

I. Background



Currently, the City of Tempe’s portion of the Grand Canal Path (located just north of the 202, east of Priest Drive) is separated from other regional off-street pathways in the area including the Rio Salado Path and Crosscut Canal Path.

In 2019, Tempe developed preliminary designs and a project assessment report to complete the gaps in these regional paths. This project will take the preliminary designs developed in 2019 and produce the final plans, specifications, and estimate so that the project can be bid for construction.

Another round of public meetings will be held in the spring of 2023, and construction is anticipated in fall of 2024.

II. Outreach

POSTCARDS/MEETINGS

- Postcards: 2844 households mailed to the project area
- Public Meetings: 10/24/22- noon (online): 8 attendees | 10/24/22- 5:30 p.m.: 4 attendees online

TWITTER

- 10/10 – public meeting: Reach/Impressions: 785 | Engagement: 37
- 10/18 – public meeting reminder: Reach/Impressions: 918 | Engagement: 38
- 10/24 – day-of meeting reminder: Reach/Impressions: 709 | Engagement: 27
- 11/2 – public input reminder: Reach/Impressions: 448 | Engagement: 16

FACEBOOK

- 10/10 – public meeting: Reach/Impressions: 2450 | Engagement: 225
- 10/18 – public meeting reminder: Reach/Impressions: 1110 | Engagement: 58
- 10/23 – day-of meeting reminder (story): Reach/Impressions: 440 | Engagement: 3
- 11/2 – public input reminder: Reach/Impressions: 1732 | Engagement: 234
- 11/2 – public input reminder (story): Reach/Impressions: 360 | Engagement: 32

NEXTDOR

- 10/10 – public meeting: Reach/Impressions: 1270 | Engagement: 0
- 11/2 – public input reminder: Reach/Impressions: 1079 | Engagement: 4

INSTAGRAM

- 10/10 – public meeting: Reach/Impressions: 1270 | Engagement: 0
- 11/2 – public input reminder: Reach/Impressions: 1079 | Engagement: 4

MEDIA

- 10/10/22 – news release: 2806 emails sent, 39.2% open rate | 2.1% click rate
- 10/10/22 – Tempe This Week: 7841 emails sent, 41.3% open rate | 4.6% click rate
- 10/17/22 – Tempe This Week: 7824 emails sent, 41.7% open rate | 5.3% click rate
- 10/24/22 – Tempe This Week: 7832 emails sent, 40.5% open rate | 3.7% click rate
- 11/2/22 – Input reminder; 2809 emails sent, 37.8% open rate | 3.6% click rate

III. Survey Results

The survey was posted online from October 24 – November 7, 2022 and attendees at both meetings were directed to provide comments on the Tempe Forum. There were twenty-seven responses to the survey.

Respondents were asked provide comments on each of the four segments of the project.

CONNECTING CROSSCUT CANAL TO GRAND CANAL



PROPOSED IMPROVEMENTS

10' WIDE CONCRETE PATH | PEDESTRIAN SIGNAL AT MILL AVE. | PEDESTRIAN LIGHTING | LANDSCAPING (NOT CURRENTLY SHOWN)

EXISTING CONDITIONS



The following comments were received regarding the **SRP Crosscut segment**:

1. This is a pretty high speed area. Possibly some rumble strips before the crosswalk, and maybe offset the cross walk (like over on Hardy , south of Uni) to give a bit of refuge for peds. and the signals could be just for the southbound traffic, then for the northbound traffic, it's a pretty long distance for a slow walker/wheelchair user.
2. This will be nice for getting across Mill Ave and onto the Crosscut path.
3. Improved lighting and paving would be great!
4. Configure the crossing so users (bicyclists, especially going downhill) must slow/stop before proceeding across Mill.
5. Anything to improve bike connectivity is great, thank you. On a side note, approaching the Curry / Mill intersection northbound on the bike path is chaos - cars typically swerving trying figure where bikes are going while the car are attempting to get into the the right hand turn bay, surprise bicyclist haven't been hit or run over here. And then no bike cross markings at intersection leading to a sketchy potholed path on the other side. It's a dangerous intersection with poor conditions for bicyclists heading northbound along Mill.
6. Very much needed
7. Love this. It would be great to have the pedestrian crossing at the crosscut and Mill.
8. The major concern I have with the crossing of Mill connection for the two paths is how well it would safely work for bicyclists. As the Crosscut Canal currently ends at Mill, I have observed bicyclists shooting across Mill through traffic. My heart has been in my throat when I have seen this happen.
9. I wouldn't use it. Maybe others would.
10. Looks good. Make sure there is enough signage to direct people the way. Very important to have the pedestrian cross signal across Mill Ave.
11. Suggest including some wayfinding at the beginning and end points where this new segment is being added to make it clear how to utilize the new

connection. Suggest making the pedestrian signal activate at touch to prioritize bike/ped crossing over moving vehicles fast.

12. I support this alignment.
13. I think this is a great additional connection to existing bike paths and light rail facility. Please make sure there is good visibility to allow for safe crossing in both daytime and night time. Also, it would be great to improve the pavement quality along Mill on both sides of this crossing. The bike lane going uphill from this crossing on Mill is extremely bumpy. Personally I feel it is one of the worst stretches of bike lane in Tempe. It would also be great if the Mill bike lane could be widened to better buffer cyclists along this stretch.
14. The proposed improvements here all look great. Hope there is a lot of low water shade coverage considered in the landscaping design. A pedestrian signal is definitely needed. For anyone looking north of this signal, the next crossing is a mile away at Priest Dr.
15. Any expansion of the paths would be great. Hopefully also with good landscaping and lighting so even if it's behind a parking garage it doesn't feel sketchy
16. This will be a really valuable connection! This will fix a missing link between two otherwise great bike routes.

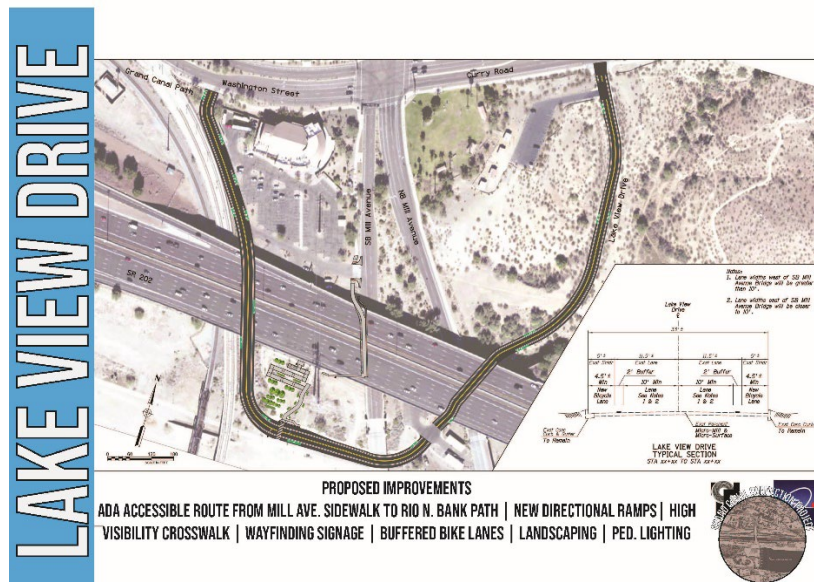


The following comments were received regarding the **56th Street segment**:

1. Seems ok, understanding the UPRR issues.
2. I prefer the existing off street path. Perhaps that could be improved rather than having a buffered bike lane on the street. I am a little concerned about the railroad crossing to the Phoenix Grand Canal path not being changed. Are future motor vehicle speed and volume projections being taken into consideration for determining what types of bike lanes are appropriate using the FHWA or NACTO bikeway guidelines?
3. Looks like a great redesign and connector.

4. Never really needed to access 56th street. Hope a solution to cross railroad tracks for East West access to Grand Canal path is close at hand, right now its pretty sketchy to use the trail system.
5. Parking we need easy access for everyone who is not wealthy enough to live nearby or training for an Ironman.
6. Huge improvement. Would like to see protected bike lanes
7. Connection to 56th is great but a paved direct connection from the concrete patch to the grand canal path would be great. Many cyclists and path users go from the Tempe Grand Canal to PHX Grand canal via dirt path under Priest, including a crossing at the railroad tracks. I'd expect that the proposed improvements would see a similar cut through by users (rather than making a sharp turn on 56th). Guessing the UPRR is being annoying about using their right of way but the city should push for this as a way to improve connectivity between Tempe and Phoenix on a very popular route.
8. As I said in your public meeting, it is unbelievable that Tempe can't connect to Phoenix's Grand Canal path. I realize the RR is mostly to blame. Connecting to 56th St. and restriping 56th is a waste, it doesn't go anywhere useful.
9. All I want is for the Tempe and Phoenix portions of the canal to connect. I also feel like the buffered bike lane on 56th is just for show so the City can say they added x amount of buffered lanes, when in reality, the buffered lane would be put to much better use on Washington, McClintock, etc. Also, paint isn't protection.
10. It's unclear to me what the connection from the 10' concrete path to the buffered bike lanes is. Suggest some clear pavement marking and/or signage to guide this movement.
11. I support this improvement, but will there be tangible links to the Phoenix Grand Canal Path?
12. I was curious why the bike path does not stay on the north and east side of the new future proposed road to avoid forcing a crossing near the grand canal.
13. I agree with the proposed improvements. However, a connection to the existing Phx Grand Canal on the West is missing. With the existing road crossing the train tracks, adding signage may be all that is needed there. More importantly though, there is no direct access for commuters travelling up priest drive who want to join the Phx Grand Canal or 56th st north towards Phoenix and the Airport. Can a side walk be added to either side of Priest Drive after the bridge portion to connect down?
14. Any expansion of the paths would be great. Hopefully also with good landscaping and lighting so even if it's behind a parking garage it doesn't feel sketchy
15. This is my biggest comment/question: why is the Phoenix Grand Canal path not being connected to the Tempe Grand Canal path? I couldn't attend the meeting, so this may have been answered, but the image above looks like it's doesn't quite connect up with the end of the Phx canal path. Is the idea to go up to 56th St and then over? Currently, the path just ends at the RR tracks and there's zero signage to demarcate where to go to continue on. You have to navigate it yourself and go over dirt tracks to get to the Tempe portion. This might have to do with getting an easement from Union Pacific or whoever is operating the RR tracks, etc, but making some sort of effort to connect the two paths more directly would really be nice. Especially if all this work is already going to happen in the area.

16. This portion seems less critical than the others, to me, but still important to have. I live near the Tempe Town Lake and often go to the post office on Van Buren, and this will be much nicer than doing so on surface streets.




The following comments were received regarding the **Lake View Drive segment**:

1. The ADA ramp needs to begin at the Mill Side, not the west side of the parking lot, this is a long way to go for someone that needs to use the ramp. In fact I think it's uphill going east to west on that existing sidewalk. I was talking to one of the Commissioners on the Disability Commission who is in a chair, and we talked about this and he was in agreement.
2. Are future motor vehicle speed and volume projections being taken into consideration for determining what types of bike lanes are appropriate using the FHWA or NACTO bikeway guidelines?
3. I look forward to the redevelopment of this road for better visibility and signage. People seem pretty turned around and perhaps took a wrong turn on this road thinking it could connect to Mill.
4. I am curious if there will be any sidewalk path added alongside the entire length of lakeview drive for folks walking or running? I often connect while running from Washington to the lake and back by going up/down lakeview drive and currently i have to run up/down in the bike lane.
5. Add RPMs in the buffer to better delineate the space for motorists
6. Transition from westbound lake trail to the uphill northbound Lake View Drive is always awkward. Possibly an adaptive street solution to help everyone understand it an active transition zone.
7. Unsure of how this provides connection to other paths
8. I like this!
9. On the buffered bike lane, could there be a concrete buffer added between bike lane and the traffic lane, or a plastic post every 10 feet instead of concrete.
10. I do wish there was a way to construct a walk way on one side or the other of the east leg of Lake View Drive. As it is pedestrians have to walk in the bike lanes. Perhaps there could be a path in the future that is directed down to the North bank of the lake from Mouer Park parking lot.
11. More room for bikes is great, build it!

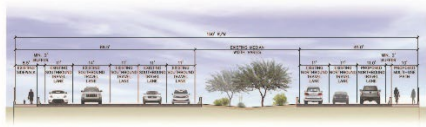
12. I've never seen a car on Lake View Drive. It is perfectly rideable as it is. This part of the project is wasteful.
13. Please make sure no cars can park in the bike lanes. Maybe add a low curb in the buffer part.
14. Suggest adding some wayfinding on Washington Street EB to alert road users of access to lake front.
15. I endorse the additional ADA crossing near the lakeshore. But I would prefer the bike lane to be protected by plastic bollards, raised reflectors, or by artwork to give cyclists and other ride-able users a safer experience.
16. I have biked on this section before and a buffered bike lane for more visibility would be nice.
17. Thank you for adding a crosswalk and connection to the multiuse path here. Protected/separated bike lanes would be better than buffered lanes.
18. Any expansion of the paths would be great. Hopefully also with good landscaping and lighting so even if it's behind a parking garage it doesn't feel sketchy
19. Happy to see buffered bike lanes, but would be even more happy to see protected bike lanes, with some type of bollard at least, be used in the buffer zone. City-wide I think Tempe should be deploying more protected bike lanes, so starting that implementation sooner vs later and learning how it works, etc with a project like this would be great.
20. This part is important. Traffic is often chaotic through here during events or just when people are showing off their loud cars. Having clear space for bikes will make this part a lot more comfortable.

PRIEST DRIVE




(a) N. PRIEST DR. - EXISTING CONDITIONS

(b) N. PRIEST DR. - PROPOSED IMPROVEMENTS




(c) N. PRIEST DR. - PROPOSED IMPROVEMENTS (SECTION)

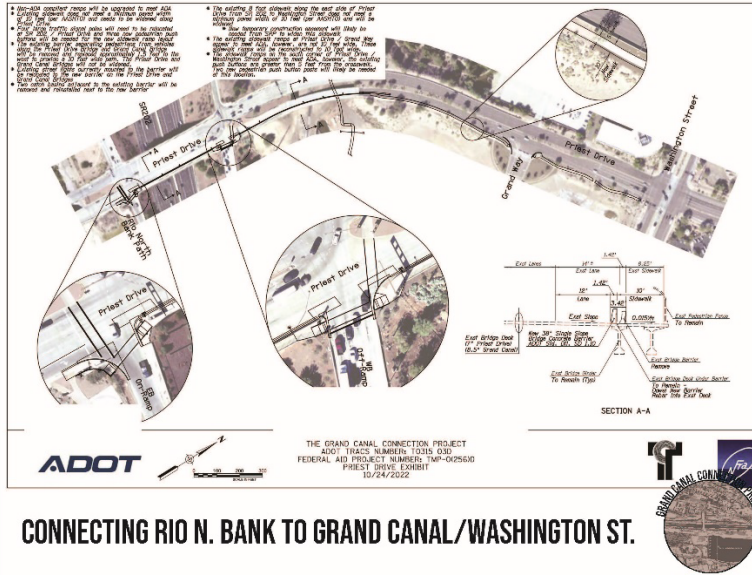


(d) N. PRIEST DR.

PROPOSED IMPROVEMENTS
 CONSTRUCT 10' WIDE CONCRETE PATH WHERE EXISTING EAST SIDEWALK IS TODAY | NEW DIRECTIONAL RAMP
 RAMPS | HIGH VISIBILITY CROSSWALKS | WAYFINDING SIGNAGE



PRIEST DRIVE



CONNECTING RIO N. BANK TO GRAND CANAL/WASHINGTON ST.

The following comments were received regarding the **Priest Drive segment**:

1. The Priest Drive section seems like you are proposing nothing. It's already wide, could use some concrete fixes due to settling, but there is a wide sidewalk, signals and then bike lanes on Priest. I'd say, don't even do this part, other than the maintenance. I ride my bike here 2-3 times a week.
2. I always have concerns about multi-use pathway crossings at freeway off ramps. Will work be done to reduce motor vehicle traffic speeds on the ramp? Will work be done to make the crossing as visible as possible? Will right turns on red be prohibited? Will work be done make sure that vehicle drive sight lines are clear?
3. Paint is cheap and works wonders for biker visibility. I really like the proposed reconfiguration and striping at Priest & 202.
4. Make certain the sidewalk/MUP across the on- and off-ramps are visible to motorists. Tight radii
5. Sure, looks good.
6. We need public parking in the area east to access the nearby light rail station and enjoy a walk around the lake without the heavy traffic near mill and asu
7. Long overdue
8. This would be great, especially the improvement of the pedestrian ramps. I always find the intersection of Washington and Priest tricky as there's a bike lane on priest north of washington but not south. Could this widened pathway also have a designated connection to a bike lane?
9. It should be approved. Very good for the city and its residents.
10. One suggestion I would make is to put reflectors of some sort on the concrete barriers since they will be closer to the north bound lanes.
11. This would help bikes and is great.
12. As I said in the public meeting, the bridge is completely adequate as it is. Widening it provides no benefit for cyclists on southbound Priest. This part of the project is wasteful.
13. Path should be wider. Consider a leading pedestrian crossing signal so people can cross without worrying about getting hit by a driver.

14. Chase: Thanks for talking to me about the Grand Canal Improvement Plan. I appreciate that there will be an asphalt connection on the existing service road to the Phoenix Canal Path.
15. The proposed path looking north looks like the chain link fence encroaches on my biking area. Confirm height of fence will not obstruct riding path. If you are calling this a multi-use path I assume you are expecting bi-directional travel bi bike? If so, consider adding pavement marking to delineate NB vs. SB as the 10-ft space with barrier on each side is tight to have bikes going NB and SB at the same time. Was a bike lane on SB Priest considered? Priest Drive north of Washington has a nice buffered bike lane that 'dies' south of Washington where 4 SB vehicle lanes are present. 4 SB vehicle lanes has always felt excessive to me and communicates that accommodating cars is not only the top priority, but the ONLY priority. Suggest considering eliminating one of the 4 SB vehicle lanes to continue the SB buffered bike lane.
16. I support this alignment.
17. Would love for the improvements to extend south to the south bank river path
18. I have also biked this segment. A wider path would be nice to better navigate traffic in both directions. Also I like the better ramps and visibility on the crossings. Car drivers in this area are not always looking for pedestrians and bikes, so anything that helps improve their visibility would be helpful.
19. The improvements to this segment look good. I really like the high-visibility cross walk.
20. Any expansion of the paths would be great. Hopefully also with good landscaping and lighting so even if it's behind a parking garage it doesn't feel sketchy
21. The sidewalk that goes over the bridge over the 202 is quite narrow and not pleasant to ride along. Widening that would be amazing. Not part of this project, but getting a bike lane from Priest & University continued up to these improvements would be super nice to see for another nicer option to get to the Light Rail station.
22. The high-viz crossing will be super useful. Currently it doesn't seem like drivers expect to see cyclists whenever I'm riding through here, making me very nervous about people trying to turn into me when I should have right-of-way.

Additional Comments:

1. This seems like such a small project to go thru the public process, but thanks for doing the work!
2. I am happy to see that this work is being proposed. This has been a missing link between Tempe and Phoenix pathways. I look forward to the day when I can ride my bicycle from Mesa into Phoenix using separated bike lanes and paths.
3. Plan a pedestrian and bike pathway connecting Tempe to Phoenix that is designed for E Bike traffic. Include charging stations pit stop points with water and pay restrooms. Include a pay for use bike storage to lock up bikes 24/7 access so commuting by rail is an option without having to take your bike on board or have your bike stolen. Make it safe with monitoring and patrolling with drones and security cameras to quickly dispatch help if needed.
4. Please use the Crosscut Canal path wheelchair accessible path (WAP) as a model for the design for the path from Mill Avenue to the Town Lake path. The Crosscut Canal WAP switchbacks are easily negotiated by trikes and long

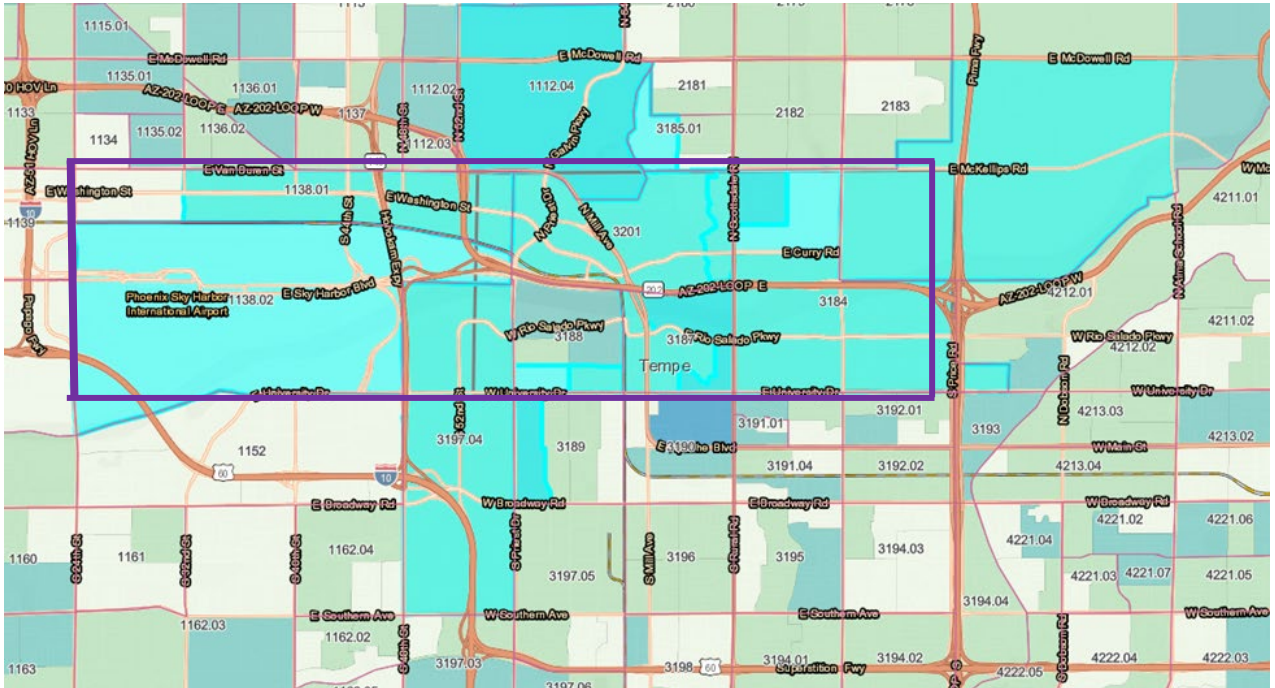
wheel-base bikes. I have been on WAPs that aren't negotiable on my trike without stopping, dismounting and shifting the trike by lifting the back or front wheels.

5. Thanks for doing these improvements. They're much needed and would be well utilized.
6. This looks like a great project, but I have a general comment. I love to bike, but the buffered bike paths are just not working with Valley traffic and too many people are being injured and killed on these roads. Please work to create protected lanes or cycle tracks (with physical barriers separating bikes from cars) along all of our routes (and on the sections of these routes that share the road with cars) on all future projects and please focus on upgrading what we have. Nobody uses the protected bikes lanes on McClintock Drive because they are just too unsafe, for example. My family would use these all over Tempe regularly for commuting if we were not obviously in serious danger each time we use the bike lanes without barriers.
7. Good work. I know quite a bit of time and consideration went into these projects.
8. Most of this work is unnecessary and wasteful. Build a 6' wide temporary asphalt path across the dirt from the end of the Tempe Grand Canal path, and get as close to Phoenix's end of the path as you can. There, I just saved you several million dollars.
9. Where the trail crosses Mill Avenue from Scottsdale's Cross Cut Canal Path there is a proposed light with a push button for people to cross. May I suggest that consideration be given to installing an automatic sensor which activates as bicyclists come from either direction. I have seen this used with great results on roads with high traffic. Several cities I have visited have these installed and lights start flashing as the bicycle gets within twenty feet of the cross walk giving motorists adequate time to stop. It is important for the bicyclist to make sure the lights are flashing before crossing. If the decisions to use a button is still decided then it should activate the lights as soon as the button is pushed rather than cycling through a designated wait time. In the video I heard someone mention that bicyclists come down the hill at high speeds. It would be great if they would stop and push a button before crossing but most will only look each way and cross without stopping to push a button.
10. Thank you for making all these valuable connections happen. There are lots of great bikeways in the area and it's currently challenging to navigate. These connections will help and wayfinding will only make the connections more accessible for all to figure out how to use, especially their first time riding the area which this area sees a lot of tourists and recreational riders that may be unfamiliar with the area.
11. As someone that commutes to work in this area by bicycle, I look forward to these new improvements. If additional improvements on nearby connecting bike lanes could be done at the same time, that would likely increase the adoption of these new improvements.
12. I look forward to using these new routes once complete. Thank you!
13. Main comment: Why not actually connect the Phoenix & Tempe portions of the Grand Canal as it goes under Priest and over the RR tracks? If the idea is to divert onto the new path on 56th st, that should be made a little more clear. Currently there is no signage or anything when the Phoenix portion ends, and it's just going over bumpy/hilly dirt tracks.
14. Thank you for investing in bike infrastructure!

IV. Demographics

The Project Area is designated by purple dashed line.

Data that follows includes all census tracts that touch project area (turquoise)



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

Ability to Speak English		
Population 5 years and over	23,765	-
Speak Only English	16,689	70.2%
Speak Other Languages	7,076	29.8%
Speak English "very well"	5,040	-

Persons with Limited English Proficiency (LEP)	2,036	-
Speak English "well"	1,155	-
Speak English "not well"	697	-
Speak English "not at all"	184	-

Commuting to Work

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

Vehicles Available

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

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

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