



# Country Club Way Bike & Ped Improvements: Public Input Summary, Spring 2021

## 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 February 20 and 24, 2021; a total of **47 people attended online**.
- The topic was **posted online** from February 20 – March 7, 2021 on the 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

2/5/21 – public meetings. Reach/Impressions: 3067 | Engagement: 276  
 2/16/21 – public meeting reminder. Reach/Impressions: 909 | Engagement: 20  
 3/1/21 – feedback closes. Reach/Impressions: 2096 | Engagement: 172

### TWITTER

2/5/21 – public meetings. Reach/Impressions: 1413 | Engagement: 40  
 2/16/21 – public meeting reminder. Reach/Impressions: 1324 | Engagement: 29  
 2/24/21 – day of meeting reminder. Reach/Impressions: 1050 | Engagement: 11  
 3/1/21 – feedback closes. Reach/Impressions: 2359 | Engagement: 137

### NEXTDOR

2/9/21 – public meetings. Reach/Impressions: 1262 | Engagement: 3  
 3/1/21 – feedback closes. Reach/Impressions: 1303 | Engagement: 2

### PRESS RELEASE

2/5/21 – virtual public meeting. 2298 emails sent, 30.4% open rate, 3.8% click rate  
 2/17/21 – Coronavirus newsletter. 6739 emails sent, 29.4% open rate, 4.3% click rate  
 2/22/21 – Coronavirus newsletter. 6742 emails sent, 26.7% open rate, 6.7% click rate

### III. Survey Results

A total of 56 unduplicated survey responses were received.

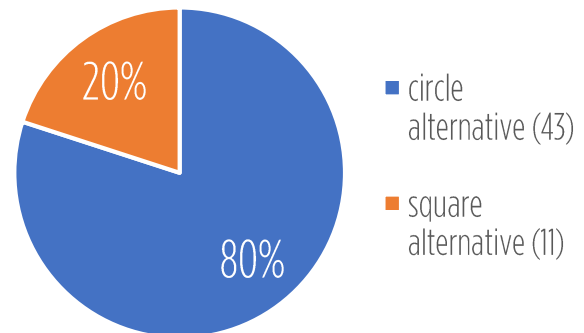
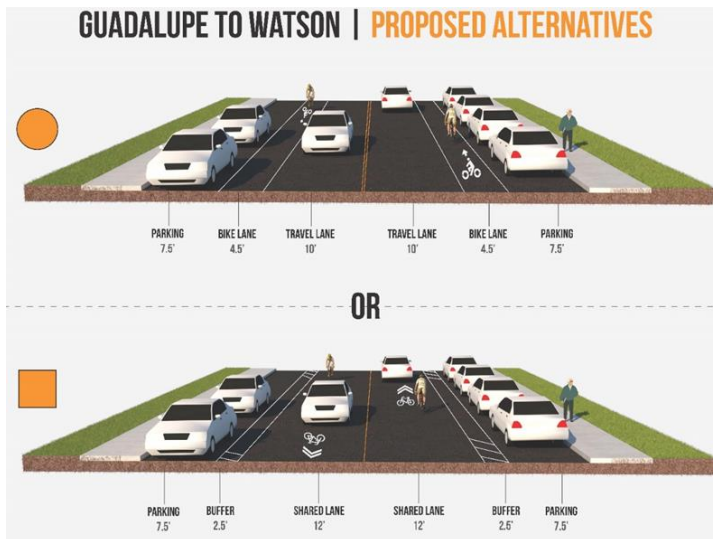
Question 1: Respondents were asked to rank the amenity elements

Average priorities over 56 responses

Rank

1. Bike lane striping / multi-use path
2. Traffic calming
3. Landscaping
4. Improved lighting
5. Rest nodes
6. Art feature
7. Equestrian trail

Question 2: Respondents were asked to select which alternative they preferred for the segment of the corridor from Guadalupe Road to Watson Drive. (54 responses)



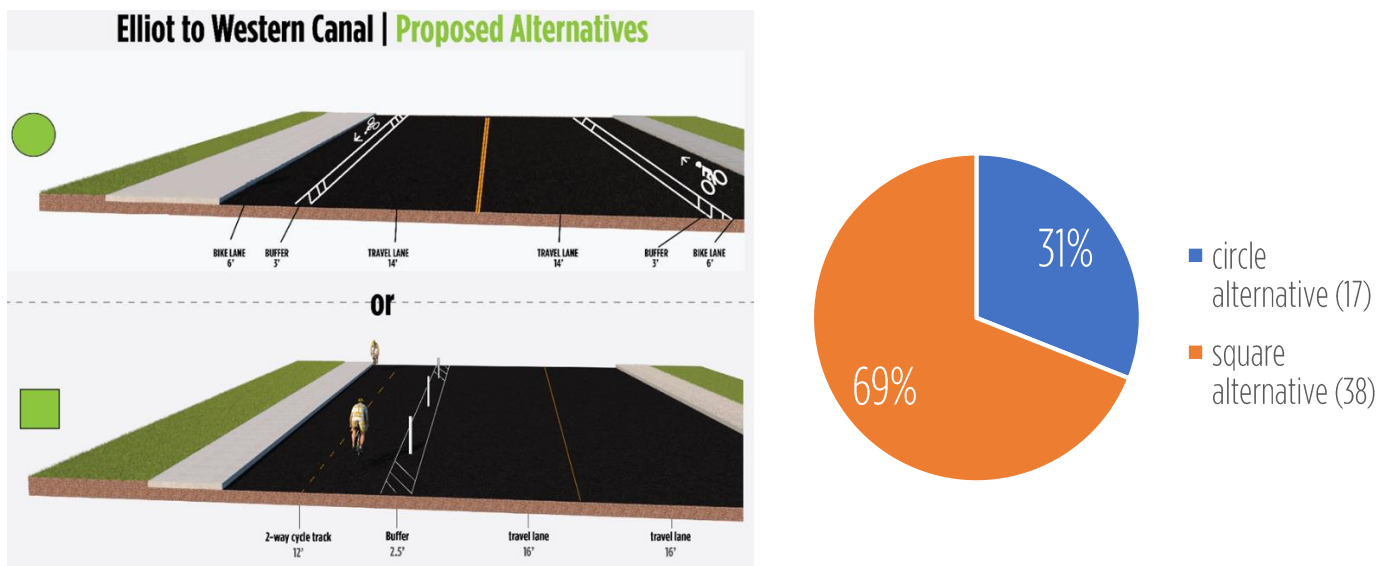
Question 3: Respondents were asked WHY they prefer this alternative. (51 responses)

1. Dedicated bike lanes are safer and more inviting. Buffers are confusing unless there is a physical barrier - they look like poorly made bike lanes to most people.
2. There is a lot of traffic here and most of the cars go to fast--well over the speed limit. I would fear for the safety of bikers trying to ride with traffic.
3. This option separates bicycles from parked cars but leaves enough room for cars and bikes to navigate around each other.
4. Too many car drivers don't understand sharrows and are aggressive to cyclists in the road.
5. Safer to have dedicated bike lanes. My family are avid bikers, and we sometimes bike with other friends with young kids. People in cars often have no clue how to drive around bikers even with a bike lane and especially shared.
6. Sharing the road with cars in the lane frustrated both users. Even better would be a single parking lane and a physical buffer between cars and bikes so that children and hesitant adults can also use the lanes.
7. Dedicated bike lanes
8. Separate bike lanes are safer than bikes riding in the same space as cars.
9. Doesn't prioritize just cars

10. Separation from the parking lane is nice to avoid getting doored (as a cyclist)
11. I prefer to be separated from cars. While I understand that doors opening is a potential hazard - I view the doors as a lower risk than cars traveling behind me and a risk in the doors that I can proactively manage better than cars behind me.
12. Drivers of cars have not learned how to share road with bikes. This option seems more familiar.
13. Separated lanes are safer than sharrows. Because cars must cross the bike lane to park, the lanes should be painted to increase safety and driver awareness.
14. it provides a narrower vehicle lane, for more bike room between moving vehicles and stationary car doors.
15. The square option seems generally safer.
16. The shared lane concept may be more confusing. Also, some may confuse the buffer for a bike lane and expect bikes to be there instead of in the shared lane.
17. gives bike riders their own lane
18. Dedicated bikes lanes are safer than mixing cars and bikes.
19. I think it's safer for cyclists. Many drivers still don't seem to want to Share the Road or understand that the roads are for both vehicles and bicycles.
20. bike lanes should be painted in order to make them safer and more visible to both drivers and bikers
21. Many drivers are not educated in the rights of cyclists in shared lanes.
22. seems safer for bikes to have their own lane
23. Prefer NOT riding with the traffic in the same lane
24. Safer for bikes
25. safer for bikes
26. as a bicyclist I am going to ride buffer/bike lane either way, so might as well designate it as a bike lane. also this street is lined with houses, and I don't expect there to be a lot of parked cars that are opening and closing their doors that will interfere with bike traffic.
27. Safer option for cyclists.
28. Safer for bicycles.
29. Seems safer. More people are used to it. Tempe is not a bike friendly town. I think drivers would freak out if there were cyclist sharing the road. (They already freak out with cyclist in bike lanes.) And parents with kids on bikes would freak out if their kids had to share lanes with cars.
30. feel unsafe riding in the road with cars
31. usually light traffic on this street, allows more room to ride.
32. Dedicated bike lanes are always safer
33. Sharrows do not make bicyclists feel protected. The most vulnerable/beginner bicyclists will likely not use this. Very few people want their children to be riding a bicycle in a lane with vehicular traffic. Consider switching the configuration of bike lane/parking if code allows. This allows parked cars to protect the bike lane (although there is slight increased risk of "dooring").
34. I'm less likely to trust drivers when biking the square alternative
35. Bikers are always safer when they can share the road and not be forced up against parking cars and opening doors. The visibility of the biker symbol reminds car drivers that bikes are supposed to be there.
36. Separate bike lanes are safer and encourage more bike use. Even better would be a protected bike line with plantings between cyclists and cars
37. This alternative provides protection from parked vehicles opening their doors into cyclists.
38. While I'd like to think that people driving cars would obey the speed limit permitting bicyclists to feel more comfortable 'sharing' the lane I have observed that some people can be rude even if they don't realize it.
39. Bicycles should never be on same pathway as automobiles. There is too much speed difference between them.
40. Prefer separate bike lanes

41. Motorists will expect bikes to ride in the buffer, not in the street, even if there is a giant bicycle painted on the street. They'll see the 2 empty feet "over there" and wonder why the stupid cyclist isn't riding "over there."
42. I think it appears safer for pedestrians, bike riders, and passengers exiting cars.
43. Cars will open their doors on bikers, otherwise.
44. Safer for cyclists? Vehicles constantly park/loiter in bike lanes so investing in the extra buffer/paint for a more complicated design with often distracted drivers seems unnecessary. Maintaining a smooth bike path and bright outer line is preferable.
45. It makes the most sense since there is not a ton of traffic on this stretch and it makes it safe since bikes are not riding in the direct fire of getting doored. There might technically be enough space, but it would make it very tight to include a dedicated bike lane.
46. My cyclists friends tell me that riding in the traffic is safer for them than bike lanes.
47. The SQUARE alternative doesn't address any issue for people riding bikes. People driving cars are already legally required to share the road, adding Sharrows makes it seem as though this is a special allowance in this area and if people are riding their bikes in the lane elsewhere they are likely disobeying a law. Moreover, the sharrow does not imply there is any responsibility for the driver to make space on the road for a cyclist. I would actually prefer an alternative with bike lanes adjacent to the sidewalk and people parked adjacent to the center travel lanes.
48. sharrows are worse for bikers than having no bike marking at all according to studies. We want the closest to physically segregated lanes as possible. Circle is better than square.
49. Sharrows don't help bikers
50. cyclists at reduced risk to vehicle car doors opening in their paths.
51. Safer for the cyclists..

Question 4: Respondents were asked to select which alternative they preferred for the segment of the corridor from Elliot Road to the Western Canal. (55 responses)



Question 5: Respondents were asked WHY they prefer this alternative. (48 responses)

1. Safer and more inviting to cyclists
2. I think that the circle option puts bikes in the way of cars turning right into the shopping district, whereas the square option puts the convergence of cars and bikes at the stoplight, which I think is safer.
3. This is the single most important thing for me. I have experience as a cyclist and as a driver around these and they are dangerous. Drivers do not know how to behave around them, putting cyclists in danger. Cyclists are limited in their accessibility options. How can a left or right-turn safely be done into a business across the street? Fundamentally though, these are bad because they reinforce the wrong idea that cyclist follow a special set of rules

instead of the same rules as cars. Cyclists are safer, and everything functions better, when everyone understands that cyclists act just like cars on the road.

4. More safety for bicyclists. Vehicles often do not keep the recommended 3 ft of space when the lanes are not clearly separated with a buffer.
5. Depends on how well the transitions to dual-lane sections are done. If they are well done, the Square alternative might be better due to the physical barriers.
6. Feels like it more consistently ties to the dedicated path to the north crossing the Western Canal
7. I think it's safer to have the bike lanes designated to one side of the road.
8. Offers optionality and I like the dividers
9. The square alternative makes it harder for cars to see bikes coming but I think the entrances (for cars) onto that street only come from the east, so the dedicated cycle track would be reasonably protected. My concern is how traffic would be managed at intersection of Elliot and the bikeway--crossing should give priority to peds and cycles before letting people take a left or right out of Shutterfly way.
10. Separation from cars. Also, a cycle track here is ideal since there are no driveways on the west side of the road.
11. Two-way cycle tracks can be physically separated from the road for half the price of physically separating one way lanes. Because all entrances and exits to buildings on Shutterfly Way are on the east side of the street, putting the two-way cycle track on the west side eliminates all intersection conflicts between bikers and cars. It's important to create an intersection that protects and prioritizes bikers at Shutterfly Way and Elliot.
12. it is a more standard implementation, and there is very little traffic on this section of road
13. More of a physical barrier between cars/bikes
14. Circle fits better with existing traffic patterns so that cyclists don't have to move across lanes that often
15. This option would give cyclists a more buffered space to bike in. It might be nice to differentiate these bike lanes with a different color in addition to the candle sticks. Not quite sure how the crossing at Elliot would work for cyclists with this configuration. Hopefully a signal change button that can be conveniently triggered by southbound bikers without having to cross traffic, hop on a curb, etc.
16. I like the cyclists off to the side instead of riding on both sides of the street. I think it's safer for them.
17. installing a 2-way cycle track on the west side helps get rid of intersection conflicts between bikers and cars because entrances/ exits to buildings on Shutterfly Way are on the east side of street
18. Shutterfly is a very lightly traveled, dead end road. The cycle track makes a ton of sense here. My only concern with both of these options is how the transition to the crossing at Elliot Rd will be handled. I think the best option would be to have an extra wide crosswalk on the cycle track side to easily get cyclists and pedestrians across.
19. it's flow of traffic - bikers are used to traveling with traffic
20. Feels safer to be AWAY from the moving traffic
21. Not all Bikers haven't learned to ride with traffic then change to two way bike traffic on one side of the road may be to dangerous.
22. I do not like the vertical posts in the square version. They become an eyesore.
23. keep all the bike traffic on the west side of the road so you do not interfere with traffic coming in and out of the commercial area. also the access to the canal is on the west side of the road, so having both bike lanes on the west side reduces bike cross thru the street to get over to the west.
24. Symmetry of design is more recognizable to automobiles, pedestrians and cyclists.
25. Much safer for bicycles!
26. This is a tough one. I prefer the 2 way cycle track however I think drivers get uneasy when they see the white barriers. (No idea why.) And the 2 way cycle track breaks from tradition. I'd worry about collisions between cyclist and misuse.
27. completely away from cars
28. It makes turning from the bike lane for obvious and straightforward

29. Provides greater protection for bicyclists.
30. Safer for cyclists
31. Remain in path of travel.
32. Would feel safer to bike in a protected, dedicated bikeway. Replacing the posts with curb and planters where possible would be even better. If space was reclaimed from the travel lane (14' as in circle alternative) then the buffer could be up to 6.5' wide and could even include trees to shade the bikeway.
33. Cyclists can continue to ride with the correct flow of traffic when traveling north.
34. This road is about as good an arraignment as possible for a two way cycle track with no driveways or crossing streets (and I generally dislike two way cycle tracks). Hopefully the sidewalk along the southern edge of the Country Club/Elliot intersection would see some improvement to accommodate the additional use.
35. Safer for bicycles and more travel lane size for auto traffic.
36. Like division between cars and bikes
37. Although I think the Square option would be safer for cyclists, I think changing how / where bikes are supposed to be will end up being confusing enough for motorists that motorists will ignore all the bike markings anyhow. First the bikes are here, then they're there, now they're in my line, now they're all over there with cones between us....
38. Better odds of not getting hit by cars.
39. It appears safer for bicyclists.
40. Seems safer with all the cyclists being hit these days.
41. Safer for cyclists, but whatever the people who live closest to here prefer.
42. Traditional and no chance of confusion when you transition to or from this.
43. As a driver i hate pegs in the road. I'm always afraid i will hit them and consequently move over a lot to avoid them.
44. I prefer the SQUARE alternative because it allows for better separation for people riding bikes and a better opportunity to integrate a rest/recovery/water/bathroom stop where the track meets the canal.
45. physically segregated bike lanes are safest.
46. Double track is much better for cyclists
47. I don't remember seeing this option before. I like that cycle paths are separated from vehicle traffic.
48. The cyclists and pedestrians can be better protected from the vehicular traffic on SFW with this alignment. The vehicle traffic exceeds the speed limit on SFW. The workers at Shutterfly speed from Elliot to their plant (and vice versa) due to the straight road and no other traffic from the Discovery Business Campus. We would suggest that traffic calming measures like speed humps be installed along SFW to improve safety along this stretch of the ped/bike path.

Question 6: There are two concepts shown (both in day and nighttime scenarios) Which elements of each concept do you prefer?



1. No preference - defer to city staff on which is lower cost to build and maintain
2. the vertical shade screens are nice--prefer to vine walls
3. I like the light pillar idea and the general shape of the bottom option, but I prefer the colors and the seat benches of the top one.
4. I don't see the need for bike racks unless this node is at a bus stop or a destination for cyclists. If it is a destination for cyclists, lets encourage the owner to install bike racks instead. The vine wall is nicer than the shade screen. Seat wall would be more flexible than individual seating. Covid won't last forever; people will be able to sit closer again. Light pillar sound cool but if the the bulbs and parts aren't standard how difficult will it be to repair. Let's be nice to our maintenance folks and go with what's standard.
5. The vine wall probably won't work as well as the shade screen if the purpose is to provide shade, so I prefer the shade screen. Check out the vine wall on the west side of the Edward Jones parking garage. Vines are supposed to cover many sections, as they do on the east side of the parking garage, it's pretty lush on that side. But on the west side near the future Country Club Way MUP, nothing much is growing. Maybe not enough sun or too much sun...I don't know?
6. \*Shade #1 and as sustainable as possible
7. I like the vertical shade, bike rack and seat wall.
8. Shade, Canopy light, vegetation/vine wall, decorative landscape, seating, bike rack
9. I like the canopy light, vine wall, and shade screens.
10. Seat wall, vines, lights
11. Light pillar might impede sight for cyclists and peds? So I guess the first one?
12. I prefer the vine walls and shading
13. Vine wall due to safety, can see through better. Canary light seems better lighting. Decorative hardscape has better space definition.
14. I prefer the canopy lighting as opposed to the light pillar (for ease of reading something). I would prefer a vine wall, if it would grow and could be maintained
15. Individual seats, vine wall, light pillar
16. Light pillar is probably better for the adjacent homes than elevated lighting.
17. I like the individual seats, the light pillar, and while I think the vertical shade screen is attractive, I like the vines better. Very happy with the increased lighting along the path and the shading so neighbors are bothered by it.
18. Canopy lighting. Vine wall (but only if it is maintained and full of green to create shade) Individual seats as seat walls tend to be unusable in summer do to materials used that absorb heat.
19. prefer maximum shade, so prefer the vertical shade screen scenario the light pier gives a more modern edge
20. individual seating is covid friendly....shade screen is always a plus.... canopy lighting seems a LOT more safe
21. Top for both
22. I prefer the one with the metal vertical shade screen - less water usage vs the vine wall. I like the signage coming off the type 2.
23. I do not recommend the introduction of rest nodes as they may increase crime in the areas. This also will require additional maintenance which is at best spotty for the existing nodes along the Western Canal.
24. Bike racks and canopy lights.
25. Whichever offers more shade. And is the least vandalized (able).
26. for the top one, I like the vine wall, for the bottom the light pillar.
27. Seat wall, vine wall
28. The second option. While I like the look of the first with vine wall, it will require a greater maintenance commitment (which means greater expense and less lifespan). The second with vertical shade screen appears to be more desert-adapted. Consider dark sky approved lighting and possibly adding canopy lights to second option.
29. The seat wall instead of individual seats, the vine wall, the canopy lights
30. I prefer the second option with the light pole and metal shade screen.

31. I would prefer the canopy light over the light pillar as it's a more 'normal' lighting scheme. While I would love to have a vine wall I see that the bus stops along Hardy that were to have vine walls are bare and the vines did not 'take' at those locations leading me to believe that these vines would die within a few years too. Dyed and decorated concrete slabs within the rest node similar to some of the decorations on the Western Canal within the rest node footprint and not decomposed granite. This should provide the longest duration of low trip hazard surface as sometimes DG will get compacted lower than the adjacent concrete. Seat wall instead of individual seats.
32. I prefer no Shade Sails as they are view obstructing and offer very limited shading (only in morning hours for walkers/bikers.) I prefer canopy lights over light pillar as the pillars can easily be vandalized. Employ vertical shade screens, and individual seats. No decorative hard scape as this just wastes money. No vine wall as they take a long time to be effective and create a great deal of dead thatch.
33. Like the vine wall and vines on the pillar!
34. I am not entirely sure why there needs to be a bike rack there. Like, where are the people going that they wouldn't want their bike to be with them? I like the light pillar as the whole 'rest node' looks like a great place for the homeless to sleep and I'd like to have them more illuminated before I am right up on top of them on my bicycle. I'm a fan of the vine walls if anyone is going to maintain them and make sure they actually grow. Otherwise, something non-removable and artsy might be better.
35. Bottom right concept.
36. I like the decorative hardscape and the canopy light, however I do prefer the staggered roof look instead of a single flat piece. I like both the vine wall and the vertical shade screen equally. I prefer the individual seating options as well.
37. Bike rack, light pillar, seat wall, no vines needed.
38. Top scenario preferred; more shade and xeriscape. Nice for bike trips with family.
39. It is decorative and appealing to the eye.
40. More lighting makes the pathway safer for riding or walking. More shade is better than less shade to combat the Arizona heat and make the pathway useable more times a year.
41. The vine wall is a dangerous addition as it is a place where people wishing to attack others would be able to mask their presence. The canopy lights are better than the light pillar. Placing a bike rack here is a waste of money, this is not a destination. People will use this to rest momentarily or meet up, but they will then ride their bikes to a further destination.
42. I like the bike racks and shade
43. I prefer the light pillar to the overhead as it seems less intrusive to houses along the path. I prefer the vine wall to the metal trim as long as the landscaping is kept up. It seems like it would help cool the space, at least visually.
44. The first has better shade and better light. We like the greenery of the first concept. We would also support having seat backs on the seats.

Question 7: Are there additional elements missing from the rest nodes?

1. Add water, for human and canine please.
2. Roof seems too high to provide effective shade in the day. A water fountain would be good too.
3. Drinking water fountain, safety call box
4. Dog poop clean up
5. Shade trees nearby would be great
6. Water fountains - specifically fountains that refill water bottles
7. Trash. ADA designations. Something like an address or critter name or distinction. If there was a theme in art, name and art distinctions per node.
8. I wish multi-use path rest nodes had: a. seating with backs (so one could sit for a period and read a book, or more comfortably rest and eat a snack) b. picnic table (so one could bring snacks on a kid bike ride, or eat here with takeout from a nearby restaurant) I wish some rest nodes were 'major' rest nodes, and would be almost like miniature pocket parks, ones away from arterial streets, that would be more pleasant to visit and remain at, such as: Cole



Park, El Paso Path intersection, Western Canal intersection, 1/4 south of Elliot. Keep other rest nodes more as shaded rest stops (Elliot intersection, Warner intersection).

9. Water refill station?
10. I'm excited to see this happen. The only thing is possibly more shade?
11. "Water refill stations with water fountains. Misting systems (on demand on a timer) would be a cool addition. Perhaps emergency call boxes for safety
12. no that i can tell
13. Bike repair stations
14. Water fountain to drink from.
15. Water? Not sure if this is possible. Not at every stop. But is there water along the route?
16. No
17. Consider water bottle filling stations. Consider adding MAG bike maps at rest nodes assist with wayfinding to neighboring Mesa/Chandler
18. More than one bike rack loop. Remove paving behind the nodes where it won't be used and is unnecessary
19. Safety and security. I frequently find these "rest areas" occupied by homeless people, and I do not feel safe as woman, out by myself, stopping to use the "rest areas." I am concerned you are just creating more areas for homeless people to take up residency in.
20. Perhaps add a bicycle repair station somewhere along this segment of the trail.
21. Cool Water station.
22. nope
23. Proably just water, but then, you've got a complete homeless hotel.
24. I did not notice any trash receptacles. This would be nice for those who rest for a snack, etc.
25. 9-1-1 button and speaker for someone who has no cellphone access.
26. Potable water.
27. water fountain, bike repair stand/air pump like the new one on McClintock and TTL path near Tempe Market place.
28. The rest nodes do not have a restroom, with toilets, or any way for people to get water (this is in a desert). It would also be excellent to integrate wayfinding information (where am I?) and a counter for pedestrians and bicycles.
29. Misterters would be nice. A dog water station with drinking fountain. For some reason they've taken all the water fountains out of the ASU Research Park.
30. Drinking fountains.

Question 8: Please share any thoughts regarding the conceptual landscape plan.

1. Please ensure plants support native pollinators, birds, and/or bats.
2. Why does it say that the DG is going to be painted Desert Color? Can't you use DG in its natural form with no dyes or additives? I believe it comes in different natural colors. I thought Tempe was trying to do environmentally superior landscaping going forward, like at the soccer park north of Warner by Hardy or Kyrene. Will you be using a polymer on the DG? If so, can it be one with no VOCs?
3. Perhaps some larger shade trees such as Pinus elderica could provide shade on the trail as most of the shrubs will be too small.
4. I like that there will be shade trees on both sides of the paths to give shade in the morning and evening. Could the paths undulate a bit? They look very straight from this rendering.
5. Looks great
6. Why concrete and not asphalt for the hard surface? Also, is there a big demand for equestrian infrastructure? Guessing cyclists and runners will use the equestrian path as well. Not important, but those willow acacias seem to always blow down in my neighborhood. Are there other shade tree options?
7. No comments - plants look good.
8. Succulents that do not have thorns or needles and that bloom. A nod to the desert we live in.
9. Please do not plant shrubs with thorns. I worry trimmings from thorny bushes wont get completely cleaned during maintenance and then cause bike tire punctures. Please maximize shade along the Multi-use path. Please try to add tree canopy along as many areas as possible along the entire Country Club Way project route.

10. i just like landscaping that doesn't get overgrown where you can't see who is behind it. Many homeless sleep in the overgrown spaces. I recommend lower landscaping with a clear view.
11. Whatever will incorporate the most shade into the design.
12. For area behind the Edward Jones parking garages (ASU Research Park), can taller or more dense trees be considered to block the garage view/noise from neighboring homes? Up until recently, the existing trees have been poorly maintained. If not doable on the path, can pressure be put on ASU Research Park or Edwards Jones to provided better tree coverage?
13. I like both of the willows and the ground cover and grasses. I don't know enough about landscaping to make suggestions.
14. What do the areas around Buena Vista Dr and Citation Ln that provide access to the path look like? Those transitions are pretty worn out and blah currently, and could use some attention during this project as well.
15. i trust the species here that are chosen here by those more knowledgable than i
16. all good.... no preferences here
17. I would prefer more native trees
18. no-native desert plants that need little water.
19. No comments
20. The proposed plan is over planted and should be scaled back.
21. Looks good. I would think all plants are horse friendly? (Non toxic and not tasty for horses.) It's bothersome when your horse wants to eat plants along the way.
22. Do not like willow acacia, would prefer a palo verde or mesquite
23. Evergreen shade
24. Consider globe mallow, chuparosa, fairy duster, and other native shrubs. There could even be space for creosote in some areas.
25. succulents.
26. I think I would avoid the Willow Acacia as it's pollen can be extra stinky but am at a loss to suggest a replacement. It would be cool to get some eucalyptus but I'm not sure what the city sees as viable 'street trees'
27. Willow acacia drop lots of long dead needles year round. Very messy trees. The desert willow "bubba" is a better choice. The grama grass is not a good ground cover and obstructs vision. Low growing ground cover is best.
28. Yay plants! I like it.
29. I have no opinion here.
30. You experts should pick plants.
31. Bushes are a waste. Plant Chinese Pistache (Red Push) for maximum shade, like Chandler City did.
32. Looks good.
33. Please make sure they are easily maintained and not prone to creating lots of waste debris from growth.
34. The landscaping should only use plants native to the Salt River valley ecology. Separately, Nashville Deer Grass (aka Pompous Grass) is very difficult to maintain and can cause respiratory issues for dogs. Since all people using this are with a dog will have them leashed at all times, the impact for dogs may not be an issue.
35. Focus on shade providing plants
36. Desert Willows are very messy and draw bees. Some varieties have root spread that damage walls.
37. None at this time.

Question 9: Please share any thoughts you have related to this project.

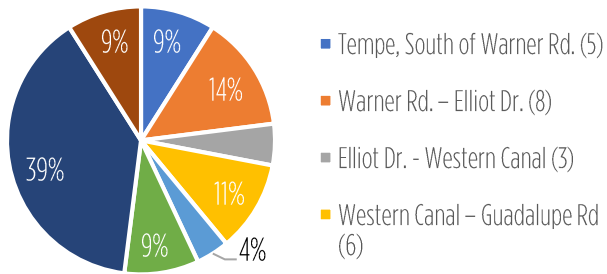
1. This looks like a nice project but this corridor is already pretty bike friendly. It is constrained by the path ending between Southern and Broadway - limiting ones ability to go from South Tempe (residential) to North Tempe (offices and restaurants). Please focus more on expanding basic infrastructure, like ways to cross the railroad while avoiding McClintock or Price.
2. I live on country club between watson and guadalupe. Cars speeding is an issue here. The speed humps are loud--the orbits buses go over them hard and it is loud. It is also hard for a pedestrian to cross from country club onto the far sidewalk on Watson--need a crossing.

3. As a Circle G resident and avid runner and biker, I am happy to see this moving forward. I like the positioning of the pedestrian crossing, which will keep me from having to cross unsafely to access this trail as I and my family do now. Consider a rest station at the current junction between the current path and the existing asphalt trail between E Kentucky to the south and E Belmont to the north to the system of trails around the Research Park ponds. Also consider directional signage at that location and at the other end of that trail along the pond to direct users back and forth between the two trail systems.
4. Wonderful to see more biking/recreational infrastructure to increase connectivity from south to north Tempe. I bike this route reasonably frequently and am excited to see more trails. I would urge the city to prioritize crossing lights at the arterial streets though, ones that give priority to cycles and peds.
5. Great project! Looking forward to this project's implementation as well as the next phase north of US 60 which is really needed to connect south Tempe to north Tempe. There are very few routes on the east side of Tempe to go north-south on a bike. It's essentially a bikeway desert east of McClintock.
6. Safety leads, so design is preventive in so far as having hiding spaces, cameras and helps in patrols. Must be ADA friendly. Maybe a misting mechanism, push button on a timer, like a theme park has, to cool from node to node. Maybe a place for a sign to promote or direct folks to websites for city Initiative or other. Get business to sponsor for a year, renewable feed and income generation.
7. It is important to me that bike lanes are physically separated from cars as much as is possible. It is also important to me that bike lanes are physically separated using a barrier that discourages cars parking in or swerving into the bike lane. When bike lanes cannot be physically separated, it is important to use green paint to raise drivers' awareness of the lanes and generally improve safety.
8. The pedestrian signal at Warner is important. It makes it possible to safely cross Warner at night. It makes it possible to safely cross Warner at rush hour. It makes it possible to safely cross Warner with kids.
9. I'm a big fan of making country club a thoroughfare for many modes of transit
10. So glad the city is making some progress in more north-south connectivity paths for bikes so we can avoid major traffic corridors. One thing I have noticed in biking along Hardy that we might want to avoid here is in putting in the traffic calming planter islands on the middle of the street; cars are often backed up behind bikers waiting to pass because they can't move around them with a wide pass - the traffic calming islands prevent them from doing so. When people get impatient, it creates a safety hazard as cars try to pass in the gaps. Would eventually love to see this continue all the way up to Town Lake, which would connect people to downtown via bike as well as other bikeways that lead into to Scottsdale.
11. The pathway between Elliot and Warner can be a little secluded in some areas. For pedestrian safety, have any measures been considered..i.e. Emergency Buttons at rest nodes or spaced out along the path? If anything, the Emergency Button can trigger an audible alarm for neighbors to hear.
12. It is crucial that bike lanes are kept separate through a barrier so that cars cannot swerve into the bike lane and harm the biker.
13. Looking forward to the improvements all along this route, in particular the Elliot to Warner segment. Is there any plan to bring the path down to the crosswalk at Warner & S. River Prkwy? Or add a pedestrian crossing light at Fairfield?
14. I am excited about the project, but would have preferred it started more north on Country Club - making it a true pathway from the inner urban landscape, as well as Tempe Town Lake and ASU - and leading south to the farm/rural areas.
15. looking forward to having this path available between Warner and any point north
16. Keep up the good work.
17. There is a path between Warner and Elliot that connect the industrial center to the new path. Would be great to make that intersection more than just a 'T'
18. Guess I missed an opportunity to respond on the Western Canal to Guadalupe section. My preference would be for symmetric traffic flow and to not introduce any hard scape medians to the area.
19. Making roads safer for bicyclists is great!
20. Excellent. Thank you for these improvements.
21. please think of how you can increase the sustainability of this project, use less virgin materials and encourage people to walk to transit in the heat instead of driving

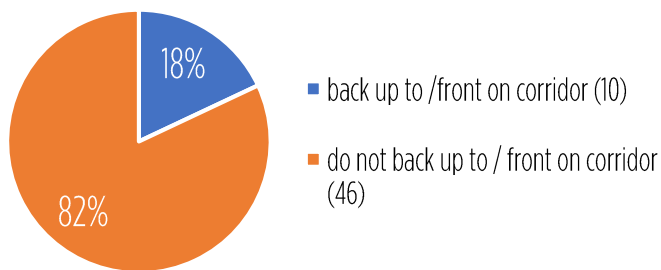
22. I would like to see some attention paid to CC Way North of Southern. The roadway is very deteriorated and prone to speeding. I believe it was part of the project for the Smith-Martin/RR underpass, but it would link nicely with this one as well.
23. I'm excited to see this progress. Canal paths and multiuse paths have provided me with routes for exercise and day to day transportation for about 7 years now in Tempe. I would like to see hardscape used responsibly along with tree-cover to mitigate heat island effect. Also consider usage of xeriscaping/solar as much as possible to reduce maintenance burden once built.
24. Pedestrian and cyclist-focus improvements are so important, thank you for making these changes in our city!
25. I love that Tempe continues to actively enhance the cycling corridors in the city.
26. Love it and will be telling my friends of ground breaking dates once we hear of them.
27. It is a worthwhile project but will it be used.
28. Thanks for investing in improvements!
29. I love that we're trying to encourage exercise and reduce vehicle emissions and keep cyclists safe and I think the biggest hazard to cyclists would be the ever-changing idea of where they are supposed to be - sidewalk? In the street as a car taking a whole lane? In a dedicated bicycle lane? On this side? On that side? Will there be markings? Cones? Walls? Or just your imagination? Some sort of uniformity is my primary request.
30. I refuse to ride on bike lanes on streets after riding on dedicated paths in Europe.
31. Very interested. Spouse rides his bicycle on this route to work and his safety is a top priority. These proposals look very thoughtful regarding cyclist safety.
32. Seems nice. Do it!
33. I prefer to have city revenues spent on better services to city residents, for example bulk trash pickups every month, and more street lighting to make streets safer for driving and walking at night especially during the summertime. Although I like to walk it's too hot during the summer and the poor lighting makes it unsafe for me, a single woman, to walk at night.
34. This project needs to focus on adding safety and quality of life for communities of color in the city of Tempe. For too long communities of color have been harassed, killed, and arrested by Tempe Police at a higher rate than folks with more alabaster skin tones. If this project isn't developing a more inclusive community, then the council and mayor have failed the city. This can not be used as a value added concept for developers and property owners. The owner class should no longer be able to dictate to the people who are forced to live on the land stolen from the Akimel O'odham and paid no real value to the native tribes.
35. the most important thing to me is that bike lanes are as physically separated from cars as possible. It is important that cars cannot drive or park the bike path.
36. I like the double cycle track
37. I had been told or had read that there was to be a rest area between Buena Vista and Carver. I don't see it in this plan. There is already an access into the ASU RP from Buena Vista. That seems like an ideal place.

Question 10: respondents were asked to indicate where they lived relative to the corridor (57 responses)

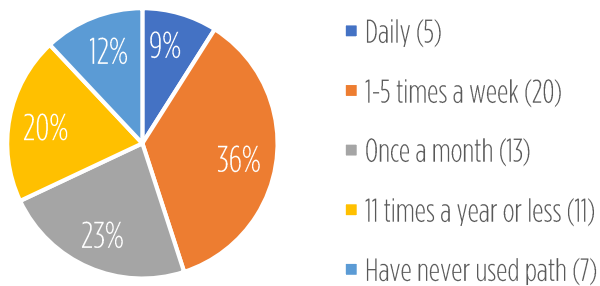
Where respondent lives	Number of respondents
Warner to Elliot	8
Elliot to Western Canal	3
Western Canal to Guad	6
Guadalupe to Watson	2
Watson to US 60	5
Tempe South of Warner	5
in Tempe but not in project area	22
Do not live in Tempe	5



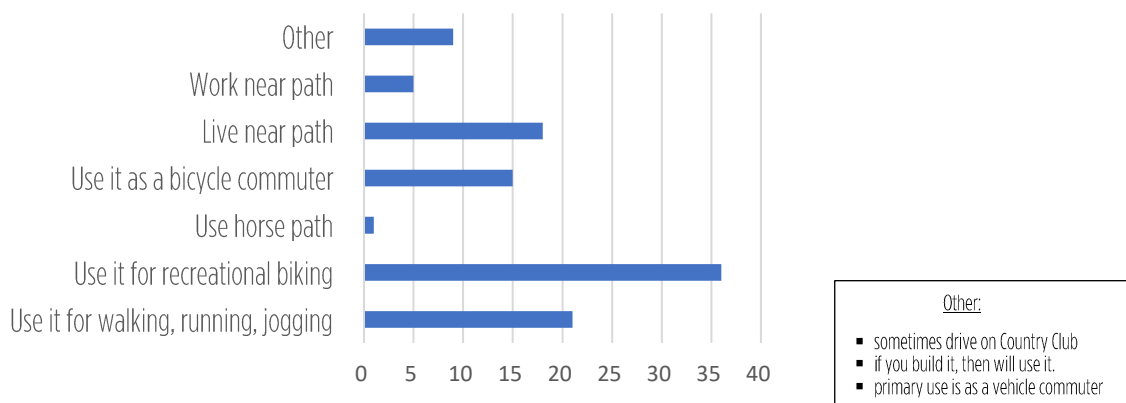
**Question 11:** respondents were asked if they backed up to or fronted on the corridor:



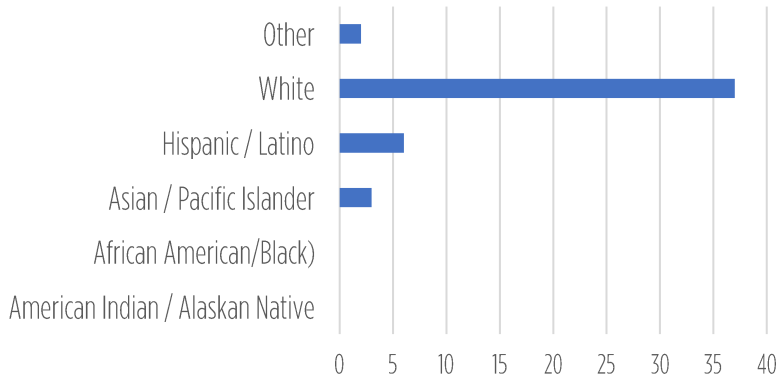
**Question 12:** respondents were asked how frequently they use the corridor.



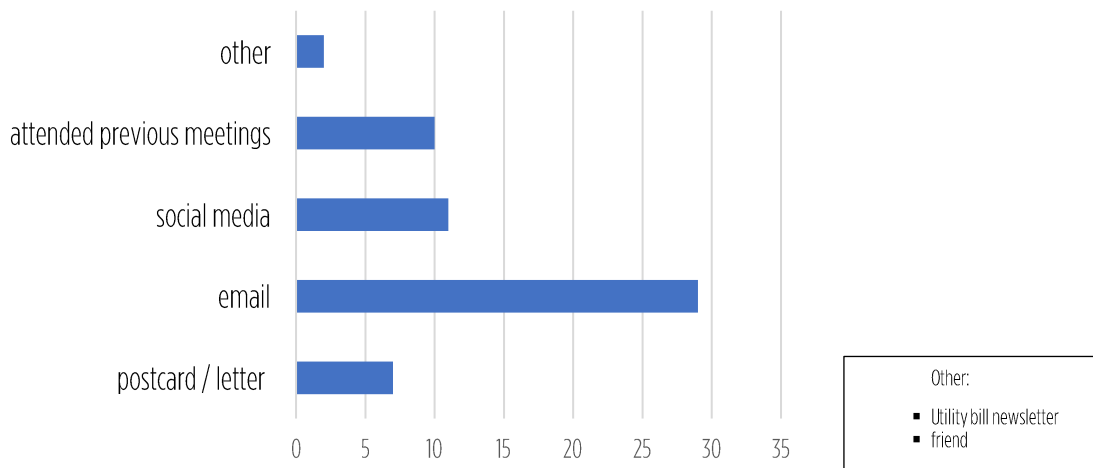
**Question 13:** respondents were asked how they currently use the corridor. (respondents could check as many as apply- 105 selections were made)



**Question 14:** Race/ethnicity. Which racial or ethnic group(s) do you identify with (respondents may check more than one)



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



## IV. Emailed Comments

**From:** [Taaffe, Sue](#)  
**To:** [Kajfez, Laura](#)  
**Subject:** FW: County Club path from Warner to Elliot  
**Date:** Wednesday, March 3, 2021 11:27:42 AM  
**Attachments:** [IllustratedPlanView\\_022021\\_Page\\_2.jpg](#)

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-----Original Message-----

From: Walman, Chase <Chase\_Walman@tempe.gov>  
Sent: Wednesday, March 03, 2021 10:52 AM  
To: [REDACTED] >  
Cc: Taaffe, Sue <sue\_taaffe@tempe.gov>  
Subject: RE: County Club path from Warner to Elliot

Good Morning [REDACTED],

Thank you for taking the time to email about the Country Club Way Project. I completely understand your concern, and that same sentiment was shared by many of your neighbors. Following our first round of public meetings and these concerns, we conducted a tree inventory to identify where the path could shift, and where the path couldn't shift, which trees would need to be identified for relocation or removal. Currently, between Elliot and Warner we are identifying 38 trees that would need to be relocated or removed, however, we are specifying 158 new trees to go in their place.

So you can see specifically which trees are impacted, I have attached a map for your reference that shows the trees that are presently being identified for removal or relocation (red circles).

After you have reviewed, please let me know if you have any additional questions or comments.

Have a good day,

Chase Walman | Transportation Planner  
City of Tempe | Engineering & Transportation  
e: chase\_walman@tempe.gov  
o: (480) 858-2072

-----Original Message-----

From: [REDACTED] >  
Sent: Friday, February 26, 2021 4:04 PM  
To: Walman, Chase <Chase\_Walman@tempe.gov>  
Subject: County Club path from Warner to Elliot

Hi Chase,

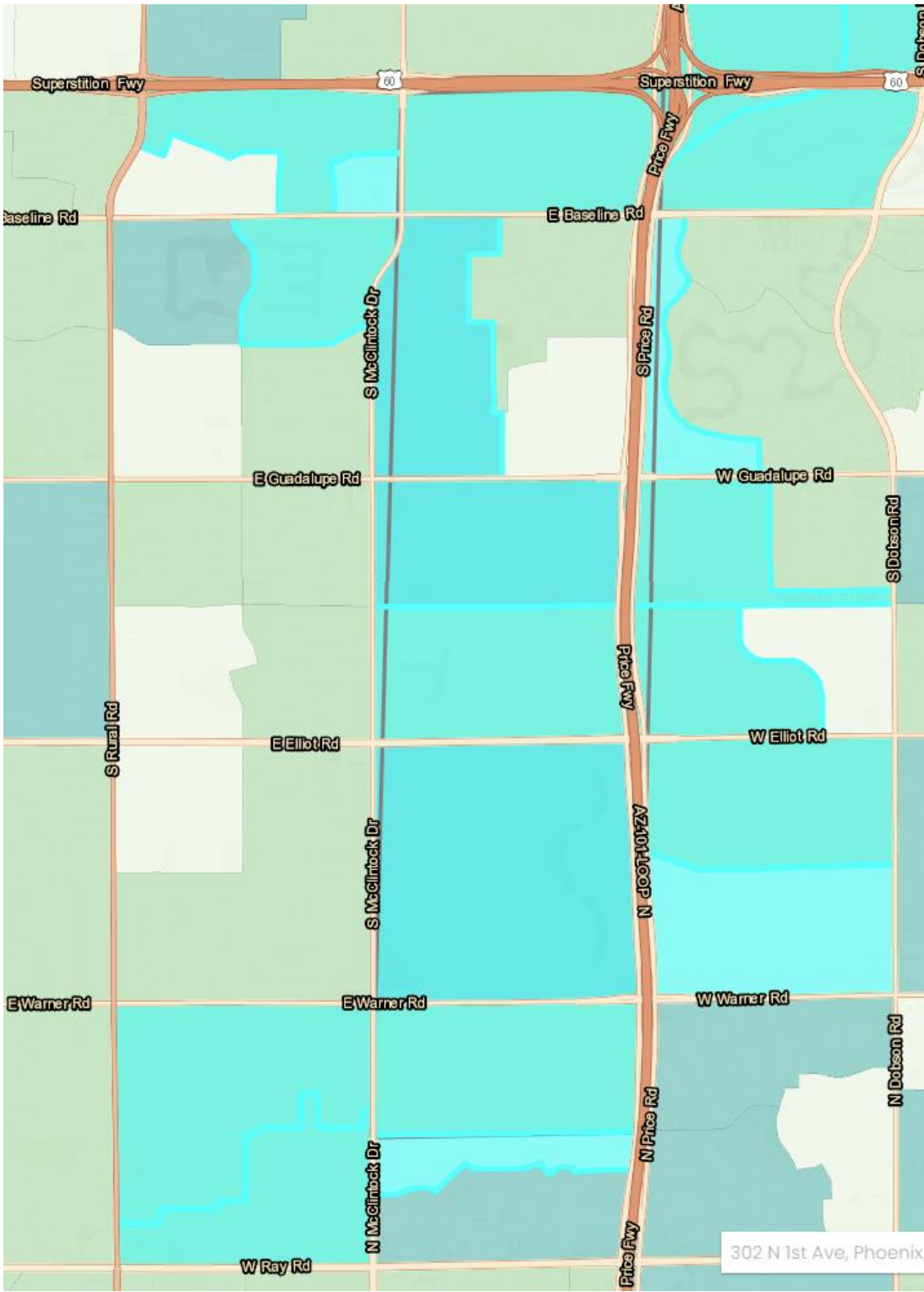
Just a quick question: Will you be cutting down any of the existing trees? They're beautiful trees along the burn of the Walgreens' parking lot. My house is 2 houses south of the planned Buena Vista rest node. These trees provide wonderful morning shade on my back yard.

Thanks so much for your consideration in answering.

[REDACTED]  
Tempe, AZ. 85284  
Sent from my iPad

## V. 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
<i>Total Population</i>		<i>30,581</i>	-
Race and Ethnicity			
<i>Total Population</i>		<i>30,581</i>	-
	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>		<i>29,035</i>	-
	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>		<i>16,075</i>	-
	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](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