for aesthetic reasons to the city, as well as for safe, enjoyable bike travel.
3. Yes. It is safer anymore aesthetically pleasing
4. I do not support this option as it disrupts the flow of riding, may increase conflict with peds and may increase the likelihood of cyclists riding the wrong way. Also decreased visibility for bikes when cars are pulling in and out of driveways is always worrisome.
5. As a cyclist, off street bike lanes are terrifying. This option is a big NO.
6. I support moving cyclists off of the street. This is an ideal option.
7. I do not like this because pedestrians could be hit by bicycle traffic fairly easily.
8. Yes, great idea! I would probably get a bicycle if more paths were separated from all those distracted drivers. Please make sure road is as quiet as possible! And please add as much greenery/nature as possible.
9. Yes - less risk to bikers.
10. Yes it's safest
11. Yes, off-road is better, safer, less stressful, and saves the wider lanes for cars.
12. I do not support this.
13. No. Does not reduce car traffic.

14. I support this, as it provides a buffer between cars and the bicycles. It gives space for pedestrians also.
15. I support alternative 2: This is ALWAYS my preference as a cyclist; sharing an expanded sidewalk space with pedestrians instead of sharing road space with vehicles. It makes the most sense and is the absolute safest - for everyone. Also maintains 6 lanes between Warner & Elliot.
16. I support any improvements for pedestrians and cyclists
17. No. Shade is lacking and it would be safer to operate a bike on the road with a buffer than on the side of the road as there are many driveways along this corridor that present conflict points for the path. Also, FYI when clicking the plan view link it doesn't load.
18. Alternative #2 allows for safer multiuse bicycle path off the street, and provides better vehicular traffic management.
19. No. Alternative 2 has been proven dangerous for bike traffic.
20. I don't support this alternative because bikes do not have clear right of way when crossing side streets and driveways.
21. Yes. This method seems most safe by having more distance between types of travelers and with lots of family neighborhoods, it's the safest route for kids to be biking.
22. I do support this this would be safest for pedestrians and bicyclists.
23. Leave it alone. If you make any changes you are throwing money away.
24. Absolutely not. This has been proven dangerous to cyclists, particularly in relation to cars turning. Do not use this design.
25. That makes a whole lot more sense although through the neighborhood's would be less cost and using already less traveled roads that are in place.
26. No. Sidepath creates a more-unsafe situation for cyclists at every driveway and intersection; can't turn left. This would be worse than the weird, but brief, section of Hardy.
27. I highly support this. I live off of priest and Caroline lane. The few hundred feet from Caroline lane north to green tree drive the the WORST part of my bike ride in to down town. I also often go south from Caroline lane to Knox with my son on a bike to get to Campbell park. The lack of sidewalks makes this a scary experience for him every time. Bike lanes need to be a complete network. Not a patch work with gaps.
28. This provides the most safety to bikers and makes our town more bikeable.
29. This option is not safe. The bicyclist is vulnerable to all vehicles entering Priest from side streets, as well as all vehicles exiting Priest.
30. No, Not in favor of having the bike lane inward from the sidewalk.
31. I would support this option
32. In the strongest sense possible, absolutely not. This is design is dangerous for cyclists. It reduces line of sight distance and visibility between motorists and cyclists, it places bicycles on the sidewalk in an un-intuitive place. It confuses rights of way for cyclists. It places cyclists on the inside of turn lanes and forces them to cross paths with vehicles entering Priest Dr. from sidestreets and driveways. It eliminates space on the pavement for bicycles. It mixes pedestrians with bicycles and mixes unpredictable speed variations compared to pedestrians. It creates an obstacle course for cyclists trying to navigate



around pedestrians, bus stops, signs, street lights, stop lights, each exit and entry to the bicycle facility creates a confusing right of way and every intersection creates a point of potential collision between bicycles and vehicles. Motorists tend not to stop before reaching the ingress/egress for sidewalks and raised paths, which increases the risk of collisions. This design confuses motorists and cyclists. If cyclists use the pavement because they do not want to ride on the sidewalk, motorists become angry, which is dangerous for cyclists. With this design, cyclists will avoid Priest Drive altogether or they will ride on the pavement. This design also appears to be more expensive than the other, more safe alternatives. In the strongest sense possible, please discard and abandon this option. Alternative 2 is worse than Alternative 4.

33. I think this option is appropriate. Bikers, joggers, and walkers would benefit. I would definitely feel better as I have children that could finally be able to walk on the sidewalk.
34. While I prefer Alternative 2 to the current condition, I do not support the development of an off-street multi-use path for cyclists. As a bicycle commuter, I find the similar design on Hardy Drive near downtown to be one of the most dangerous I encounter among the Tempe bike lanes: cars are less vigilant for cyclist traffic on the sidewalk at intersections or leaving driveways; the planting of sidewalk trees will further block visibility for cars/cyclists at minor intersections; and pedestrians wandering into the bike lane would create dangerous conditions for both pedestrians and cyclists. These dangerous effects would be magnified by the higher traffic speeds and volumes on Priest Dr. where drivers are already less vigilant for cyclists.
35. this is better than adding a bike lane.
36. I do not support this alternative. I prefer to ride in bike lanes where people driving vehicles are more likely to see me.
37. Alternative two, yes, I support. The walkway and bike path look safe and accessible (especially for young bicyclist). Also, the car lanes seem to be efficient and reasonable for the amount of traffic flow on these streets.
38. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
39. Yes, it is safer to have the bikes separate from the traffic by a substantial buffer.
40. yes - having bike lane away from pavement is safer, I've jumped off my bike to avoid a car before, landed on sidewalk. Much prefer riding on bike lanes that are not adjacent to drive lanes
41. NO - Alternative 2 is very dangerous for cyclists. It is not recommended by the FHWA or AASHTO. Some reasons are...

- >too many side streets, entrances, and conflict points
- >poor sightlines
- >cyclists not in normal scanning area of motorists
- >cyclists riding on a sidewalk at unexpected speeds, much faster than a pedestrian
- >motorists blocking the path
- >cyclists forced to do pedestrian style left turns
- >cyclists that choose to ride in the road for safety are harassed by motorists.
- >It is well documented that there are over 4x more bicycle crashes on sidewalks than on the road
- >Most crashes occur at intersections. Those conflicts will be greater for a sidepath.
- >Right of way assignment is not typical and the resulting confusion contributes to crashes.

It is irresponsible of Tempe to even consider this as an option. If Tempe conducted a comprehensive analysis of Hardy Dr where this was done, it would be clear this option is unacceptable.

42. Yes, as a biker I feel more safe with a buffer between myself and the traffic. It would be nice to have trees or other bushes in the sidewalk areas or even trees or bushes in the median.
43. Yes! This is the best option. There is plenty of buffer between bikers and cars, creating a sense of safety. Also, there are opportunities to plant trees on either side of the multi-use path, so it will provide better shade and beautify the street.
44. This is the better of the two alternatives. An off-street, multi-use path allows bikers to safely commute separate from vehicles, eliminating the most common source of deadly bike-related accidents (i.e., automobiles). If you want to save bikers lives, choose this plan. Additionally, the bikers are separate from pedestrians, keeping them safe. We have seen that this works, for example, on Hardy. Furthermore this option requires less construction and resources, as the road itself does not need to be widened. This is the best option. Please pursue it.
45. Sure.
46. Yes, the bicyclist is protected from car traffic.
47. No but prefer more than doing nothing. Having the bike lane buffered is good but being too far from the road makes it harder for a car to see a bike when turning right.
48. Yes, healthy buffer room.
49. No, I wouldn't want to walk on that side walk because I'd imagine there is hardly any shade
50. No, no separate bike lanes.
51. I do not support this alternative, as the cycleway will cross numerous driveways, leading to conflicts with motorists at those locations and decreased safety for cyclists, as motorists will frequently cross cycleways without checking them, leading to crashes. This cycleway plan also encourages, to a degree, wrong-way riding, unless it is specifically planned to

include two directions of traffic in the cycleway - which raises additional safety issues given the number of driveways crossing the cycleway. In spite of these concerns, I still prefer this plan substantially over alternative 4, though it is far less attractive to me than alternatives 1 or 3.

52. NO. We don't have any bikers on Priest. But this is the ONLY alternative acceptable if a mandatory change is required.
53. No I do not support a multi-use path. If this is like the multi-use path at Tempe Town lake where bikes and pedestrians use the same path, I don't feel safe when walking where bikes ride. It's very dangerous because the bikes go way too fast where people walk. Children especially can easily get hit by a cyclist.
54. Yes I support this alternative as it keeps the bike lane separated from vehicle traffic by the sidewalk to better ensure biker safety.
55. YES! This is perfect. It allows safe travel for both pedestrians and cyclists.
56. I prefer this plan because it is SAFER for young bike riders, and I like the idea of having a multipurpose trail.
57. I love this alternative! It is the safest option for cyclists and pedestrians, especially for a road like Priest where drivers tend to be going pretty fast
58. Yes. As a cyclist, I'd rather be away from the cars.
59. Support. Separates for safer use by children
60. Yes, I like the separate lane for biking
61. no, do not like pedestrians next to traffic
62. Yes. I like the idea of supporting multi use of the road. Plus there isn't much traffic there to warrant 3 lanes.
63. I am most supportive of this alternative: the simplest way to make bicyclists feel safer is to physically separate the bike lane from the lanes of traffic. However, I would propose that the pedestrian and the bike lanes are switched for the following reasons:
- 1) Pedestrians would be better able to take advantage of shade provided by trees as they move slower.
  - 2) Having the pedestrians closest to the buildings reduces the number of times pedestrians have to cross the bike lane. If the pedestrian lane is farthest from the road, pedestrians would only have to cross the bike lane when going to a mass transit stop/boarding a bus or when crossing the road.
  - 3) I think this layout is safer for cars turning onto Priest. In its current state, cars would likely block some or all of the bike lane (the faster lane) while waiting for an opening in traffic. With my proposed change, cars would block only the pedestrian lane (the slowest lane of traffic).
- To me, it makes the most sense to switch. On the road itself, the lanes closest to the middle contain the fastest traffic and those closest to the edge contain the slowest traffic. So I think that pattern should be continued with slowest pedestrian traffic farthest away from the middle of the road.
64. No, for sure. Multi use paths too far removed from people driving cars. Which means drivers are less likely to see path users.
65. I like this... as a bike rider, I feel the safest as much off the street as possible.
66. This is my 3rd option. Although I like the off street path, it may be too confusing.

67. Yes I support this plan. Bikes need to be completely off the surface that the cars are on for safety. This plan achieve that.
68. This option provides maximum safety to bicycle riders with less interaction with cars
69. This is interesting and innovating. I would support this too. It provides more safety. Think of the micro mobility options that people would be more comfortable using here too.
70. No, too restrictive.
71. Yes, this takes the bicyclist off of the road, out of harm's way.
72. I strongly support this plan because it incorporates bike lanes. The off-street path offers bikers a safe travel option that significantly reduces my concerns about bike-car accidents and increases my confidence in safe biking on this road.
73. I'd be ok with this option too...
74. Yes!! This is perfect for this street. Safe for bikers and pedestrians without slowing down traffic.
75. I support this alternative as it provides a protected biking path which is crucial in increasing biking usage. While not completely ideal, it does provide a protected bike lane instead of causing bike traffic to have to contend with car/truck traffic.
76. 3rd best option
77. No. This does not work on Hardy, drivers cut off the cycle path without warning and cyclists are forced to make strange turns out into the road at every level road crossing.
78. This looks like a sure fire way to get pedestrians and bikes into conflict with each other
79. This is far better for cyclists' safety. there are angry drivers out there and we need to be separated from them. I would still make those 3' barriers taller and cooler.
80. This looks fine
81. Yes, however, I feel alternative 1 is better. As a biker, I have seen safety issues when the slow walker is in between the faster moving bikes and cars. Best to have the pace of traffic go from slowest on outside to fastest in the center.
82. No, I am a resident of the Mattamy Rhythm subdivision which was marketed and sold to homeowners as a private, gated community. The multi-use path will cut through our neighborhood. We already have a problem with theft and a homeless encampment along the canal. For our safety, we wish to close all openings into our community.
83. No, too many driveways that put bike riders at risk.
84. I support Alternative#2 Priest Rd has too high & too fast traffic for me to feel safe on a bike on the road along side vehicles.
85. Yes, I prefer to ride my bike away from traffic & this is better for me.
86. No
87. More business traffic at this location
88. Better that bikes are off the street
89. yes. bike lanes must be off road. no more concrete/asphalt roadways.

90. Yes. This provides a safe solution for cyclists and continue to allow traffic to move effectively. The barriers between cyclists and cars are essential for safety.
91. I feel neutral on this alternative 2. I like the idea of a multi-use path but wonder how it would effect pedestrians on the sidewalk.
92. I like the idea of multi-use paths.
93. Yes I support this option, but I prefer alt 3.
94. I prefer this alternative as it is safer for bicyclers by keeping them away from cars as much as possible.
95. Alt 2...Support
96. I like that bikers are on the inside
97. No! This is not a wise time to take on unnecessary budget expenses. Re visit the issue after better economic conditions return.
98. I think this is a great plan in that it has multi-use paths on both sides. And the fact it's not on the street.
99. I do support putting the bike lane in the sidewalk area, that's where most people ride in this area anyway. I do not support 11' driving lanes, they are too narrow and people are constantly veering out of their lane. I walk the side walk on Rural between Elliot and Ray daily and watch cars extend into the bike lane. more than half the cars I see overlap the bike lane because the lanes are too narrow for cars and trucks.
100. This would provide the safest outcome, best results in traffic reduction along the reduced section, and has the greatest potential to result in a system of pike and ped pathways that are actually inviting to use.
101. My favorite option. Reduces risk of accidents for bicyclists by taking them out of the vehicular traffic flow while still promoting this mode of transportation.
102. I do not support this option. Requires un-necessary cost and construction and appears to narrow lanes from 3 to 2 in some areas.
103. no

**Alternative 3:** provides a buffered bike lane by removing an existing southbound lane from Elliot Rd. to Warner Rd.

1. Yes, I highly support this plan! It would cost less, I suppose, and would allow cyclists a wonderful way to travel on Priest Drive. I love the wide buffered bike lanes. Since I ride in streets, it's a great option. I am also a driver, and it would not matter to me if a lane was removed on Priest. I support option 1, as well.
2. No
3. This is the best option, as studies have shown that reducing number of lanes decreases car speed, as cars are less apt to treat the roadway as if it were a highway. Allowing bike lanes to be almost as wide as a car lane, with the added buffer along the wider bike lane greatly enhances the comfort and feeling of safety for cyclists.
4. yes.

5. I like the raised medians in this option, only if they will contain either some landscape planting with trees or some sort of art work. If the raised medians stay bare then don't bother with them.
6. I like this alternative the most. It leaves enough space for bicycles and pedestrians.
7. I don't have a preference on this.
8. No
9. No, sounds expensive with little gain. An off-road bike/multi-use path is better.
10. I support this.
11. No. Like first better.
12. I do not support reducing travel lanes.
13. I do not support this, as I feel there should be a buffer for the bicycles.
14. Yes. This is the most sensible solution.
15. No - alternative 3 is also unsafe
16. I support any changes for pedestrians and cyclists
17. I support buffered bike lanes. Please augment buffet with vertical separation element. It's a little confusing why this is alternative 3 but provides a buffer just like alternative 1. FYI - plan view doesn't load so it's tough to confirm.
18. No, as previously stated, there is already a traffic problem for vehicular traffic, and reducing a travel lane will restrict that even more.
19. Yes. Again, a buffered designated bike lane and designated pedestrian walkway is safer for all.
20. I support this alternative. I like the bike lanes in the street. I like that we are not widening the roadway unnecessarily. I very much want bike lane separation as part of the project, either concrete curbing or something like the Saris Wave Delineator.
21. No it's less space between bike and cars
22. This is ok but I like the above options better
23. Leave it alone. If you make any changes you are throwing money away.
24. I support this provided that the bike lanes are at least as wide as the standard preferred width of 5 foot from the gutter pan seam to the white line. The traffic speed is fast here, and includes both buses and large commercial vehicles. This, plus the fact that there are numerous driveways along this route, would require the wide bike lane in the interest of safety.
25. No same issue as alternative 1 - when this was done for McClintock it turned out only on average 30 bicycles were even using this over the course of 30 days. We wasted \$250,000 and restored the original lanes. Don't make the same mistake twice -
26. Yes. But the "extra" through travel lane (between Warner and Elliot) does not appear to be justified based on vehicle traffic volume. Eliminate it.
27. Don't remove lanes, people will be mad and then rework will need to be done. Also priest serves as a bypass for i10 during the frequent incidents that block i10.
28. I like the buffered lane. I'm not keen on eliminating an auto lane. I remember the bitterness caused when this was done on McClintock Rd. near Southern and had to be changed back. Bicyclists need to be on the roadways but should

not have to experience the scorn of drivers. Also, Priest transitions to Galvin Pkwy and then 64th Street going north. It allows a straight line of travel from the Gila River Nation to Indian School Rd. in Scottsdale, should there be problems on I-10.

29. Yes, The number of southbound lanes between Elliot and Ray should be the same, and the median option makes for a safer roadway. Drivers that use the left hand turn lane as a merging lane are causing unsafe driving conditions. The median also would make the pathway crossing at Knox much safer. Plus, hopefully in the future the proposed pedestrian bridge will be built over I-10, causing the pathway to be much more utilized.
30. I would support this alternative as long as there is a way to turn left out of Costco's parking lot on priest and a way to turn left out of the parking lot near McDonalds onto priest, most of the turn lanes for these two parking lots south of Elliot are right turn only and would require U turns at the traffic signal. I would also request that the bike lane is wide enough to for a bike with a carriage attached and that the buffer is raised or implements physical barriers between the vehicular lane and the bike lane when not at an intersection. I often ride along priest with our 3.5 year old daughter and do not trust people to stay off their phones and in their travel lane.
31. Yes. I use Priest Dr on my bicycle multiple times per week, and currently it is a bit sketchy and feels unsafe at times. Alternative 3 is, like Alternative 1, a great improvement on the existing conditions. It is a safe design that places bicycles in the traffic pattern in a way that will foster respect from vehicles and promotes predictable cyclist/motorist interaction.
32. I support. Safest for all and provides cycling lane.
33. I strongly support this alternative. As a cyclist, I do not feel safe using the road in its current configuration. Having designated buffered bike lanes would significantly improve the roadway. Through traffic along Priest Dr. should instead be encouraged to use the nearby I-10 to reduce crowding and speeding on local surface streets.
34. I ABSOLUTELY DO NOT PREFER THIS ALTERNATIVE. IN NO CASE SUCH EXISTING LANES BE REMOVED. I HAVE LIVE IN SOUTH TEMPE FOR OVER 30 YEARS AND HAVE NEVER SEEN BIKE RIDERS IN THIS AREA.
35. I strongly support this alternative. I like this alternative most. Standardizing lane profile from Grove Parkway to Ray road giving drivers a more consistent experience through the corridor.
36. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
37. Yes, bikes by cars and using existing lane configuration south of Warner

- 38.No, reducing the number of car lanes will hinder traffic flow and cause a jam.
- 39.prefer bike lanes away from traffic
- 40.Yes, I support alternative 3, same reasons as #1. It separates motorists, cyclists, and peds in a responsible way. It allows cyclists to operate more like a motorist than a ped, which is much safer! The bike lanes should be at least as wide as the standard preferred width of 5 foot from the gutter pan seam to the white line, due to the speeds, vehicle mix including buses and commercial trucks, number of driveways, prevalence of distracted driving, etc.
41. I do support the addition of bike lanes, but I hope we don't put them in, and then remove them a year later similar to what occurred on McKlintock Drive.
- 42.Physically separating cyclists from cars is critical to drastically increase ridership participation. It provides a safer, more pleasant bike ride.
- 43.Yes, this is the second best option. Similar to option one, it provides some physical distance between cars and bikers. However, it is less expensive than option 1, because it does not require the road to be widened. Also, eliminating a travel lane will reduce the tendency of cars to exceed the speed limit, increasing biker safety.
- 44.No. I think construction to the road should be avoided, and this doesn't make bikers safer as they are still in contact with traffic. An off-road multi-use path should be built to accommodate bikers. If this is pursued, more people will bike. The main obstacle for getting people to bike is the lack of safety when riding on the road. Putting the bike lane in the road is the wrong idea!! It will be a waste and few people will use it. Don't waste this opportunity to make Tempe more bike-friendly and navigable by bike.
- 45.Yes.
- 46.No - "buffer" does not sufficiently protect bicyclists from traffic.
- 47.Yes, good for bikes
- 48.Yes, this is also a good option, but prefer Alternate 2
- 49.Yes, I think there is a decent amount for cars, a good space for biking and walking.
- 50.No.
51. I support Alternative 3. There is not enough traffic for the others.
52. This is my preferred alternative, as it maintains the same safe spacing for cyclists seen in Alternative 1, while also reducing the number of traffic lanes, leading to safer traffic speeds and lower costs.
- 53.NO. We can't afford to lose a lane of traffic.
- 54.I support Alt 3 between Warner and Ray. Not Alt 3 between Elliot and Warner. Anything with three lanes feels like it will allow for higher speeds of driving.
- 55.No I don't support this option because I believe the bike lane should be separated from traffic by the sidewalk to better ensure biker safety.
- 56.Absolutely NOT. Paint is not a buffer. Bikes can still be run over easily with Alternative 3
57. I live north of Elliot so I don't know very much about daily traffic on Priest, but I would suggest choosing the NUMBER of lanes (between Option, 1,2, and 3) based on where it tends to be the most congested.
- 58.No. As a cyclist, I'd rather be away from the cars.
- 59.No



- 60.No, the bike lane next to cars is generally unsafe.
61. yes
62. Would prefer this over alternative 1 to avoid making roads even wider than they already are, but would still prefer alternative 2 with my proposed changes.
- 63.YES. Best of the three options. Insufficient traffic to require option 1.
- 64.This is my 2nd option, but I don't care for the median.
- 65.No, Bike path is too close to faster moving cars.
- 66.I like this. We don't need our suburban roadways to be 6 lanes! People already drive so fast and unsafely.
- 67.No, northbound traffic, especially from local businesses at Warner Rd. intersection would be impeded. I use this route regularly.
- 68.No, this would cause more traffic. Plus the bicyclist could be hit by a car.
- 69.I support the addition of buffered bike lanes but removing a vehicle lane increases my concerns about bike-vehicle accidents and reduces my confidence in safe biking on this road.
- 70.no opinion
71. This is better than option 1, but I still think #2 is the way to go.
72. I don't support this alternative as a buffered bike lane does not do much to increase confidence in using biking infrastructure.
73. #2 option since it makes the road safer for people not in cars.
- 74.Yes. Reducing lanes will help reduce the speed of the road (which could also be done with a speed limit and cameras/ticketing), and eliminating the ability for cars to do U-Turns is excellent. I have been hit, riding my bike, by a car doing a U-turn. The maneuver is very risky, involving limited visibility and obstruction of multiple lanes, most drivers will look forward of where they are driving, with no consideration of that which is approaching their path. Drivers seem to simultaneously want cyclists to be travelling at roads speed "so they don't slow me down", while also thinking that bicycles move at 4mph, so it's perfectly ok to pull in front of them with 2 feet of clearance, between a kerb and a gutter.
75. Prohibiting U-Turns, reducing the overall speed and banning right turns on Red would greatly improve driver and rider safety on any road.
76. Yes! Lane coverage the whole way from Elliot to Ray without the sidewalk buffer
77. there needs to be more shade (image 1) and barriers for the bike lane.
78. Support this one
79. I support this plan; seems the safest
- 80.yes
81. Buffered lanes are important! Maximum safety please.
82. Yes, but you will need lots of outreach to avoid the negative backlash that happened on McClintock.
- 83.No, this will increase traffic congestion in the area and cause everything to be worse for everyone.
- 84.No
- 85.Do not remove lanes for bikes remember what happened on McClintock!
- 86.to much heat reflective money waste.

87. No. Although this offers some safety for cyclists, it is likely to lead to resentment from car drivers whose travel will be slowed. Like the McClintock bike lane project, it may lead to hard feelings so that cyclists will ultimately be harmed.
88. Yes. I think a 6.5' bike lane with a 2' buffer makes bicycling safer, and using an existing lane seems more cost effective than widening the road, for instance.
89. I do not want 3 lanes anywhere on Priest.
90. Yes, this is my preferred option.
91. I prefer alternative 2.
92. I don't like bikers next to the cars
93. No. See response to alternatives one and two.
94. Not sure I support this option. While I am a biker and like designated bike lanes, getting rid of a travel lane seems extreme.
95. The number of businesses on this stretch of road is increasing, please do not reduce the number of lanes and do not reduce the lanes to 11'. I prefer the bike lanes by the sidewalk and out of the street in this area.
96. Yes - I like the option and decreasing the travel lanes to allow for more bicycle and pedestrian access.
97. I do not support this option. Again requires costly construction and reduced travel lanes
98. no

#### Alternative 4: would make no changes to current conditions

1. No, I don't support this option. I want to ride on Priest! I live in Sierra Tempe, and would prefer to ride with bike lanes. You show Priest north of Caroline to Warner. North of Warner is not good. No bike lane, no shoulder, nowhere to ride a bike, except to take the lane. I would like motor vehicles to know that this is legal for cyclists to take the lane. More education needs to be done on this topic. This is a poor depiction of what options are on Priest between Ray and Grove Pkwy.
2. No. A 4 foot lane along side high speed traffic is essentially not rideable as a lone cyclist, especially if there is a ridge in the lane because of a gutter. In this case, I would feel safer taking a lane rather than allowing cars to pass me so close.
3. No. A four foot non-buffered bike lane in one direction, and no bike lane in the other is not acceptable.
4. I do not support this option. Something needs to be changed.
5. Yes. I support this idea. The concept of bicycle paths is already in use in other areas within Tempe. This new proposal would only be an extension of the original idea. Safe and easy bicycle/walking paths might encourage more of our citizens to walk or bicycle to some of their destinations rather than drive their autos and increase pollution.
6. I do not support this, as there is no bike lane.

7. No, the "side walks" on Priest between Ray and Warner are not currently safe. Although the speed limit is 40, people go 50-60 all the time.
8. No
9. No. A bike-multi-use path should be created. We need bike paths, but not instead of, or alongside, car lanes.
10. I do not support this.
11. No. Too much traffic.
12. This would be the preference is prefer. Car traffic is increasing, it seems daft to step backwards. Reducing car flow will result in need to buy land at great expense in years to come, and the expense to shift the bike lanes if built.
13. I do not support this. We need bicycle lanes.
14. No - add bike access to sidewalk is progressive and necessary to increase transit use.
15. I support Amy improvements for pedestrians and cyclists
16. No, I do not support option 4. We need to make this connection in the bike network.
17. No, I do not.
18. No. Changes are needed.
19. I do not support this alternative. There needs to be bike and sidewalk infrastructure on both sides of the roadway, though the entire corridor.
- 20.No we do need more travel options
21. Prefer above options and I think pedestrian and bicycle areas should be larger.
22. Leave it alone. If you make any changes you are throwing money away.
23. I do not support this option. Options 1 and 3 are safe and smartly designed.
24. This would send bikes through neighborhoods and only signage costs which may make the most sense.
25. No. The road is too wide in places; and even missing some sidewalks. Sad.
26. This is terrible there is no bike lane or sidewalk from Knox to green tree on the East side it is very unsafe.
27. No, I don't support staying as is. The road has too much potential and better transit for bicyclists from Chandler, Ahwatukee and South Tempe can get many commuters to the Rio Salado Bikeway or Light Rail. We'll see more bicyclists using the roadway.
28. No, Changes need to be made!
29. I would not support this option. There needs to be a designated bike or shared use path along Priest
30. No. Priest Dr. needs improvement, and Alternatives 1 and 3 would promote safe bicycle use. However, I strongly support this option over Alternative 2.
31. I do not support this alternative.
32. No I do not support this alternative. As both a cyclist and an auto user, I find the current conditions along Priest Drive to be dangerous, as I often encounter high traffic volumes and excessive speeding on this section.
33. I support this option. Bike lanes are not necessary in south Tempe. I have lived here for over 30 years and never seen bike riders in South Tempe.
34. I do not support this alternative. Priest Drive needs improvements, especially northbound north of Knox road where there is no shoulder and bicyclists have to share the road.

35. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
36. No, both the flow of traffic and the safety and flow for bikes needs to be addressed.
37. adding bike lanes would be great, honestly I like the bike paths along the canal from Baseline south across Guadalupe and then around Ken McDonald golf course to Elliot - nice and quiet, away from traffic. The El Paso gas line path is also nice from Kiwanis park east to Rural.
38. NO. It is not safe. My safest (but not safe) alternative right now is to take the lane. I get constant harassment from motorists who do not understand or care for the law.
39. No - It would be nice to have a median in the middle with trees or bushes, similar to what's been done on university road near ASU. Or similar to Scottsdale road in south Scottsdale and north Tempe.
40. This is the least preferred option.
41. No! The safety of bikers needs to be given attention. An off-road, multi-use path should be built. Avoid construction to the road.
42. No.
43. No - south of Ruby Drive does not provide any space for bicyclists and north of Caroline Lane has a bike lane that does not protect bicyclists at all.
44. No, Tempe should be a bike friendly city. On a big north south road, with access to a lot, it makes sense to allow bike people the same access as car people. Just because people ride bikes doesn't mean they don't go to the same places as car people
45. No, need cycling infrastructure
46. No, this area needs improvement. I have never biked there and don't plan on it until changes are made.
47. No, no buffered bike lanes.
48. I do not support this - it is by far my least favorite alternative as it maintains unsafe cycling and pedestrian conditions. The 4' bike lane in particular is pathetic, as half that area is occupied by the gutter pan, which makes for a horribly unsafe riding surface, especially as the asphalt flows up against it.
49. Yes. We don't have bikers on this route. We have bus service. Leave well enough alone.
50. No. 1. I'm not in favor of six lanes of traffic. 2. I think there needs to be a buffered bike lane on both sides of the street.
51. No I do not support this as continuous and consistent sidewalks and bike lanes are needed for public safety and convenience. A sidewalk and bike lane are

urgently needed along the east side of Priest Drive from Knox Rd to Greentree Dr.

52. Absolutely NOT. This is incredibly dangerous. An 18 foot driving lane will encourage driving. This one is particularly deadly.
53. No, cyclists too close to cars
54. Yes. I think the more changes that get made, the more confused the motorists become.
55. No
56. no, too much traffic encouraging high speeds
57. Unsafe for bicyclists. Will lead bicyclists to ride on sidewalk, making it unsafe for pedestrians too.
58. Does not support the idea of TIM.
59. I do not support this option. More car centric, not bike friendly.
60. Bikes are in great danger in this current conditions.
61. No. A change definitely needs to be made.
62. See suggestion below about not impacting the current traffic flow.
63. No. Bicyclists need a designated space.
64. I do not support this option; bike lanes are important to the future of Tempe.
65. We need a bike lane on both sides.
66. This has proven to be a dangerous option.
67. I do not support this option as doing nothing will not improve the issues with pedestrian and biking infrastructure in the area.
68. No. I want safer roads.
69. No. Cyclists are already permitted to ride on roads, this offers no protection on a very dangerous road.
70. no, if you've ever tried riding a bike between Elliot and Ray on Priest it's not good
71. ew, this is way too much car space, too little protected bike space, and far too little shade.
72. Anything but option 4!
73. no, bike lanes are an excellent addition that should always be considered and added.
74. I do not see a high volume of bike traffic currently although I am in support of safety for bikers.
75. No, something should be done to provide continuous bike lanes and sidewalks.
76. Yes, this would be more economical and better for traffic.
77. No
78. Yes less money spent for something shuhtupid
79. fine.
80. No. This is an unsafe situation for cyclist. This road is currently unusable for cyclists.
81. NO - NO biek lane
82. No. I think 4' for a bike path is insufficient.
83. I am not for or against this proposal, as I am not in the position to bike therefore it wouldn't effect me. Whatever the majority votes for and it makes sense economically, that is what I will support.
84. I like multi-use lanes better than separate walk and bike lanes.

- 85. NO. I do not support this option, it leaves cyclists vulnerable.
- 86. I do not prefer this at all.
- 87. Yes.
- 88. Support it because of the large sidewalks and bike lane.
- 89. No - please add bike lanes.
- 90. With out a designated bike lane I've come very close to being hit by drivers trying to share the same south bound lanes. Unfortunately not all drivers have compassion for cyclists and refuse to share travel lanes often using their 4000 lb vehicles to bully cyclists.
- 91. no

Medians: do you support having a raised median between Ray Rd. and Greentree Dr. that maintains left turn bays and provides a pedestrian refuge at Knox Rd.

- 1. I personally don't need it, but it would provide more casual riders a safe place to cross Priest.
- 2. Looks better
- 3. It certainly helps to put in a crossing median and ped refuge, but would like to have a crossing Hawk signal. Priest can get very difficult to cross during rush hour.
- 4. Yes! A pedestrian refuge/crossing at Knox is key to connect this portion of the bike path network. We need to make sure access will remain open through the Rhythm community to connect to the path from Knox to the canal.
- 5. This would provide Tempe citizens with some safety when crossing the road.
- 6. If the space is planted with trees that will shade the asphalt, then a median is preferred.
- 7. Absolutely not, traffic is SO bad. I can barely pull out of Caroline Ln now. That middle lane is CRUCIAL to getting into traffic safely. Or you can add a traffic light to Caroline Ln.
- 8. I support this. I live in the Rhythm neighborhood and will benefit from the safety of a raised median with a crosswalk. Your data shows that people cross Priest at Knox anyway, not putting a crosswalk there would be negligent. I would also ask that you include a HAWK signal to help those with hearing and visual impairments.
- 9. Safety.
- 10. in general raised medians are obstructive IMO
- 11. Unable to zoom in close enough on my phone to understand the concept. Seems like it would be good to have but unsure what the trade offs are.
- 12. The current crossing and entry into the gated community Rhythm, breaches the privacy of the community and provides easy access for vagrant/homeless people who use Knox as their entry and egress to/from the water retention area beyond the canal system. A better entry point to the canal system is at Orchid Ave, which is 1/4 mile south of Knox.
- 13. Raised medians create a safer environment for drivers, pedestrians and bicyclists.
- 14. I very much support at least having a pedestrian refuge island at Knox. I would want the refuge island to have the sidewalk pass diagonally, not straight

- through. I find that the refuge islands at the Kyrene Canal/Warner and Western Canal/Guadalupe stressful to cross with young kids on bikes. I worry that they will hustle across 2 lanes of traffic, but not be able to stop in the 12ft island, without overshooting into the next lanes of traffic. A diagonal cut-out in the island would allow them to hit the curb to stop their forward momentum.
15. More security for pedestrians will encourage more activity and make families with children feel safer
  16. Unsightly and give the road a different feel.
  17. You would be throwing money away.
  18. Unsure. There are many arguments for and against here. Please discuss based on SAFETY as priority.
  19. more accidents and limited benefits
  20. I support this option because many people are making unsafe left turns on this section of the road by diving into the middle turn lane to wait for the other side of the road to clear. I've come close to collisions here several times.
  21. I would not be able to go south from my neighborhood
  22. Allows for better safety for pedestrians and reduces the chances for people to cross outside marked areas.
  23. It should facilitate traffic flow while managing safety.
  24. Makes a safer roadway, plus the pathway crossing at Knox would be safer.
  25. Yes, I would support this as long as traffic could turn Left in and out of each neighborhood intersection and at the two shopping plazas south of Elliot road.
  26. The universal left turn lanes are more easy to navigate as a motorist than raised median.
  27. In driving on other road sections with a raised median, I feel safer as a driver and have not found raised medians to negatively impact my ability to turn onto and off of these roads.
  28. in general I don't like raised medians. They prevent access to businesses.
  29. A raised median could be a nice improvement especially at the Knox Road intersection allowing users of the Seat Route a bit of refuge while crossing Priest.
  30. A raised median sound restrictive and excessive. I'm not sure the benefits of this... Maybe if I had more information on the benefits I might be more willing to support.
  31. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
  32. Dangerous
  33. During rush hours many motorists use the center double turn lane at Orchid/Stacey and Ray. Without that option, they might take more chances to turn left and cause crashes. I don't want to see another signal light required because of this.
  34. Yes! Raised medians are great for adding in trees and bushes. Also helps to slow down traffic.

35. If you plant trees in the raised median, it will beautify the street.
36. simply put, it will be a major construction project, but it could save lives by reducing deadly car crashes.
37. Safer for cyclists.
38. I don't know whether a raised median is needed - if not, it makes it difficult for cars to make left turns.
39. Medians make driving safer
40. Yes because of Pedestrian refuge zone, not enough safe midblock crossings in South Tempe.
41. I don't see the benefit of that to protect pedestrians
42. They seem safer.
43. The raised median would help prevent wrong-way driving, and would provide psychological reinforcement of the speed limit to drivers by making the road seem more closed, leading to safer speed and more cautious behavior from drivers. Also, a landscaped median would look much more appealing than what would be effectively useless turning lane space.
44. Enough messing with our roadways. We just went through you screwing with the traffic flow. Don't do it again.
45. Yes I support having a raised median as there is a real need for protected left lane turnouts to improve the flow of traffic and for public safety. Currently due to the numbers of nearby homes, apartments, townhomes and businesses there is traffic entering the center median attempting to make left turns traveling north and south along Priest Dr. This causes mini traffic jams and dangerous conditions especially at peak times in the morning and in the afternoon. Thank you
46. It doesn't really help pedestrians and cyclists which should be the focus of Priest improvements
47. If there is a NEED. Are there many accidents related to people crossing into on-coming traffic or pedestrians in that area? Otherwise, I don't think it's a good use of money.
48. Never thought about needing one.
49. prevents accidents
50. Raised median makes pedestrian refuge as well as cyclist refuge.
51. Pedestrians are safer from errant cars.
52. This will control some drivers and provide greater pedestrian safety
53. I'm neutral. Medians provide additional safety and control of traffic flow. But some people are bad drivers and don't see them. They will bump into them or drive over them.
54. Priest Drive provides an outer loop, so to speak, to more rapidly move about Tempe without encountering all the stoplights on other northbound streets. A median will interfere with convenient L- or R-hand turns which are now provided by having the middle turn lane. Plus, medians, by interfering with turns, cause drivers to resort to U-turns to get to destinations. U-turns cause even more accidents!
55. This would make turning left from a side street more difficult to clear.
56. I support medians that better control traffic and reduce the likelihood of aggressive or unpredictable driving.
57. It will help to keep drivers on the right side of the road!
58. A raised median will not only provide a much needed pedestrian refuge but will also help to slow down cars on the street. Slowing the cars will be caused by the road environment being reduced from the wide open environment that



it is now to a more enclosed one, thus reducing the speed that most drivers will feel comfortable driving in.

59. Safety of non auto users.
60. I have been hit, riding my bike, by a car doing a U-turn. The maneuver is very risky, involving limited visibility and obstruction of multiple lanes, most drivers will look forward of where they are driving, with no consideration of that which is approaching their path. Drivers seem to simultaneously want cyclists to be travelling at roads speed "so they don't slow me down", while also thinking that bicycles move at 4mph, so it's perfectly ok to pull in front of them with 2 feet of clearance, between a kerb and a gutter. Prohibiting U-Turns, reducing the overall speed and banning right turns on Red would greatly improve driver and rider safety on any road.
61. I don't have much opinion on this as long as it doesn't require addition road widening. Maybe raised median could reduce traffic speed by making road appear narrower but would that encourage people to drive in the bike lane?
62. It's a wide street with high traffic, this could help with those
63. Seems safer
64. Safety
65. As stated above, I am a resident of the Mattamy Rhythm subdivision which was marketed and sold to homeowners as a private, gated community. The multi-use path will cut through our neighborhood. We already have a problem with theft and a homeless encampment along the canal. For our safety, we wish to close all openings into our community.
66. If there is landscaping, it would help beautify this residential portion of Priest.
67. Raised medians make navigating the roads more difficult.
68. Not needed
69. Spend money repaving street
70. waste of money.
71. Raised medians are a huge hassle for drivers (cars) needing to turn in or out of parking lots or other streets.
72. I do not want to expand secondary roads. We should be focusing on mass transit instead. If mass transit was more convenient and available, more people would use it.
73. Cross-median, opposing traffic accidents are less likely. Exception for wrong way drivers, but that is another matter altogether.
74. drivers slow down in the traffic lanes to get into the turn lanes.
75. Raise medians make travel safer.
76. wouldn't a raised median prevent a southbound turn from W Knox? and W Stacey? And northbound turns from Lowes? and W Orchard?
77. Provides the opportunity to add additional landscaping elements, enhancing appearance and contributing to the reduction of heat-island effects of roads.
78. I support a raised median in general, if landscaped to help build character and to bring nature back into the streetscape. If just hardscape, please do not add more concrete! Becomes a visual eyesore and a place for trash to accumulate.
79. Why the need for the added expense? Funds could be better used on other projects.
80. too many driveways along road.

## Comments: please share any other thoughts you have regarding improvements to Priest Drive

1. I am amazed that the City of Tempe even has the bike-sidewalk option #2. Hardy is so bad! I've complained several times to the mayor and council people. Priest Dr. is a major road with LOTS of businesses and driveways. To place cyclists in such a vulnerable position is, at the very least, reckless.
2. Improving this corridor will allow me to more safely get to shopping centers and restaurants that are currently tricky to navigate to. Also in your Bike option question below, we should be able to pick multiple options. I bike to work, bike for exercise/recreation and bike to shops, restaurants, grocery stores. And yes, I do own a car. I enjoy biking, want the exercise and want to minimize the impact on the environment.
3. I wish the City of Tempe would increase the focus on low-stress bike routes, rather than just adding bike lanes to busy major roads. Miles of bike lanes does not = bikeability. I am not able to select multiple options for the item below "Do you...". I bike to work, for exercise, and shopping/other destinations.
4. It is simply a good idea and might inspire walking/bicycling instead of driving. It would also be a healthy alternative.
5. Thank you for working on this! Please make sure road is as quiet as possible! And please add as much greenery/nature as possible. Our children need nature areas to explore. We would definitely take more walks and bike if it was actually safe. Right now, it is NOT safe. And please keep in mind that cars on Priest always go much faster than the speed limit and there's usually lots of traffic.
6. Any emphasis on safe biking is welcome. When I came to Tempe in 1974, it was safe to bike on most roads. This is no longer the case. Biking in Tempe is not what it once was. With pollution and climate considerations, we should be doing all we can to promote biking.
7. Thank you for your work to improve transportation around the city in an effort to mitigate accidents. Studies have been done showing the benefits trail systems have on decreasing crime rates and raising property values. I'm happy to report that my property value in Rhythm has been on a steady incline. That's why I was attracted to living in this location.
8. I understand the Tempe Bikes initiative, yet as more and more people move into Tempe the roads bear more traffic congestion. Reducing lanes for automobile traffic is unhelpful. I believe dedicated bike paths would be far more beneficial, and do not reduce road throughput. On a side-note, as a year-round resident, the constant road construction in Tempe does make it difficult to move about our city.
9. I am glad this is being discussed. Tempe needs more safe bike lanes.
10. I like the idea of any improvements for the safety and accessibility for people to walk and ride bicycles places. I have been an avid cyclist and pedestrian for years both with my children and just myself. Once, a car hit my arm with their

outside mirror when I was riding my bicycle with my first baby in a bike seat on the back.

11. Please consider shade for pedestrians and bicyclists.
12. The current crossing and entry into the gated community Rhythm, breaches the privacy of the community and provides easy access for vagrant/homeless people who use Knox as their entry and egress to/from the water retention area beyond the canal system. The canal and path need to permanently be blocked with fencing. A better, safer, easily accessible entry point to the canal system and path is at Orchid Ave, which is 1/4 mile south of Knox. On a bike, this is very easily accessible and of no consequence to cyclist. Equally accessible, is another path entry to the West of Priest, off of Warner Rd., at Harl. Each of these has full current accessibility for cyclist and outdoor enthusiasts. Allowing access through Rhythm, a gated community, is counterintuitive to the safety and integrity of this community.
13. I live in the Rhythm community off of the Highline Canal and Knox Multi-use Path. My family and I travel across Priest on foot or on bikes often to visit with friends, travel to school, or exercise. We would be personally and positively impacted by a crosswalk at Priest and Knox. Please consider adding a HAWK signal. As Tempe's Transportation Plan moves further towards completion and pedestrian/bicycle traffic increases, it feels like a safer option to plan ahead. We're excited for the next steps, thank you for your efforts!
14. I very much want bike lane separation, more than paint, separating the bike lane from vehicle lanes. I want the city to look at the southbound right turn lane from Priest at Ray. The right turn cut-out for the Lowes parking lot merges with the right turn cut-out for Ray Road, creating an incredibly long right turn lane, which drivers may accelerate through, in order to make a right turn on red at Ray. I worry about the safety for pedestrians in the crosswalk crossing Priest at Ray.
15. Crosswalks and additional pedestrian/bike measures are needed on Priest Road at Lisa and Knox. With the elementary school inside Sierra Tempe and all the new family homes across Priest, many young children are crossing Ray Road on foot or bike in the mornings and afternoons. With just one light without other options or precautions, I frequently see drivers run the light or speed up until the light, while the long distance between Lisa and Ray and Warner mean residents are frequently tempted to cross outside the one intersection. It's a recipe for someone to get hurt or killed so a crosswalk and/or additional signage and crossing options would help a lot. Thank you!
16. A waste of money. Spend the money on something useful such as teachers salary or vocational education.
17. 4-5 miles
18. Please connect the high line and wester canal paths along Knox over the up train tracks (seat route)
19. I'm in favor of any improvements that can be made in this area!
20. As a resident of Rhythm we do not support a crossing over Priest along Knox or further improvements to our sidewalk that goes through our Private Neighborhood along Knox and the City of Tempe Right of way. The developer

sold this community as a Gated Private neighborhood. The Jennifer Adams was helping us come up with an alternative route for the Knox trail to connect with the canal on Orchid. The vagrant people that enter our private community through these openings have trespassed, broken into our amenities, vandalized, stolen packages and property. We would like to work with the City of Tempe to finish the Canal to Orchid and reroute the path down Priest to Orchid and back to the canal. This would keep the connectivity of the path and allow our community to stay private and more secure. Leaving these holes open is hurting our home values and pose a real safety risk.

21. Please discard and abandon Alternative 2. I bike to work, I bike for exercise, and I bike for shopping and other destinations about 4-5 days per week.
22. Do not put a public path thru the Rhythm gated community. We do not want public people going through our neighborhood.
23. Stop adding bike lanes in South Tempe. It's a waste of taxpayer monies because bikes aren't used here.
24. My main concern is making it safe for walking and using a bicycle.
25. No - as someone who lives in the Rhythm community and in Knox Rd, this is a decision that impacts me directly. On the question about the crossing for Knox, I urge you to make the path down go down to Orchid instead of through the middle of our neighborhood. And PLEASE PLEASE PLEASE close the entrance from Priest onto Knox. Mattamy sold and advertised this as a gated, private, closed community and this crossing would cause more outside foot traffic in our neighborhood. Part of our home values is tied to being gated and private. We have had NUMEROUS trespassing and theft issues by people on foot who utilize this path to enter our community. I implore you to please keep our community safe!
26. In regards to the crossing for Knox we don't agree it would be best. It's a busy street and Lisa is a better crossing with a light. Also the path needs to go down to Orchid instead of through the middle of my neighborhood. Rhythm was sold as a gated & private community.
27. Do not cut bike path through our neighborhood. It's not safe and there has been increased crime. I don't feel safe.
28. anytime bike paths can be placed away from the edge of traffic lanes, its great. I know there isn't R/W enough to do it everywhere. Increasing sidewalks to 8' wherever possible would be great too - I often ride sidewalks on my bike just to stay away from 50mph traffic.
29. I lead the Pecos Action Group which is dedicated to accelerating cyclist safety and mobility. I live at Priest & Ray, and ride Priest all the time for work, recreation, and shopping. We support Alternatives 1 & 3 which have BL's on the roadway. I am surprised that Alternative 2 with cyclists on a sidewalk is even considered as an option. One of the most regarded documents for bicycle facility design is the AASHTO Guide for Development of Bicycle Facilities, ADOT follows it among other agencies. Alternative 2 is considered a sidepath and is not recommended in an urban environment for safety reasons. Some of the reasons sidewalks/sidepaths are not recommended is...

- >too many side streets, entrances, and conflict points
- >poor sightlines
- >cyclists not in normal scanning area of motorists
- >cyclists riding on a sidewalk at unexpected speeds, much faster than a pedestrian
- >motorists blocking the path
- >cyclists forced to do pedestrian style left turns
- >cyclists that choose to ride in the road for safety are harassed by motorists.
- >It is well documented that there are over 4x more bicycle crashes on sidewalks than on the road
- >Most crashes occur at intersections. Those conflicts will be greater for a sidepath.
- >Right of way assignment is not typical and the resulting confusion contributes to crashes.

Furthermore the FHWA clearly states in their safety section: ""Bicyclists are safer when they are allowed to function as roadway vehicle operators, rather than as pedestrians." One reason is that bicyclists operate more like a vehicle than a pedestrian. Therefore they need to be treated more like a vehicle than a pedestrian.

If you have any doubts about these safety standards and guidelines, check out Hardy Dr around 13th St. Alternative 2 is the same sidewalk/sidepath design as used there, but will be worse due to the higher speeds. I have seen almost everything on Hardy, including...

- >wrong way riding and walking
- >cyclists in the pedestrian path, pedestrians in the bicycle path...regardless of green paint attempts to separate
- >cyclists constantly dodging cars pulling in front of them at entrances
- >bus stop chaos
- >harassment by motorists
- >inability to commute at a reasonable speed
- >what I didn't see was my friend Greg when he was taken out by a motorist at one of the intersections, a hit and run.
- >challenge everyone to go to Hardy Dr and participate / observe for yourself

Cyclists want safety, not a false perception of safety. Just the perception of safety can actually increase danger. My friend Greg who was crashed out on Hardy Dr experienced this first hand!

South Tempe is low density, we need to ride long distances to get most anywhere. We need fast and safe BL's, like on McClintock and Rural Rd. Please follow AASHTO and standard safe practices. If some users are not

comfortable with BL's, and have time for a slower journey, there is already an alternate, the Highline Canal.

I request Tempe be responsible and remove Alternative 2 from consideration, it is not safe or practical. It is irresponsible to present an unsafe option to citizens that do not have the knowledge and experience to recognize that, and therefore may select it in ignorance thinking it is a safe option. Once again, the perception of increased safety, when it is not, is dangerous. Thank you

30.HAWK signal, please!

31. This comment is about the survey itself - Your question about whether you bike to work, for exercise, or shopping/school should allow you to mark all that apply. (I bike for exercise, recreation, shopping, and other destinations, and also to work before I retired.)

32. I strongly support the installation of a HAWK signal at Knox Road, as that would improve the flow along the Knox bicycle corridor, which will see increase traffic whenever the crossing over the Union Pacific tracks is completed, and could potentially allow for a future connection across the I-10 into Mountain Vista Park.

33. We don't need any more improvements.

34.If possible please add more covered bus shelters along this stretch of Priest Dr.

35. I've had a near death experience with a bus on priest drive because of the current lack of proper infrastructure. Priest is currently a nightmare for cyclists and pedestrians.

36. Are there pullouts for busses? Or will they just stop in the right lane and move on after picking up/dropping off passengers? Do others have concerns related to busses?

37. Thanks for trying to improve safety for motorists and cyclists and to improve the environment.

38. Trees! Pedestrians love shade trees.

39. I would like the bike path to go down Orchid, and no Knox. I know it is not the city's problem, but we were misled from Mattamy Homes that we would have a gated community, and having the bike path go through a neighborhood when they COULD use Orchid seems to make sense. We have had issues with many homeless trespassing/living in our community due to these openings. I also wish that the landscape be upgraded. I feel like the Tempe Highline Path has NO landscaping, and the other Tempe bike paths are beautifully done.

40. Priest drive is a major arterial and could use any road improvements for pedestrian and micro-mobility safety

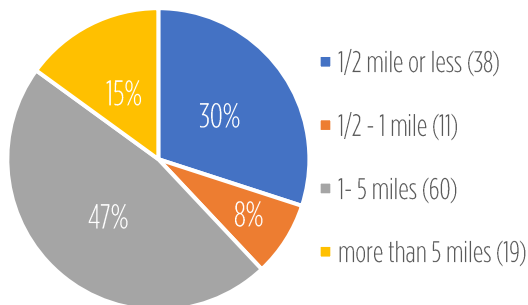
41. Make a bike lane on the exiting sidewalk where it would be safer for the cyclists green line designating bike lane like in other cities. There is not much foot traffic on Priest Drive, therefore this is a viable option and provides better protection for the cyclist from motor vehicles. If necessary, widen the sidewalk 1-2 feet without impacting the street traffic. In other words, SHARE THE SIDEWALK!

42. I live in The Rhythm and am HIGHLY against putting any cross walk coming out of the opening which is referred to as Knox.. Mattamy sold the homes as a closed gated community and left this pathway open which has caused a lot of crime. This opening needs to be closed and folks can utilize Orchid or Warner to get to the other side.
43. If there is one change I would make to the Alternative I support (Alternative 2), it would be to move the Street trees to beside the road. This would further help to slow down the cars by further getting rid of the wide open space and shade could still be provided to sidewalk and bike path by letting the canopy grow over those areas.
44. Reducing lanes will help reduce the speed of the road (which could also be done with a speed limit and cameras/ticketing), and eliminating the ability for cars to do U-Turns is excellent. I have been hit, riding my bike, by a car doing a U-turn. The maneuver is very risky, involving limited visibility and obstruction of multiple lanes, most drivers will look forward of where they are driving, with no consideration of that which is approaching their path. Drivers seem to simultaneously want cyclists to be travelling at road speed "so they don't slow me down", while also thinking that bicycles move at 4mph, so it's perfectly ok to pull in front of them with 2 feet of clearance, between a kerb and a gutter. Prohibiting U-Turns, reducing the overall speed and banning right turns on Red would greatly improve driver and rider safety on any road. Personally, I avoid riding on the big roads as much as I can. As long as drivers spend more time on their phones than looking at the road, have no consideration nor awareness of other humans, and the legal system penalises the victim rather than the aggressor, spending time on shared roads with drivers rarely feels safe. I know this can't be done on a city level, but one thing that would greatly help would be legislation that makes the greater force automatically guilty. Followed by penalties that involve long-term bans from driving (as in 8 years +) for hitting pedestrians or cyclists. It is very seldom that it is not clearly the driver's fault. Jay Walking is also just an excuse that should not be excused when someone is hit by a car.
45. I just want continuous and consistent bike lane all the way down Priest. I don't like the idea of protecting it with a sidewalk as it will lead to pedestrian conflicts either as they cross it or use it instead of the sidewalk, and I really don't like the bike lane as done on Hardy between 16th St and Howe. If it's to be protected just some curbing with plenty of gaps between bike and car lanes would be nice
46. Green is the future
47. Adding the bike lane is an excellent item. The Phoenix area is excellent for biking and this will continue that development.
48. The better alternative would be to utilize Orchid which is just South of our subdivision and is an open path.
49. At an ABSOLUTE MINIMUM you should construct CONTINUOUS sidewalks on both sides of Priest. Priest is four lanes south of Warner and four lanes north of Warner. Why is it six lanes for the mile between?
50. No more bike lanes.

51. Bike lanes are not required, it is far too hot to commute by bike most of the year.
52. Repave it
53. less improvements. more maintenance of existing projects.
54. It is essential that a bike path separate from the road be included so that the path can be safely used.
55. Will the northbound alignment at Greentree/Priest be fixed? Please do not reduce the driving lanes to 11'.
56. This is one of the worst layouts to compare designs that I have seen. It is impossible, even on large monitors to use the visuals. The alternatives should be presented next to each other. And by placing two different sections in each alternative you will confuse many. Lastly, the links to plan view are broken, and the "Do You" question only allows for one response. I expect better from City of Tempe when surveying the public.
57. The city just finished the canal path and I thought that was suppose to create an alternative for bikes on the road to make it safer for them. Priest is a high traffic road and it continues to increase with the newer home community and apartments. As businesses are added to the Emerald area traffic is just going to continue to increase in the area.

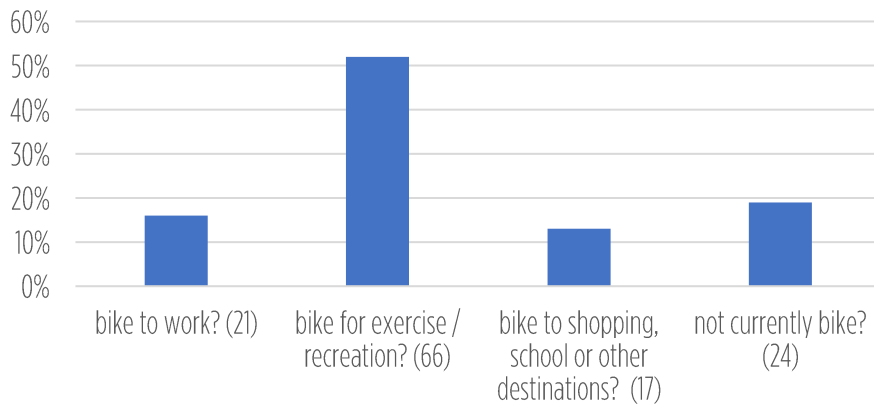
## Other questions...

How far away is the proposed project from your home?





## Do you...



## IV. Emailed comments

Hi Chase,

I left you a voice mail after the Transportation Committee Meeting on 6/23 thanking you for the presentation and saying I had additional input regarding the Priest Dr project, but never received a call back. I'm sure you are busy, so I will outline some comments here. My goal is to help you better prepare for the upcoming public meetings, including the documentation. The Committee provided good input, and I believe I can provide more. I am concerned, and surprised, that Tempe is even considering putting cyclists on, pick your name:

sidewalk bikeways, multi use paths, shared use paths, or sidepaths on Priest Dr. They are not safe or suitable per a) AASHTO Section 5.2.2, b) FHWA, per below excerpt, c) user experience.

[https://safety.fhwa.dot.gov/PED\\_BIKE/univcourse/swless18.cfm](https://safety.fhwa.dot.gov/PED_BIKE/univcourse/swless18.cfm) [My underlined emphasis below]

### 18.7 Practices To Be Avoided

The Oregon Department of Transportation has more than 20 years of experience designing bikeways, and has also learned from local city and county experiences. Some practices have proven to be poor ones:

- Sidewalk Bikeways
- Some early bikeways used sidewalks for both pedestrians and bicyclists. While in rare instances this type of facility may be necessary, or desirable for use by small children, in most cases, it should be avoided.
- Sidewalks are not suited for bicycling for several reasons:
- Bicyclists face conflicts with pedestrians.
- There may be conflicts with utility poles, sign posts, benches, etc.
- Bicyclists face conflicts at driveways, alleys, and intersections: A bicyclist on a sidewalk is
- generally not visible to motorists and may emerge unexpectedly. This is especially true of bicyclists
- who ride opposing adjacent motor vehicles.
- Bicyclists are put into awkward situations at intersections where they cannot safely act like a

- vehicle, but are not in the pedestrian flow either, which creates confusion for other road users.
- Bicyclists are safer when they are allowed to function as roadway vehicle operators, rather than as
- pedestrians.
- Where constraints do not allow full-width walkways and bikeways, solutions should be sought to
- accommodate both modes (e.g., narrowing travel lanes or reducing on-street parking). In some urban
- situations, preference may be given to accommodating pedestrians. Sidewalks should not be signed for
- bicycle use – the choice should be left to the users.

If Tempe insists on keeping this as an option, Alternative 2, please consider the following suggestions.

>To reduce confusion please refer to them per common FHWA nomenclature as a Sidepath or Shared Use Path (not Multi Use Path).

>Pg 25 Alternatives Comparison, Safety: Alternatives 1 & 3 say "Wrong-way bicycle riding may occur". This also applied to Alternative 2. Additionally like on Hardy Dr, there is no reason to believe peds will stay on the designated ped area, and cyclists will stay on the designated bike area.

>Pg 25 Alternatives Comparison, Safety: Alternatives 2 states "Preferred by the public". How is this substantiated? Was the public knowledgeable and clearly educated on the options when this preference was made, if so, how? This reads as a leading statement. I suggest leaving the statement out so as not to create biases or self fulfilling prophecies.

>Pg 25 Alternatives Comparison, Safety: Alternatives 2 is rated as "Strong Advantage". How is this substantiated? Documentation I have read (including that above), and my and other's experiences would rate this option as a disadvantage, at least relative to bike lanes.

>Pg 25 Alternatives Comparison, Ped Operations: Alternatives 2 is rated as "Strong Advantage". How can that option be considered safer for peds than a facility that separates them (Alternatives 1 & 3)? Please keep in mind that there is no reason to believe peds and bikes will not be a crazy mix on the shared use path (even with designated use areas), such as it is on Hardy Dr now.

>Pg 25 Alternatives Comparison, Bicycle Operations: Alternatives 2 states "Bicycles have a designated lane so no interaction with vehicles except at intersections and driveway". Can't the same be said for Alternatives 1 & 3? Suggest leaving this statement out.

>Pg 26 Alternatives Comparison, Traffic Operations: Again...Alternatives 2 states "Bicycles have a designated lane so no interaction with vehicles except at intersections and driveway". Can't the same be said for Alternatives 1 & 3? Suggest leaving this statement out.

>Pg 26 Alternatives Comparison, Traffic Operations: How is it substantiated that Alternative 2 is an "Advantage"? Bicyclists have operational characteristics much more similar to a motor vehicle than a pedestrian. That is why the laws are written as such, they ride as such, and motorists generally expect them to behave as such. It seems these facts, and consistent and expected traffic operations for all users would give the advantage to Alternatives 1 & 3.

>Pg 26 Alternatives Comparison, Construction Cost: This should just list cost elements, or be relabeled to something like "Construction costs and short term

construction impacts". I suggest two categories if you want to include construction impacts. Those will be one time and relatively short term.

After the signature below, I have pasted in the speaking notes I had to very quickly read for my 3 minutes on 6/26. This might provide additional insight. I have put what I believe to be sound thought and consideration (not to mention research, and talking to other cyclists) into this project analysis, and am hopeful you and the citizens of Tempe can benefit. After you have had time to digest this, please contact me. I would like to know if this was beneficial, in what ways, and if I misunderstood anything so I can improve.

Thank You,

My 6/23 speaker notes outline...

Good morning, my name is XX and I lead the Pecos Action Group dedicated to accelerating cyclist safety and mobility. I live at Priest & Ray, and ride Priest all the time. Surprised and shocked that option 2 is a sidepath. Looks like Hardy Dr on steroids, and I assume most know how bad that design is. If not, please contact me and I will be more than happy to show you. Please read the AASHTO Guide for Development of Bicycle Facilities regarding sidepaths, section 5.2.2. (This is the most regarded document for bicycle facility design.)

In a nutshell, sidepaths are not recommended in urban areas. Some reasons are...

- >too many side streets, entrances, conflicts
- >poor sightlines
- >cyclists not in normal scanning area of motorists
- >cyclists riding at unexpected speeds, much faster than a pedestrian
- >motorists blocking the path
- >cyclists forced to do pedestrian style left turns
- >cyclists that choose to ride in the road for safety are harassed by motorists.

Option 2 appears much worse than Hardy. I have seen almost everything on Hardy, including...

- >wrong way riding and walking
- >cyclists in the ped portion, peds in the cyclist portion...regardless of green paint
- >inability to commute at a reasonable speed
- >cyclists constantly dodging cars pulling in front of them at entrances
- >bus stop chaos
- >harassment by motorists
- >what I didn't see was my friend Greg when he was taken out by a motorist at one of the intersections, a hit and run.
- >challenge everyone to go to Hardy and participate / observe for yourself
- >It is incumbent on the city to use human factors engineering: must design for what people will do, not what you want them to do. Regarding the PowerPoint, the alternative comparison chart appears to have biases and misleading info. One example is it says the sidepath is safer than on-road facilities. How can that be claimed/validated? Where is the data?
- >It is well documented that there are over 4x more bicycle crashes on sidewalks than on the road
- >also most crashes occur at intersections. Those conflicts will be greater for a sidepath. Once again, read AASHTO.
- >The PowerPoint notes some riders might not be comfortable riding in the street, implying that riding the sidepath will be safer or has a higher perception of safety.

> I want safety, not a false perception of safety. Just the perception of safety can be more dangerous, than reduced actual safety. Just ask my friend Greg who was crashed out on Hardy Dr...and with higher speeds and increased traffic on Priest, the outcome could be much worse! South Tempe is low density, the distances we need to ride are long to get most anywhere. We need fast and safe BL's, like on Rural Rd. Please follow AASHTO and safe standard practices. If some users are not comfortable with BL's, and have time for a slow journey, there is already an alternate, the Highline Canal. I ask you to please do your due diligence with an open mind, option 2 is not safe or practical.

Thank you.

From: XX

Sent: Monday, July 13, 2020 6:19 PM

To: Walman, Chase <Chase\_Walman@tempe.gov>

Subject: Priest Drive Knox (Seat) Crossing?

Hi!

I'm looking forward to tuning in to the meeting tomorrow but wondered if it would be better for me to ask this clarifying question via email instead of making a public comment. Currently there are no markings on the pavement, a sloped curb, or signs indicating that there is a multi-use path at Knox and Priest. The 2015 Masterplan indicates that there should be, however, that was prior to a stoplight being added just south of there at Lisa Ln and Priest. The distance is pretty similar to the Sun Circle Trail Crossing and Bel De Mar Dr stoplight off of Rural.

I am very much in favor of an added light or crosswalk at Knox, but if that's not feasible then please at least add extra indicators and a sloped curb to keep our neighbors safe.

From: xx

Sent: Saturday, July 04, 2020 3:24 PM

To: 'chase\_walman@tempe.gov'

Subject: Priest Drive Bicycle and Pedestrian improvement Project

Dear Mr. Walman,

I live at Priest and Ray Rd. in Sierra Tempe, and have been waiting for around 10 years (since I became a cyclist) for these improvements to take place! So I am truly excited! I received your postcard in the mail, and went to the website on the postcard, but I had to do a lot of digging to find the actual project. I can help my friends find this site, but people who would like to see the proposals will have a difficult time finding them. I just wanted you to know that. I plan to attend the online meeting so that I can make a personal comment that day.

Any sidewalk riding is NOT what I would recommend. Most cyclist crashes, occur at intersections of driveways or roads and sidewalks. I prefer riding on the road. If I have to ride on a sidewalk to ride on Priest, I will not take Priest Rd, but would take Hardy and then the bike path through Guadalupe for a mile, which is better that a path from Ray to Elliot on Priest. I had to print out the drawings and the comparisons so I could read them a bit easier. I look forward to your meeting when you explain the alternatives.

Thank you!

From: xx  
Sent: Thursday, July 23, 2020 12:52 PM  
To: Walman, Chase <Chase\_Walman@tempe.gov>  
Subject: Re: priest bike lane proposals

Mainly an observation, looks like the plan is to spend lots and lots of money to serve a handful of bicyclists a day as I read the bicycle counts. There are hardly any users. The city will probably reduce roadway capacity for 26,000 drivers a day so dozen bicyclist a day have a nicer ride. There is one bicyclist/pedestrian a year who gets in an accident on this road, probably their chances of falling off their bike and getting hurt at home are higher. Typical wasteful spending by Tempe

From: xx  
Sent: Thursday, July 23, 2020 12:05 PM  
To: Walman, Chase <Chase\_Walman@tempe.gov>  
Subject: Re: priest bike lane proposals

are there any areas where there are not already sidewalks for pedestrians?

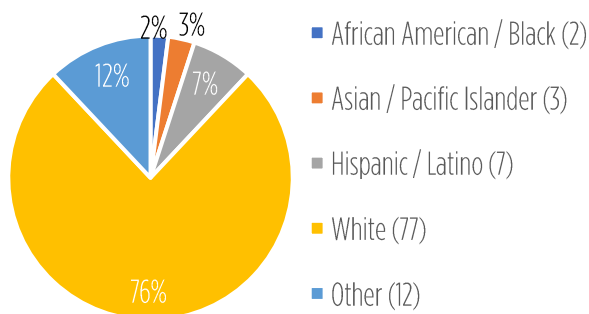
From: xx  
Sent: Thursday, July 23, 2020 11:29 AM  
To: Walman, Chase <Chase\_Walman@tempe.gov>  
Subject: priest bike lane proposals

I was looking thru the presentation material and for the accident data did not see any indication of how many years of data was included in the presented totals. How many years of data was used?

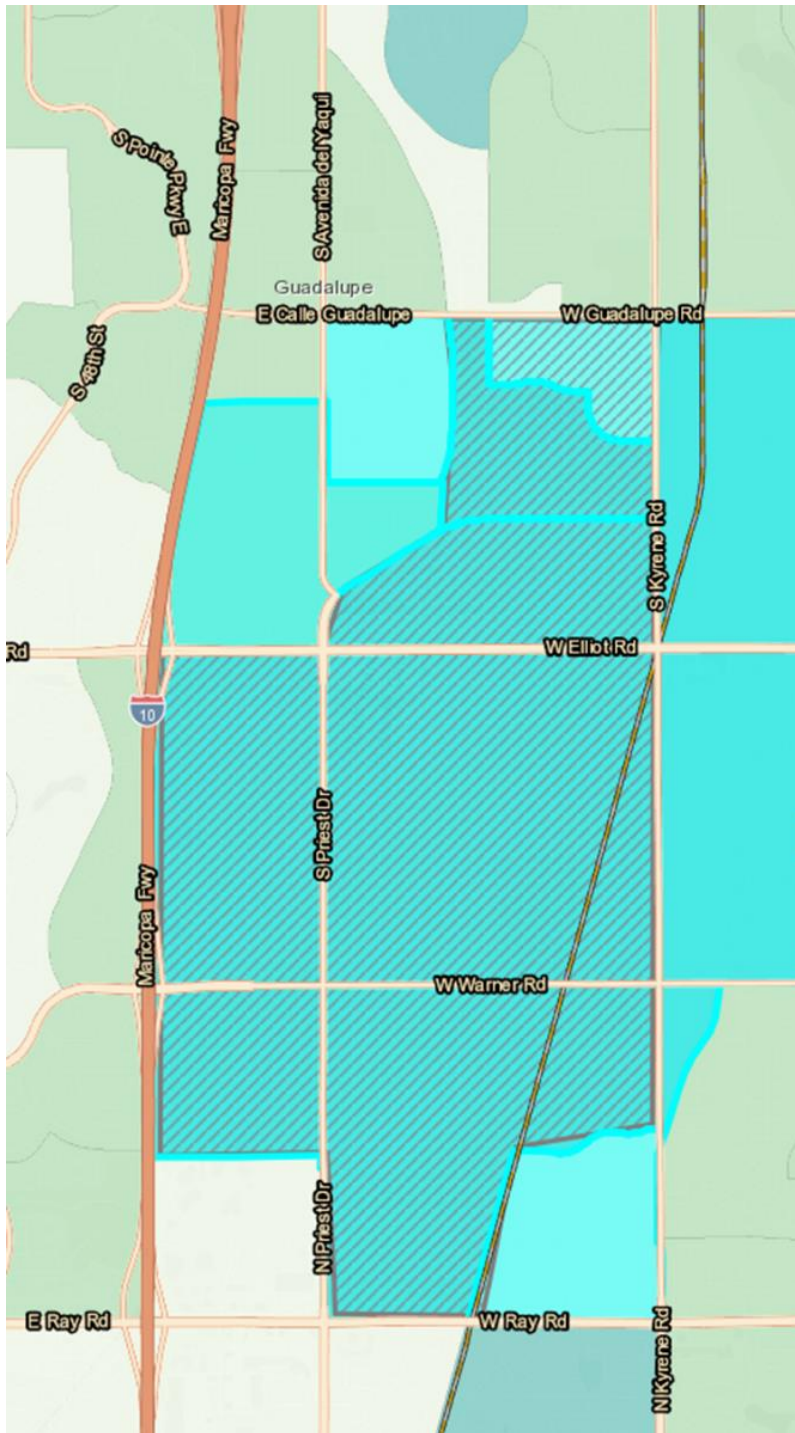
I saw some traffic count data for cars but did not see any traffic count data for bicycles and pedestrians. What were those counts?

## V. Demographic Information

Respondents were asked to choose all that apply (101 responses; some checked more than one category). Do you identify as...



The data that follows is based on census tract data that includes the area in turquoise below.



## Block Groups (9 Selected) Report

Topic		Estimate	Percent
<b>Gender and Age</b>			
<i>Total Population</i>		<b>18,671</b>	
	Gender		
	<b>Male</b>	<b>9,132</b>	<b>48.9%</b>
	Female	<b>9,539</b>	<b>51.1%</b>
	Age		
	Median Age	-	
	Under 5 years	1,241	6.6%
	5 to 9 years	1,243	6.7%
	10 to 14 years	1,010	5.4%
	15 to 19 years	921	4.9%
	20 to 24 years	1,847	9.9%
25 to 34 years	3,939	21.1%	
		<b>45 to 54 years</b>	<b>23.2%</b>
	55 to 59 years	1,042	5.6%
	60 to 64 years	869	4.7%
	65 to 74 years	996	5.3%
	75 to 84 years	340	1.8%
	85 years and over	148	0.8%
	Select Age Groups 18 years and over	14,598	78.2%
		<b>62 years and over</b>	<b>19.0%</b>
Race and Ethnicity Total Population	65 years and over	1,484	7.9%
	18,671	-	
	Hispanic	4,104	22.0%
	Non-Hispanic		
	White, Non-Hispanic	8,496	45.5%
Black, Non-Hispanic	2,328	12.5%	

Educational

<b>Population 25 years and over</b>		<b>12,409</b>	<b>-</b>
Less than 9th Grade		303	2.4%
9th to 12th Grade, No Diploma		532	4.3%
High School Graduate (includes equivalency)		1,518	12.2%
Some College, No Degree		3,174	25.6%
Associate Degree		930	7.5%
Bachelor's Degree		3,628	29.2%
Graduate or Professional Degree		2,324	18.7%
<b>Ability to Speak English</b>			
<b>Population 5 years and over</b>		<b>17,430</b>	<b>-</b>
Speak Only English		12,110	69.5%
Speak Other Languages		5,320	30.5%
Speak English "very well"		3,745	-
Persons with Limited English Proficiency (LEP)		1,575	-
Speak English "well"		1,184	-
Speak English "not well"		321	-
Speak English "not at all"		70	-
<b>Veterans Status</b>			
<b>Civilian Population 18 years and over</b>		<b>14,598</b>	<b>-</b>
Civilian veterans		607	4.2%
<b>Veterans by Gender</b>			
Male		527	-
Female		80	-
<b>Veterans by Age</b>			
18 to 34 years		79	-
35 to 54 years		154	-
55 to 64 years		112	-
65 to 74 years		161	-
75 years and over		101	-
<b>Households</b>			
<b>Total Households</b>		<b>7,180</b>	<b>-</b>



Average Household Size	-	-
Family Households (Families)	4,216	58.7%
Married-couple family	2,858	-
Female Householder, no husband present with own children under 18 years	1,027	-
379		
Nonfamily Households	2,964	41.3%
Householder living alone	1,900	-
<b>Household Income (in 2018 inflation-adjusted dollars)</b>		
<b>Total Households</b>	<b>7,180</b>	<b>-</b>
Median Household Income (dollars)	-	-
Less than \$10,000	322	4.5%
\$10,000 to \$14,999	248	3.5%
\$15,000 to \$24,999	354	4.9%
\$25,000 to \$34,999	401	5.6%
\$35,000 to 49,999	1,114	15.5%
\$50,000 to \$74,999	1,330	18.5%
\$75,000 to \$99,999	1,118	15.6%
\$100,000 to \$149,999	1,276	17.8%
\$150,000 to \$199,999	529	7.4%
\$200,000 or more	488	6.8%
<b>Poverty Status in the Past 12 Months</b>		
<b>Persons for whom poverty status is determined</b>	<b>18,622</b>	<b>-</b>
Persons with income below poverty level	2,284	12.3%
Persons with income below 150% of poverty level	3,464	18.6%
Persons with income below 200% of poverty level	4,396	23.6%
<b>Poverty Status for Families in the Past 12 Months</b>		
<b>Total Families</b>	<b>4,216</b>	<b>-</b>
Families with income below poverty level	362	8.6%
Married-couple family	136	-
with related children under 18 years	97	-
Female householder, no husband present	187	-
with related children under 18 years	123	-
Male householder, no wife present	39	-
with related children under 18 years	39	-
<b>Commuting to Work</b>		
<b>Workers 16 years and over</b>	<b>10,351</b>	<b>-</b>
Car or Truck - drive alone	8,170	78.9%
Car or Truck - carpool	779	7.5%
Public Transportation	435	4.2%
Bicycle	203	2.0%
Walked	139	1.3%
Other means (taxicab, motorcycle, etc.)	227	2.2%
Work at home	398	3.8%

<b>Occupation</b>		
<b><i>Civilian employed population 16 years and over</i></b>		<b>10,471</b> -
Management, business, science, and arts occupations	5,215	49.8%
Management, business, and financial occupations	2,047	-
Management occupations	965	-
Business and financial operations occupations	1,082	-
Computer, engineering, and science occupations	1,431	-
Computer and mathematical occupations	916	-
Architecture and engineering occupations	416	-
Life, physical, and social science occupations	99	-
Education, legal, community service, arts, and media occupations	1,243	-
Community and social service occupations	290	-
Legal occupations	121	-
Education, training, and library occupations	598	-
Arts, design, entertainment, sports, and media occupations	234	-
Healthcare practitioners and technical occupations	494	-
Health diagnosing and treating practitioners and other technical occupations	270	-
Health technologists and technicians	224	-
Service occupations	1,307	12.5%
Healthcare support occupations	224	-
Protective service occupations	299	-
Firefighting and prevention, and other protective service workers including supervisors	256	-
Law enforcement workers including supervisors	43	-
Food preparation and serving related occupations	338	-
Building and grounds cleaning and maintenance occupations	165	-
Personal care and service occupations	281	-
Sales and office occupations	2,316	22.1%
Sales and related occupations	1,085	-
Office and administrative support occupations	1,231	-
Natural resources, construction, and maintenance occupations	519	5.0%
Farming, fishing, and forestry occupations	21	-
Construction and extraction occupations	229	-
Installation, maintenance, and repair occupations	269	-
Production, transportation, and material moving occupations	1,114	10.6%
Production occupations	355	-
Transportation occupations	381	-
Material moving occupations	378	-
<b>Housing</b>		
<b><i>Total Housing Units</i></b>		<b>7,664</b> -
<b>Occupancy and Tenure</b>		
Occupied Housing Units	7,180	93.7%
Average Household Size	-	-
Owner Occupied Housing Units	2,813	39.2%

Average Household size of Owner Occupied Housing Units	-	-
Median Value (dollars)	-	-
Renter Occupied Housing Units	4,367	60.8%
Average Household size of Renter Occupied Housing Units	-	-
Median Rent (dollars)	-	-
Vacant Housing Units	484	6.3%
For seasonal, recreational, or occasional use	85	-
All other vacant	399	-
<b>Units in Structure</b>		
1, detached	3,176	41.4%
1, attached	364	4.7%
2 to 9	1,098	14.3%
10 or more	2,972	38.8%
Mobile Home	54	0.7%
Boat, RV, van, etc.	0	0.0%
<b>Vehicles Available</b>		
Occupied Housing Units	7,180	-
No vehicle available	407	5.7%
1 vehicle available	2,787	38.8%
2 vehicles available	2,796	38.9%
3 or more vehicles available	1,190	16.6%
<b>Area</b>		
Total Area in Acres	3,628.6	-
Total Area in Square Miles	5.7	-

**Source: United States Census Bureau, American Community Survey 2014-2018 5yr Estimates**

Source: U.S. Census Bureau, 2014-2018 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](http://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](http://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](http://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](http://www.azmag.gov), (602) 254-6300