



Kyrene, Roosevelt, Farmer Bike/Ped Improvements Project Public Input Summary May 2023

Contents

- I. [Background](#)
- II. [Outreach](#)
- III. [Survey Results](#)
- IV. [Demographics](#)
- V. [Emails](#)

I. Background



This project was formerly known as the North South Rail Spur Project. During the multi-year planning process, the city determined that it would not be able to acquire all the necessary easements from the Union Pacific Railroad (UPRR) to construct the path. In Fall 2019, City Council directed staff to pursue an alternative alignment for the project.

This new route alignment will use a combination of Farmer Avenue, Roosevelt Street, and Kyrene Road. Proposed improvements include a cycle-track, buffered bike lanes, wayfinding signage, street crossing treatments, new sidewalks, and ADA directional ramps.

The improvements will provide a low-stress, multi-modal route linking Kiwanis Park, Clark Park, and Downtown Tempe. The project will also realign the current 'Handlebars' BIKEiT Bike Boulevard route and provide connections to regional bicycle and pedestrian facilities, like the Western Canal Multi-use Path.

Public meetings were held on April 19, 2023. The noon virtual meeting had 25 attendees and the 6 p.m. in-person meeting had 13 attendees.

Another round of public meetings will be held in the winter of 2023, and construction is anticipated by the end of 2024.

II. Outreach

Several methods were used to provide information to the public and stakeholders regarding the project, meeting and opportunities for input.

Social Media, Eblasts and Press Release



- 4/11/23 – Public Meeting
 - Reach: 334 | Engagements: 23
- 4/17/23 – Public Meeting Reminder
 - Reach: 307 | Engagements: 15
- 4/30/23 – Survey
 - Reach: 366 | Engagements: 11



- 4/11/23 – Public Meeting
 - Reach: 805 | Engagements: 17
- 4/18/23 – Public Meeting Reminder
 - Reach: 1,189 | Engagements: 45
- 4/23/23 – Survey Reminder
 - Reach: 1,170 | Engagements: 37
- 5/1/23 – Survey Reminder
 - Reach: 805 | Engagements: 12



- 4/11/23 – Public Meeting (story)
 - Reach: 386 | Engagements: 1
- 4/16/23 – Public Meeting Reminder (story)
 - Reach: 242 | Engagements: 0
- 4/24/23 – Survey Reminder (story)
 - Reach: 215 | Engagements: 0
- 5/1/23 – Survey Reminder (story)
 - Reach: 368 | Engagements: 0



- 4/11/23 – Public Meeting
 - 605 impressions

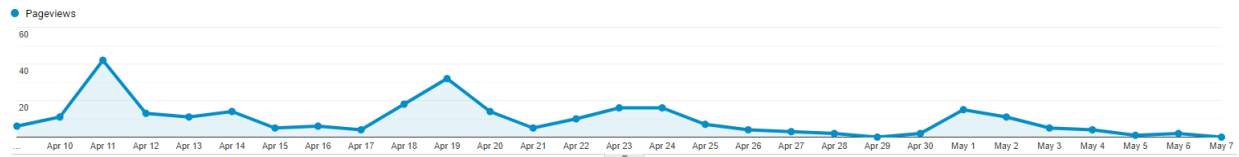


- 4.05.23 – news release
 - 2863 emails sent, 37.3% open rate, 1.7% click rate
- 4.17.23 – Tempe This Week
 - 8,059 emails sent, 40% open rate, 4% click rate
- 4.24.23 – Tempe This Week
 - 8,070 emails sent, 39.5% open rate, 3.7% click rate
- 5.1.23 – Tempe This Week
 - 8,065 emails sent, 38.6% open rate, 3.7% click rate

Project Webpage

The project [webpage](#) was updated continuously and included information about the project, the date and access information for the public meeting and online comment information. From April 9 – May 7, the website had 279 views.

Spikes: April 11 and April 19



Direct Mailer

A direct mailer was sent to residents, businesses and property owners along and adjacent to the proposed Kyrene/Roosevelt/Farmer Bike/Ped project between University Drive and Baseline Road that included a brief overview of the project and details on how to attend the public meeting and provide comments.

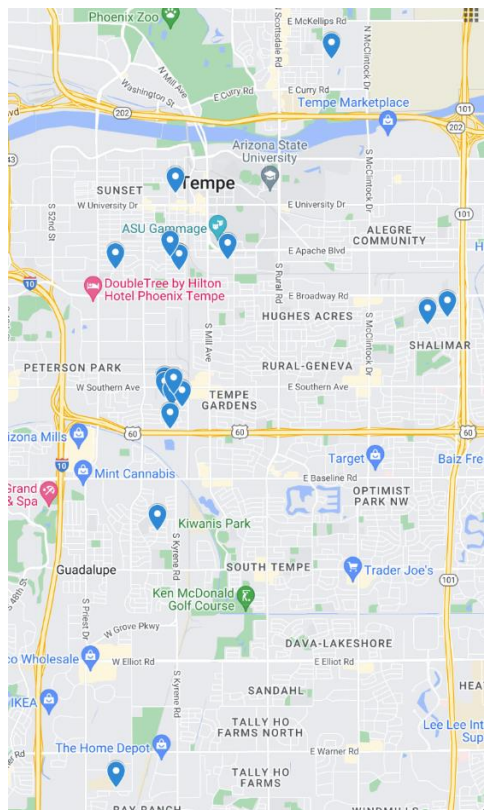
Emails

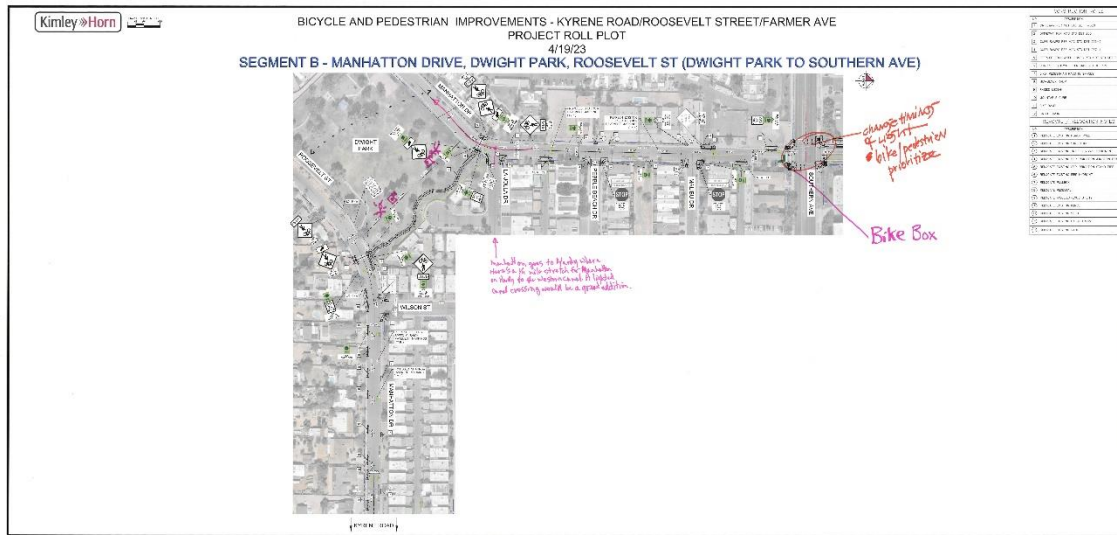
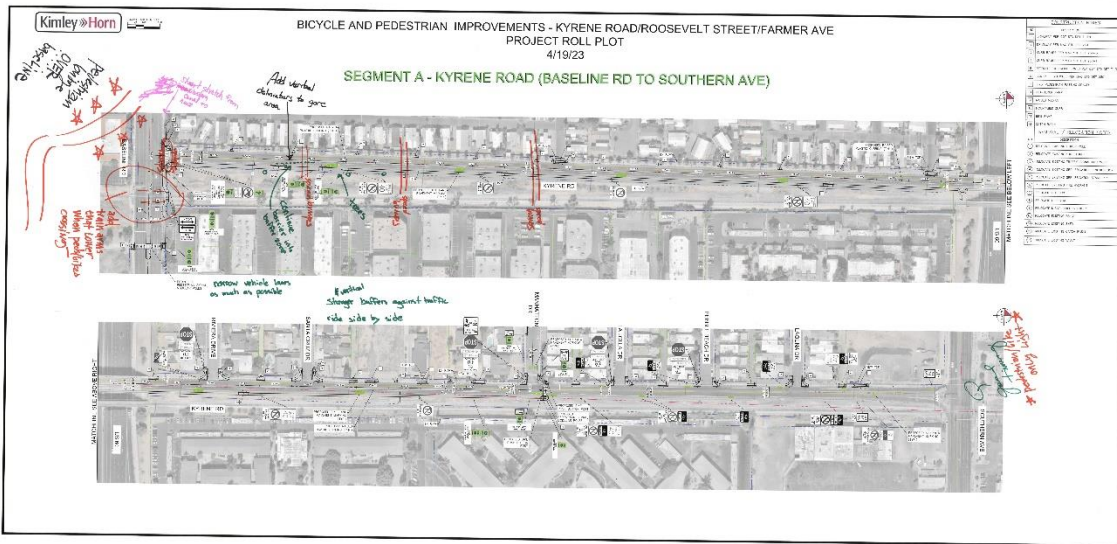
A notification email was sent to Tempe Forum subscribers, neighborhood contacts, relevant Boards and Commissions and previous participants inviting them to attend the meeting or to comment online.

III. Survey Results

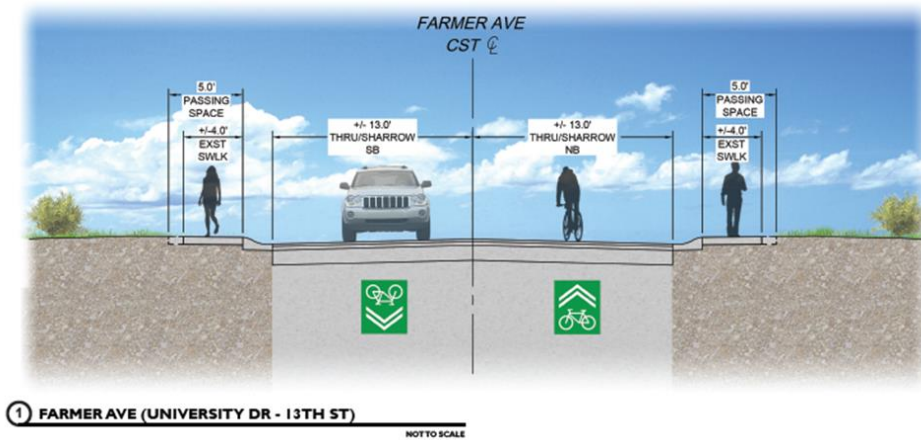
The survey was posted online from April 19 to May 2 and attendees at both meetings were directed to provide comments on the Tempe Forum. There were 69 attendees and 31 responses to the survey.

18 respondents provided an address in Tempe.



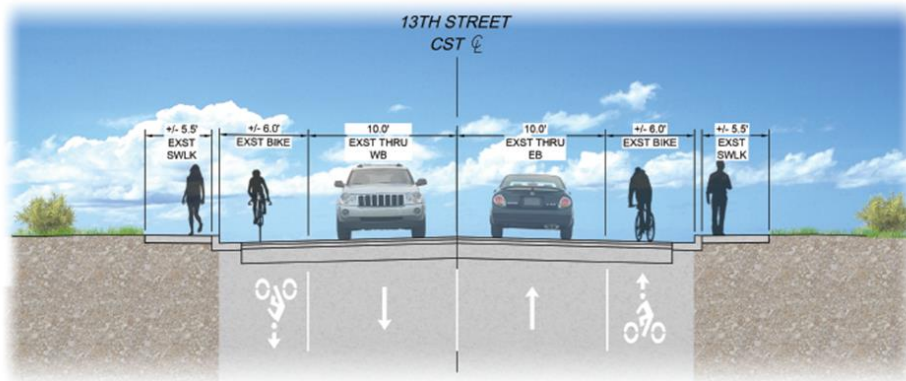


1. Farmer Avenue from University Drive to 13th Street is proposing to add shared-lane markings to the roadway. Please share your thoughts on the Farmer Avenue from University Drive to 13th Street segment.



1. Advisory bike lanes on this section would be nice. would not impact road use or access in the neighborhood and provide more visual cues to yield to cyclists.
2. <https://www.peopleforbikes.org/news/we-were-wrong-about-sharrows>. Add modal filtering to prevent cut-through traffic
3. I am in support of this plan
4. I assume the traffic calming features will stay in place. I am in favor of the sharrow which gives drivers a reminder to share the road with cyclists with such limited space.
5. I like the addition of the shared lane markings.
6. I like the idea for putting in sharrows since there isn't room to actually expand the roadway.
7. I think this plan is even worse than the N/S Multiuse path plan. Back to the drawing board. I think that whomever was at the Zoom meeting had a great idea of going from Hardy all the way down to the canal and crossing at the canal at Kyrene and Baseline and then continuing down the canal. Solves a lot of problems. Your idea of going through Dwight Park is absolutely not going to work.
8. I'm in strong favor of this. If there's any way to create a barrier between the bike lane and vehicles, that'd make it even more enjoyable and safe to use. Although, I understand the feasibility of that given the space is likely difficult.
9. It is best to have clear markings if it is a shared lane.
10. It would be have a separate bike lane. How is the city going to deal with the people that park on Farmer?
11. OK
12. please explore low level lighting in the chicanes- maybe spruce up the existing landscaping a bit where trees may be missing.
13. Please use more signage and paint more green indicators on the ground so motorists know to share the road. Signs that say "motorist MUST not road rage on cyclists" would be nice.
14. Pretty narrow street so this is the best option - I already ride my bike down the street a lot but nice to make it clear it is a shared space and people in cars should drive accordingly
15. Shared-lane markings should be placed before each chicane along Farmer for increased visibility of cyclists and so drivers know bicyclists need to move into the center of the road too.
16. The crosswalk traffic signal change on the corner of Mill Ave and Fifth St is by far the dumbest idea that anyone could have possibly thought of. It has caused more backup traffic/accidents between Fifth and Rio Salado than I have ever seen in 7 years. The backup is so bad-it floods into the bridge. Please return this to normal so that my 8 minute commute continues to be 8 minutes instead of 35. Thank you!
17. The existing traffic calming narrowing devices force auto and bicycle traffic to merge. This will remain dangerous regardless how well the the narrowing devices are highlighted (reflective paints etc.). If there was room on the sidewalk side of the narrowing devices for the bike path, that would be useful (currently that is not an option unless the bikes share the sidewalk). For the person on the bicycle currently "watch out for the cars" or "watch out for the pedestrians" - there is no exclusive way past the narrowing devices on Farmer.

18. There is no purpose in adding sharrows here, as vehicle traffic should already be slow enough to have mixed traffic with no issue. The function of the street will remain the same.
 19. This is a neighborhood street so the sharrows make sense.
 20. This is not heavily traveled, but many bicyclists might try to ride on the sidewalk, not sure if you have any data on the safety of the sharrow lanes.
 21. With all the buses and cut through traffic there should be more traffic coming or no-parking/protected bike lanes in this section of road.
2. 13th Street from Farmer Avenue to Roosevelt Street is proposing to maintain the existing bike lanes and vehicular travel lanes. Please share your thoughts on the 13th Street from Farmer Avenue to Roosevelt Street segment.

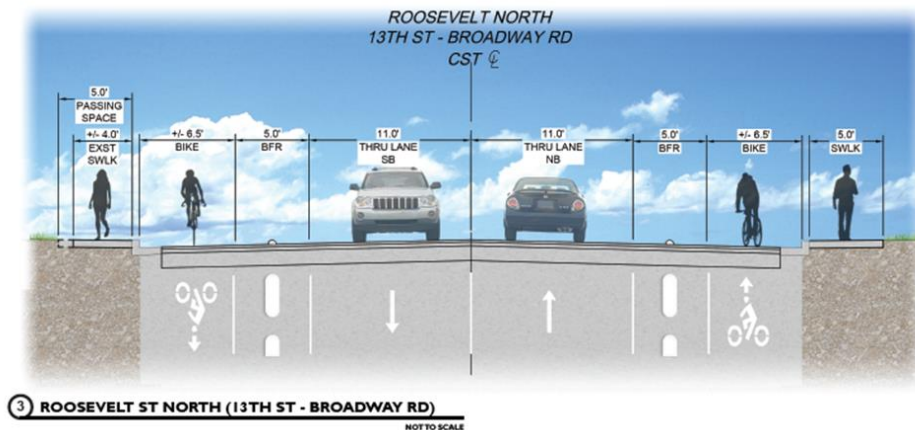


② 13TH STREET (FARMER AVE - ROOSEVELT ST) NOT TO SCALE

1. Add high-vis green paint to more sections of the bike lane along 13th.
2. As someone mentioned in the Zoom meeting, traffic sign enforcement at the stop signs at Farmer and 13th street, and 13th street and Roosevelt is needed currently. People regularly run through these stop signs. The Venus Orbit circulator bus drivers can supply more data regarding this.
3. Bike lanes near ASU are preferred.
4. fine with this segment.
5. I agree it makes sense to maintain since the infrastructure is already there for a dedicated bike lane in each direction.
6. I am in support of this plan
7. I would appreciate if there could be some green paint to signify the bike lane here, whole lane or sections.
8. I'm in strong favor of this. If there's any way to create a barrier between the bike lane and vehicles, that'd make it even more enjoyable and safe to use.
9. OK
10. Painted bike lanes are acceptable on this street, because traffic is slow. However, the painted line approaching intersections should become full, instead of dashed.
11. Please do not have the bike lane paint turn to dotted lines at intersections and put in green paint at intersections.
12. Please paint most of bike lane green and CLEAN all bike lane. Most of the trash is pushed over into the bike lanes forcing us to ride in the street or on the sidewalk to avoid debris.
13. Protect the bike lane!
14. That should work fine.
15. This bike path should go Farmer to 13th to Hardy.

- 16. This is a place where cars do not notice bikes. Make the lanes more visible
- 17. This is a short section and the existing infrastructure makes sense.
- 18. this works

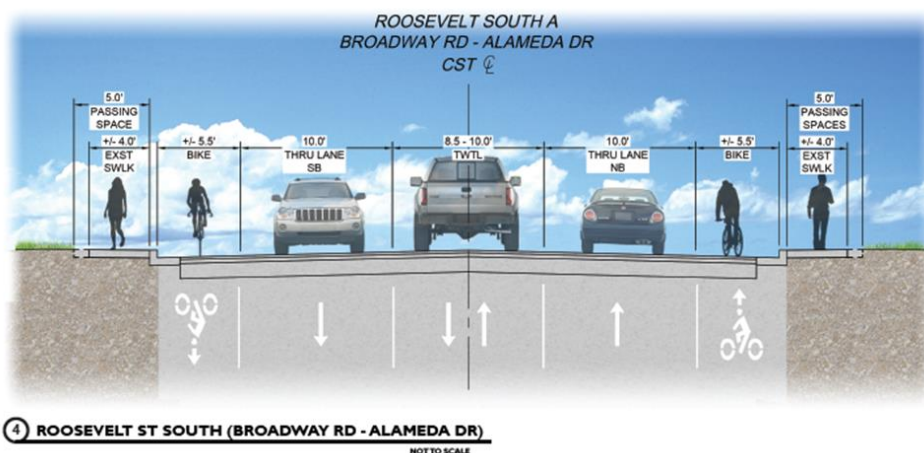
- 3. Roosevelt St. from 13th Street to Broadway Road is proposing to remove the center turn lane to add a 5' buffer space between the vehicular and bike lane. Within the buffer space a raised channelization device is proposed (gaps will be provided for access to driveways, streets, alleys, and transit stops). In addition, new sidewalk is proposed where sidewalk is currently missing. Please share your thoughts on the Roosevelt St from 13th Street to Broadway Road segment.



- 1. Adding barriers to the bike lane and adding a side walk is a good idea for this road - it is in a neighborhood and there should be a sidewalk on both sides.
- 2. Can we add some planted medians in specific locations? Trees and shrubs in the buffer would be great! Shade! This segment has tons of room- skinny up the travel lanes if you need to- anything to slow down the cars. Maybe add one of the new transit shelters in tis location near Clark Park?
- 3. Don't remove traffic lanes! Just Say No to buffered bike lanes! They are dangerous for cyclists. What do you do when there is debris in the bike lane? You crash into the debris, or into the buffer. This segment is not needed and cyclists will not use it. Hardy is the preferred route that cyclists know and use.
- 4. Good to add sidewalks. Concrete bollards
- 5. I am in favor of removing the middle turn lane to add safety measures for cyclist with a 5' buffer. Having a buffer is the most effective way to protect cyclists from vehicular traffic while still giving access to driveways and alleys. The need for a continuous sidewalk is paramount for accessibility and safety.
- 6. I am in support of this plan
- 7. I am pleased to see this design that protects the both the walker and the biker. Thanks so much for completing the missing sidewalk segments. It will do such much to protect our neighbors. Thanks!!!
- 8. I don't think the buffered part of the lanes should be anything that drivers could drive over easily. I would feel safer if the barrier was higher and made of sturdier material.
- 9. I like that Roosevelt (13th Street to Broadway) will have sidewalks and protected bike lanes on each side of the street.
- 10. I realize the city already owns the east side of Roosevelt where sidewalks are proposed and therefore the city can do whatever it pleases on this strip of land. I just hope someone from the city is contacting the residential land

owners along the east side of Roosevelt to discuss this plan in detail. I am one house removed (further east) so I would not be in the directly affected group of home owners.

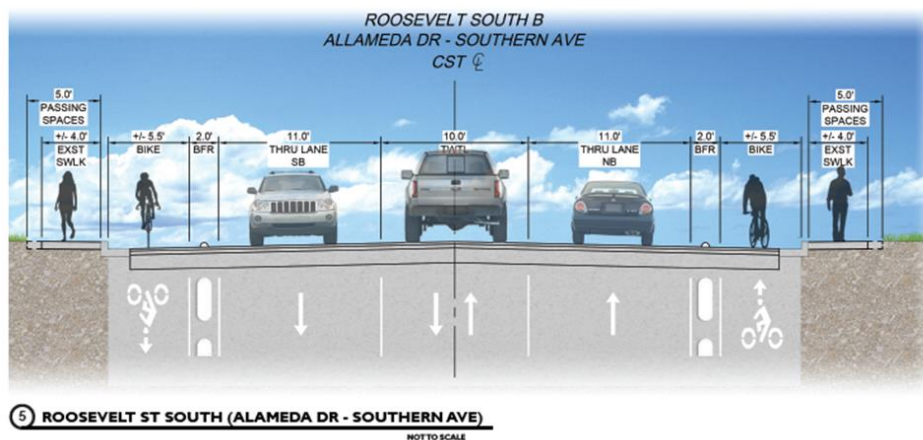
11. I think the buffer takes up too much space. If it was reduced to 2' in each direction (like the Alameda to Southern segment), a middle turn lane could still be maintained.
 12. I would suggest putting both bike lanes on the same side, bi directional. This could save some space for parking on one side of the road. maybe make the buffer ridged and smaller than 5 feet wide.
 13. Oh my gosh, a barrier between bikes and cars, I love it, yes please - I would love to see more of this "actual barrier approach" between cars and bikes - so much safer!
 14. OK
 15. Paint bike lanes green. Please use more signage and paint more green indicators on the ground so motorists recognize and look more often.
 16. Personally have needed/wanted a sidewalk and bike lane in this area.
 17. Please consider adding vertical elements to the channelization devices in the road. Why not add them? They increase visibility with reflectors at night.
 18. Removing the center turn lane is a good idea, but the buffer would be better if it included a full curb, not small bumps that cars could still go over.
 19. This is a good treatment.
 20. this part of Roosevelt is probably wide enough to remove the center turn lane, even with improvements at Clark Park.
 21. Yes, yes, yes! I bike this regularly and this is desperately needed to make the route safer.
4. Roosevelt Street from Broadway Road to Alameda Drive is proposing standard bike lanes. Please share your thoughts on the Roosevelt Street from Broadway Road to Alameda Drive segment.



1. A buffered bike lane would be better. But a bike lane is a great start
2. A proper bike line on this road will be helpful but it would be nice to have a barrier. This section of the road has fast traffic.
3. A small physical buffer for bicycles would be ideal. Some traffic calming like speed humps or chicanes to keep vehicles at safe speeds would also be nice.
4. Again, anything with a buffer between the bike lane and vehicles is ideal.
5. I think a protected bike lane should be considered for this section. There is large amount of industrial semi-truck traffic which have large drafts that can

make a cyclist waver in their path, it would be better to have a barrier like the section proposed north of Broadway Rd.

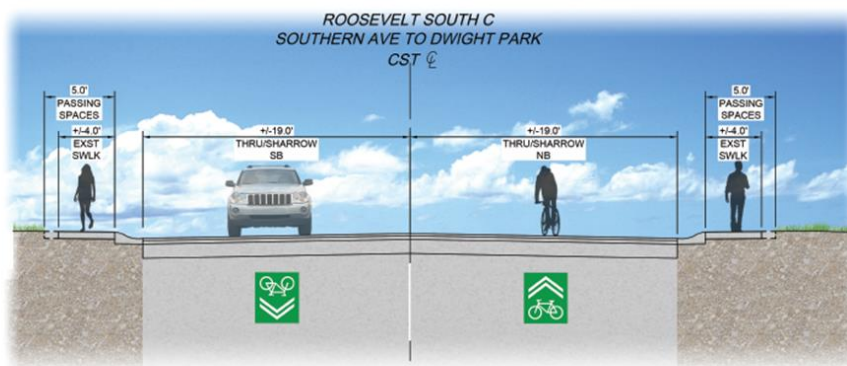
6. I wish this section also had a buffer, seems odd to not add it only for this section. Would appreciate green paint to signify bike lane.
 7. I would like to see center medians have trees/landscape
 8. I would love to remove the center lane here as well and create the actual barriers between bikes and cars, if possible.
 9. Looks good. I would assume this fits in with the gargantuan three story mega apartment monolith just completed on the SW corner of Broadway and Roosevelt.
 10. Make sure the gutter isn't considered part of the bike lane
 11. Not needed.
 12. OK
 13. ok with this segment
 14. Protected bike lanes and paint bike lanes green. Please use more signage and paint more green indicators on the ground so motorists recognize and look more often.
 15. Protected/ buffered lanes would be better
 16. Roosevelt St. needs bike lanes.
 17. This portion of Roosevelt has a lot of semi trucks. It would be better to have a barrier for the bikes. Also the when truckers make a rt turn from Broadway to turn south on Roosevelt, the corner is too tight. The trucks have to take up both lanes to make a right hand turn. For a business district - consideration of how trucks turn should have been included in the design of the corners.
 18. Your idea of upsetting all the trucks that park in the middle lane of S. Roosevelt south of Broadway is preposterous. You cannot take out the middle lane because these trucks unloading and loading have to wait sometimes for a considerable length of time and to have them cut through the bike lane to get to these companies is really asking a lot of this business neighborhood.
5. Roosevelt Street from Alameda Drive to Southern Avenue is proposing bike lanes and a 2' buffer between the vehicular and bike lane. Within the buffer space a raised channelization device is proposed (gaps will be provided for access to driveways, streets, alleys, and transit stops). Please share your thoughts on the Roosevelt Street from Alameda Drive to Southern Avenue segment.



1. As this stretch of the road isn't as busy as others, I think the 2' buffer is fine here.

2. buffers are a good idea where infrastructure and space allows.
3. Good treatment
4. Good..That's a better design to have "bike buffer"
5. I am in favor of this plan because of the industrial and semi-truck traffic having a barrier for cyclists would feel much safer and give some distance for the truckers for their maneuvers.
6. I am in support of this plan
7. I believe channelization is needed because of the industrial areas.
8. I prefer this to help with congestion and left-hand turns down Roosevelt.
9. I would like to see center medians have trees/landscape
10. Just Say No to buffered bike lanes! They are dangerous for cyclists. What do you do when there is debris in the bike lane? You crash into the debris, or into the buffer.
11. Looks good.
12. Love it!
13. Paint bike lanes green. Please use more signage and paint more green indicators on the ground so motorists recognize and look more often.
14. Please consider adding vertical elements to the channelization devices in the road. Why not add them? They increase visibility with reflectors at night.
15. Safety along Baseline is key and is missing. It would be key to start there ASAP.
16. Sidewalks needed just north of Southern to Fairmont. But looks good
17. The buffer device will be important for improving safety.
18. The buffer should be a full curb instead of a small bump. Additionally, the bike lane must be reworked at the approaches to, and within signalized intersections. The bike lane simply ending before a traffic light is unacceptable.
19. Yes, I love the specific barrier - I would feel safer, as a bike rider.

6. Roosevelt Street from Southern Avenue to Dwight Park is proposing to add shared-lane markings. Please share your thoughts for the Roosevelt Street from Southern Avenue to Dwight Park segment.

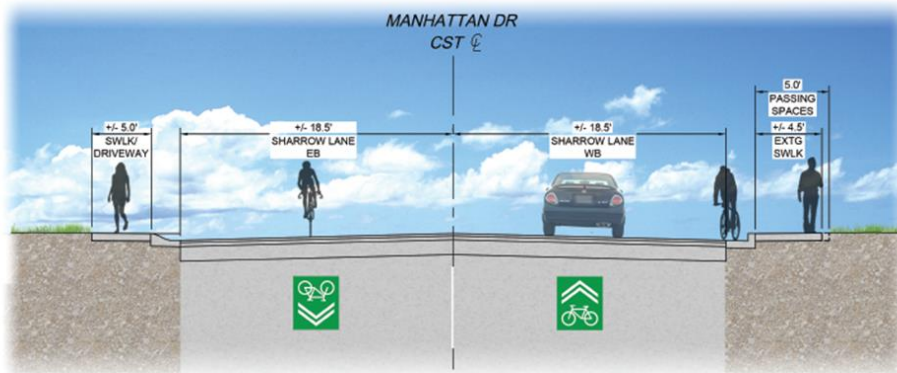


6 ROOSEVELT ST SOUTH (SOUTHERN AVE - DWIGHT PARK)
NOT TO SCALE

1. Again, anything with a buffer between the bike lane and vehicles is ideal.
2. Bike lanes
3. I am in support of this plan
4. I like the addition of shared lane markings. This road isn't too busy so don't mind sharing the road but bike lanes will always be preferred.
5. I like this option because it won't cause issues for residents due to construction.

6. It is best to have clear markings if it is a shared lane. However, these marking should continue to Hardy. Many cars speed in this area and do not look for pedestrians or bicycles.
7. Looks good.
8. Not needed since Hardy already has bike lanes.
9. OK
10. Please use more signage and paint more green indicators on the ground so motorists know to share the road. Signs that say "motorist MUST not road rage on cyclists" would be nice.
11. Sharrow lanes do not change the function of the street. If traffic is slow enough (which it is here), bikes and cars can safely share the space.
12. Sure
13. That should work - there is less traffic on that segment.
14. This area of Roosevelt is under construction with 3 new Habitat for Humanity housing. More apartments are going up on the corner of S. Roosevelt and Southern so the parking will be pretty dense. This idea is just poorly thought out. Have you talked to the Deputy Director of Parks about your plans because they are installing a granite walkway in there where you are planning to put your bike path and 14 new lights to be installed in the summer of 23. You all need to talk to each other.
15. This is not heavily traveled, but many bicyclists might try to ride on the sidewalk, not sure if you have any data on the safety of the sharrow lanes.

7. Manhattan Drive from Dwight Park to Kyrene Road is proposing to add shared-lane markings. Please share your thoughts for the Manhattan Drive from Dwight Park to Kyrene Road segment.

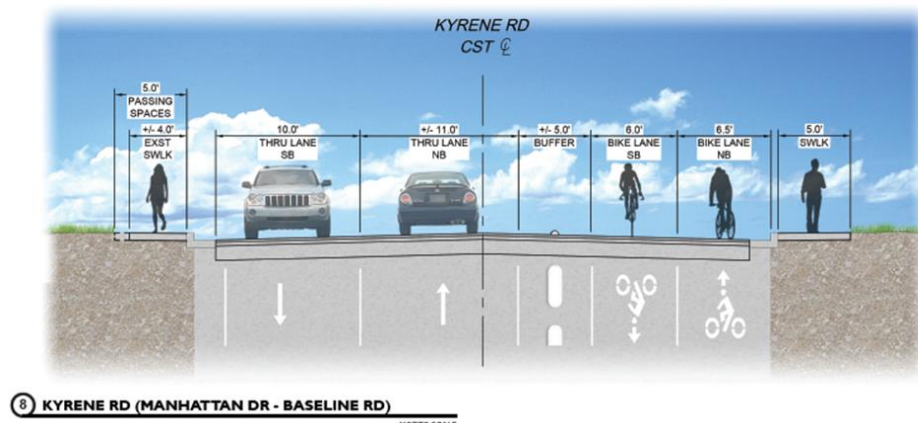


7 MANHATTAN DR (DWIGHT PARK - KYRENE RD)
NOT TO SCALE

1. Adding a simple bike lane or shaded lanes does not really make for a "good" bike route. Buffered or physically divided lanes would be best. The original plan to use the UP ROW would have made for a route free of car traffic, the alternative should provide a similar level of separation.
2. Again, anything with a buffer between the bike lane and vehicles is ideal.
3. Bike lanes
4. I am in support of this plan
5. I don't particularly want the side walk in front of my house made wider. I have brick pillars and wrought iron fence next to the current sidewalk. What happens to that??
6. I like the addition of shared lane markings. This road isn't too busy so don't mind sharing the road but bike lanes will always be preferred.

7. If there's 18.5' travel lanes, why not a marked bike lane?
8. It is best to have clear markings if it is a shared lane.
9. Looks fine
10. Looks good.
11. Manhattan Drive (Please see that your spelling is incorrect) at the juncture that you will cut through from the park is not practical. These are private homes for the most part and the additional people coming through this neighborhood would be frowned upon. There are speed humps on this street as well as new construction on Kyrene adding 3 hours that face Kyrene. At the moment there are multiple parties in these houses (one on Manhattan as well) where as many at 1000 people attend. How would that work?
12. OK
13. Please use more signage and paint more green indicators on the ground so motorists know to share the road. Signs that say "motorist MUST not road rage on cyclists" would be nice.
14. Sharrows do not change the function of the street.
15. Sure
16. This is not heavily traveled, but many bicyclists might try to ride on the sidewalk, not sure if you have any data on the safety of the sharrow lanes.
17. This segment is not needed. It doesn't go anywhere useful for cyclists.
18. Will there be a path through Dwight Park off Manhattan Drive, or are cyclist's supposed to take the streets that surround the park to get from Roosevelt to Manhattan Drive?

8. Kyrene Road from Manhattan Drive to Baseline Road is proposing to replace the standard bike lanes with a 2-way cycle track on the east side of the road. A buffer of 5' is being proposed between the vehicular lane and cycle track. Within the buffer space a raised channelization device is proposed (gaps will be provided for access to driveways, streets, alleys, and transit stops). Please share your thoughts for the Kyrene Road from Manhattan Drive to Baseline Road segment.



1. Given the speeds on this road, the 2 way cycle track will be valuable for safety.
2. Great place for our first real cycle track! Plant the buffer! This section needs extra love!
3. Hmmmm...I'm not sure about having the 2 way cycle track.
4. I am in support of this plan
5. I don't think this is a good idea because this is the only segment of the route that uses a 2-way cycle track. I think it will be confusing for both motorists and

cyclists. I recommend using the traditional bike lanes that are the same as the ones in other parts of the proposed route.

6. I have concerns for how bike will get from the north side of Kyrene and Baseline to the south side (access to Kiwanis). I also have concerns about the bike lanes being on the east side closest to the railroad tracks.
7. I like that the cyclists are protected from traffic assuming the speed limit will not change on that street. It is interesting that vehicles and cyclists are separated by one barrier instead of using two barriers and the direction of travel for bikes and cars the same (see Roosevelt Rd between Alameda Rd and Southern Rd). It seems like having the road divided in this way causes more cycle crossing traffic.
8. I think the buffer could be bigger here. It will feel odd to be riding into traffic going south. I also think that the buffers should have about a 3 foot tall metal box with top open where later landscaping would be added. Having a tall, sturdy buffer here will make me feel more comfortable while riding south.
9. Ideally the buffer would have a physical divider.
10. I'm not fond of NB & SB bike lanes being next to each other. I feel it's safe to have SB bikes next to SB cars as movement is more predictable to both drivers and riders.
11. Looks good.
12. Looks good.
13. Love it!
14. Needs more attention at Baseline crossing
15. Paint bike lanes green. Please use more signage and paint more green indicators on the ground so motorists recognize and look more often. Shade in some form would be great. What about large planters as a buffer? Also, please make sure to clean the bike lanes otherwise cyclist will choose to ride on the road section for cars or the side walk.
16. Please consider concrete-reinforced steel bollards here - would it much more comfortable for all riders.
17. The buffer must provide a larger barrier between cars and bikes. These small bumps are not enough.
18. The two-way cycle track section absolutely needs vertical bars on the channelization devices. As stated previously, they help increase visibility and contribute to driver awareness that it's a completely separate no-go lane for them. That, and every other city that has two-way cycle tracks has vertical posts delineating them. Let's do our first two-way cycle track right and get the vertical posts in there, and take it as a learning opportunity to see how they work for our city. Worst case scenario they can always be removed, so please include them in the project to start!
19. There is a surprising amount of traffic that goes down Kyrene between Manhattan and Baseline, plus the train tracks run parallel to the road. I'm not sure if having a pedestrian sidewalk the furthest east makes sense because of the train tracks.
20. This road is almost an expressway. I do like the 2-way cycle track as seen on the Mesa Connector project and feel it will reduce speeds. adding a sidewalk on the E side will also help pedestrians.
21. Why do we need a cycle track dead ending at Baseline where the canal and the RR tracks mess everything up? I cannot think of a worse place to put a bike path. Delete this segment and use Hardy south of Manhattan which is ALREADY THERE.

22. Why?! Just make bike lanes cars move way to fast and everyone will be confused.
23. Wow, this would be ideal, I love it!
24. Your plan to come right up to the edge of the UPRR ROW is going to be very interesting considering that their ROW is now 10 feet more (5 feet more from the center of the rails on each side for a total of 25 feet). That makes it a little tight.. If people step onto this property, there will be hell to pay from the UPRR to the City and that relationship is always rocky at best. The homeless garbage dumps will continue and be unsightly. Have you contacted Rosa Inchausti about this? She has been working with the UPRR since last September trying to create a better relationship. Not working at present.

9. What do you like best about the project?

1. A north south connection, kind of.
2. Absolutely nothing.
3. Adding sidewalks to Roosevelt street.
4. Buffers being installed
5. I commute daily by bike along this route, and everything about this is a major improvement! Thank you.
6. I have recently started cycling to ASU via Roosevelt because I don't feel safe on Kyrene getting to College Ave. Having an increased bike lane presence on these roads is great!
7. I like that there will be a pedestrian signal on Baseline Rd at the Western Canal Path, that area of Tempe is very car centric and the light will add some safety for pedestrians and cyclists.
8. I like the 5'+ buffered lanes and 6'+ bike lanes.
9. I like the addition of the 2 way cycle track, and the buffers.
10. In the drawings, it looks like bumps to separate the vehicle lane from the bike lane, if that's the case, that would definitely be my favorite. I feel it keeps cyclists safer because it alert drivers who wander into the bike lane because they were looking at their phone or otherwise not paying complete attention. I like that the dots allow cyclists to easily exit the bike lane to make a left turn.
11. It creates safe riding from TTL to Kiwanis
12. It is focused on Tempe's goal of making the city more bike and pedestrian friendly.
13. It's a little bit of a patchwork quilt, but a creative solution to the (outrageous) demands from the railroad for fees and ongoing maintenance.
14. Makes a safer route for bikes and walkers.
15. More bike lanes the better.
16. Move off Hardy Drive to Roosevelt and Kyrene improvements.
17. The buffer space between bike lanes and vehicles. This is a wonderful investment for the city to create safe and enjoyable bikeways.
18. The cycle track on kyrene. If possible we need physical separation or barriers on as much road as possible. I will use this route ALL the time as i am just south of baseline off kyrene and need a safe route into north tempe
19. The fact that we are starting to see actual barriers, in higher car flow areas, to project people on bikes from cars and it is a path I would ride as I live off close to the Farmer and University point.
20. The new protected bike lanes.

21. The opportunity to provide a great north south connection and green up a stretch of Tempe.
22. The pedestrian crossing of Baseline and the protected cycle track on Kyrene
23. This is driven with the intent of making bicycle riding easier in the city of Tempe. Hopefully lessons learned from the bike lane provision on Hardy between University and 13th street are not repeated (alternating having bike path on sidewalk and on the roadway). I would encourage anyone involved with planning for bicycle paths to personally ride a bicycle north and south down that stretch of Hardy to get a firsthand experience of mediocre designs.
24. Two way cycle track!

10. What are your biggest concerns with the project?

1. 1. Is this needed? Hardy and College are great N/S routes for bikes. There are many other areas of the city can could use more bike lane support like S Priest drive or finishing the BikeIT Seat route across the tracks at Knox and Hardy.
 2. Adding a cross walk on Baseline between Mill and Kyrene(s) will only make this terrible area worse. As bike and a driver better street alignment needs to be done in order to facilitate safer traffic of all types.
2. Crossing at Baseline from Kyrene to Kiwanis is dangerous. The UPRR has put up every red flag for a light there. I think Hardy would be better for everyone all the way down.
3. How long construction is going to take down Kyrene. Since there is a high volume of traffic, construction can make an impact on wait times and cause congestion that currently doesn't exist. Also the noise volume of construction for residents is a concern.
4. I couldn't tell from the drawings (sorry they were good, I'm not familiar with those types of drawing) I'm worried that there will be areas that are similar to Hardy Dr around Parkway Blvd. Riding north or south on Hardy is unsafe riding area for a number of reasons. Here are some reasons:
 The curb ramp is narrow and doesn't line up with the line of bike travel, causing a cyclist to have to weave to catch the ramp or go slamming off the curb; The bike lane is way too narrow (it's narrower than most bike lanes because separated from the vehicle lane and the pedestrian lanes by vegetation strips) I appreciate vegetation but need the bike lane to be wider; Cars don't stop where the bike lane is. Cars are accustomed to stopping at the intersection with the perpendicular street not, 10 feet before the intersection.
5. I do not have any concerns, looks great
6. I live near Dwight Park and Manhattan Dr. I don't see a clear bike route on the streets from Manhattan to Roosevelt.
7. I wish it was along the railroad and away from cars.
8. I'm afraid the bike lanes and road will still have a lot of debris on them.
9. I'm concerned that cyclist safety will loose to vehicular convenience. Lives can be saved with barriers instead of minutes saved in someone's drive, time is valuable but so are lives.
10. I'm hoping this can be done expediently as I know there are many projects in the works. This would go a long way to connecting Tempe bikeways to other paths and routes.
11. It appears to be a well thought out design. At the risk of pointing out what is already known, designs at intersections are critical. Assuming more bicyclists

are using the proposed design, can the intersections handle the increased bicycle traffic?

12. Lack of any vertical posts on the channelization devices. High car speeds along Kyrene.
13. Most of it is wasteful and not needed. Spend our money more responsibly by building paths where none currently exist. Do you know that between College and the Tempe/Mesa border, there are NO options for crossing the RR tracks except for the major streets? Why is that?
14. My biggest concern is that there is not a crosswalk to cross Roosevelt at Clark Park where the new pool and building will be. I would think a pedestrian activated (Hawk type) crosswalk would be appropriate and safer than no crosswalk at all. Expecting people to go north all the way to 16th street, or south to Broadway is not realistic. People will cross in that area illegally and dangerously. The orbit stop will also perpetuate this issue.
15. My biggest concerns are the addition of sharrows, which do absolutely nothing for bike safety. The use of small bumps as buffers is also not adequate protection.
16. None
17. Please make sure the intersections are safe. protected bike lanes are nice but it is intersections where the protection is really needed.
18. Safety of end result
19. Speeding on Kyrene, debris in the bike lanes, conflict with cars at Kyrene and Baseline
20. That we add more asphalt / concrete where it's not necessary.
21. The Baseline crossing arrangements are weak.
22. The use of sharrows.
23. Traffic.
24. Will this project bring more transients into the residential areas? Near Southern and South Roosevelt Street, we have caravans of transients with shopping carts who already gravitate towards Kyrene Road and onto streets like Manhattan and Roosevelt Street to Dwight Park. Most importantly, the afternoon traffic coming from the commerce area north of Roosevelt and Southern creates a constant flow of cars speeding to make a u-turn back towards Southern, specifically on the corners of South Roosevelt and Malibu causing many potholes in the road, daily. There are also many school bus routes that come onto Roosevelt from this same stop light. Without proper signage (no U-turns ect.) this new bike path can cause even more pedestrian /bicyclist accidents on the Dwight Park extension. The previous bike path plan was away from residents door fronts. As a resident who will be directly affected by this change, having more pedestrian traffic come directly through residential streets, is highly undesirable.
25. You absolutely NEED a safe and dedicated connection on Baseline from the Western Canal to Kyrene Rd. which is roughly 423ft. There are close calls constantly from people turning and pulling out from the Baseline Mobile Home Park. Also motorists running stop signs to turn right off of Kyrene Rd and head west on Baseline.

11. Are there additional features or elements you would like to see for safer, more comfortable bicycle and pedestrian travel?
 1. A multi use path that cuts through Dwight park and connects Roosevelt and Manhattan
 2. An archway to go over Baseline with a walkway/pathway without interfering with traffic would be great like the one on the ASU campus on University. which might work better from the canal to 4000 block of Kyrene (near the Dollar Store) would be better for everyone and more safe, without raising the ire of the railroad.
 3. Clear signage for cars going Southbound on South Roosevelt and Southern, Dwight Park extensions.
 4. Consistency in design so people know what to expect. Stop putting in bike lanes without lowering speed limits or minimizing street parking.
 5. Currently when riding on Roosevelt at night, pressing the button to cross Broadway & Southern takes a really long time, even if there are no cars coming. There are times when it feels safer to go through the light that won't change than just stand on my bike waiting for the light in the dark. If there is no traffic and a cyclist hits the button to cross, the light should change much quicker.
 6. Electronic warning signs to alert drivers, maybe with sound and words.
 7. I may have missed it on the slides above, but is there going to be any additional landscaping or rest areas associated with this project. I remember the original presentation had several rest nodes.
 8. I think having shaded segments throughout the project (especially Kyrene where there aren't any trees) would make biking and walking more comfortable during the summer.
 9. Incorporating green space with tree cover where possible would be amazing. I've seen this incorporated in other cities where they strategically place elevated tree planters in the buffer zones.
 10. Leading pedestrian indicators at lights, two-way cycle track connecting Kyrene to the canal on Baseline, protected bike lane on 13th
 11. On roads with speeds over 25 mph, bikes, cars, and pedestrians MUST be physically separated for safety. Paint along the gutter, or a tiny bump is not enough. Intersections must also be protected, like in the Netherlands. Right turn lanes and bike lanes should NEVER intersect.
 12. Sharrows or bike lanes in traffic circles.
 13. Sure, more barriers between bikes and cars and I love the idea of a bike path where it has the bikes going in different directions, with a barrier from the Cars, I would like to see more of that in Tempe and around downtown Tempe (where I live)
 14. The more buffered bike lanes, the better.
 15. The safer for bikes and slower for cars the better. Buffers on bike lanes add a little additional safety
 16. The ultimate would be more paved, bike/pedestrian only paths, like the canals.
 17. There are portions of Roosevelt and Farmer that are dark at night. If the project could look at some additional lighting that would be great. Lighting like they have on 5th St in front of the Scales school.
 18. There were several comments regarding where the canal path from the north meeting Baseline road. The idea of improving/creating a larger

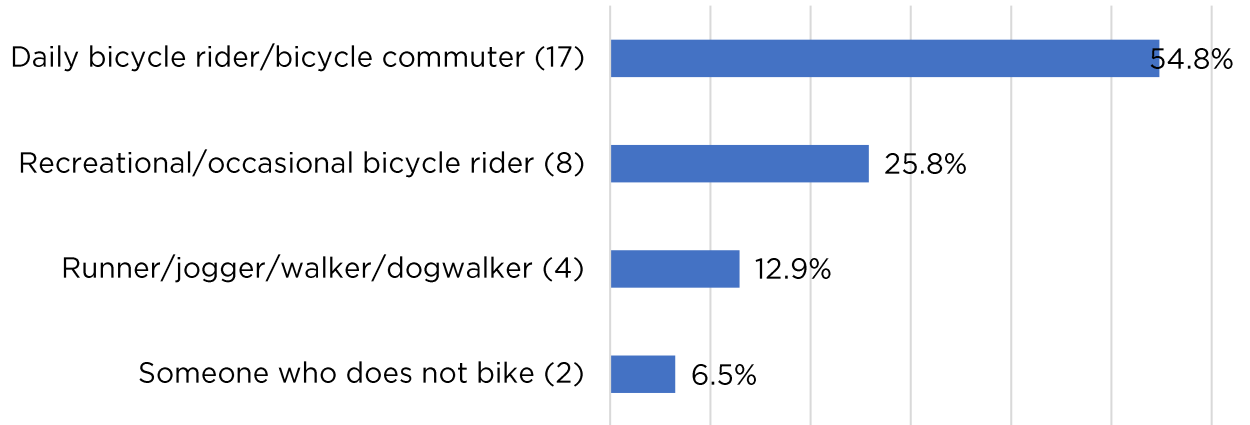
sidewalk/bikepath on the North side of Baseline from the North canal path to reach the proposed Baseline crossing sounds ideal if it is possible.

19. THIS: You absolutely NEED a safe and dedicated connection on Baseline from the Western Canal to Kyrene Rd. which is roughly 423ft. There are close calls constantly from people turning and pulling out from the Baseline Mobile Home Park. Also motorists running stop signs to turn right off of Kyrene Rd and head west on Baseline. Also signage, buffers, and more green paint for viability
20. Underpasses at major intersections like baseline road to provide safe and unimpeded bike travel like was proposed with the N/S rail spur project.
21. Yes please a curb or heavy duty pylons between automobile and bicycle lanes. Or at least 6+ feet of non paved median

12. Do you have any additional comments related to this project?

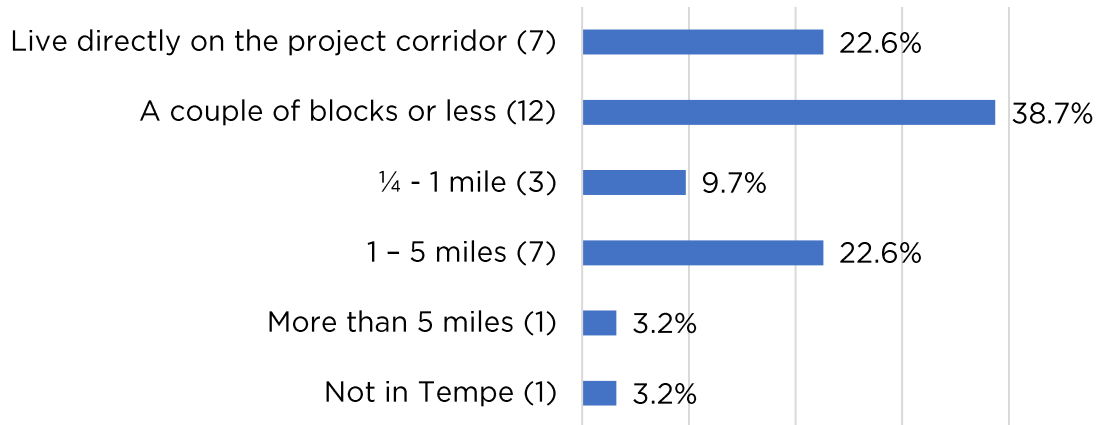
1. A straight paved path should be built through Dwight Park to make it easier for cyclists to get from one side to the other.
2. Bike routes should be continuous and linear.
3. Good to see steps like this being taken and an example of why I enjoy living in Tempe.
4. Love this path! I already take my bike this way and I'm looking forward to it being safer.
5. No, thank you!
6. Not now
7. Shared lane marking should also be added on Manhattan Drive from Dwight Park to Hardy Dr.
8. Thank you for improving the biking/pedestrian infrastructure!
9. Thank you for investing in Tempe's bike routes.
10. Thank you for your continued efforts to make Tempe bicycle friendly.
11. thanks for making Tempe more bikeable
12. Thanks for this bike friendly investments. As someone who doesn't own a vehicle and primarily commutes on bike and by walking, this is massively important to me.
13. Thanks to all that are working on this project.
14. These are all good improvements. To increase connectivity further, please consider protected bike lanes on Baseline, Southern, and Broadway.
15. We need more safe bike paths but we need to put more thought into them than you have on this project. The N/S project didn't work because there wasn't enough ROW on the north side of Southern and the UPRR is a pain to work with. Take the traffic slowing art projects out of Hardy and put the bike path there.
16. You absolutely NEED a safe and dedicated connection on Baseline from the Western Canal to Kyrene Rd. which is roughly 423ft. There are close calls constantly from people turning and pulling out from the Baseline Mobile Home Park. Also motorists running stop signs to turn right off of Kyrene Rd and head west on Baseline.

13. Which best describes you?



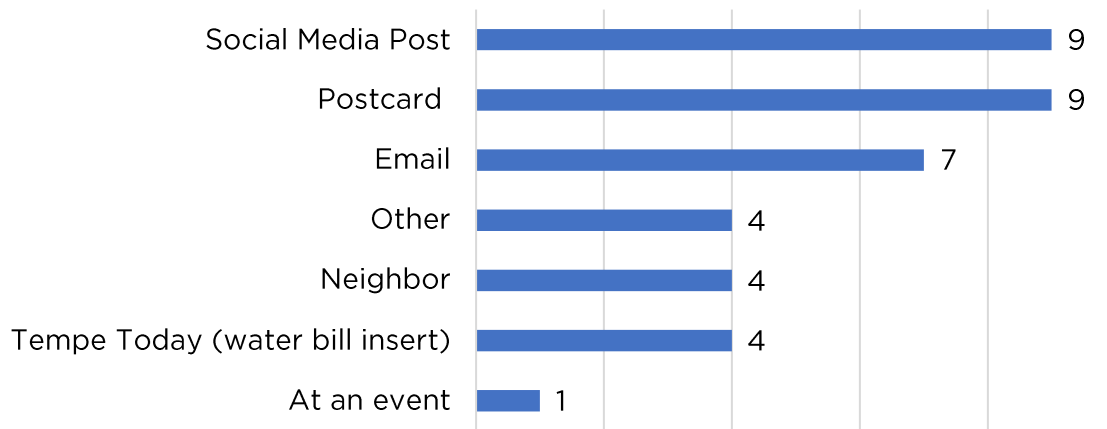
Responses: 31

14. How far is your home from the Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvements project?



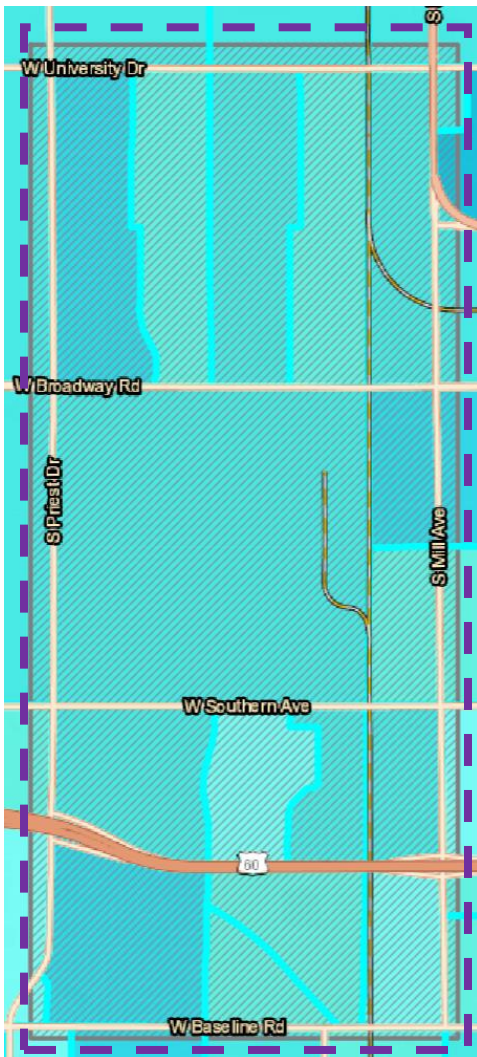
Responses: 31

15. How did you hear about the Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvements project? Check all that apply.




IV. Demographics

The Project Area is designated by a purple dashed line. Data that follows includes all census tracts that touch the project area.



▾ Race and Ethnicity

| Total Population | 46,149 | - |
|--|---------------|----------|
| Hispanic | 12,158 | 26.3% |
| Non-Hispanic | | |
| White, Non-Hispanic | 22,101 | 47.9% |
| Black, Non-Hispanic | 5,118 | 11.1% |
| Native American, Non-Hispanic | 1,080 | 2.3% |
| Asian, Non-Hispanic | 3,100 | 6.7% |
| Pacific Islander, Non-Hispanic | 211 | 0.5% |
| Other, Non-Hispanic | 160 | 0.3% |
| Two or More, Non-Hispanic | 2,221 | 4.8% |
| Minority  | 24,048 | 52.1% |

▾ Ability to Speak English

| Population 5 years and over | 44,371 | - |
|--|---------------|----------|
| Speak Only English | 34,043 | 76.7% |
| Speak Other Languages | 10,328 | 23.3% |
| Speak English "very well" | 7,881 | - |
| Persons with Limited English Proficiency (LEP) | 2,447 | - |
| Speak English "well" | 1,647 | - |
| Speak English "not well" | 753 | - |
| Speak English "not at all" | 47 | - |

▾ Commuting to Work

| Workers 16 years and over | 26,622 | - |
|---|---------------|----------|
| Car or Truck - drive alone | 17,527 | 65.8% |
| Car or Truck - carpool | 2,464 | 9.3% |
| Public Transportation | 1,211 | 4.5% |
| Bicycle | 713 | 2.7% |
| Walked | 1,689 | 6.3% |
| Other means (taxicab, motorcycle, etc.) | 505 | 1.9% |
| Work at home | 2,513 | 9.4% |

▾ Vehicles Available

| <i>Occupied Housing Units</i> | <i>18,342</i> | <i>-</i> |
|-------------------------------|---------------|----------|
| No vehicle available | 1,627 | 8.9% |
| 1 vehicle available | 7,866 | 42.9% |
| 2 vehicles available | 6,053 | 33.0% |
| 3 or more vehicles available | 2,796 | 15.2% |

V. Emails

1. **April 19, 2023** - I had a terrible connection during the online bike path meeting and tried and tried to leave a comment in the chat, but I just wouldn't let me. Can I pass one more suggestion along? I would like to request the bike buttons at the crossings, right next to the bike lane in the sidewalk, those are great. I get around on a recumbent tadpole trike and if there is no bike lane button, I have to go up on the sidewalk, park my trike, unclip, get up, push the button, clip back in and cross from the sidewalk, so a little more involved than a standard bike. For me, it's an accessibility feature that I really appreciate. I use the trike because I have balance issues and can no longer get around in a standard bike. Thanks for hosting the meeting, this looks like an awesome improvement! I'm looking forward to using it. Add 55" bike push buttons curbside where needed and appropriate for ease of bike access crossing the road.