



Country Club Way Bike & Ped Improvements: Public Input Summary, October 2020

I. Background

The project stretches from the U.S. 60 on the north to Warner Road on the south, roughly following the alignment of Country Club Way. The project will include a 10-foot wide concrete path, an adjacent equestrian path (between Warner and Elliot roads), landscaping, lighting, shade nodes, and a pedestrian-activated traffic signal at Warner Road. The portions of the project that are on-street will include the addition of bicycle facilities and improve the pedestrian environment and ADA access. The addition of bike lanes will not require the removal of vehicular travel lanes.

II. Outreach

- **Postcards** inviting the public to attend the meetings or to comment online were mailed to the area bounded by Price Road on the east, McClintock on the west, US 60 on the north and Tempe boundary on the south (5834 postcards). The postcard was also mailed to tenants in the ASU Research Park and Discovery Campus.
- Virtual public meetings were held on September 23 and 26, 2020; a total of 40 **people attended online**.
- The topic was **posted online** from September 23 – October 6, 2020 through Tempe Forum.

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

9/15/20 – public meetings. Reach/Impressions: 950 | Engagement: 42

9/18/20 – public meeting reminder. Reach/Impressions: 936 | Engagement: 22

9/30/20 – online input reminder. Reach/Impressions: 878 | Engagement: 26

TWITTER

9/16/20 – public meetings. Reach/Impressions: 1494 | Engagement: 39

9/18/20 – public meeting reminder. Reach/Impressions: 1551 | Engagement: 33

9/23/20 – day of meeting reminder. Reach/Impressions: 1737 | Engagement: 26

9/30/20 – feedback closes. Reach/Impressions: 1644 | Engagement: 25

NEXTDOR

9/15/20 – public meetings. Reach/Impressions: 2081 | Engagement: 2

9/30/20 – feedback closes. Reach/Impressions: 2375 | Engagement: 1

PRESS RELEASE

9/15/20 – virtual public meeting. 2043 emails sent, 36.3% open rate, 3.4% click rate

9/21/20 – Coronavirus newsletter. 6582 emails sent, 32.6% open rate, 5.3% click rate

9/23/20 – Coronavirus newsletter. 6583 emails sent, 35% open rate, 10.7% click rate

III. Survey Results

A total of 149 unduplicated survey responses were received.

Question 1: Respondents were asked to rank the design elements.

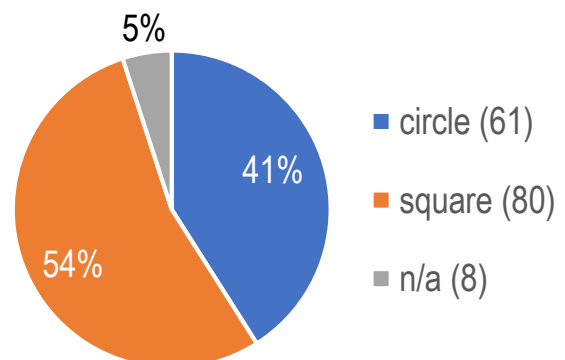
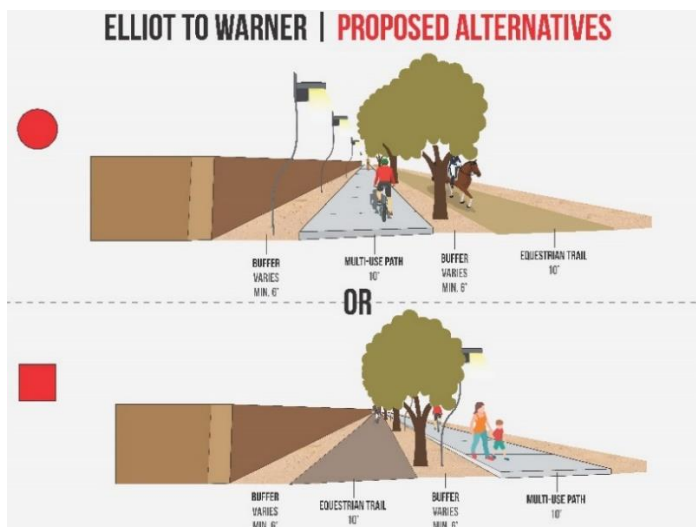
Average priorities over 149 responses

Rank

1. Bike lanes / pavement markings
2. Shade
3. Traffic calming
4. Improved lighting
5. Landscaping
6. Structures / nodes
7. Art features

For the next section of the survey, respondents were asked to select which option they preferred for each portion of the corridor

Question 2: Warner to Elliot



Respondents were asked WHY they prefer this alternative. The responses:

1. Safer for pedestrians and bikes
2. Would feel safer with horses on the outside
3. I have concerns over safety and privacy. The multi-use path needs to be away from the wall because people and bikes will be dodging one another when the path starts to get a lot of use, and I don't want either crashing into a wall. Also, the neighbors whose homes abut the wall may have some privacy issues with a walking/biking path being right next to their yard.
4. This will keep horses farther away from car traffic.
5. Dirt path next to water is better for keeping children away from the water
6. Walking Pedestrians should be on the side of the street with the most shade and away from traffic.
7. Our house is one of many that will be adjacent to this pathway. We do not want lighting right next to our fences, even if it is properly shielded. We would still see the lights above our fences. We do not want a 10-foot-wide concrete sidewalk/multi-use path with bikers and more pedestrians right next to our back yard as there would be more noise and less privacy. The lights and increased pedestrian and biker traffic will ideally be as far away as possible from our back yards. 22 feet away on the other side of new trees is MUCH better than right next to us with no barrier to the most heavily used path. We have lived here 30 years and we only saw occasional equestrians the first 10 years. But the last 10 to 15 years or so, since Edward Jones built their offices and big parking garage, the wide open space is gone where equestrians sometimes rode. We honestly can't remember the last time we saw a horse go by our house on this trail. There are no horse properties adjacent to the park. A mile and a half to the west on the other side of McClintock Road is Buena Vista Ranchos, which is horse property. Those equestrians don't come along Warner Road anymore to get to the park, since Warner Road is much busier than 20 - 30 years ago. South of us on the other side of Warner is Circle G Ranches, which is horse property. They have their own trails and as far as we know, they don't come up ride in the ASU Research Park anymore. That said, I appreciate that there will still be an "equestrian trail" along this multi-use path in the ASU Research Park. It's nice to think an equestrian and horse COULD show up, even if it's a very infrequent occurrence now. Plus, many walkers and runners prefer to walk or run on dirt instead of concrete as it's easier on the joints. So maybe some people will walk or run on the trail instead of the sidewalk, depending on the type of surface of the equestrian trail (since a horse is only on it once in a blue moon). As for horse riders possibly looking over our fence into our yard, it would be no different than it is now as a wide dirt utility road/equestrian trail. Equestrians in the park are few and far between occurrences.
8. Far fewer equestrians than other users. Let the majority of users be farther from the vehicle traffic.
9. Pedestrians and cyclists are not sandwiched between a wall and large horses.
10. This area is used the most by walkers and runners. Separating them from the privacy walls would provide increase security to homeowners. I walk the path almost daily (four years) and have never seen an equestrian rider on the trail.
11. Square is better because placing the trees on the west side of the multi-use path will make it more useable by providing shade in the afternoon when it is warmer. It also adds a buffer to the residents from the multi-user path which will likely be use more frequently than the equestrian trail.
12. Less traffic close to the houses.
13. More distance between houses and pedestrians, which are more likely to be using the trails.

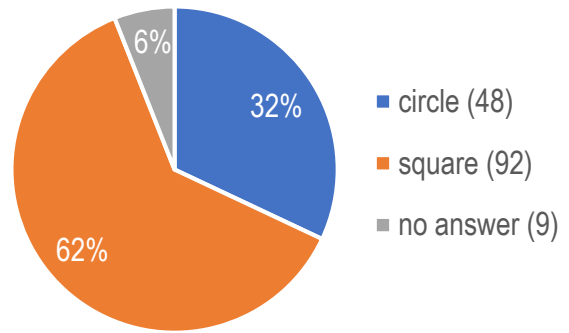
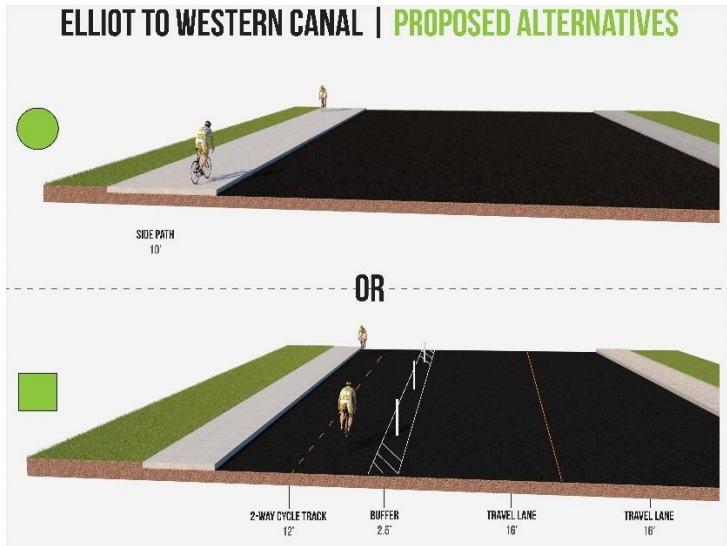
14. My house backs up to the equestrian trail now. The lighting, if the circle option is used, would illuminate my master bedroom. The equestrian trail has less traffic, which would keep noise to a minimum.
15. As someone that backs to this path, looking for as much separation as possible between Multi-Use Path (MUP) and the wall. This will provide more privacy, less noise and will be safer (i.e. social distancing across the wall). There are several houses with lower walls than others. There are also houses with existing gate-access to the path (with more expected, once path is updated)...would be safer for MUP to be further away from gate areas. I'm hoping that feedback/requests are weighted accordingly...with priority given to property owners that back the path or that live in the neighborhood. Agree with other comments on Equestrian Trail usage. I've only seen 1-2 horse-riders in last 5 years. However, it will still be nice to have it in addition to MUP (i.e. softer running path).
16. Keep the lights and walkers away from the neighbors fences that back to this area.
17. Better for the homes that back up to the pathway.
18. Keeps light pollution out of yards
19. Horses should be farthest from traffic.
20. Prefer not to walk or bike next to wall
21. more buffer from lights
22. Respects privacy of neighbors behind wall and offers variety of options for multi use.
23. Horses should be closer to the wall instead of trapping the pedestrians.
24. I live on the other side of the wall, north of Warner. A horse path and tree line, separating the homeowners and bikers, will provide more privacy to the deserving homeowners.
25. This alternative would keep pedestrian and other traffic further away from homes whose yards back directly onto the path.
26. Lighting is away from neighborhood.
27. It keeps the pathway lighting further away from the residences lessening the potential for annoyance. As equestrian traffic is expected to be light to non-existent using that cross section as additional buffer may help.
28. My home backs up to ASU Research Park and I would prefer the lighted path to further away from our homes and the equestrian area closer to the fences to provide a larger buffer.
29. I like the idea of having the lighting and multi-use path away from my neighbors back alley wall.
30. I feel that there are more pedestrians and bikers than there are equestrian users, so this will keep more of the people safer.
31. Lighting should be away from residents backing up to walkway.
32. Nobody wants lights into their yard.
33. larger buffer from people on path to homes
34. people are farther away from the homes
35. I'm concerned that the square option allows too much darkness near residential fencing, which may increase the likelihood of graffiti and fence jumping.
36. Provides more privacy for homeowners who abut the proposed path. No one should have to have lights right up against their backyard.
37. I would prefer to not bike directly adjacent to the wall. As a property owner that backs up to the Kyrene Canal Path, I appreciate the path not immediately behind my back wall, from a noise standpoint
38. It seems safer to have horses farther away from car traffic.
39. If I were a homeowner whose property backs up to this, having people astride horses and able to potentially look into my back yard denies me some privacy.

40. During one of the community calls a neighbor indicated that there isn't much equine activity, so moving the likely traffic away from the homeowners' fence would be more desirable.
41. The lighting is close to the sidewalk and the horses can be more protected on the side away with the trees between
42. Neither plan shows what is east of the planned trails, which is currently covered by a line of trees. I'd hate to lose those trees as they act as a buffer to the parking lot. Having trees on both sides would offer more shade and be more aesthetically pleasing on a cycle. There will be more traffic on the bike lane, and having the path to the east would cause less stress on the canine denizens of homes bordering the estate.
43. Better to keep the landscaping/trees separate from utilities like lighting. And this gives better space to the equestrians away from the wall. The path users will have partial shade both early and late in the day from the wall on one side and the trees on the other.
44. I see lighting in the first option
45. I think it makes sense to have the equestrian path on the outside edge. If a horse were to get spooked and dart off, it seems safest to not have the horse crossing the pedestrian path to get away.
46. Feel like the street lights between the trees wouldn't be that helpful at night.
47. lighting is better for bike path and pedestrian walk.
48. Circle alternative just looks a bit "cleaner." Otherwise, no preference.
49. Lights won't shine into yards behind fence.
50. the lights won't be blocked from the tree limbs. The lighting system currently used in other paths sucks compared to Mesa and Chandler and Gilbert's bright path lights
51. Both work, but this might allow more pedestrian access.
52. Keeps lighting away from homes and their back yards
53. less concrete better lighting, more green
54. Seems smarter to keep the horses away from the traffic sounds
55. Don't know
56. I am more likely to multiuse path and the circle design makes it less likely that I will be hit by a distracted driver.
57. More safety from vehicles
58. equestrians on the inside
59. Biking and walking are more used than horses.
60. path connects with the office complex better
61. Assuming that traffic is on the far right, this keeps the horses safe from being startled and hit by cars. If my assumption is wrong, I still like this alternative because it gives the horse more structure.
62. There is not much difference between these, but there is a SLIGHT potential for greater shade in this option.
63. To keep bikes and pedestrians apart. Will get much more use by pedestrians particularly with strollers than horses
64. To keep bikes and pedestrians apart. Will get much more use by pedestrians particularly with strollers than horses
65. would seem to provide greater privacy for home owners as horse riders are much higher, and could see into peoples back yards
66. Circles are more natural
67. The homeless are going to camp against the wall. Keep me on my bike away from the wall, let them sleep in horse poop.
68. horses have more space
69. Keep the bikes away from cars

- 70.No strong opinion either way.
71. I like the feeling of the lights and trees creating a tunnel
72. I think that if you have the horses further from the barrier they might be less likely to be spooked by noises from traffic. Also, the light on the left side of the path can provide some illumination further out as opposed to having the trail completely covered.
73. Bicycles (multi use)are seperated from Equestrian area, which helps if the animals are skittish. Also if this is planned near the canal, there are fewer equestrians than cyclists, which leaves a better buffer area further away from accidental falling into the canal.
74. There will be less usage of the equestrian trail, so put that next to the wall. Leave more openness for pedestrians and bikers.
75. I think that the multi-use path will be used more than the equestrian path and in this option the trees in the middle will shade the multi-use path in the afternoon/evening
76. Lights will show art on wall better.
77. Unlit trail between trees and wall is a good place for garbage and people to gather in the dark at night.
78. I prefer whatever alternative that allows horses to be as comfortable as possible.
79. My home borders the fence that the path will be adjacent to, and I would really prefer there be as little physical and audible disturbances to my residence as possible.
80. Not a strong preference, but better to keep the horses out closer to a better view?
81. better lighting
82. Horses spook more easily with cars passing by, just a thought I don't own or ride them so I don't know.
83. seems safer to be close to the wall while biking
84. This option seems to provide the best possibility of privacy for the homeowners. Riders mounted on top of horses will be able to view into backyards. Having a barrier between them and the houses, seems prudent.
85. This option seems to be more protective or shelter users by having the wall next to the walking/running/biking trail.
86. As a homeowner that backs up to this path we request the 2nd choice....puts the equestrian trail closest to our property and lights and walking path at the furthest location.
87. Not a strong preference, but keeping the lights away from the trees seems useful?
88. Bikes as far from the road as possible.
89. Keeps horses farther off the road.
90. Provide maximum buffer between road and most number of users.
91. pedestrians farther from house wall
92. Option for horses
93. Honestly, either one is fine for me
94. keep horses away from residential houses
95. We live in a cul-de-sac that backs onto the path and the lights for the path will be too close. We need a buffer between the path and the yard walls.
96. I like the light provided to the multiuse pathway.
97. It puts the multi-use path further from the hot block wall and would provide afternoon shade.
98. I think the less confined the horse is the better. I disagree with one of the comments made during the 9/26 meeting that the horses will get spooked by high speed bicycles riding past it. If a horse gets spooked from a bicycle riding past it with 6 feet of landscaped separation between it you should not be taking it out in public. However, I do think that you should be looking into connecting the existing paths that are already in the research park. No sense wasting money building new paths unnecessarily.
99. More privacy for homeowners.

- 100.Places pedestrians and cyclists in better lighting
- 101. Less light towards the homes closer to the border wall.
- 102.Pedestrians should always yield to horses, this would allow the horse to have more space on the outside of the trail if it was startled by a cyclist or pedestrian partaking in another activity.
- 103.Seems more protected
- 104.children strollers walkers blocked from traffic noise somewhat more
- 105.keeps horses to side
- 106.Equestrian (less used) is closer to street.

Question 3: Elliot Road to Western Canal



Respondents were asked WHY they prefer this alternative. The responses:

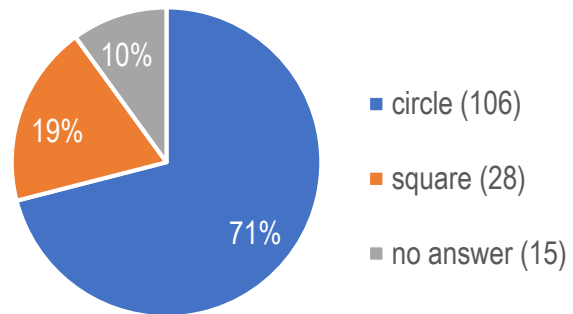
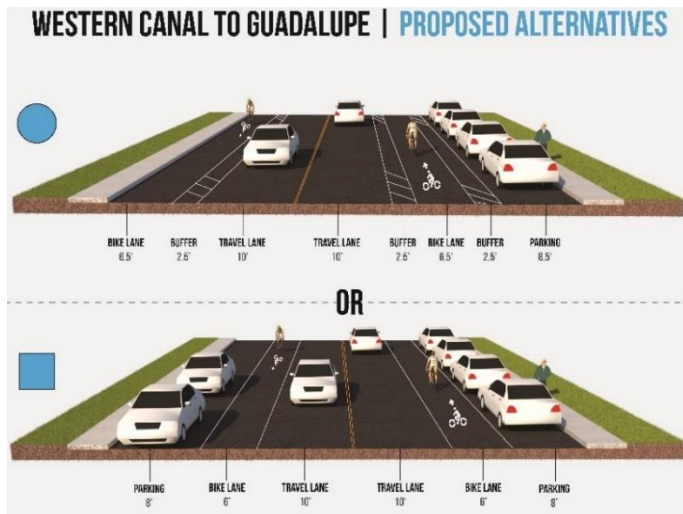
1. Why do you prefer this alternative?
2. 2 way cycle track doesn't flow with the rest of the bike path
3. We need more bike trails.
4. More space for cars means less traffic.
5. I think the Square Alternative is too much space for the bicycle lane
6. There is separation between bikers and pedestrians and separation between bikers and cars. I would feel more comfortable biking this section with the 2-way cycle track alternative. It seems similar to a 2-way boardwalk along a beach.
7. Bicycle lanes contiguous to roadway end up with lots of road debris from vehicles sweeping it into the bike lane. A separate bike lane at a different altitude prevents this. If the bike lane cannot be at a different elevation then no lane is preferred as vehicles will occasionally cover the entire road surface keeping debris from piling up.
8. Prefer separate biking and pedestrian areas.
9. Cyclists and pedestrians should not share the same path. I ride my bike too fast to safely be near pedestrians. The circle option looks like cyclists and pedestrians share the same path. This is not safe. But, I don't like the square option either. Cyclists should be riding with the direction of traffic. Option square shows cyclists riding on both directions on the left side of the street --- this is not safe.
10. Pavement is better maintained and smoother than sidewalks. But it is hotter :(

11. Maintaining a good sidewalk and providing separation for bikers from walkers would be the most effective use of this area. I would be more like to use the path if I knew bikers would be kept separate.
12. Square alternative is safer for bikers and pedestrians by providing buffers.
13. Divider between traffic with better marking.
14. If no impact to traffic, the dedicated bike path would be preferred...especially for group bike rides.
15. Tempeans have previously protested loudly about bike lanes divided from cars on the main roadway (brings back images of McClintock)
16. allows separate use by cyclists and pedestrians.
17. The current width of travel lanes is unnecessary and potentially dangerous.
18. Bikes and walkers/ runners can have own lanes
19. Safety of cyclists
20. Gives direction for safe passage of bicycles and pedestrians.
21. Less confusing for drivers.
22. Safety looks correct. Maybe concrete pillars (example what Las Vegas strip is installing for pedestrians).
23. Larger separated space for bicyclists. So long at the soft-hit posts illustrated in this concept and maintained there's a chance the northbound cyclists will have some perception of safety.
24. separate bicycles from pedestrians
25. It would be great to make this city a more bike friendly place, and this provides a very accommodating area for biking.
26. It is clearer
27. Shutterfly Way is far too wide for the amount of traffic on that road, I think this will reduce the width and encourage slower driving.
28. Safer for bicycles. Most bikes will ride on the pavement even with the square proposal.
29. that section of asphalt is incredibly wide, and is essentially a driveway into the discovery research park. With no northbound vehicle left turn opportunities, it does not require a left turn lane.
30. Two way cycle path seems counter to current bike rules where bicyclists are supposed to go with car traffic; not against it. I fear cyclists might not care about going against traffic if they get used to this configuration.
31. Dedicated bicycle path
32. As a cyclist, I feel safer when there is a buffer of some kind between traffic and me while on my bike.
33. It makes sense to keep the cycle traffic in-line with the existing path as it approaches the Western Canal entrance. Also, the only vehicular traffic would be on the East side of Shutterfly Way accessing either Shutterfly, or the retail sites near Elliot Road.
34. We have something like it where I live on Brown and country club and it seems to work great
35. Less traffic risk.
36. Best to separate all modes, including pedestrians and bicyclists. There is more than enough space for vehicles with 16 foot wide lanes, oh my!
37. Provides safe space for cycling
38. Protected bike lane with sidewalk for pedestrians allows for more users, and heightened visibility
39. I don't like having to bike on the sidewalk and disrupt walkers. It is not very safe.
40. I think it establishes a visual show of importance for bicyclists. And that might promote more people to ride their bikes.

41. I prefer to ride on the road and not the sidewalk.
42. bikes off the roadway
43. The separated 2-way cycle track on the road is a better way to ride than being crammed on the sidewalk with 2-way cycle traffic and pedestrians.
44. Bikes shouldn't be on sidewalk.
45. Bicycles belong in the street, NOT on sidewalks! I can ride up to 20mph easily. I cannot commute or ride fast on a sidewalk type path.
46. Biking feels really dangerous in the Phoenix area, so anything to make biking separated from traffic and more safe is the best plan.
47. Bicycles on a sidewalk are challenging at speeds. Walkers, children and pets should be separated from cyclists
48. keep cyclist safe and away from cars.
49. Pedestrians and cyclists move at different speeds and should have different lanes for safety
50. Seems safer
51. Separate path from road is better
52. More of a buffer for the pedestrians on the path
53. end bike lanes unused on main roads now.
54. seems safer
55. Adequate for bikes and does not use street that should be for car traffic.
56. Cyclists prefer to use the road over a sidewalk-like path.
57. 10' wide path is plenty for bikes and pedestrians. this road is barely used anyways other than the office complex
58. Looks like it gives cyclists more room to pass one another and it restricts traffic to just one lane each way.
59. i prefer to maximize traffic flow
60. Keep bikes off road. should also plant trees to shade path
61. Keep bikes off road. should also plant trees to shade path
62. This roadway has very little traffic, and could easily support dedicated bike lanes. Also give the walkers their own sidewalk.
63. Both are fine.
64. Cement is not as nice to bike on.
65. This aligns nicely with existing design at other bike paths in Tempe.
66. More room for bikes
67. The "candlesticks" tend to get mangled and look bad. And the more separation between bicyclists and cars the better.
68. I feel safer on multi use curbed path. The street with the posts feels like someone could miss that and drive over those posts and hit me
69. Separating pedestrians from cyclist is always a plus.
70. 16' lanes are excessive, unnecessary, and will encourage higher vehicle speeds. Please reduce these either by striping a buffer down the middle of Shutterfly, widening the proposed buffer, or striping a buffer on the east side.
71. Its not important to have a 2 way cycle path, but a wider path (like Holland has) with a buffer zone would be nice.
72. Get's bikers off the road and has less impact on cars.
73. Bikes belong on the road
74. More room for bicycles.
75. Cars tend to think they can drive in the bike lane when it looks too much like a road.
76. Car drivers already hate bicyclists and those dippy plastic cones don't really deter anyone and having 2-way bike traffic on one side of the roadway is confusing as far as driving rules go.

77. More room for cycling, separate walkers runners as much as possible, still a good buffer to traffic.
78. no preference.
79. Cars are careless in AZ, would feel safer on a separate path
80. I would feel safer on the side path
81. Buffered bike lanes are the best! I always feel safe in them, when I ride I feel like I have room to navigate the road if an accident occurs. It's also nice to feel the "open road" and share the road with everyone.
82. separated cycle lanes on the road are preferable
83. dedicated bicycle lane vs shared bicycle/pedestrian lane
84. This option keeps walking and running users separate from bicycle and vehicle traffic. Or is it possible to have bicycle traffic flow with vehicle traffic in each direction as next alternative shows?
85. Neither pedestrians nor drivers watch for bikes on the sidewalk, and the cycle track will make for better riding than the side path -- especially considering dips necessary for driveways, etc
86. Safer for cyclists.
87. Better for recreation. Unfortunately, I have seen too many drivers cut over those painted lines and DRIVE IN THE BIKE LANES. The stick barriers are a must.
88. Separate lanes for directional bike travel encourages use, while still providing a sidewalk for children, baby strollers, etc to stay off the street.
89. Pedestrians, bikes and cars should each be clearly separated due to differences in speed to allow each to move efficiently. I would prefer additional physical barriers between bikes and cars in the square alternative.
90. you don't take away from the road - plus those poles are a pain!
91. Larger bike space
92. I like that the bikes have a designated area, separate from pedestrians
93. More bike riding space
94. There is very little pedestrian traffic in this area.
95. There is little traffic on this segment, may as well save some money
96. It seems to use less concrete/asphalt and put the riders off of the roadway.
97. Low traffic on this road does not justify the width of the road in circle alternative. I just hope that the bollards displayed in the square alternative will end up on the final plan. Bike lanes with no protection are virtually worthless to the large majority of the population that only feels comfortable riding on protected bike lanes.
98. Appears simpler and more cost-effective, but still safe for bikers.
99. Better for vehicle traffic without significant impact to cyclists
100. Safer path for cyclists
101. There is more room so walkers and runners do not get startled by cyclists. As a cyclist, people walking and running have a tendency to have their headphones in and do not hear us when we are close by and even yelling on your left, they do not pay attention.
102. Better protection from careless and distracted drivers
103. Seems clearer where the road is and where the multi use path is.
104. I prefer to ride my bike on the sidewalk
105. rather ride in street
106. Circle has bike path separated from car traffic
107. No bike lane in first one

Question 4: Western Canal to Guadalupe Road



Respondents were asked WHY they prefer this alternative. The responses:

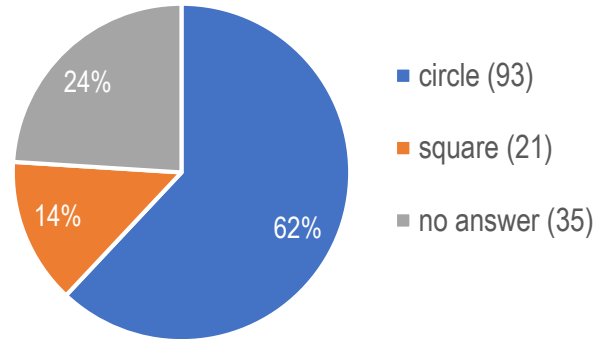
1. More buffer space between bikes and traffic
2. Prefer to have a buffer zone between traffic and bicycles.
3. I'm not sure that parking is needed on both sides of the road.
4. Better use of space and looks less complicated.
5. The Square Alternative looks dangerous to bicyclists.
6. The bike lanes are wider and there are buffers.
7. The buffer zone between vehicles and bicycles.
8. Prefer a buffer between traffic and cars.
9. I think it is safer to have symmetry so it is easier to determine what a driver or cyclist should be doing.
10. Avoids getting doored by cars in the parking lane
11. As the homeowners of the side without parking (circle) do not have access to this area due to a block wall it makes the most sense to allow for buffers to encourage riders.
12. Circle is safer for bikers. More space to open doors for cars. That area is residential and does not need the additional parking in the square alternative
13. Seems easier to implement
14. It seems safer for the folks riding bikes.
15. Circle alternative seems safer option.
16. Only need parking in one side, safer for bikes with the buffer
17. Buffers between cyclists and cars are helpful. I am fearful to ride on these city streets and improved paths would help.
18. Based upon current use, parking on the southbound side of the street appears to be unnecessary. Buffered bike lanes enhances safety.
19. Looks more safe
20. Need buffer for cyclists
21. Need some buffer area to separate the cyclists from the crazy automobile driver for safety.
22. Looks safer.
23. Presuming that the residences do not object to removing a lane of parking as a bicyclist I prefer to have buffered lanes.
24. don't need parking on both sides of the street
25. It would be great to make this city a more bike friendly place, and this provides a very accommodating area for biking.

26. Seems safer for bikers
27. Looks safer
28. safer for bikes and getting in/out of parked cars
29. I appreciate the buffer between bike lane and doors of parked cars.
30. Consistency. Also, people can park on both sides of the road.
31. Circle alternative has no parking / car access to the right of the bicycle lane on one side for increased safety of people using that lane.
32. Buffers between moving vehicles and bicyclists or pedestrians always seem to be the safer alternative.
33. One to keep it simple. Leaving parking on both sides available is welcome as today vehicles park on both sides of the street near the canal entrance by those who drive there to utilize the Western Canal Path, e.g. to rollerblade, or walk. Families also use the street to access the Western Canal Path or to navigate to Stroud Park. There isn't a lot of vehicular traffic near the southern end of Country Club Way at the Western Canal Path entrance so having the ability for families to cycle, rollerblade and/or walk side by side versus single file is a plus. Residents already expect to see people in the roadway and can easily navigate to the center and away from them, safely sharing the road.
34. Because I ride bike and cars do not want to move over and give you the room in fact some of them come quite close on purpose
35. Less confusing.
36. Even though I like buffers to give bicyclists extra separation from moving vehicles, the square alternative will provide better traffic calming. The 6 foot bike lane is wide enough to help keep cyclists out of the dooring zone going either direction.
37. Worried about drivers paying attention to cyclists when parking
38. Reduction in on street parking makes safety of cyclists and pedestrians a priority. Buffered bike lane is safer
39. Ambos parecen peligroso para los ciclistas
40. If there is already parking on both sides of the street, I don't like the idea of changing that.
41. Looks safer
42. Having a buffer feels safer and provides a distance between my lane and cars.
43. To do the circles means you have to expand the roadway and we all know how good Tempe is at that.
44. In the Circle alternative, the bike lane is wider; the buffer lanes provide more space for cyclists (more distance between moving and parked vehicles); the buffer lanes make the lane divisions and purposes more clear; and the buffer lanes identify and allow space for people to walk to and from their vehicles knowing that the traffic lane is 2.5 feet away from their vehicles.
45. More space between bike and traffic lanes may encourage bikers to stay off sidewalks.
46. People open their car doors without looking out for cyclists!!! Which makes the cyclist swerve into traffic creating accidents!!!! (C'mon, you guys know this!) The circle alternative gives a buffer between the parked car doors and the cyclist! It's an easy choice to know which one is better AND safer for everyone!
47. A parking protected bike lane with buffers is good because it keeps cyclists safe.
48. Buffers between cars and cyclists are good. Car doors hurt.
49. Doesn't take up a lot of roadway, no expansion needed.
50. Having the buffer will keep cyclists safer from cars
51. Safer
52. More separation for bike lane
53. Safety buffer for bikes
54. So I don't get hit by bike nuts.

55. always prefer lanes outside of parked cars where possible
56. Few things are scarier than riding next to parked cars. A suddenly opened door can kill.
57. The more buffer the better!
58. allows more room for parking. This road is mainly used for slower residential traffic so why waste the money on the buffer zone against slower traffic
59. While I like the buffers in the circle alternative, I do think that cars should be able to park on either side of the road.
60. This alternative provides greater parking, but actually, I DON'T LIKE this alternative. Instead, make the sidewalks wider and multi-use, and allow both bikes and pedestrians.
61. Neither. Would prefer to keep bikes off street as much as possible on dedicated pathway. But if forced, would choose circle with buffer zones.
62. Neither. Would prefer to keep bikes off street as much as possible on dedicated pathway. But if forced, would choose circle with buffer zones.
63. Cars parked on both sides of the road are proven to slow automotive traffic more than anything else. Cheap, effective solution to improving safety.
64. Cars virtually never park on the west side of Country Club, so this is the best use of the pavement on country Club.
65. Future thinking, the cars may need to park somewhere if an EMS fire truck rolls down, that is a scary moment for bicyclists.
66. Buffers are good
67. a bit more buffer zone between bike lane and car lane
68. Same room for bikers, more parking for drivers
69. There are very few cars parked on this stretch anyway, so there doesn't need to be parking on both sides.
70. feels safer
71. Having thicker lines to separate cycling lanes from cars is helpful and protects cyclists. In addition, keeping a buffer between parked cars and cyclists is nice as many people opening car doors do not check for cyclists.
72. Minimizes the door zone
73. It has a buffer zone, maybe even consider making a raised area in the bike lane, so any car drifting would feel the raised area, and make corrections before possibly making contact with a cyclist,
74. Safer for bikers to have the buffers, and I don't believe the parking on both sides is really needed (one side should be enough)
75. Bigger buffer seems safer for bikes
76. This alternative is safer for bicycles
77. Bike path more clearly defined.
78. They both kinda suck, but I think if you only have parking on one side of the street, people are still really gonna park on the other side anyhow, so may as well just have the parking.
79. It protects cyclists slightly more. It gives cyclists more escape room in case a parked car pulls out or someone opens a door.
80. No preference.
81. Need buffer with traffic, cars in AZ are careless.
82. Reduces conflict with parked vehicles
83. Obviously circle alternative, no one wants to be side swiped by an opening door or taken out by a hit and run trying to leave a parking spot. The buffered lane between cars and bikes allows for those incidents, and also follows Tempe's vision zero plan, by lowering the odds of accidents
84. Separated cycle lanes are safer

85. having a dedicated bicycle lane AND parking available on BOTH sides of the street is optimal when feasible.
86. This option does not seem to crowd bicyclers or pedestrian traffic and might have slightly larger vehicle lanes also.
87. The door zone is dangerous -- I've been doored before!
88. The square plan is extremely dangerous for cyclists. I have had drivers not look before opening door of parked vehicle and nearly hit me on e.g. Apache many times.
89. That way your chances of being clothes-lined on a door by a careless driver are less.
90. Safer for bikes, but I think the circle alternative would need to be combined with some signs for parking to aid drivers locate suitable parking spots.
91. Bikes and cars should each be clearly separated due to differences in speed to allow each to move efficiently and so that cars do not have an incentive to run bikes off the road, as has happened to me occasionally. I would prefer additional physical barriers between bikes and cars in the circle alternative. Parking on this street is very rare (no houses face the street) - so I think it would be fine to only have parking on one side.
92. More pedestrian friendly
93. More room for foot and bike traffic, limits blind spots for cars
94. Because of the buffer between bike lane and travel lane. It is safer for bike riding.
95. There is minimum cars parked in this area don't need additional lines for cars and bikes
96. It allows for parking on both sides of the street and would reduce the likelihood of parking anywhere other than Country Club Way.
97. I'm opposed to either segments. I live in the Camelot Village area and prefer to keep the neighborhood as is. The bike lanes will increase traffic through the neighborhood and that is a safety concern for me. (Kids at their bus stops) I thought the bike lanes on McClintock were established for this purpose. Doesn't this seem redundant? I would like for our tax money to be spent more wisely.
98. As I said before, protected bike lanes are critical to get people to actually use them. Also, the amount of parking is totally unnecessary. All of the houses here have private driveways, there is no need to have two lanes of parking. However, if this parking is completely necessary, I think you should consider using parking protected bike lanes. This allows you to keep parking and add protection for the bike lanes.
99. The buffers look safer.
100. Less risk of vehicle contact with cycles
101. More opportunities for cyclists.
102. People at the park cars and do not ride bikes have a Transit not to respect bike paths and park in them. I would prefer a buffer because then there is less risk of the bike path being blocked.
103. I will not use a bike lane with children when there is no physical barrier between the bike lane and cars. I have seen drivers completely ignore existing bike lanes in Tempe, even when there are bicyclists in them. Even without children, a model with the bike lane between parked cars and moving traffic seems problematic. Bicyclists can easily be in the blind spot of someone pulling out of a parking space, and if they get knocked down in that model, they will be knocked into moving traffic
104. they are both confusing
105. buffer to keep bikers safe
106. more separation between bike and car traffic
107. Narrower streets = safer streets

Question 5: Watson Drive to US 60



Respondents were asked WHY they prefer this alternative. The responses:

1. Why do you prefer this alternative?
2. The buffer zone makes sense here.
3. Same reason.
4. I do not believe the buffer is necessary
5. There is more perceived space to maneuver if there is a close call.
6. It's all shared so make the lane wide...this section is going to suck to ride.
7. Prefer a buffer
8. I don't like either of these since there is not a designated bike lane. I also think drivers may mistake the buffer lane for a bike lane and get angry at cyclists for not riding in it.
9. Evidence shows that "sharrows" increase bike accidents so those should be removed. But the buffer with parked cars is helpful. Somewhat worried about the narrow lanes prompting aggressive passing by drivers though.
10. If the lanes are to be shared lanes in either choice, it makes the most sense to provide some protection for bikers with the buffer areas. This will encourage biking and allow for safer parking.
11. Square is safer for bikers and cars having the extra buffer. These are residential roads and don't need to be extra wide.
12. safer
13. I like the buffers
14. Circle alternative seems safer option.
15. Don't really like either...
16. Safer
17. again, buffers are helpful
18. Buffer is not necessary.
19. Buffer lanes for cyclists, cars & passengers
20. Need safety buffer zones for safety. Otherwise, cyclists won't use.
21. Still concern for residences leaving their homes and not seeing bikers with the street parking. This choice because it seems the safer option.

22. There is little difference between these two options. I've only chosen the circle option with the thought that the painted buffers may encourage one or two drivers to perceive the travel lanes being narrower and travel at a reduced velocity.
23. like the buffer for opening of parked car doors
24. No preference.
25. Buffer is safer!
26. safer for cyclists and those getting in/out of parked cars
27. Having a buffer is safer for all involved.
28. Having a buffer allows a cyclist to get to immediate safety if a car is speeding through this area. (I live here. They do!)
29. Since vehicular and cycling traffic need to share a lane, it adds to safety for all to have the buffer lane next to parked cars for when they open their car doors.
30. Looks like there's more room and protection for the rider.
31. Cautions bikers to the risk of car doors opening in front of them.
32. Provides better traffic calming and will keep bicyclists out of the dooring zone from the parked cars.
33. Buffered lanes I guess. Markings of any kind are helpful to increase awareness of cyclists.
34. Ambos parecen peligroso para los ciclistas
35. If cars are getting aggressive behind a biker, I like that the biker could scoot into the buffer zone to let a car more easily pass. When I'm driving, I feel more comfortable passing a bike when I can see that there is a line between where they are at and where I plan to drive.
36. Visually looks safer - reminder to drivers
37. The buffer shows a visual to drivers and creates a safer place for bikes.
38. In the Circle alternative, the buffer lanes make the lane divisions and purposes better defined and provide separation between moving and parked traffic.
39. Road is narrow enough if parking lanes are added.
40. People open their car doors without looking out for cyclists!!! (C'mon, you guys know this!)
The circle alternative gives a buffer between the parked car doors and the cyclist! It's an easy choice to know which one is better AND safer for everyone!
41. I think the buffer and narrower lanes will help calm traffic and be safer for cyclists and people getting in and out of their cars.
42. Buffers between cars and cyclists are good. Car doors hurt. Also narrower drive lanes slow drivers down naturally.
43. uses roadway already in place.
44. If some car decides to be a dick the cyclist has a little room to react
45. Safer
46. More separation
47. Car door suddenly open causes bikes to swerve into traffic
48. prefer a buffer
49. Few things are scarier than riding next to parked cars. A suddenly opened door can kill.
50. If we are sharing lanes, might as well make them as wide as possible
51. mostly slower residential traffic, no need for buffer in my opinion
52. I'm not too comfortable with shared roads because it's always the car that wins. Circle alternative at least allows cyclists to move over to allow the car to pass.
53. I'm not sure I understand what the difference is between these options? I DON'T LIKE either alternative. Instead, make the sidewalks wider and multi-use, and allow both bikes and pedestrians.
54. Neither. Would prefer to keep bikes off street as much as possible on dedicated pathway. But if forced, would choose circle with buffer zones.

55. Neither. Would prefer to keep bikes off street as much as possible on dedicated pathway.
But if forced, would choose circle with buffer zones.
56. The buffer reduces the effectiveness of the slowing of traffic.
57. I'm going to ride my bike in the buffer.
58. Buffers are good
59. Knowing the neighborhood, I believe this would be a good fit.
60. Drivers are going to think the buffer is a bike lane
61. The buffer zone gives bicyclists space to move to the side so cars can pass.
62. feels safer
63. Same reason as above. Keep a space between parked cars opening doors and cyclists.
Although, cyclists may use the expanded buffer zone as their own lane which would defeat the purpose.
64. less people next to homes
65. Minimizes door zone
66. Because there is a buffer zone.
67. Bike and car usage will be shared, buffers won't offer much for safety.
68. If the bikes are lane-sharing with the cars, then you don't need a buffer to protect the parked cars. It would make it confusing.
69. Not sure what this buffer is for
70. Honestly these both look like they will suck for bikes.
71. With a "buffer," no car is gonna wanna wait for a bike, they're gonna expect that the 'buffer' is actually just the bike lane.
72. It protects cyclists slightly more. It gives cyclists more escape room in case a parked car pulls out or someone opens a door.
73. No preference.
74. At least with a buffer, bikers could stay out of traffic travel lanes, but neither option is very good.
75. I prefer the extra width of the shared lane
76. Same reason, more room less chance of getting hit.
77. buffer doesn't really add much to safety of cycling
78. having a buffer seems better than not
79. This option does give the bicyclers an option to ride in the buffer lane, out of vehicle traffic, which might eliminate angry drivers trying to get around slower bicyclers..
80. Buffer is useful to illustrate why cyclists are taking the lane instead of riding in the door zone
81. The square plan is extremely dangerous for cyclists. I have had drivers not look before opening door of parked vehicle and nearly hit me on e.g. Apache many times.
82. Its safer with the buffer but the reality is the drivers will not share the road unless it is enforced.
83. This buffer could save my life since I frequently cycle on this route.
84. Circle alternative provides increased signage (painted lines on street) to help remind drivers that bikes may be traveling there. Also provides drivers getting in and out of parked cars a reminder to watch for bikes as well as cars.
85. I would prefer this to be the same as the circle alternative from the canal to Guadalupe.
Sharrows don't work well due to different speeds and aren't something I'd be comfortable biking with kids - which might be especially important due to the proximity to the school.
86. Buffer safer for bicycles
87. Because of the buffer. It allows more space between traffic.
88. It allows for room for bikers to move into the buffer area if traffic is heavy on the roadway.

- 89. Neither option is great, but wider roads encourage higher speeds so I have to go with option one. Again I ask, why all the parking? Next to the park, sure, but otherwise this is unnecessary. I think relying on sharrows is a mistake as well. Few people feel comfortable riding bicycles in these lanes.
- 90. The buffers give some extra safety.
- 91. Buffer appears to offer some safety
- 92. Safer.
- 93. Buffer is best in my personal experience. You have to make the buffer and bike lanes extremely visible.
- 94. I don't like shared bike lanes
- 95. Buffer prevents car drivers to hit cyclists with doors
- 96. There is a buffer lane
- 97. Narrow make more room for trees

Question 6: Respondents were asked to share any thoughts they have related to this project

1. Regarding the path area between Warner and Elliot.
 - 1) I am most concerned that two of the three layers of trees and bushes will be removed by the city in order to make way for the paths. While the largest trees that are closest to the fencing around the newly renovated Fox building will be able to remain, it does not seem that there is enough room for the mature medium sized trees and mature bushes that provide additional layers of protection from air and noise pollution to remain in place. I realize the city will plant new trees but it will take years for them to mature and make a difference.
I am also very concerned with the street lights that will be installed next to the western walls, and even with low lighting will cause additional light pollution. While I do not live directly next to the wall, I am close enough to see all of the lighting from the buildings, which is unfortunate. I would not like to see additional lighting right next to the walls, but instead it might be put between the equestrian and walking paths.
 - 2) In talking with some neighbors there was some concern about putting the bike/ped pathway next to the existing western wall which borders the homes on that side. The main concern was safety. People on foot dodging people on bikes may cause some accidental run ins with the wall for both pedestrians and bikers, if the path is close, which it seems that it would be.
 - 3) As far as the proposed node, since it is so far away from the main part of the research park, it was thought by neighbors that security guards would not be patrolling the area, as they do with the main research park. We have had a few homeless individuals in the park that spend the night there, (they are there at 10pm and still there when neighbors run early in the park, at 4AM), and there is a concern that the park bench(es) that would be installed at the node could promote this behavior. Other neighbors have expressed concern over the height of the covering (I believe it could be up to 10ft) and the size (48ft wide concrete foundation x 30 ft depth).
 - 4) There were some questions about how the paths would go around existing SRP power boxes and what impact that would have.
 - 5) The area between Buena Vista and approximately Citation is much narrower than the area from Citation to Elliot. There are concerns about the width of the paths (10 ft concrete and 8 ft equestrian) and if there is enough room to accommodate them without intruding on those homes that abut the wall in that Buena Vista - Citation area.
A traffic circle at the intersection of Country Club and Vaughn St between Guadalupe Rd and the Western Canal would help to slow traffic on the road. People drive extremely fast down this section and there is a lot of bicycle and pedestrian traffic.
2. Just stick to simple and classic styles of art and organization modern city art looks awful. Makes it look like a scene from Hallmark.

3. What is the proposed surface for the equestrian trail? Can it remain dirt? If it remains dirt, are there dust control measures that will be taken? What is the proposed maintenance for landscape? We respectfully request that no dust blowers be used and that it be organically maintained without chemicals on the landscape, as the Tempe Sports Complex will be soon. How many trees that are currently within the 40 foot utility right of way will have to be removed? Has anyone actually counted the trees within 32 feet from the neighbors' privacy wall/fences? And the number of trees within 40 feet from the neighbors' fences? I suspect it is many more than the project managers think based on the answers in the virtual public meeting Wednesday. The majority of the trees closer than 32 feet to the privacy wall/fences are between Buena Vista and Citation but I believe there are some within 40 feet in the other sections. You talk about "improvements" when you do these projects, but a better word to use is "changes." It is not an improvement to remove healthy, mature trees. It is not an improvement to many people to pave the earth over with concrete. I realize you do it for ADA purposes so the multi-use path is accessible to all. Whenever possible, many of us prefer our time in the great outdoors while we're exercising or meditating to have more nature, more plants, more mature trees and less asphalt, less concrete, less artificial light. When we moved here 30 years ago, the ASU Research Park had grand plans with beautiful renderings for the trail along the utility road. As I recall, no concrete was involved and the proposed landscaping was gorgeous with lots of trees and plants next to our privacy walls and on both sides of the pedestrian trail from Warner to Elliott. Of course, it didn't happen, but it is a disappointment that your current plans don't look more like what we thought we were going to get someday to make the scenery a lot greener and more pleasant as neighbors walk or bike or run to the center lake in the park (the destination for many). It was nice to hear that the lighting along the Warner to Elliott Road section will be shielded and as far away from our yards as possible. I hope that actually happens. Edward Jones promised us at meetings that the lights in their three story parking garage would be shielded and they are not. We can look out our back windows and count the lights in the garage individually and they shine very visibly. Come along the utility road a couple of hours after sunset, and you'll see what we mean. Here's a thought: What about raising our privacy wall to at least 8 feet all along Warner to Elliott? I believe 8 feet high fences are allowed without special approval from the city. That would help with the decrease in privacy we will have after this is completed. I did not hear anything about public art along the corridor today, but my vote is for a lot of community-focused murals on the ASU Research Park side of the privacy walls. That would be cool. The design of the murals and the muralist would be up to each property owner as we own the fences and can paint them as we wish. We could coordinate the murals so they have a theme and some meaning, perhaps about nature and using a natural color scheme, which was the majority vote from the neighbors for the Estrada Park playground. As for two of the three proposed shade nodes between Warner and Elliott, my husband and I believe they are unnecessary and a waste of project money. Very few walkers stop to sit down and rest, especially as the proposed Buena Vista and Citation shade nodes are "trailheads" for the hundreds of residents who live adjacent to the park. You usually don't rest right before you start and you usually don't rest right before you get home. I agree with a previous poster that those two shade nodes could be a draw for those who are homeless and no one would know who was there in the middle of the night (Unless you put up security cameras that are monitored 24/7 and I don't think we want more cameras?). What we need in Tempe and the East Valley is dedicated shelter for those who are homeless such as refurbished shipping containers and/or non-profit-run shelters. The shade node that is proposed just north of Warner Road could be okay as far as security as there is drive-by traffic, even in the middle of the night. Police officers could do a visual check when they drive by it. There is no way for anyone to do drive by and do a visual check on the shade nodes you propose by Buena Vista and by Citation entrances to the park. FYI, there used to be a drinking fountain by the center lake in the ASU Research Park but they took it out many years ago. Almost everyone

who wants water while exercising brings their own, so I don't think we need drinking fountains at three shade nodes that are about 1/4 mile from each other. I could be wrong about that; maybe a majority of neighbors who use the park would like drinking fountains. Nice looking trash cans for dog waste, etc. would be OK, preferably in natural colors, not bright colors. Much better than spending money on shade nodes when exercisers usually don't tend to stop to rest would be to leave up ALL mature trees that are currently along the utility road plus use the money to plant a bunch more trees - as large as possible. Thanks for asking for our thoughts!

4. As someone who has ridden thousands of miles on city streets in and around Tempe, my strongest preference is for a travel lane, then a buffer, then a bike lane; on both sides of the street. Thank you.
5. Please address the Southern to University stretch of this path!!!! I live just north of this corridor and would use a Southern to University stretch to make my commute much safer.
6. Please give extra consideration to those homes from Warner to Elliot in regards to lighting and privacy. This project could negatively effect their home values if the project is not done well with consideration for privacy. As I stated above, I walk the path almost daily. I have not seen, in four years, a single rider on the trail. Nor have I seen evidence of a rider on the trail. If it is used as an equestrian trail, it is infrequent. However, I encounter walkers, runners, and bikers daily. If I were a homeowner on the path, I would prefer the infrequent horse to the daily pedestrian/biker next to my property. Finally, the lights, while they will be modified to not increase light pollution to these properties, should be placed as far away from the properties as possible.
7. Excited to see if coming together. Wish we could accelerate the construction timeline to get it done sooner
8. First off, many thanks for improving this pathway! Can't wait for it to be completed.
Other considerations:
 - Please collaborate with ASU Research Park to improve existing landscaping that backs the path. Not sure if city of Tempe has any say in that regard. The existing landscaping is not well maintained. The trees/plants are in bad shape.
 - Any plans for more sitting benches throughout the path?
 - Pet-friendly water fountains would be nice. Pet poop bag stations would also help.
 - Are there any plans to update the walls (i.e. Paint/Stucco) between Warner and Elliot? Some wall sections have old stucco and some don't have any.
9. Please listen to the owners of the homes that back to the area by asu research park. That's not my neighborhood, but those home that are most impacted should have more say in the final design. Re-home any trees dug up and yes on the solar lighting!
10. Circle G may not want bicyclists in the neighborhood but having them dictate reducing safety and increasing travel time for those that want to use another method of transport (outside of their neighborhood) is ludicrous. Please extend BIKEit signage for the Reflector Route north of the project area up to Alameda Drive during the final stages of implementation/construction.
11. I live in Circle G Ranches in Tempe, near where the newly proposed traffic signal will be potentially located as part of the Country Club Way Path. In my comments below, I am speaking to the Warner/Elliot Stretch of the Country Club Way Path. To start, I do not believe an equestrian path should be mixed with a bike/ped path for safety reasons. The original city design of having a bike/ped route through the Research Park, and the equestrian trail .25 miles away should stay as it currently is. Horses are spooked easily and

to have a horse between a wall, trees, and speeding bikes and pedestrians is not a well-thought out plan. It would actually be a liability waiting to happen. The Research Park provides a great bike/ped route, as well as a safe traffic signal on River Parkway at Warner Rd. to cross safely. To provide an additional bike/ped path .25 miles away from the current one existing in the Research Park is a waste of taxpayer money. Additionally, Circle G only has one exit for residents wishing to travel West and two exits total for the neighborhood. Installing a pedestrian signal so close to our main exit will only hamper our ability to exit even more during rush hour. Warner is very congested already. River Parkway, Price, and McClintock provide the signals that we need for bikes and pedestrians wishing to go North. Furthermore, Circle G has private facilities (park, tennis courts, equestrian alleys and an equestrian arena). We do not want the City feeding additional visitors into our neighborhood when there are no public destinations here. Of our residents, only 2 actively ride horses, so a whole additional signal connecting this equestrian path is not needed, especially when River Parkway is available. We already rejected a previous bike path the City wanted to bring to our neighborhood a couple years ago, and now we are having to do practically the same thing all over again. In short, the proposed Country Club Way Path veers West between Guadalupe and Baseline, so the same needs to happen between Elliot and Warner to feed the bike and pedestrian traffic through the already existing bike/ped path that the Research Park provides, not try to combine equestrian and bike activities like it is currently doing. Thank you for your time and attention to this matter.

12. Anything we can do to make biking safer and more accessible in this city is great.
13. I'm concerned about the elevation of the path relative to the existing residential fences. I would really appreciate consideration to the privacy of the residences, and would recommend/beg/ask for at least 6' fence height above the path so that our residences maintain privacy in the backyard.
14. The number one, most important thing in all these multi-use path projects is adding signals so that people can safely cross arterial streets. Signals allow people to safely cross the street at night, not only during the day. Signals allow people to safely cross the street at rush hour, not just 6am on a Sunday morning. Signals allow kids, older adults, and the disabled to safely cross the street, not just able-bodied adults. The 2 most important elements of this project are the new signalized crossing of Elliot and the new signalized crossing of Warner. At Warner, A pedestrian signal at the southern end of the pedestrian path or a traffic signal at the intersection Kenwood and Warner is required for people to be able to safely cross Warner. At Elliot, it would be nice if a more diagonal green bike crossing could be marked. The sidewalk on the south side of the Shutterfly/Elliot intersection is tight. If one could go across Elliot diagonally to enter/exit the Research Park MUP, that would be helpful.
15. Please plant as many indigenous trees/plants as possible. Indigenous so as not to consume too much water, but as many as possible to provide shade, cleaner air, and cooler temperatures. Also consider a white or gray road. Black absorbs heat. A lighter color would be very helpful. Thank you!
16. Would love to eventually see a North-South multi use path extension from the Rio Salado Path to this new path (although McClintock is already a great option). With the upcoming North-South rail path, a second North / South path would create a great city-wide loop on low vehicle traffic roads or separated paths.
17. I appreciate the due diligence the city has done on these plans. Thank you for allowing us the opportunity to participate!

18. Repair of the multiple potholes along Country Club Drive, south of Guadalupe Road, to the Western Canal should be included in the plans.
19. I live on Brown and country club and have been riding my bike in this area for over 3 years and enjoy using the Tempe Rio Salado bike paths and I can ride all the way up to chaparral from Mesa and I would enjoy traveling down to Warner if it was safe and people can get to work easier and it's less emissions for our atmosphere if we have more bike trails and safer bike trails people will start using them more.
20. I live near the north sections of this corridor (north of the 60) and feel this is an important low stress route for many ages and abilities of cyclists. This will help people walk and bike with an additional route and/or alternative to McClintock, which is a good bikeway but a busier corridor with higher traffic volumes/speeds. This is also important if their origin and destination is closer to Country Club. The bike/ped bridge over the 60 provides good connectivity so this project is important for all the adjacent neighborhoods and parks. Please add a signal at Warner to help users cross this major street safely. No one should have to play Frogger or go out of their way to a different signal just to backtrack again. If the full corridor gets built, I will be able to bike from my home to visit family and friends in south Tempe and some favorite businesses more easily, safely, and comfortably. My family and friends will be able to bike to my neighborhood safely from south Tempe.
21. Thank you for trying to make this area better for bikers in Tempe!
22. I think this is a great idea!
23. I believe with the money loss to our city this last year that this is a huge financial boondoggle and should be forgotten. The city can't keep its main streets clean and weed free why add more.
24. I wish speed humps were larger on Country Club between Watson and Guadalupe.
25. At this time this is a waste of Tempe's money. The lack of money to support this measure would have to take away from somewhere else or raise taxes neither I am sure no one wants at this time.
26. As an avid recreational biker, I love this!
27. This is a great idea to allow more bike traffic, but i'm not sure if some of these options are better or worse than others.
28. I frequently use bikeways in Tempe. More dedicated shaded bikeways off streets is what I would like to see. But if you had to stay in the street, I would like it to look like the segment along College Rd North of Southern.
29. While seemingly out of scope, adding a drinking fountain or two along the route would be great.
30. Please build an elevated Bike highway that is above the city. STOP HELPING THE HOMELESS.
31. More bikeable roads, the better.
32. As a active bike rider who frequently rides these segments, this is a great idea.

33. I think this is a great idea and we should encourage more cycling by making it safer.
34. Many recreational cyclists won't be comfortable riding on streets any way, so to promote more cycling, I think at least psychologically, the buffer zones create a greater sense of safety.
35. Please keep the bike paths coming! I live north of the 60, but 1-2 times a week, I ride down to Kiwanis park, pick up the canal path and ride for miles due east. It would be awesome to have another route to take. I would ride this regularly.
36. I think it's a great idea
37. I appreciate the opportunity to cycle in Tempe and I do so very often. I think car drivers are bothered by cyclists most of the time and don't really appreciate losing their car lanes to bikes. Having a buffer here and shared lane there and parked cars sometimes and then bike lane, and sometimes bikes on a path and sometimes... is just way too confusing to motorists and they just end up ignoring it all because they can't really figure out where the bike lane is today or on this street. Just having a uniform system would be safest for all.
38. PROTECT CYCLISTS! Also, traffic at Fuller Elementary during drop off, pick-up is insane (when school is in session). I try to ride bikes along Watson/Country Club with my young children and the traffic is very dangerous during those times. How can this plan protect children who commute to school, especially younger children, during these times?
39. The path from Warner road to Elliot road is extremely unnecessary.
40. I would use the corridor daily to commute to work in Chandler (Frye Rd & 101) IF the corridor extended south, approximately 0.5 mile, to the Chandler border, AND included ingress/egress to Chandler. The Tempe/Chandler border in the corridor area is a continuous, unbroken wall running from Price Road to McClintock Drive, and presents a major barrier requiring a significant detour.
41. Please put a hawk signal at the lights. As a driver it makes me happy and as a cyclist it makes me happy.
42. I bike along this stretch for my daily commute to the research park and would really appreciate improvements, especially to cross Elliot Rd safely!
43. I have been both a biker and a driver in Tempe. It's pretty miserable for everyone. I hope some of these changes will help all involved. I do not believe that shared lanes are safe; drivers are too impatient. I do not believe those bike lanes without a buffer are safe without the stick barriers also. I have witnessed MANY drivers cut off cyclists by using the bike lane as a turn lane (particularly on McClintock between Baseline and Elliot).
44. I think the goal of moving more transit to bikes is great! I would love to see these plans to also consider school children to lessen the drop-off hassle and danger due to the many cars every morning and afternoon.
45. In addition to making these changes, I would suggest some type of educational campaign that informs on traffic rules that govern how bicyclist and vehicles need to behave and share the road.
46. I like the idea of having a bike lane all the way over US 60. However, I would strongly prefer that in my section that we do not add landscape or traffic calming. There is not a lot

of traffic that warrants additional traffic calming. As far as landscaping I have watched what has happened on College. Most of the trees have died and there is not funding to replace. I would prefer to leave more space on the road for bikes and cars. Also, over the years, Tempe has not been able to maintain the roads. There are more "pot holes" now than I have ever seen. If we can't maintain the roads, why put in more landscape than will need funding and maintenance. Also prefer minimum digging as to not disturb the scorpions. Thank you very much for the opportunity to provide feedback. Overall this is a positive addition to Tempe. I thoroughly enjoy riding my bike to work at ASU and this will provide me with a new path!

47. Please do not install a pedestrian light or other interference with traffic on Warner rd. The research park traffic light is close enough to country club and there is already too much difficult use of the middle turn lane on Warner rd near Fairfield and near Los Feliz. Adding a crosswalk would be dangerous and unnecessary. Also it seems like a waste of money since there are not really any bike paths or trails south of Warner.
48. With the length of time it has taken for the El Paso Path Project, I hope that I live long enough to see this project begun and completed.
49. I currently am an avid user of the area of country club way from Guadalupe Rd to the canal. I personally have a problem with this project when the canal project is left undone. The canal's landscaping was never completed and the proposed running path was not ever constructed. There has been increased traffic on the actual canal with bikes & pedestrians that concerns me with one's safety. I suggest you take a look at this from 6:00 am to 8 or 9 in the morning, especially on the weekends. I would like for the city to complete this project before tackling this new project on country club way.
50. You are keeping way too much parking on this project. Almost everywhere along this route has private driveways and street parking is very underused along the entire corridor (except next to the park). Add parking at the terminals of this path if you need to. Protecting bike lanes is critical for getting people to use this path. Most people are interested but concerned cyclists, and if protected lanes are not available along the entire route you will be cutting out that large majority of the population.
51. This is wonderful! We often bike from our home in Alta Mira to the canal and the restaurants in Discover Park. The HAWK lights at Warner and Elliot will be a fantastic safety improvement! These lights will avoid crossing in front of many businesses along Warner. They will also avoid requiring wrong-way travel between the Research Park light and Kenwood.
52. We are avid cyclists and commute by bike for work. I support more bike friendly roads and want to thank you ahead of time for all the hard work you have already done. Please take into consideration keeping gravel and paved paths an option. Some of us like to ride road and some of us like to ride gravel/dirt paths.
53. I would like to comment about the pedestrian signal between Price and Warner. There are already four signals between Price and McClintock. The new one proposed would cause more of a back-up for neighbors traveling north from their homes. It's often hard getting out of these neighborhoods because of all of the traffic. This would make it practically impossible to turn left onto Warner. One more thing I would like to mention is the crosswalk between Rural and Kyrene. I see people getting stuck in the middle of the road because few people are even aware that the crosswalk is there. I stopped a couple of times for pedestrians and people in the next lane just kept going right through it. It's only a matter of time before someone is hurt or killed.

54. not a real big fan of shared bike lanes. thanks for your planning

55. Warner Road does not need a pedestrian-activated traffic signal between McClintock and Price. There is already a traffic signal between these two roads at S River Pkwy which is extremely close to the proposed location of the new signal. I cannot imagine having two signals within such close proximity when hardly anyone crosses this road in the first place. The idea of placing a signal on a road between the entrances of several neighborhoods doesn't make any sense at all. This would make it more difficult for the hundreds of vehicles trying to navigate this area in favor of a handful of individuals who may want to cross the street but can't manage to use the signal already in place. I think you could find a better use for the money.

56. Bike lane improvement is better than nothing. But I'd rather see new bike lanes on roads that don't currently have any.

57. Looking forward to the new bike way.

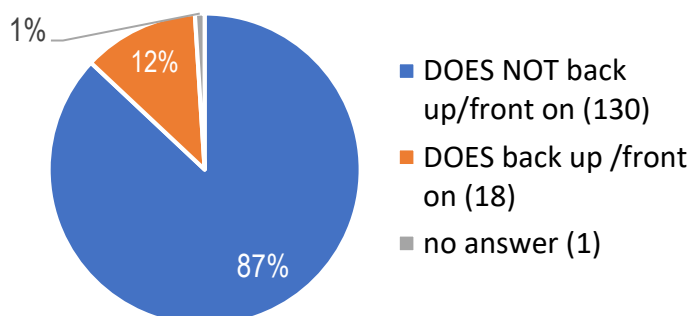
58. Narrow roads and provide shade tree wherever possible

Question 7: respondents were asked to indicate where they lived relative to the corridor

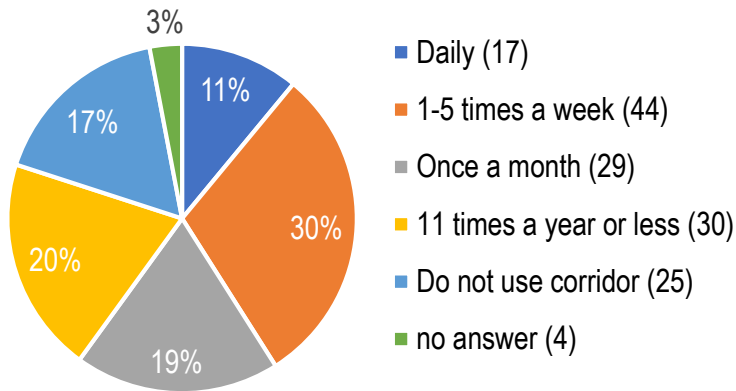
Where respondent lives	Number of respondents
Warner to Elliot	39
Elliot to Western Canal	4
Western Canal to Guad	10
Guadalupe to Watson	3
Watson to US 60	11
Tempe South of Warner (6)	6
Live in Tempe but not in project area	72
Do not live in Tempe	3

1 response: no answer

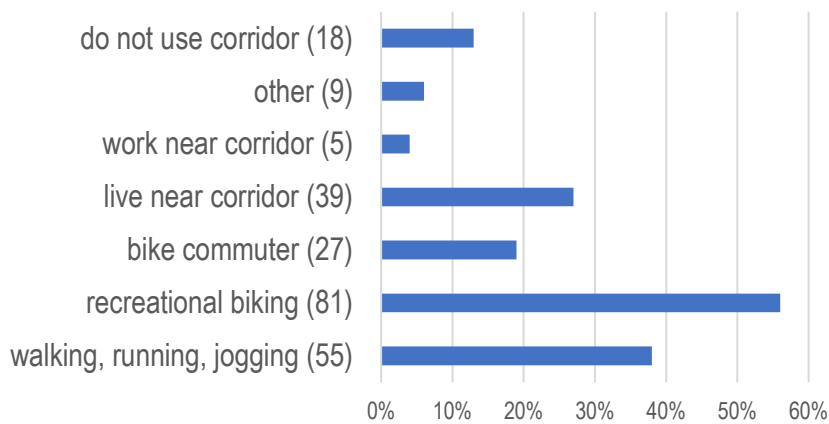
Question 8: respondents were asked if they backed up to or fronted on the corridor:



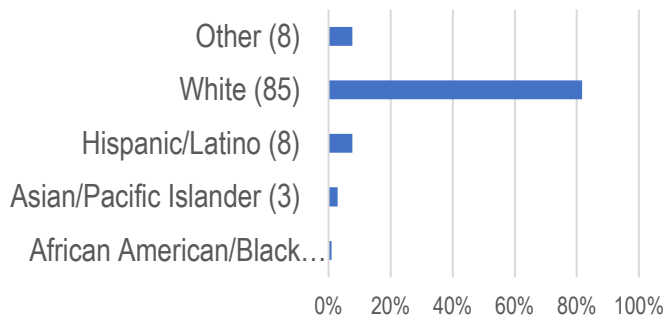
Question 9: respondents were asked how frequently they use the corridor.



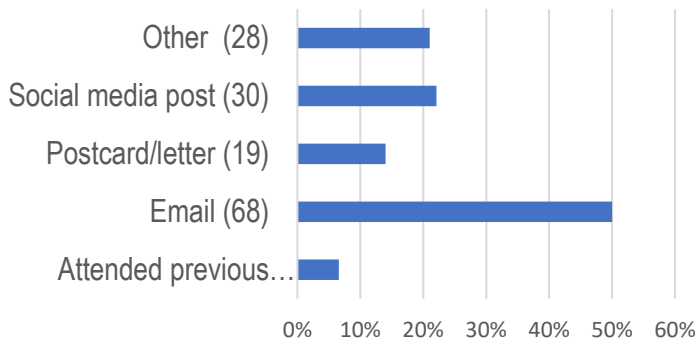
Question 10: respondents were asked how they currently use the corridor. (respondents could check as many as apply- 234 selections were made)



Question 11: Race/ethnicity:



Question 12: respondents were asked how they found out about the project.



IV. Further analysis

Preferences of respondents who back up to or front on the corridor

Warner to Elliot			
	circle	square	n/a
Do NOT back up to corridor (129)	56	67	6
Back up to corridor (18)	5	13	0
n/a (2)	0	0	2

Elliot to Western Canal			
	circle	square	n/a
Do NOT back up to corridor (129)	44	77	8
Back up to corridor (18)	4	14	0
n/a (2)	0	0	2

Western Canal to Guadalupe			
	circle	square	n/a
Do NOT back up to corridor (129)	91	25	13
Back up to corridor (18)	15	3	0
n/a (2)	0	0	2

Watson to US 60			
	circle	square	n/a
Do NOT back up to corridor (129)	83	27	19
Back up to corridor (18)	10	8	0
n/a (2)	0	0	2

Preferences of all respondents by segment where they live

Where respondent lives	Number of respondents
Warner to Elliot	39
Elliot to Western Canal	4
Western Canal to Guadalupe	10
Guadalupe to Watson	3
Watson to US 60	11
Tempe South of Warner (6)	6
Live in Tempe but not in project area	72
Do not live in Tempe	3

Warner to Elliot			
	circle	square	n/a
Warner to Elliot (39)	3	34	2
Elliot to Western Canal (4)	2	2	0
Western Canal to Guadalupe (10)	4	3	3
Guadalupe to Watson (3)	1	2	0
Watson to US 60 (11)	9	2	0
Tempe South of Warner (6)	1	3	2
Live in Tempe but not in project area (72)	40	32	0
Do not live in Tempe (3)	1	2	0

Elliot to Western Canal			
	circle	square	n/a
Warner to Elliot (39)	15	21	3
Elliot to Western Canal (4)	2	2	0
Western Canal to Guadalupe (10)	2	7	1
Guadalupe to Watson (3)	3	0	0
Watson to US 60 (11)	5	6	0
Tempe South of Warner (6)	2	2	2
Live in Tempe but not in project area (72)	22	48	2
Do not live in Tempe (3)	0	3	0

Western Canal to Guadalupe Rd			
	circle	square	n/a
Warner to Elliot (39)	28	7	4
Elliot to Western Canal (4)	3	1	0
Western Canal to Guadalupe (10)	5	2	3
Guadalupe to Watson (3)	2	1	0
Watson to US 60 (11)	8	3	0
Tempe South of Warner (6)	4	0	2
Live in Tempe but not in project area (72)	53	14	5
Do not live in Tempe (3)	3	0	0

Watson to US 60			
	circle	square	n/a
Warner to Elliot (39)	27	7	5
Elliot to Western Canal (4)	1	2	1
Western Canal to Guadalupe (10)	3	3	4
Guadalupe to Watson (3)	2	1	0
Watson to US 60 (11)	9	2	0
Tempe South of Warner (6)	3	0	3
Live in Tempe but not in project area (72)	45	7	20
Do not live in Tempe (3)	3	0	0

V. Emailed Comments

Sent: Wednesday, February 26, 2020 12:05 PM

To: Walman, Chase <Chase_Walman@tempe.gov>

Subject: Country Club Way Project

I read your letter describing the proposed project.

'Since it was first proposed in 2015, has anyone at the City explained "Why" the project was initially proposed, i.e., evidence of public Need or support? Aside from City staff initiating this type of project, so you can qualify for a partial grant, and further your ambition for an award for being ped/bike friendly? CCW already provides a corridor for peds, bikes, and traffic - which needs no additional expenditure, other than maintenance...

And likewise, has the City ever explained how it expects to maintain the infrastructure improvements (service and pay for the operational costs)? Especially, when the City fails to adequately maintain existing infrastructure. I regularly see street crews driving a portion of this stretch and ignoring potholes that have existed for years...and the worthless streetcleaners drive by occasionally - smearing debri down the road...and refuse trucks dragging mud down the road from innadequately maintained allies.

I've lived in Tempe for over 40 years, much of it off CCW and am disappointed at the current lack of City street and ROW maintenance on this stretch of road. And expect it won't improve after you spend more taxpayer money for landscaping, lighting, shade nodes, and ped facilities. At your upcoming meetings: Please justify the costs, both CIP and Operational, against a verifiable NEED and discuss how the City will adequately maintain these improvements.

Thanks

DON'T WANT THE BIKELANE GOING THRU OUR NEIGHBOR HOOD IN THE SOUTHERN PALMS, BRADLEY AND SUGGS HOMES.

TEMPE NEVER ASKED THE RESIDENTS OF OUR AREA ABOUT IT.

I found this article by chance. Why was nothing sent to us.

F**k tempe planning and city council.

Sent: Sunday, March 15, 2020 1:27 PM
To: Walman, Chase <Chase_Walman@tempe.gov>
Subject: Country Club Streetscape
Chase:

I'm thrilled about the streetscape plans - especially the HAWK light at Warner. So are many of my neighbors.

Since the public meetings were cancelled, what is the best way to preserve or shape the plans? Will public input be limited to online comments only, or will the meetings be delayed?

It looks like all of the documents on the city website are from 2017. Are these still current or will updated ones be posted soon?

<https://www.tempe.gov/government/engineering-and-transportation/transportation/streetscape-projects/country-club-way>

Thanks,

Sent: Wednesday, September 23, 2020 1:04 PM
To: Walman, Chase <Chase_Walman@tempe.gov>
Subject: Re: Country Club Way Follow Up

Hi Chase, I just wanted to confirm you had received my e-mail below from 6 days ago? Thanks.

On Thu, 17 Sep 2020 at 11:19, wrote:

Hi Chase, I looked over the plans for the rest node design as well as the area between Warner and Elliot Roads where the equestrian trail and bike/ped path will be located, and here are my thoughts, which I will submit on 9/23 to the weblink you gave me but I wanted to give them to you as well in hopes that they can be sent to the appropriate planning members prior to the 9/23 meeting to allow them some input prior to the planning meeting.

1) I am most concerned that two of the three layers of trees and bushes will be removed by the city in order to make way for the paths. As we discussed on the phone, the largest trees that are closest to the fencing around the newly renovated Fox building will be able to remain, however, it

does not seem that there is enough room for the mature medium sized trees and mature bushes that provide additional layers of protection from air and noise pollution to remain in place.

2) In talking with some neighbors there was some concern about putting the bike/ped pathway next to the existing western wall which borders the homes on that side. The main concern was safety. People on foot dodging people on bikes may cause some accidental run ins with the wall for both pedestrians and bikers, if the path is close, which it seems that it would be.

3) As far as the node, since it is so far away from the main part of the research park, it was thought by neighbors that security guards would not be patrolling the area, as they do with the main research park. We have had a few homeless individuals in the park that spend the night there, (they are there at 10pm and still there when neighbors run early in the park, at 4AM), and there is a concern that the park bench(es) that would be installed at the node could promote this behavior. Other neighbors have expressed concern over the height of the covering (I believe you said it could be up to 10ft) and the size (48ft wide concrete foundation x 30 ft depth).

4) There were some questions about how the paths would go around existing SRP power boxes.

5) The area between Buena Vista and approximately Citation is much narrower than the area from Citation to Elliot. There are concerns about the width of the paths (10 ft concrete and 8 ft equestrian) and if there is enough room to accomodate them without intruding on those homes that abut the wall in that Buena Vista - Citation area..

Thanks for your help!

Sent: Sunday, October 18, 2020 4:53 PM

To: Walman, Chase <Chase_Walman@tempe.gov>

Subject: Re: FW: Country Club Way Bicycle & Pedestrian Improvement Project

Chase:

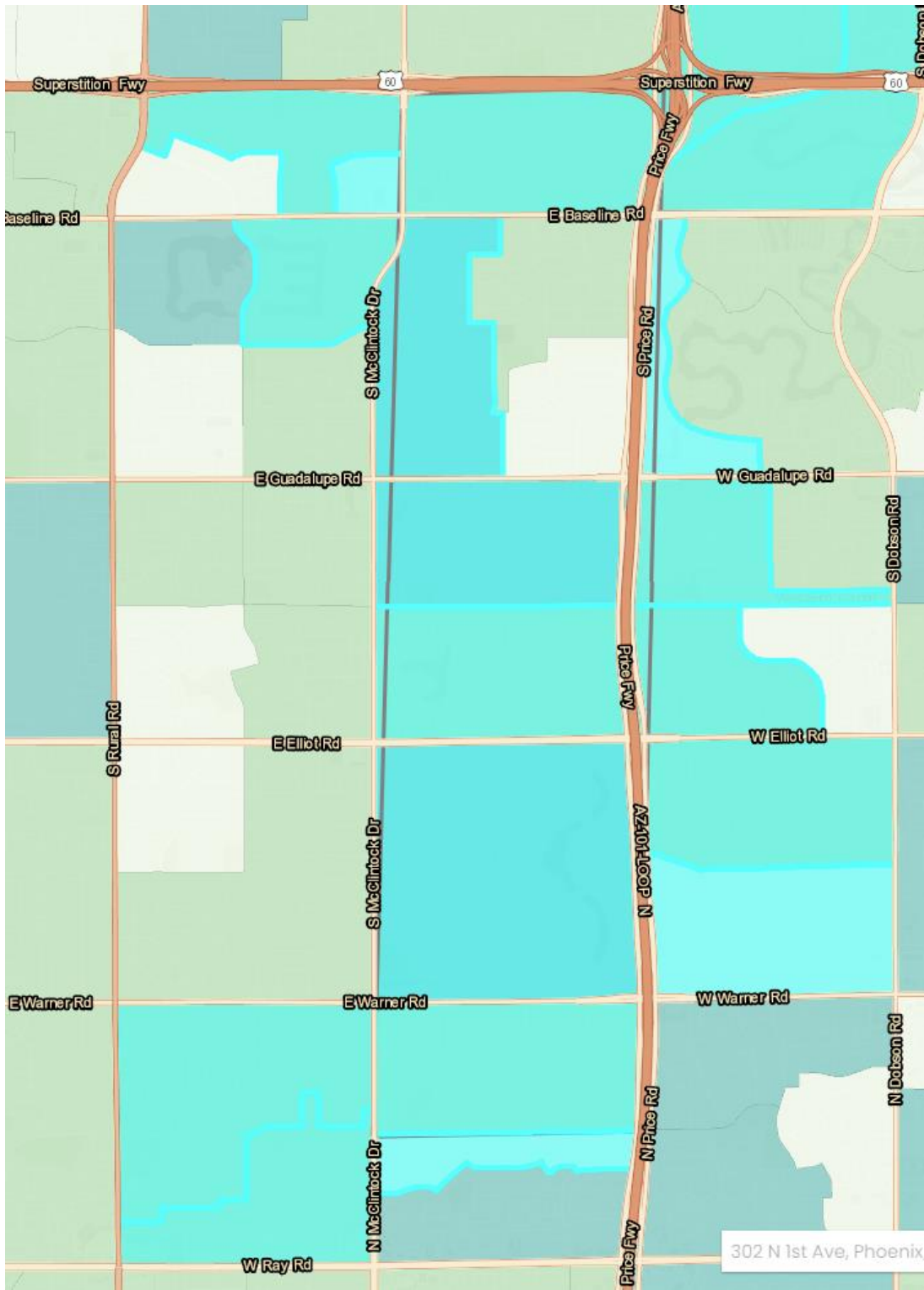
My compliments on the recorded presentation - it was a very thorough walk-through of the project.

When will the recent public comments be available? I hope the feedback was mostly positive. My family is thrilled at the prospect of a HAWK light near Warner and Kenwood.

Regards,

VI. Demographic Information

The demographic data refers to the area in bright turquoise on the map below. This census data is reported by census tract and therefore does not correspond directly to the project area, but to a somewhat larger area as shown.



Block Groups (19 Selected) Report

Topic	Estimate	Percent
Total Population	30,581	-
Race and Ethnicity		
Total Population	30,581	-

	Hispanic	5,422	17.7%
	Non-Hispanic		
	White, Non-Hispanic	21,940	71.7%
	Black, Non-Hispanic	782	2.6%
	Native American, Non-Hispanic	284	0.9%
	Asian, Non-Hispanic	1,391	4.5%
	Pacific Islander, Non-Hispanic	42	0.1%
	Other, Non-Hispanic	74	0.2%
	Two or More, Non-Hispanic	646	2.1%
	Minority	8,641	28.3%
Ability to Speak English			
	<i>Population 5 years and over</i>	29,035	-
	Speak Only English	25,129	86.5%
	Speak Other Languages	3,906	13.5%
	Speak English "very well"	3,202	-
	Persons with Limited English Proficiency (LEP)	704	-
	Speak English "well"	297	-
	Speak English "not well"	310	-
	Speak English "not at all"	97	-
Commuting to Work			
	<i>Workers 16 years and over</i>	16,075	-
	Car or Truck - drive alone	13,015	81.0%
	Car or Truck - carpool	1,397	8.7%
	Public Transportation	131	0.8%
	Bicycle	242	1.5%
	Walked	46	0.3%
	Other means (taxicab, motorcycle, etc.)	255	1.6%
	Work at home	989	6.2%
Vehicles Available			
	Occupied Housing Units	11,705	-
	No vehicle available	299	2.6%
	1 vehicle available	3,727	31.8%
	2 vehicles available	5,000	42.7%
	3 or more vehicles available	2,679	22.9%
Area			
	Total Area in Acres	5,101.2	-
	Total Area in Square Miles	8	-
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) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website (www.census.gov/acs) in the Methodology section. The MOE for individual data elements can be found on the American FactFinder website (factfinder2.census.gov).

Note: Although the ACS produces population, demographic and housing unit estimates, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. Prepared by: Maricopa Association of Governments, www.azmag.gov, (602) 254-6300