



Union Pacific Railroad Bike/Ped Improvements Public Input Summary September 2023

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I. Background

The Union Pacific Railroad Bike/Pedestrian bridge has been proposed to establish a link for users to navigate uninterrupted over a 7-mile bike boulevard. Once all phases are built, this bike boulevard will serve as a direct connection point to the light rail, the regional western canal path, ASU Research Park, Smith Innovation Hub, Tempe Marketplace. The proposed improvements include constructing an elevated bicycle and pedestrian pathway that extends over the Union Pacific Railroad (UPRR) facility located south of Apache Blvd and north of Broadway Blvd. The bike/ped bridge separate pedestrians and cyclists from high-volume rail traffic to enhance safety.

This preliminary design project is proposing the following elements:

1. A pedestrian bridge designed for ADA accessibility, featuring lighting, landscaping, public artwork, and a focus on providing shade.
2. Half a mile of street improvements and designated bicycle facilities that emphasizes accessibility, safety, and comfort for all users.
3. Installation of a new traffic signal at Broadway Road.

Two public meeting were held for the Union Pacific Railroad Bike/Pedestrian Bridge Project during the month of September:

- Sept. 14 from 12 to 1 p.m. on Zoom – recorded video placed online with 332 views
- Sept. 14 from 5 to 6 p.m. at the Escalante Community Center, 2150 E Orange St., Tempe, AZ 85281.

Additionally, a survey was available online at tempe.gov/Forum from Sept. 14 through Sept. 28, 2023, to gather feedback on the proposed concepts. This survey received a total of 134 visitors and 92 responses.

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:

Click on hyperlinked dates to read comments on posts



[8/31/2023](#) – Public Meeting

- Reach/Impressions: 6256
- Engagement: 1021

[9/12/2023](#) – Meeting reminder

- Reach/Impressions: 2152
- Engagement: 172

9/13/2023 – Meeting reminder (STORY)

- Reach/Impressions: 728
- Engagement: 23

[9/20/2023](#) – public input reminder

- Reach/Impressions: 1667
- Engagement: 146

9/26/2023 – Public input reminder (STORY)

- Reach/Impressions: 300
- Engagement: 19



[8/31/2023](#) – Public meeting

- Reach/Impressions: 1756
- Engagement: 88

[9/13/2023](#) – Meeting reminder

- Reach/Impressions: 614
- Engagement: 19

[9/21/2023](#) – Public input reminder

- Reach/Impressions: 790
- Engagement: 39



[9/13/2023](#) – Meeting reminder

- Reach/Impressions: 5673
- Engagement: 411

9/26/2023 – Public input reminder (STORY)

- Reach/Impressions: 339
- Engagement: 4



[8/31/2023](#) – Public meeting

- Reach/Impressions: 774
- Engagement: 5

[9/21/2023](#) – Public meeting

- Reach/Impressions: 1023
- Engagement: 6



8/31/2023 – News release

- 3134 emails sent, 41.4% open rate, 1.8% click rate

9/5/2023 – Tempe This Week

- 8747 emails sent, 38% open rate, 3.6% click rate

9/11/2023 – Tempe This Week

- 8725 emails sent, 38.3% open rate, 3.5% click rate

9/20/2023 – Input reminder

- 2896 emails sent, 40.5% open rate, 2.8% click rate

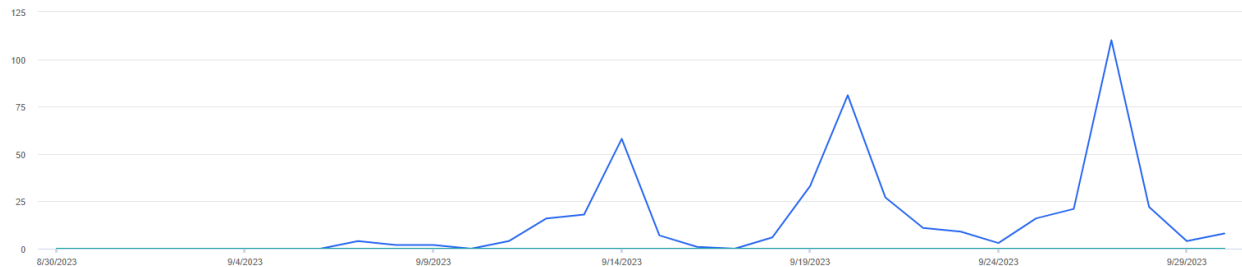
9/25/2023 – Tempe This Week

- 8722 emails sent, 38.6% open rate, 5.5% 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.

Website Analytics: /UPRRBikePedBridge from 8/30 – 9/30



- 523 views

Top Sources:

- Direct (261)
- Social media (89)
- Search engines (24)
- Mailchimp (20)
- Forum (14)

Spikes:

- 9/14 – 58 pageviews
- 9/19 – 81 pageviews
- 9/27 – 110 pageviews

Misc.:

- [PeachJar September issue](#): public meeting
9624 email sent, 5466 impressions, 1279 views

Media:

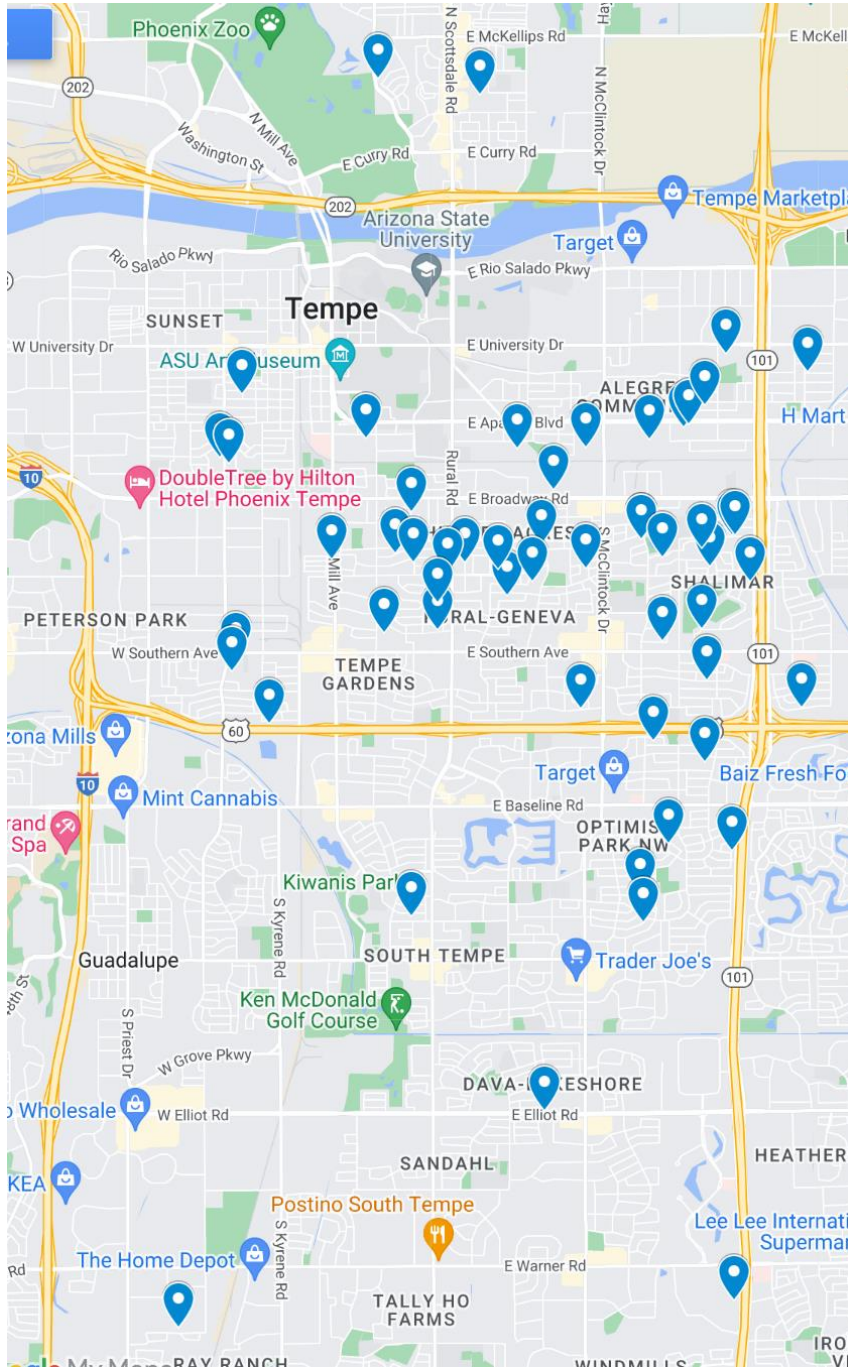
- 9/4/23 KJZZ radio
[Tempe considers new bike and pedestrian bridge over the Union Pacific Railroad](#)
- 9/4/23 FOX10
[City of Tempe proposes new bridge](#)
- 9/9/23 Signals AZ
[Tempe Plans to Improve Bicycle and Pedestrian Access Over The Railroad](#)
- 9/12/23 Independent News
[New bike, pedestrian bridge proposed in Tempe](#)

Emails

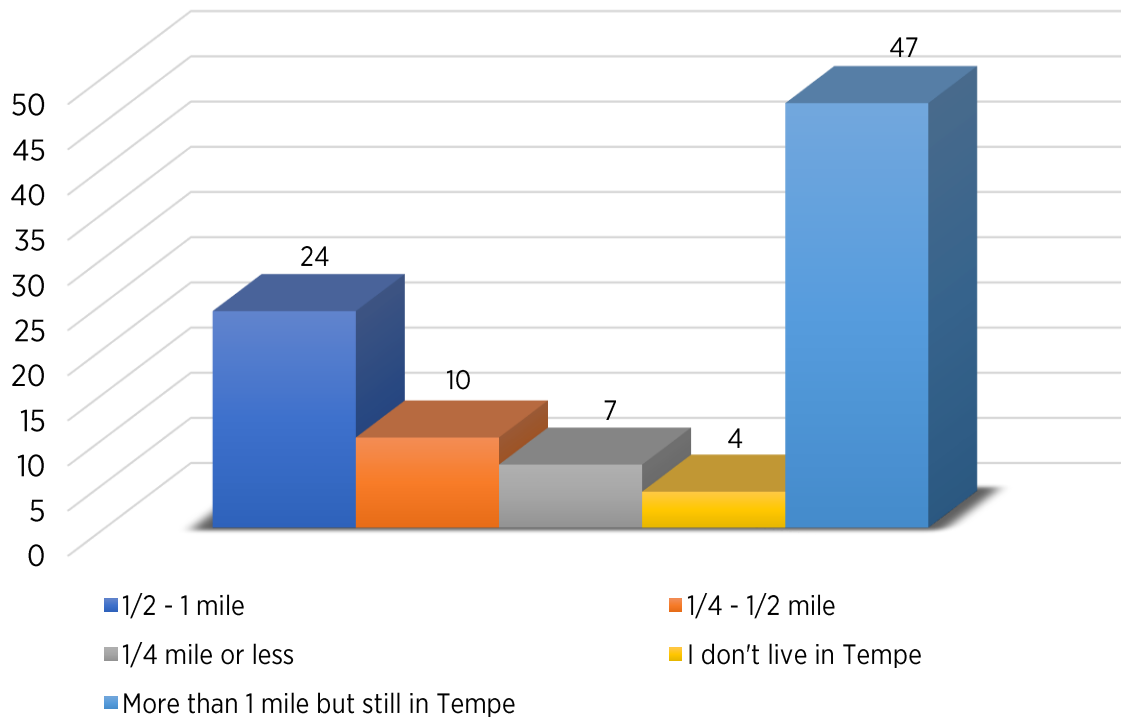
A notification email was sent to Tempe Forum subscribers, neighborhood contacts, and relevant Boards and Commissions inviting them to attend the meeting or to comment online.

III. Survey Results

The survey was available online at tempe.gov/Forum from Sept. 14 - 28, 2023 to gather feedback on the Union Pacific Railroad Bike and Pedestrian Improvements Project. A total of 59 respondents provided an address with approximately 96.6% in Tempe.

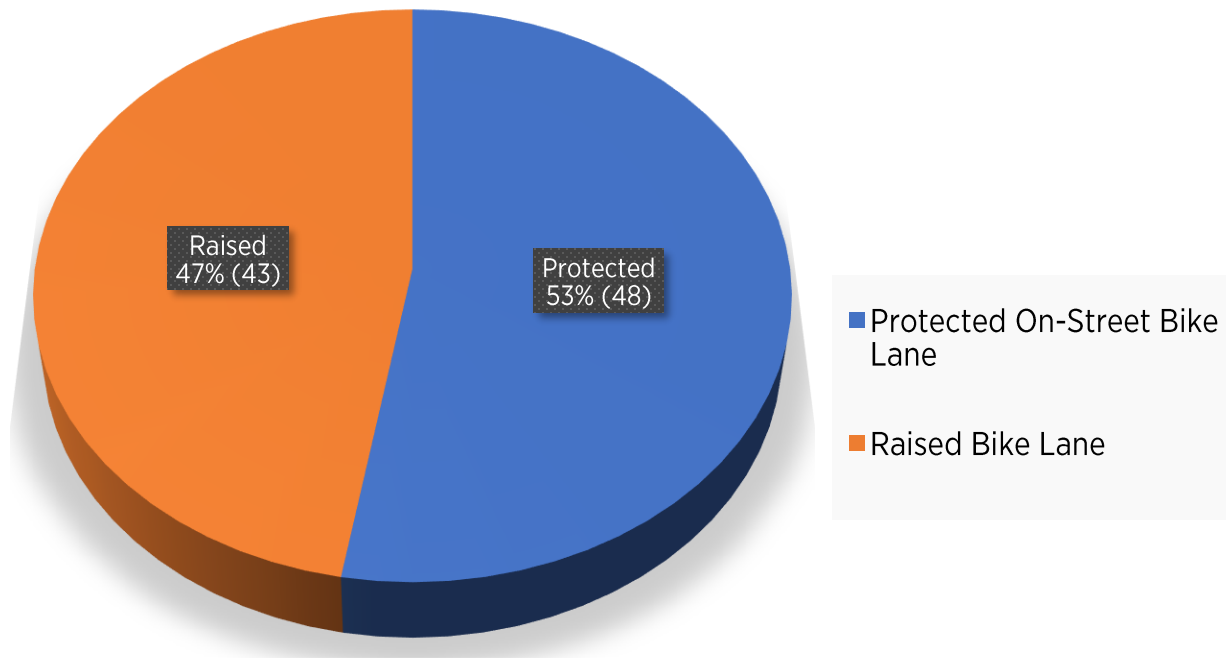


1. How far is your home from the Union Pacific Railroad Bicycle and Pedestrian bridge project?



Responses: 92

2. For the Apache Blvd. Section, which alternative do you prefer? • Raised Bike Lane • Protected On-Street Bike Lane



Responses: 91

3. Why do you prefer this option?

Raised bike lane:

1. There are a number of reasons that I prefer the raised option. Probably the biggest reason is that I find the concrete to asphalt connection (curb gutter) area to often present bike hazards, and the raised option seems to address that by connecting the level of the bikes to the sidewalk, thus avoiding that. I also was involved in a bike accident where a car door (from a driving vehicle lane) sent me to the sidewalk, breaking my ankle against the curb. Neither option protects cyclists from an unexpected exiting passenger (unlikely scenario), but one protects cyclists from the hazard of the curb on the right.
2. Raised option adds more intrigue and makes Tempe more interesting.
3. Why not both? I DONT prefer raised if the curb is mountable; only if its a vertical curb. There is no reason for a mountable curb, it will only encourage cars to drive and park on the bike lane. For a protected bike lane, Id prefer more protection - full curb, Jersey barrier, etc. 10ft lanes are safer than 10.5 ft lanes. Also, the traffic volumes on Apache dont support 5 lanes. Much cheaper to take a lane away and make a wider bike lane and maybe add some parallel parking.
4. More durable, less maintenance.

5. the candlesticks were a disaster on McClintock when used, prefer the raised lane with detectable edge to sidewalk.
6. Do not like the 'ballast' cars hit those all the time and they have to be replaced. Also, I don't like how they look lol
7. Much safer option. Clear distinction between vehicle lanes, biking lanes, and sidewalks. Less roadway debris on the biking path. Less maintenance to fix flex posts that wouldnt protect bikers anyways.
8. Seems safer
9. "I prefer the raised bike lane if it can align with the NACTO Urban Bikeway Design Guide used in many other US cities.
10. Most important to me is that all driveway crossings should be raised, in which the sidewalk and bike line maintain their elevation through the crossing. The incline on either side from the road to sidewalk level serves as a safe speed hump for motor vehicles. The entire bike lane should be asphalt without seams. Switching to concrete or having a concrete border as shown in the example creates bump hazards that are not safe or enjoyable to ride over.
11. A raised bike lane provides visible protection from the adjacent travel lane and is much easier to keep clean and nice looking than the flexible posts.
12. Due to the speed of vehicles on Apache, even at the posted speed limit, I believe a raised curb between the travel lane and bike lane should be used anywhere other than a driveway entrance to prevent vehicles from accidentally or intentionally using the bike lane.
13. I like the addition of a detectable edge between the bike lane and sidewalk which can allow bikes to use the sidewalk if needed.
14. Please consider reducing the travel lanes to 10' or at least the turn lanes to 10' to promote traffic calming and allow space for more bike lane separation. Please also consider the unused roadway at Apache and Martin Ln opposite of the turn lanes for shaded vegetation or larger bike lane separation by moving the travel lane paint closer to the light rail sooner.
15. Safety! Drivers are unfortunately distracted, cars are seemingly getting bigger every day. Bicyclist should be safe, and off the road.
16. It seems like everywhere the flex posts were installed, they were taken out. If they make cyclists safer, use them, but they don't appear to be sustainable.
17. It seems more durable, and doesn't give a false sense of security.
18. I think this might be safer with a square raised curb. Flex posts get hit, broken, and dirty. They just don't look that great. The bike lane needs protection from cars with a barrier from pedestrians
19. bicycle safety
20. It will be safer for the bicyclists.
21. I like the way they do it in Munich Germany. Raised made it very accessible and safe for bikes.
22. I think the long-term maintenance on the protected on-street bike lanes will be harder to keep up with. Also, a lot of recreational bikers feel more comfortable riding on the sidewalk, so the raised bike lane would be a good transition for those bikers.
23. I think both provide the safety needed but the raised lane is more visually pleasing than the flex posts.
24. Bike safety - lane for cars and one for bike more distinctive - I assume even if raised will be marked with paint or other.

25. Grade separation is essential to keeping cyclists safe. The protected lane flex posts require regular maintenance from drivers drifting into them and running them over while a raised curb won't require regular maintenance.
26. A raised bike lane is better as it provides more separation from cars and makes bikers more visible. This being said it's important that the bike lane does not lower to street level when it crosses intersections or openings for parking lots. It is also important for the bike lane to be straight. An example of a bad raised bike lane is on Hardy around 13th St. If it happens that a Protected On-Street Bike lane needs to be installed I would like to see concrete rather than plastic protecting that lane.
27. Flex post protections are removed and never replaced as soon as work is done on the road (cf McClintock RD where these flex posts were never replaced after road work and the bike lane is now unprotected)

Protected on-street bike lane option:

1. I don't think a rolled curb provides as much visual delineation as the flex posts. This assumes that the flex posts are maintained and repaired as needed.
2. More division from traffic.
3. Keeps sightline lower, appears less congested, more open, more aesthetically pleasing
4. Deters autos more effectively although the stanchions aren't real pretty. I'll opt for the safety.
5. The more protection for bikers, the better. Between the two, I think the flex posts will be more effective at both protecting bikers from moving vehicles and preventing vehicles from parking in the bike lane. However, if at all possible, please construct concrete or other, larger, physical barriers that 1) focus on physically protecting bikers and pedestrians, rather than just alerting drivers; 2) bring sustainable construction to our streets, the posts and raised lane will wear over a shorter period of time than other alternatives; and 3) address the urban heat island effect, ideally with planters that are structured in a way to diffuse the
6. damage from car impacts.
7. Safer.
8. bike lane presence more visible to vehicle drivers
9. It's a more noticeable and obvious cue to cars that there are bikes travelling next to them.
10. Adding a physical barrier will improve the riding experience by separating vehicular traffic and bikes physically. It can, therefore, lead to increased usage. On the other hand, the raised bike lane may lead to falls into traffic and drainage issues.
11. Any additional physical separation/protection from distracted drivers I see constantly along Apache Blvd is preferable. It would also make more bike riders feel safer and encourage more usage.
12. While I prefer more cyclist protection than less, the on street design will both normalize cyclists being on the street and separate cyclists and pedestrians. All three travel groups will have improved safety in my opinion.
13. I like that it has a physical barrier separating cars from cyclists while still keeping cyclists and pedestrians separate - I worry that pedestrians would end up in the bike lane a lot if it was harder to distinguish from the sidewalk. I also

like that this option encourages drivers to get used to cyclists on the streets, and I think it would make turns easier as well.

14. This option gives better protection to both bicyclers and pedestrians. The cyclers will be separated from the car / truck traffic by the flexible posts and the pedestrians will be protected from the cyclers by the curb.
 15. Safer
 16. Because it is clear to cars you cant drive in it.
 17. I think it's important for bike lanes to have a visual vertical separation element. Otherwise cars will tend to drift onto it.
 18. The raised approach in my experience results in a less smooth flow for bicycle traffic
 19. Protected bike lanes always.
 20. There needs to be a true barrier in order to protect cyclists.
 21. Raised bike infrastructure would be a step in the right direction, but a separate, protected bike lane would be better. Cars can jump a raised curb, so having some form of protection is still necessary. Similarly, while the flex posts are okay, solid concrete barriers would be better for bike and pedestrian safety.
 22. I believe all bike infrastructure on a road with a speed limit of 30MPH or more should have a fully-separated buffer, and ideally permanent and concrete, between bicycles and vehicle traffic. I would really like to see either a combination of these two concepts; or a concrete curb placed where the Tuff Curb Flex Post is located in Concept 2.
 23. Continuity of the bike lane - the rest of the bike lane on Apache is at road level.
 24. Pedestrians can be unpredictable. Being at level of traffic is fine, particularly with protection. Changing height on bike can lead to potential hazards.
4. **Please share your thoughts on the proposed pedestrian bridge design. What elements would you like to see changed or added?**
1. Reduce the height of the art panel in the final 10' and the 170(?) degree corner to give bicyclists and pedestrians visual clearance for other path users.
 2. I understand that right-of-way costs are seen as prohibitive for an alignment closer to 1/2 mile rather than 1/4 and 3/4 alignment (Smith/Martin Light Rail station being 1/2 mile). I would like the City to at least have conversations with UPS as I personally would welcome that alignment if I were UPS, and it would be preferred for way-finding. Someone pointed out that visibility around the curve (especially for children who we want to feel safe on this route) would be significantly improved by a lower wall (especially around the blind curve). These small desires aside, I mostly see elements I love and that I want to be sure are preserved in the design. I want shade to be present for the entire bridge. I want that shade to provide visual/artistic interest. I want the wall artwork, and I love it being colorful and inviting.
 3. I love it! It is an interesting design and I love the fact there will be art
 4. Please make the route as direct as possible; minimal switchbacks. Please add stairs between switchbacking ramps to make walking more direct.
 5. N/A
 6. I like the moderate slope, maybe a small seating area for folks to watch the trains roll by.

7. "1. Would like to see solar panels put up to help provide the lighting at night.
2. Benches for people who may need to, or want to sit down.
3. Garbage cans along the bridge.
4. 'Box' trees along the bridge pathway"
8. Less switchbacks. Lower the walls. Solar panels on the covering. Cooler tone colors instead of fire tones. Lights for night time. Contact police stations on the bridge.
9. Open up the vertical surfaces. Maybe some perforated metal, particularly at the bend to allow visibility. Turn the inside corner into a curve instead of the right angle.
10. I'm having difficulty understanding the plan as it is presented. If we could get a 3D walk through, that would be great. Also, the number one thing I want to see is more input from people not like me. I'm a (mostly) able bodied person. Please invest more effort in soliciting feedback from wheelchair users (including ambulatory, manual, and power chair users), persons with low vision, deaf and hard of hearing persons, and anyone else who faces daily obstacles.
11. Naked Dancing girls? Naw... looks fine.
12. I already like many elements of the proposed pedestrian bridge such as the smooth gradient and extensive shade coverings. The shade is extremely important.

- Visibility at every turn on the bridge is very important for safety. Please consider reducing or moving the inside walls and pillars on the south side switchback to the outer side.

- A decorative wall as shown should only be used for privacy on the apartment side opposite the police station or along the side of the warehouse. Sightlines on the inside turn should not be blocked by any wall taller than waist height for safety, especially at night.

- I agree with another comment that having a view over the train tracks would be nice. Please consider having a tall fence here though to prevent anyone accidentally falling onto the tracks or in front of a train.

- Can a staircase be added at the switchback and/or on the northern side to improve pedestrian access? Walking along a long incline can be tiresome compared to a staircase.

- Is there any space next to the bridge for a possible connection to the future East-West path along the train tracks as outlined in the 2015 transportation master plan?

- A pedestrian access point should be included on the northern side at the base of the incline for any traffic looking to go directly to the police station instead of the fence going all the way to the street. Can an agreement be made with the apartment complex to add a pedestrian access gate through their wall as well?

- At the northern edge by Apache, please keep the mature palo verdes along the wall if possible. The sidewalk should not interfere anyways due to the utility boxes and large driveway entrance already here.

13. Looks fine to me
14. Looks great to me!
15. It looks colorful and creative.
16. I haul a bike trailer so hopefully the hairpin turn is large enough.
17. I like the public art often found at transit stations. Open it up for submissions to local artist to add some physical sculptures - somewhere on or near the actual bridge.
18. This design has relatively low walls which indicates that cyclists will likely/should be encouraged to dismount while crossing the bridge. I foresee that many cyclists and scooter riders will not abide by this signage. Incorporating a higher wall, additional fencing, or other protective barrier will increase safety, but this is at risk to pedestrian well-being.
19. I think the straight part of this over the tracks looks awesome and I appreciate the attention to creating shade. My concern is that the "U" turn looks really tight and really blind here - coupled with what appears to be very low walls this seems pretty dangerous? At a minimum, could there be fencing or something added on top of the wall?
20. Why not include solar panels to provide lighting at night?
21. "The structure itself is unique and beautiful. The art opportunity is amazing. More visibility at the corner. The shade and design look great from a visual perspective.

There is no survey question for the section from the bridge north to Apache. That area needs more shade. If it can't be trees than shade structures. More art could be added there (much opportunity for art). The other issue is that there is no escape area; there is no escape after exiting Encanto all the way to Apache. That's a long distance if there is someone or something who might have bad intentions. Shade is critical. Shade is critical. Please ADD SHADE. The trees on either side of the pathway are not going to be enough shade. Please ensure that the paths are well lit; lots of lighting."

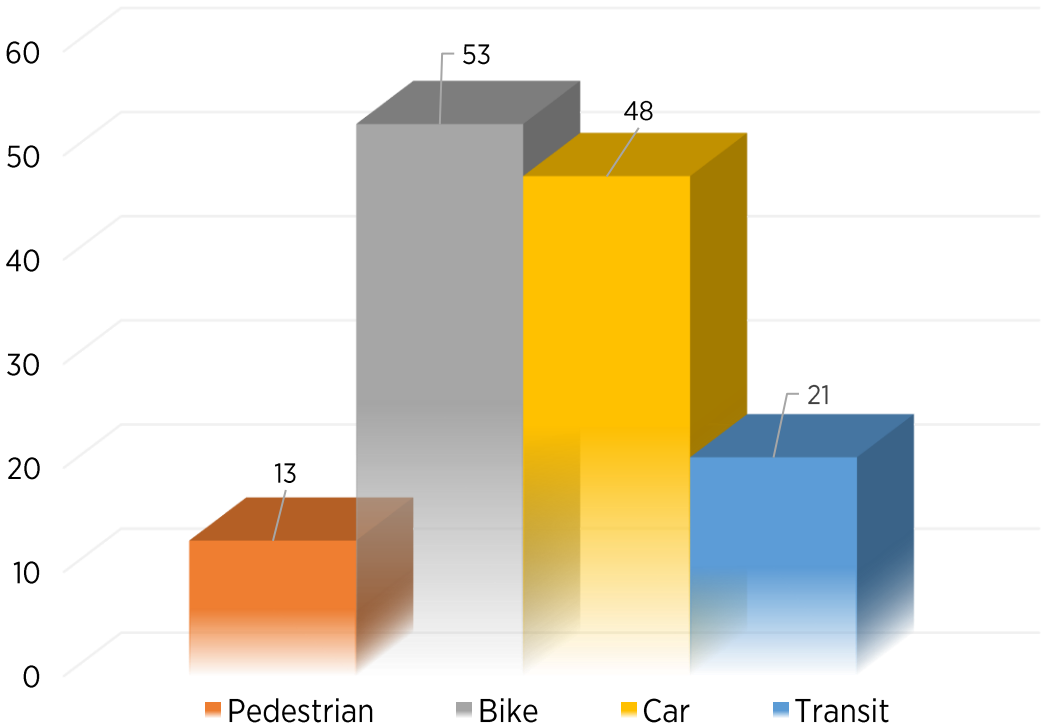
22. No decorative pots, cactus etc. Would like to see a southwestern design painted instead on the sides
23. I like it. Maybe more green colors earthy to go with the desert landscape
24. Looks great.
25. It looks great to me - but perhaps extend it so it's not so steep?
26. Looks nice - seems the designers have taken it into account but just want to point out the importance of shade areas while also being open enough for security. Too dark and people can hide in the shadows - not enough shade and people will bake in the summer.
27. Pedestrian bridge looks great. Would like to see additional shade, walking surfaces always get so hot.
28. Hard to tell how tall the walls are from the concept, but they should be eye-level and/or provide additional visibility to avoid blind spots and improve safety.
29. Looks nice

30. It looks good. hopefully this includes lighting and solar to provide the electricity for the lighting.
 31. As long as provides shade and is safe- so people wont jump off it.
 32. Please ensure that their are bird deterrents in the design such as spinning reflectors and/or spikes under the eave of the shade structure.
 33. I like it but maybe add more shade.
 34. I like that is is going to be covered. That's important in this climate. I assume there will also be solar panels on those roofs so that the lighting is all solar powered? Because people will be using this at all hours of the day and night, and for everyone's safety and security, it needs to be very well lit.
 35. Pedestrian bridges are usually ridiculously expensive and not worth the cost. I would rather see this money be spent on improving the safety of bike lanes and intersections rather than a bridge that does not seem necessary. After considering the winding nature of the bridge and the elevation it would not be much harder to just walk to McClintock. The city could consider making pedestrian/cyclist improvements to McClintock instead.
 36. I like the shade; that will be crucial in the summer months. However, I worry about accessibility for people with mobility issues. Finally, if the ramp on is too steep it could be difficult to access even with a bike.
 37. Great idea to make the bridge. Make sure access to the bridge is safe/easy at the major intersactions leading to it (would you let kids ride that path?)
 38. I really struggle with the necessity of this bicycle/pedestrian bridge. While I understand the Bike Boulevard Route explained in the "Union Pacific Railroad Bike:Ped Bridge Meeting" YouTube video, I would rather see Tempe explore improvements to the Railroad underpass on McClintock, there appears to be enough room to modify the underpass, while operating within the limits of the existing underpass infrastructure.
 39. Would be great to have more visibility when going around turns + trash cans
5. **Please share your thoughts on the proposed design from Broadway Road to the south bridge landing at Encanto Drive.**
1. I'm worried that sidewalk installations may damage or remove the mature trees on the west side near Broadway.
 2. This isn't a high traffic area, but it is a no-shade area. Is there anything that can be done to support shade? Can anything be done about the curb/concrete to asphalt line that gets created in this design. It is lousy for cyclists to ride on, a safety hazard.
 3. Those are HUGE vehicle lanes! 13.5 ft lanes encourage speeding and are dangerous. It would be better to have 8 ft bike lanes, 2 ft buffer with protection (there are minimal driveways), and 10 ft travel lanes.
 4. It's ok
 5. Widen the biker lane a little more and create a gap between biking lane and vehicles.
 6. I support this
 7. Looks fine
 8. Please consider decreasing the travel lane widths along Encanto and Los Feliz Dr. Most importantly, the mature trees should not be disturbed and the sidewalk should instead be constructed inside the current curb. Streetside parking is rarely used here but curb storm drains need to be considered too.

Bike lanes can not safely be painted inside the sloped concrete in front of the curbside drains.

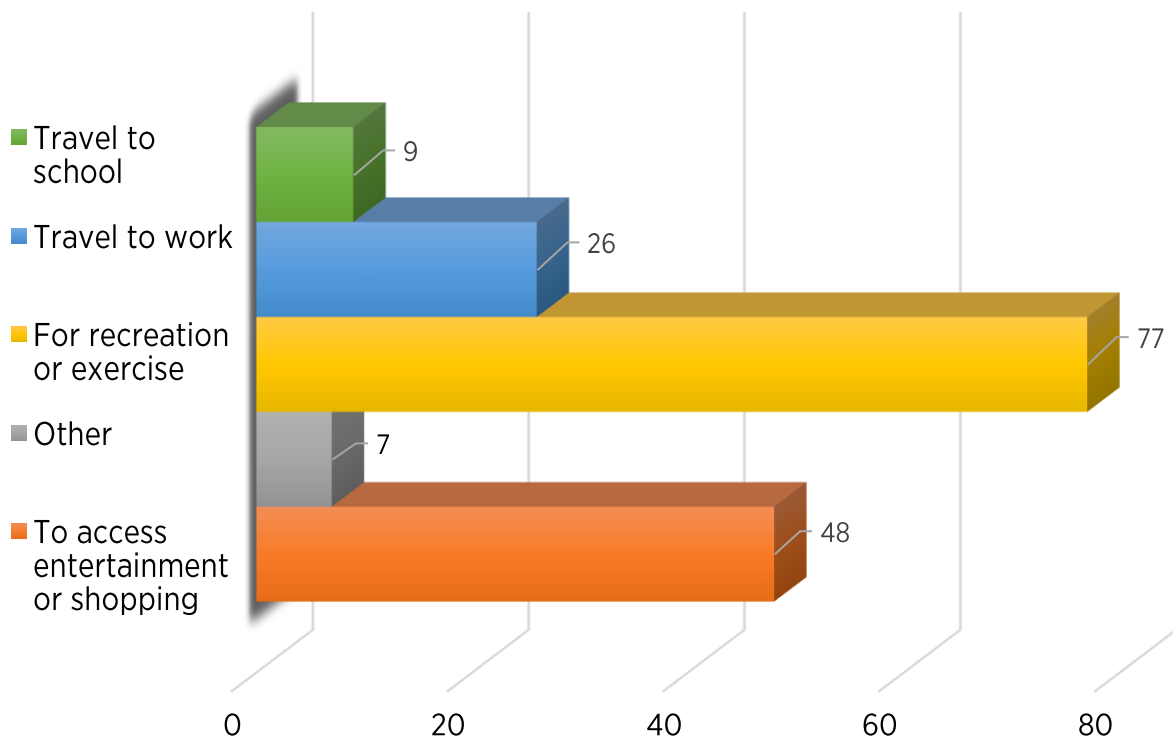
9. I'd like to see a buffer zone between the car lanes and the bike lanes.
10. The issue with unprotected lanes is that they do nothing to protect cyclists from the biggest danger, inattentive/distracted/intoxicated drivers. I have not biked or driven on Encanto Dr. While I always encourage protected bike lanes, this proposal seems to be acceptable for now.
11. Seems fine, physical barriers would be better than paint.
12. There are too many lights at Broadway; please use a ROUNDABOUT at Los Feliz as opposed to a light (also a roundabout provides GSI and shade opportunities. There needs to be GSI/LED design and more shade along the entire route. This is not a busy street so it seems like there could be bump-outs to make it more shady. Shade is critical. Shade is critical. Please ADD SHADE.
13. ok with it
14. I like it
15. Looks great.
16. Looks great.
17. Would suggest vertical separation element of traffic from the bike lane.
18. Would like to see that raised bike lane here, similar to what is above. Safer for bikes, and Broadway is such a busy, scary street.
19. No comment, as long as safe, and how do you know it is safe.
20. Please consider adding grade separation or protected bike lanes on this design as well.
21. Should add protected bike lane.
22. Broadway also needs the same vertical pipes that Apache does. Yes, there's already a bike lane, but, as someone who has ridden on that extensively, I would feel a whole lot safer with the extra visual barrier.
23. Standard design
24. Bike lanes should be protected using posts, or even better, bollards or concrete barriers.
25. Unprotected bike lane is unsafe if cars have a speed of 40 mph. Either limit speed to 30mph or protect the bike lane
26. The proposed design of the bridge itself is gorgeous.

6. How do you commute to work or school?



Responses: 92

7. If you plan on using the corridor for biking, what do you anticipate will be your trip purpose?



Responses: 92

8. This bridge is intended to provide better access to destinations in the surrounding area. Which destinations will be easier for you to access once it's completed?

1. Friends in the Shalimar neighborhood from the Rio Salado pathway
Connecting the Western Canal to the Rio Salado pathway
2. Literally EVERY destination I have south of Apache Blvd.
3. My roommate bikes to work and this will allow him to cut a significant chunk of time
4. "Culdesac
Rio salado
Frys
Safeway
Tempe Marketplace"
5. "ASU
Cul-de-sac"
6. "Tempe Marketplace
7. Connector to Greenbelt
8. Connector to Tempe Town Lake"
9. For students going to Connolly Middle School
Once Smith St modifications are done, the ease of getting to Tempe Marketplace
Just a nice, safe ride

10. Light rail
Restaurants and bars
11. Rio Salado
12. Dr office
13. Tempe Marketplace
Phoenix Rock Gym
Light Rail
14. Anything, to stay off of McClintock!
15. bridge will help create an easier and safer route from areas south of the tracks to Tempe Marketplace.
bridge will also help create loop routes for bicycling between neighborhoods south of the tracks and Tempe Towne Lake area
16. Tempe Marketplace
Post Office at Apache and Smith Rd
Apache Blvd East towards downtown Mesa
17. "Escalante
Marketplace "
18. "Bike Saviours
Rio Salado Multi Use Path
Tempe Marketplace"
19. "Tempe Marketplace
Culdesac Tempe
Smith-Martin/Apache Blvd. Valley Metro Rail Station"
20. Arizona stills
21. restaurants in some of the new developments along Apache Blvd.
Light rail and streetcar stops along Apache Blvd.
22. Stores and restaurants at Broadway and McClintock intersection
23. "Bike Saviours
Tempe Marketplace
Culdesac
Rio Salado & connecting paths"
24. "Cul de Sac (new housing development)
Bike Saviours
Tempe Marketplace
Rio Salado connecting bike paths
western canal path"
25. "Tempe Market Place
Bike trail along south bank of Salt River"
26. "Tempe Town Lake
Tempe Downtown
Tempe Marketplace
Possibly to get to work at Hayden/McDowell in Scottsdale
Mesa Riverview"
27. Tempe Marketplace - I'm there every weekend supporting the small business and Harkins
28. Light rail
Favorite Fabric store
29. Tempe market place
Asu

- Light rail at McClintock and Apache
- Escalante Community Center
- Papago park
- 30. ASU
- 31. Will be much easier for me to get to Sprouts, Safeway, CVS, and my barber shop.
- Loving Hut, Ted's, Phoenix flower shop
- 32. ASU Campus
- Residential neighborhoods around the campus
- Fry's
- Goodwill
- Friends at Sonoran
- 33. South side of Rio Salado path
- Tempe Marketplace
- Downtown Tempe
- 34. Tempe marketplace
- Selleh park
- Escalante park
- 35. ASU
- My home
- Cornish Pasty
- My job
- The light rail
- 36. Tempe town lake
- Escalante recreation center
- Shops and restaurants on Apache Blvd
- 37. Bike Saviours
- Cul de Sac
- Escalante Multi-Gen Center
- Tempe Marketplace
- Rio Salado pathway

9. Please share any other thoughts you have on the project.

1. I want to ask whether you ask this question of people who want freeways. This bike connection is to bikes what a freeway bridge is to motorists. All of the friends that I have who live south of Apache in Tempe (or Mesa for that matter) become a pleasurable, safe ride compared to today when my only choices are the Price Freeway access road or McClintock (which has this ABSOLUTELY CRAZY "improvement" of sending bikes onto the sidewalk over 3 driveways). PLEASE, whatever the cost for this bridge, it should be compared to a regional vehicular bridge in terms of the impact on the whole community. Most people aren't aware they need it yet (because they don't live next to it to notice it missing), but once it exists, it will serve the whole REGION. This bridge is of GENERATIONAL importance. My children grew up without the safety and health benefits of a safe non-motorized route to school. I put my life on the line each time I try to live my daily life with only a bicycle. The Climate Action Plan of Tempe should highly prioritize this connection.

2. I think long term the bike route should be more direct and go through the Connolly Middle School site, so this project should be designed to allow for that connection via Country Club in addition to Los Feliz.
3. Please install this bridge ASAP!
4. Stick with it - I'm glad to see you still moving forward after the RR underpass became too tricky or expensive or both.
5. Are skateboards, scooters and golf carts going to be allowed to access this bridge as well? How is it going to be kept clean and safe? Will police and/or Park Rangers be patrolling it? I ask about the golf carts as someone else mentioned them in the chat. I think that skateboards and scooters should be allowed as many ASU students use those a method of transportation.
6. Great idea and hope Tempe can expand safer biking lanes to reduce the reliance on cars.
7. I fully support projects and policies making Tempe a more bike friendly town.
8. Thanks for keeping the bike community safe and front of mind as the city grows.
9. Good idea. Anything that encourages safe biking is good.
10. "A signalized crossing at Broadway Rd and Los Feliz Dr is necessary.
 - Please consider a curb bulb-out extension to promote vehicle safety and reduce the East-West crossing distance on the north and south side.
 - Absolutely do not place the traffic light pillars in the right of way of the sidewalk like what was unfortunately done at Country Club Way and Broadway Rd."
11. I will likely use this infrastructure 3-4 times a week. It's a much needed addition to connect up existing bike infrastructure and make biking a reasonable mode of transportation in Tempe.
12. I like it that this project will repurpose an abandoned freight train spur line for the right of way.
13. We moved out of this neighborhood due to lack of safe cycling options because of this former impasse. I'm glad the neighborhood will have a safe, residential bike route to go north of Broadway.
14. I am excited and thankful to find out about this project. Thank you for efforts to offer more options to pedestrians and cyclists.
15. This seems like a great bit of infrastructure to add to Tempe. I do not have much experience biking through this part of Tempe due to the current challenges of getting through there safely and efficiently. I trust city designers have looked at lots of options, however I feel there can be improvements in the bridge design. Simpler? Safer? It looks great for pedestrians, but challenging for mixed use considering blocked sight lines, tight turns, and low walls.
16. Thank you!
17. Excellent project. Imaginative and a positive impact on making Tempe even more bike friendly. This project should be given high priority for funding and construction.
18. "This project has significant city and regional importance. It will be the final connection in the east section of Tempe from east to west; it will provide a safe connection into other Tempe multiuse paths, to important destinations, and into adjacent cities. It is much needed to provide a safe route. This has significant impact on the entire city and region. Get it done ASAP !!

It is so important that I fully support the project regardless of the configuration. That being said, the city should still consider other locations for this crossing. Two of the biggest issues are that it is a long section with no escape route and there will be families and children using these routes (and being out on Apache may be unsafe/uncomfortable). This is a very long term and expensive investment and so every attempt should be made to make it the best possible, which may be a reconsideration of the route; there might be two options: (1) the empty path (alley) by World Pac that is south of Los Feliz could lead to a bridge of the USRR and then across UPS property over to Cedar/Clark/Wildermuth/Martin to take advantage of the existing crossing at Martin Rd. (2) or route the path across Country Club Way (where there is an existing light) through Willow Creek apartments over a bridge to UPS and then over to Cedar/Clark/Wildermuth/Martin to take advantage of the existing crossing at Martin Rd.

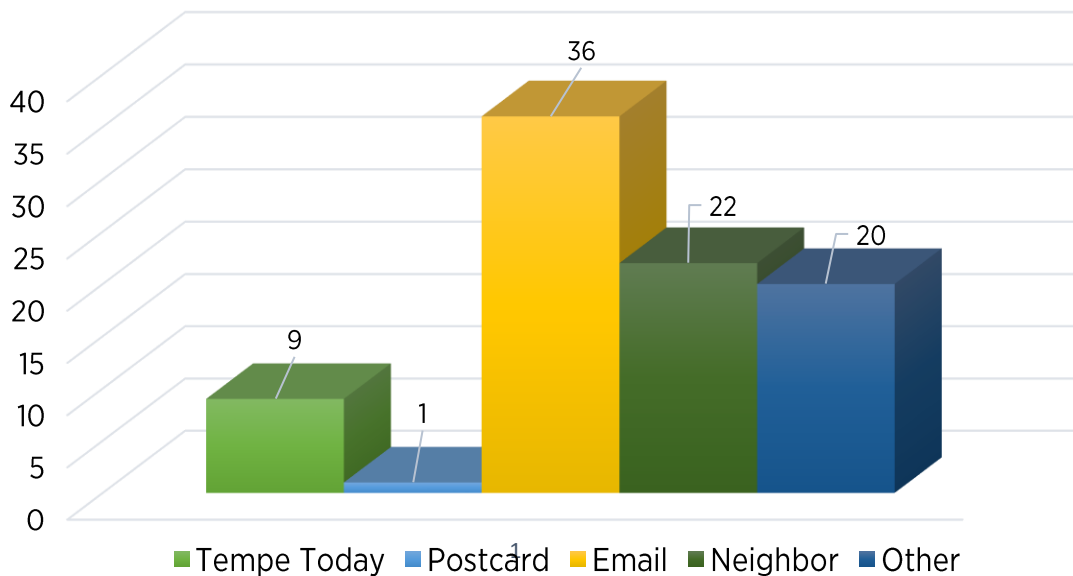
As I said, I love it either way, but there is potential to make it safer and use existing crossing areas (perhaps less expensive that way) by getting right of way (if the companies will negotiate it).

Someone mentioned lane reduction on Apache at one of the meetings and maybe that is the answer to making it safer for bikers and walkers in this community.

19. Any pots, cactus, or other artwork that needs to be installed should be presented to Tempe voters. I do not like the Broadway Curve ugly cactus pods - reminds me of what happened on SR 51 with the pots. I haven't found one person in my neighborhood that is happy with that artwork. Open up any artwork for the bridge to Tempe highschoools art department and ASU art dept students. Much like we did with Valley Metro Bus last summer and a Marcos de Niza student won with her artwork displayed. We should follow all artwork projects like Bobb Cooper of Valley Metro - open it to our students.
20. Thank you
21. I have been hoping for this project for years!
22. Glad to see some thought being put into bike traffic but wish there it were more separated from the road by landscaping or other features. (there is a stretch on Hardy where the bike lane is amazingly well done).
23. Love the continued investment in walkable cities. We have a long way to go but I believe Tempe can really nail this eventually. We have the minds and desire to.
24. As a daily cyclist, I'm in favor of projects that allow me to travel on less busy routes to improve the experience and keep cyclists away from busy streets.
25. I think it is a good project and should be built.
26. I'm just wondering why this location and not some of the other obvious ones, like at Dorsey, which I can see being much more convenient for many people.
27. The bridge seems to connect a car dependent neighborhood to a few tire shops. Unless the city plans to radically change the businesses surrounding this project I think it is a large waste of money.
28. More bike infrastructure is always welcome! Please consider improvements along other corridors as well, such as Rural/Scottsdale Rd.

- 29. Great idea, I have been desiring a way to go north from our neighborhood so I'm excited about this project
- 30. Neighborhoods in Tempe are blocked off from each other because of the freeways and railroad tracks. Added to the lack of safe bike infrastructure on arterial roads, it is so inconvenient to get around Tempe via bike or on foot. This bridge would bring so much accessibility to North Tempe. It would be a huge win for connectivity and bikeability. 100% support. I would have liked to see the bridge aligned better with Country Club Way or Smith Road but I understand the limitations.

10. How did you hear about this survey?



Responses: 88

IV. Emails

1. Sept 28, 2023

RE: Support for the Bicycle/Pedestrian Bridge over UPRR and Recommendations for Apache Road Bike Facilities

Mr Walman, Tempe Bicycle Action Group (TBAG) strongly supports the proposed Bicycle/Pedestrian Bridge over the Union Pacific Railroad (UPRR). This project is a significant stride towards creating a safer and more accessible environment for bicyclists and pedestrians in our community.

Regarding the proposed bike facilities on Apache Road, TBAG slightly favors the Protected On-Street Bike Lane over the Raised Bike Lane. Our preference is based Although a 2019 U.S. study found a slight safety advantage for raised bike lanes, the data was limited and the context different from Apache Road's numerous intersections and driveways. European studies with more favorable data for raised

lanes largely focused on longer, uninterrupted stretches of roadway, which does not align with the current urban scenario of Apache Road.

Our primary concern is that a raised lane may be perceived by motorists as an extension of the sidewalk, thereby potentially increasing the risk of conflicts at intersections and driveways. This is a notable concern as urban cyclists face the highest risk of injury or fatality when biking on sidewalks, primarily due to interactions with motor vehicles entering or exiting the roadway.

Nevertheless, we believe that both the Protected On-Street Bike Lane and the Raised Bike Lane would significantly enhance safety and comfort for cyclists on Apache Road. If the final design opts for a Raised Bike Lane, we recommend lowering the bike lane by two or more inches below the sidewalk level to better distinguish between the bicycle and pedestrian zones, rather than relying solely on a slightly raised plastic barrier as the detectable edge.

As the design evolves, we also urge a thoughtful approach on guiding cyclists across Apache Road, especially given the route's popularity among ASU students. Many students may not feel comfortable merging into the left-hand turn lane and may prefer crossing at the signalized crosswalk. It is essential to plan for a staging area with clear pavement markings while cyclists wait for the signal to help cyclists transition safely across Apache Road without impeding the flow of other cyclists continuing along Apache. Signage permitting cyclists to ride across, along with distinct pavement markings to avoid conflicts with pedestrians, will be instrumental in ensuring a safe and efficient crossing.

TBAG is enthusiastic about the positive impacts this project will bring to our community. We are available for further discussions if needed. Thank you for your consideration and dedication to enhancing the safety and accessibility of our community's transportation network. Sincerely

2. October 11, 2023

RE: I work in the industrial area for the proposed Bike/Ped Bridge Over Union Pacific Railroad. Between Broadway and the Union Pacific Railroad. This area has many heavy industrial and heavy construction trucks and vehicles that are driving up and down Kachina, Los Veliz Dr and Holbrook Ln on a daily and hourly basis. These trucks are working in the pre-dawn hours of the morning and late into the night. Introducing more bike & foot traffic into this area would be dangerous and problematic creating a health and safety hazard. The large industrial trucks need the space on the roads to maneuver. Taking any part of these roads for a bike/pedestrian path will make for increased accidents.

Additionally, out of the way Bike paths are notorious for attracting homeless and indigent. Taking the path through an industrial area like this will increase homeless camps which are already a problem in this area and along the UP Railroad.

I appreciate your time and consideration of my opinion. I understand a lot of work has gone into the development of the proposition. I simply believe that this specific location for the path and bridge will not be beneficial and become a health and safety hazard.

Thank you,