



# Kyrene, Roosevelt, Farmer Bike/Ped Improvements Public Input Summary October 2023

## Contents

- I. Background
- II. Outreach
- III. Survey Results
- IV. 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.

Two public meetings were held for the Kyrene, Roosevelt, Farmer Bike/Pedestrian Improvements Project during the month of September:

- Sept. 20 from noon to 1 p.m. on Zoom with 27 attendees. The recorded video online has had 37 views.
- Sept. 20 from 6 to 7 p.m. at the Childsplay Theatre Company Rehearsal Hall at 900 S. Mitchell Dr. with 19 attendees that signed in.

Additionally, a survey was available online at [tempe.gov/Forum](https://tempe.gov/Forum) from Sept. 20 through Oct. 10, 2023, to gather feedback on the proposed concepts. This survey received a total of 157 visitors and 101 responses.

## II. Outreach

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

### 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.

### Social Media, Eblasts and Press Release

Click on hyperlinked dates to read comments on posts



- [9/7](#) - Public Meeting
  - Reach/Impressions: 1398
  - Engagement: 120
- [9/17](#) - Meeting Reminder
  - Reach/Impressions: 733
  - Engagement: 12
- 9/19 - meeting reminder (STORY)
  - Reach/Impressions: 150
  - Engagement: 3
- [9/27](#) - Public Input Reminder
  - Reach/Impressions: 307
  - Engagement: 10
- 10/1 - Public Input Reminder (STORY)
  - Reach/Impressions: 188
  - Engagement: 11



- [9/7](#) - Public Meeting
  - Reach/Impressions: 1235
  - Engagement: 57
- [9/19](#) - Meeting Reminder
  - Reach/Impressions: 703
  - Engagement: 17
- [9/27](#) - Public Input Reminder
  - Reach/Impressions: 513
  - Engagement: 15



- 9/19 - Meeting Reminder (STORY)
  - Reach/Impressions: 349
  - Engagement: 5
- 10/1 - Public Input Reminder (STORY)
  - Reach/Impressions: 400
  - Engagement: 5



[9/6/23](#) - News Release

- 2922 emails sent, 39.9% open rate, 2.3% click rate

[9/11/23](#) - Tempe This Week

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

[9/18/23](#) - Tempe This Week

- 8737 emails sent, 39.9% open rate, 4.9% click rate

[9/26/23](#) - Input Reminder

- 2921 emails sent, 40.4% open rate, 1.9% click rate

[10/02/23](#) - Tempe This Week

- 8713 emails sent, 38% open rate, 4.2% 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:

- /handlebars from 9/5 - 10/4
- 475 views

### Top Sources:

- Direct (226)
- Search Engines (28)
- Forum (24)
- Mailchimp (17)
- ABC15 (16)

### Spikes:

- 9/6-8 - 32 pageviews (each day)
- 9/20 - 41 pageviews
- 9/27 - 60 pageviews

### Misc:

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

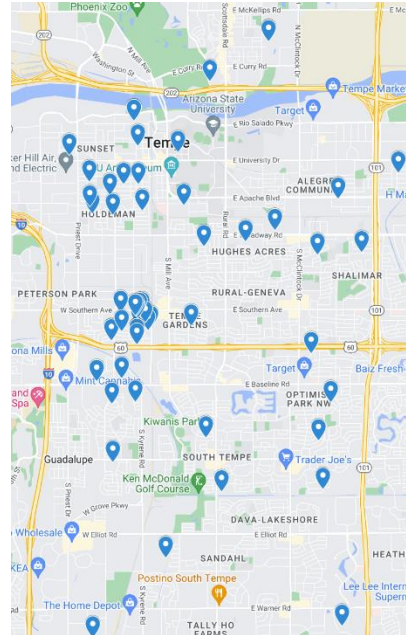
### Media:

- 9/6/23 KTAR radio (interview with Susan Monday)
- 9/6/23 ABC15  
[Tempe looking for public input as they make improvements for bicyclists](#)
- 9/7/23 KTAR radio  
[Bicycle, pedestrian improvement plan will link Kiwanis Park to downtown Tempe](#)
- 9/8 AZ Family 3  
[Tempe introducing new project to improve safety for pedestrians, cyclists](#)
- 9/16 Independent News  
[Tempe developing bike, pedestrian plan to link Kiwanis Park with downtown](#)
- 10/2 Independent News  
[Comment deadline nears for Tempe bike, pedestrian upgrades](#)

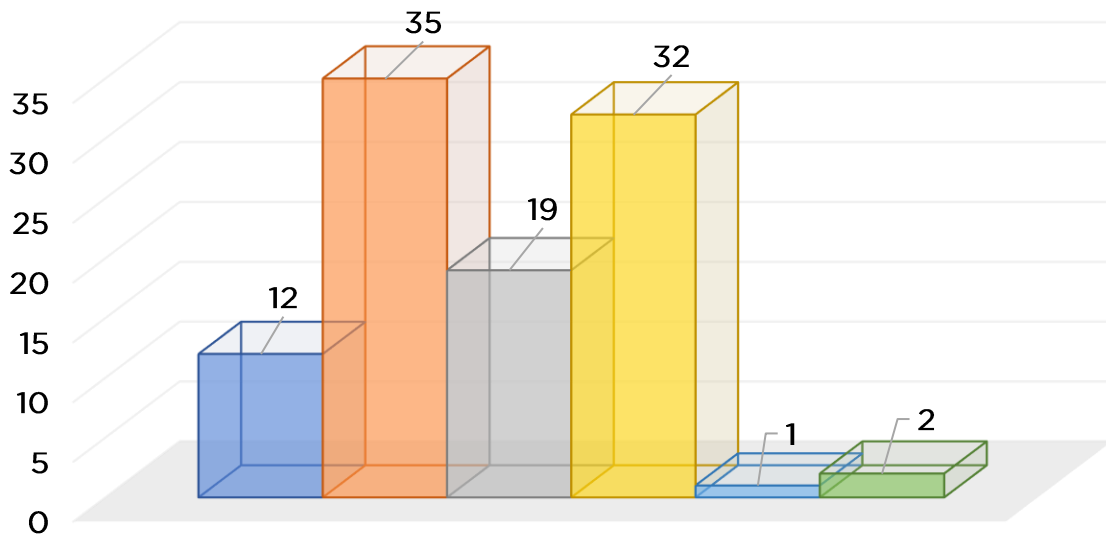
### III. Survey Results

The survey was available online at [tempe.gov/Forum](https://tempe.gov/Forum) from Sept. 20 – Oct. 10, 2023 to gather feedback on the Kyrene/Roosevelt/Farmer Bike and Pedestrian Improvements Project.

61 of 101 respondents provided an address with approximately 98.4% in Tempe.



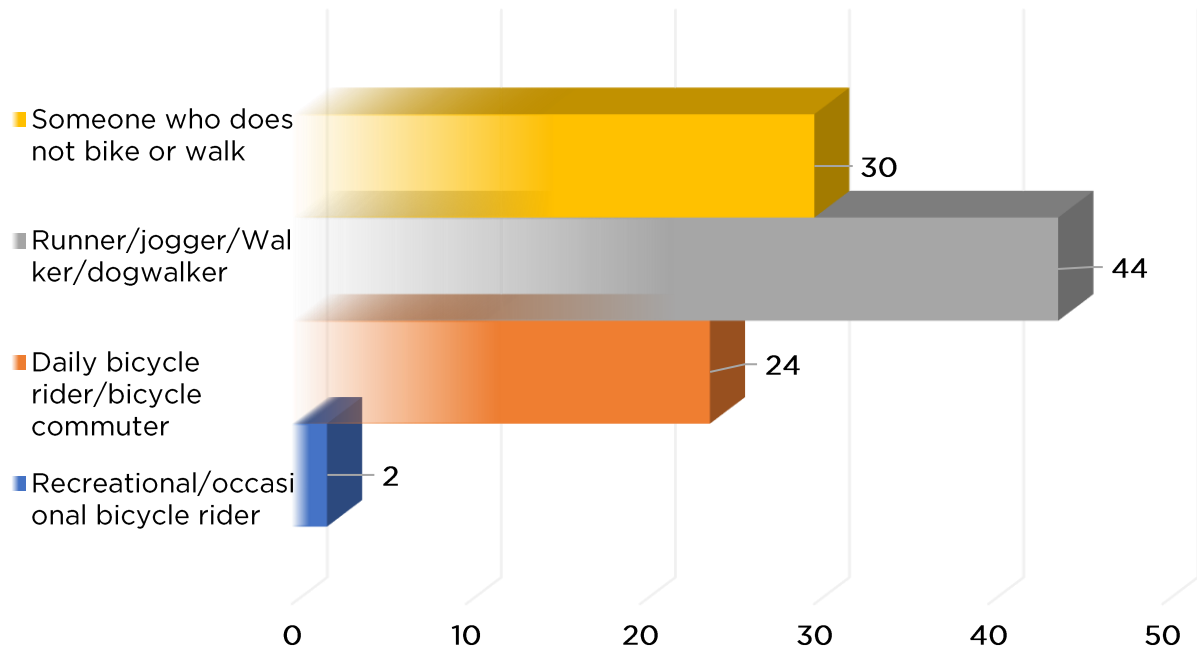
1. How far is your home from the Kyrene Road/Roosevelt Road/Farmer Avenue Bicycle and Pedestrian Improvements project?



- Live directly on the project corridor
- A couple of blocks or less
- 1/4 - 1 mile
- 1 - 5 miles
- More than 5 miles
- Not in Tempe

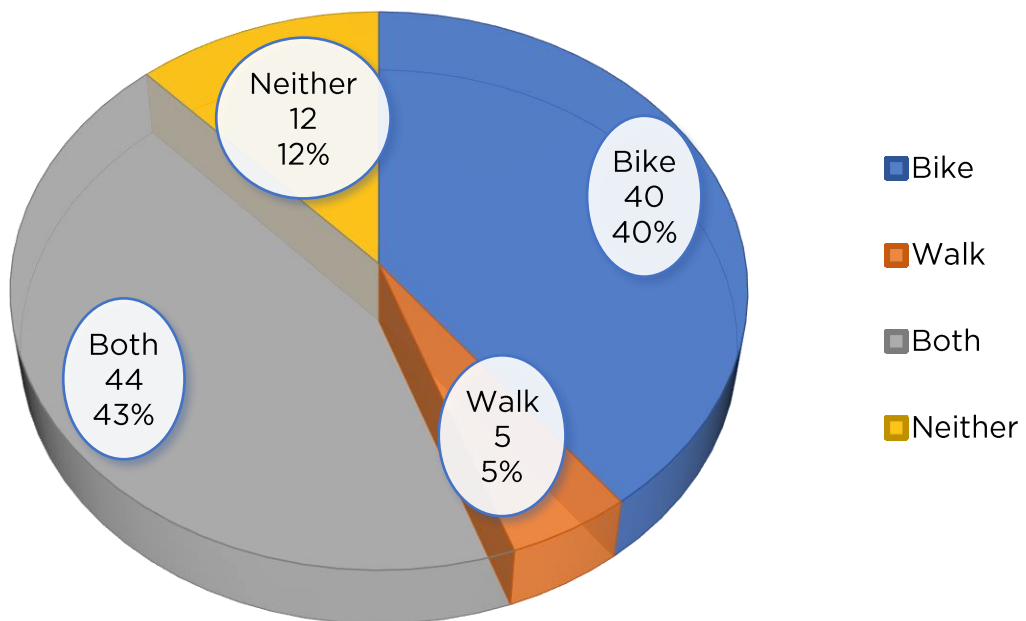
Total Responses: 101

2. Which best describes you?



Total Responses: 100

3. Would you be more likely to ride your bike or walk in this area if this project is constructed?



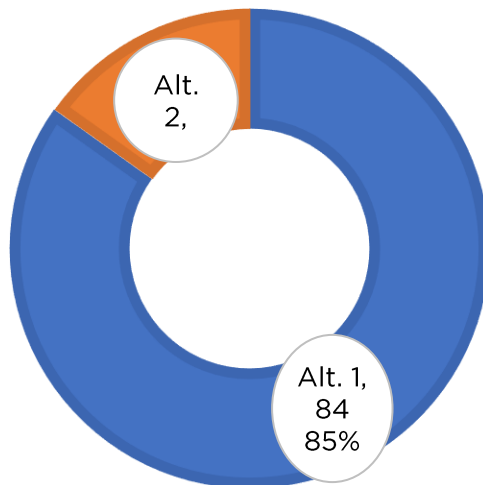
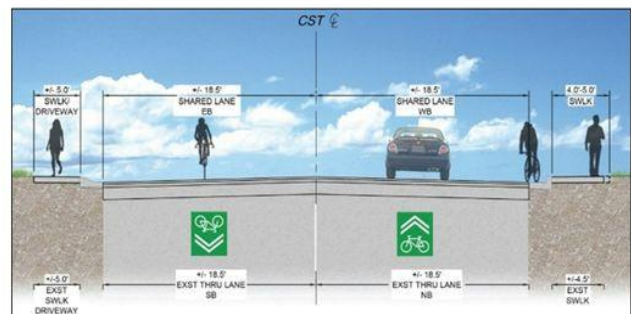
Total Responses: 101

4. Do you have any comments on the proposed Orbit pick up and drop off locations?
1. "Might need more access for Orbit buses. It's very convenient right now where I can flag the Orbit anywhere along it's route and not have to walk an additional 2 blocks, especially when I manage to get to Roosevelt just as the Orbit is arriving. Perhaps the city can pare back on the type of protection along this portion of the route to allow the Orbit to stop anywhere. This section of Roosevelt is wider than the segment north of 13th. I can't find the posted speed limit for this half mile stretch, is it 35 like south of Broadway or 30 miles an hour per city code on unposted streets?
  2. I think those are good locations for Orbit
  3. Love the orbit. Let's have more routes!
  4. I am a huge biking advocate, I bike every day and any upgrade would be appreciated.
  5. Would be better with a dedicated lane for the bus on the entire street
  6. No
  7. This is great- please make sure a protected bike lane or a safe way for cyclist to pass is included!
  8. Why don't we have an Orbit down Kyrene? where we really need one between Southern and Baseline.
  9. Please maximize shade for peds
  10. Just brings homeless closer to neighborhood
  11. Good ideas
  12. Looks good
  13. No
  14. If it's possible to build shade structures for the bus stops that would be great.
  15. I don't have any comment on the locations. Trash/recycling at the stops may help deter litter. Shade structures would be nice if possible.
  16. Thanks - the locations look great. It would be wonderful the stops to also have some shade coverage.
  17. No
  18. waste no more money on maintenance intense pet projects. enough is enough.
  19. Would be nice to see one more location further down, by the Blazin buffalo wings place. Love eating there it's so good, and I feel like I'm continuing to see new things in that area.
  20. I see the Orbit driving around many times with no one on board. Is there a way during low rider times that it could be a "hail the orbit" using an APP. Seems like a waste of energy to constantly drive around empty.
  21. No
  22. Nope
  23. None
  24. I have been buzzed by Orbit buses on College so I'd be a little hesitant about putting the zones between bike lane and sidewalk. It would be safer for everyone if the orbit zones were in the motor vehicle travel lane.
  25. "It would be great to see pedestrian crossings to these facilities, or at least sending and receiving ramps at each location. Particularly, at Clark Park if users are attempting to board the NB shuttle on the east side side of the road.
  26. This is always a hard spot for cyclists to gauge if they should go around the bus or stop and wait- more signage and a bigger pull out for buses please

27. Yes, pick up and drop off that cross a bike lane is always a problem as buses are not always careful with bikes. In addition it looks like the pick up and drop off locations are on the bike lanes which poses problems for bikes. it would be best to get the bike lanes to be uninterrupted on the right side of the pick up and drop off stops
28. Not at this time.
29. Agree with it.
30. No
31. That's fine, and I assume the Orbit will continue to stop anywhere along the route if people are waiting.
32. Orbit busses put on all 4 "blinkers" when parked. This makes them dangerous because if there are two at a given location, you cannot tell if one of them is pulling out, and the drivers rarely look to see if there is a car or cyclist approaching. If they just used the Right side blinker to indicate they are stopped to the right, this would not be an issue.
33. No
34. No
35. No, I find the Orbit pick up and drop off locations to be convenient and pleasant to wait at.
36. No
37. They look sufficient
38. No, I don't use the Orbit
39. No
40. Please dont build something like Hardy where trash cans and bus stops are in the middle of the bike lane and create obstacles for cyclists.
41. I think its great that you were adding more Orbit stops. We would love to see more advertisement encouraging people to use more public transport. I used to Orbit in college and I loved it.
42. A lot of people get picked up or dropped off from the Orbit closer to Boulders on Broadway, either along the parking lot going Northbound or just South of 19th St going Southbound.
43. I think the Orbit is great and more locations and a push in marketing I think will help people to shift more towards public transit. I took the Orbit when I went to ASU.
44. None
45. No I dont use orbit
46. n/a
47. I am always in favor of more accessible public transportation.
48. Consider an additional stop in either direction and spread them out equally
49. These look like good locations.



5. Which of the following two proposed alternatives do you prefer to link Roosevelt Street to Manhattan Drive?



- Alternative 1: Dwight Park 10ft wide multi-use path - protects in place all existing trees, provides new trees, and lighting
- Alternative 2: Shared-lane markings (Sharrows) continuing along La Jolla Drive and Wilson Street

Total Responses: 99



## 6. Why do you prefer your chosen alternative?

### Alternative 1:

1. Fewer sharp turns the better but ideal bike routes should be as linear as possible. This route is far less linear than the original Western Spur route.
2. "path thru park always better than street
3. Calmer alternative vs riding on Wilson and La Jolla. Gives park users a ADA surface along the NE side of the park.
4. I would prefer going through the park because it will involve the park directly in the route and make it feel like its connecting the parks rather than avoiding it. It will also connect the park to the other sidewalks which will make it easy to walk loops around it. I think it will be more visually interesting and a cool checkpoint on the trail. During the virtual meeting there was pushback on the Manhattan section of the path because they didn't want it going in front of their house and the same people didn't want it to go through the park even though it would go in front of other people's houses. So in addition to feeling like it would flow better through the park I think it will reduce pushback from people who live on La Jolla and Wilson.
5. Gets more cars off the road
6. Because it will be more interesting road to bike and walk through Dwight Park. Additionally, there will be less traffic for the bikers and pedestrians to deal with (and less bikers and pedestrians for the traffic to deal with).
7. new trees
8. It is a more direct route through a more pleasant area.
9. Sharrows are bullcrap
10. It's nice to see a green area and get some shade from trees while riding in the heat
11. Need to keep trees and as much greenery as possible
12. I live on La Jolla, the cars turning into La Jolla, and using La Jolla to access Kyrene drive rather fast - I think it is the less safer option
13. I love going through the park is quick and easy and I enjoy seeing folks out and enjoying them self. Going through a neighborhood seems sketch and more likely to get hit by a car - no thanks. I also go through this path every other day to visit my parents on La Jolla. We live on 13th and Roosevelt.
14. Leaving trees in place and additional lighting. Shared lanes less safe for cyclists.
15. This area has a ton of kids riding around, so sharrows are just less safe for riders with unpredictable patterns (like kids).
16. Less disruption to home owners
17. Safer to bike where there are no cars whenever possible. Better not to share space with cars. Car drivers just aren't aware of bike riders.
18. Keep the trees.
19. Even a short multi use path gives a much needed break from shared lane biking. More trees are a great idea as well. Alt 1 just makes the most sense to me. Sucks it has to be concrete and not something more environmentally friendly but oh well.
20. Its always nice to transit through a park

21. I like biking or walking thru a park rather than sharing a road with a car. It also appears to be a shadier route which is nice. Having the route in the park would also increase the awareness of activities going on in the park.
22. A dedicated path is much more safe for pedestrians and cyclists
23. There are 2 alleys that exit on Wilson Ave. The exits are difficult to drive out of because of the walls on either side. Adding bike traffic on Wilson will add to the obstacles to watch for when exiting the alleyways, which are used often by the residents because garages are only accessible by the alley.
24. Sharing the road is rough, put up a separate lane for us. If we share, cars get mad either way.
25. I like that it is along the park.
26. It's aesthetically pleasing and anytime you can add more trees it's a win.
27. More pleasant, guaranteed no drivers
28. neither.
29. Parks are fun. Always prefer traveling through a park over a road. Plus, shared lanes sketch me out. I do not trust Tempe Drivers.
30. Keeps the bike traffic away from the autos
31. Sharrows are dangerous for cyclists as vehicle ignore them
32. More pleasant to view the park, a place to stop and rest.
33. Safer for people. Not near traffic, and will preserve integrity of neighborhood homes
34. like paths and keep bike paths of sidewalk or going street to side walk..very dangerous
35. It is safer for cyclists and pedestrians to have a path that would not be used by cars.
36. Easier Access to the park for a break. Less interactions for vehicles.
37. Completely separated bike infrastructure through a park is far better than a sharrow. It is far more pleasant and safe to bike through a park than have cars fly around you on the street.
38. Separation of bicycle traffic from vehicular traffic
39. "This improvement is a more direct route and promotes the goals of vision zero by providing physical separation between motorists and cyclists.
40. "I like Alt 1 slightly more mainly because there are less turns, so there will be hopefully less opportunity to make a wrong turn.
  - a. In this section I appreciate that the route is brought through low traffic streets and is not being run along Southern, to connect Roosevelt to Kyrene."
41. Its not a shared lane.
42. If no trees are killed AND more trees are added, Alternative 1 is the logical choice.
43. Better shade.
44. It is safer to separate bikes and pedestrians from cars.
45. Multi-use paths are fine. Want to preserve trees, give new trees. Need shade in Tempe.
46. Walking/biking along park always better than road. Also if water/shade available in park even better!
47. I think that the noise level and stress of biking in traffic are unpleasant and a deterrent to cycling. The park seems quieter, better separated from cars, and more welcoming to cyclists of all confidence levels.

48. The first alternative is the only legitimate alternative for attracting users to the park and cyclists to the corridor. The first alternative provides a well-lit, safe and quick pass through of the park improving the site for all users. The second option unnecessarily makes cyclist take several sharp turns, and is not safe and separated from cars. This part is critical to the success of the project and the changes made to take up less green space are a perfect fit for the community.
49. I like riding in a park, completely away from cars. Diagonal line is a shorter distance.
50. I live right next to there and I think it would be a nice addition to the park. Not only is it more convenient to bike commuters, it could also be used by kids like my son to ride his scooter and other neighborhood people to walk their dogs. I see a lot of benefits to this, and not a lot of drawbacks, so long as the trees remain in place. I want you to know that the nimbyâ€™s who are so vocally against this are representative of the views of all of us who live near Dwight Park.
51. Shared lanes in my experience are awful. Technically all road lanes are shared lanes but people donâ€™t understand that and alternative 1 is less risky for cyclists to get hit as long as the connection point through Dwight Park is safe.
52. It is a safer alternative and more enjoyable as it goes through a park.
53. Going through Dwight Park would be more enjoyable and safer since Sharrows are still dangerous. People in vehicles endanger cyclists daily and do not know how to share the road. Also, going through the park will encourage people to stop and spend time there.
54. "I live on Riviera and Roosevelt and we walk in the park all the time. It would be great to have a paved path that encircles the park, because right now, we have to walk in the grass. This would benefit others who walk in the park and especially those people in wheelchairs, pushing strollers, or with balance issues.
55. Additionally, as a bike rider, this path is the more direct route. Tempe really needs to prioritize the convenience of cyclists and this would be a great start."
56. Give bike path option off of roadway.
57. Car drivers normally don't respect cyclists in shared lanes.
58. Going through Dwight Park is the most direct route, and benefits all users of the park, not just cyclists, with an accessible paved path. Any time you can have an off street section for a MUP will only help its appeal and safety. A good amount of people may be using this MUP to get to the park itself anyways, so it make sense to have the connection there. It's also just a nice opportunity to highlight the park and recreation facilities Tempe has.
59. I feel that preserving the trees and adding more is more helpful than creating lanes in an increasingly high traffic street.
60. I think riding through the park is not only more beautiful and enjoyable, but also provides safety away from motorists. This could also help encourage people to spend more time in Dwight Park.
61. Drivers are dangerous in our neighborhood, I prefer to be separated
62. Because cars run over cyclists constantly in Arizona. Shared lanes dont exist for cyclists. We just get hit by cars, pretty much legally
63. Safer for all involved

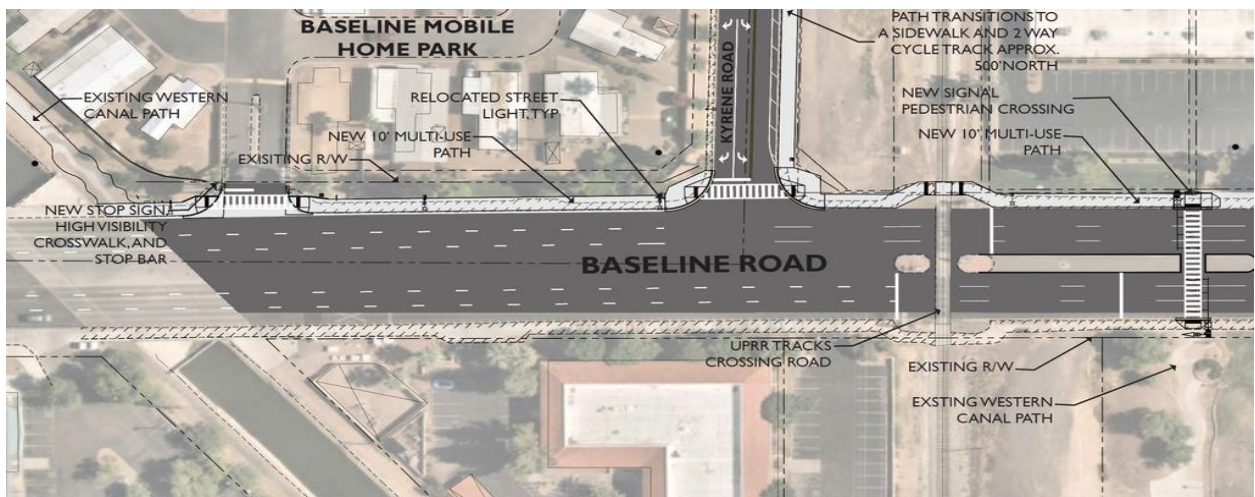
64. Although it appears that bikes will have to cross a street to access the Park MUP, my preference will always be a separation of the bikes and vehicular traffic to the greatest extent possible. Vehicles simply don't look for bikes, don't care about bikes, and always think they can beat the bike, regardless if the bike has the right-of-way. These are all EXTREMELY DANGEROUS situations for the cyclist.
65. People already regularly cut through that end of Dwight Park, it would be so nice to have an actual path. Also feels safer and more straight forward than routing through more of the neighborhood.
66. More direct routes will always be used, just needs signed
67. I think people will cut through the park anyway, possibly damaging landscaping. We may as well have a nice path and new trees and lighting.

### Alternative 2:

1. I do not want a 10 ft multiuse path through our 4 acre park. That will cut down on our greenspace.. That will bring motorcycles, ATVs, electric scooters, electric skateboards and not just bicycles when people are walking their dogs or jogging.. We need a 5 foot sidewalk that is metered to go entirely around the park (no yellow brick road kind of stuff) so that joggers, people who measure their steps can make more use of the park. We need as much green space as we can get. Do not take more than you will have to with a 5 foot sidewalk. The lighting is already terrible and needs more lighting at the NE CORNER because it is so dark while you have put too much light at the SE corner. Please correct lighting for the entire park.
2. Keeps the park and green space intact and will cut back on some of the on street parking on Wilson.
3. "Both alternatives are viable, and I like both. Alternative 2 seems a little easier to implement, but has cons for pedestrians and the park not getting additional trees.
  - i. Alt 1 pros: shorter travel for pedestrians, additional trees added to park
  - ii. Alt 1 cons: possible reduction in green space, likely higher cost
  - iii. Alt 2 pros: likely cheaper and easy to implement, no loss of parking for residents, low traffic road for cyclists
  - iv. Alt 2 cons: less protection, park walkers do not get a continuous loop, no new trees in the park"
4. "Dwight park is too small for a lot of bike traffic, also I am concerned about the existing trees. I don't trust the park service with our trees, because they have already shown that they are neglectful and we've lost a bunch of shade trees. Also, with the new gravel area to widen it out (take out more grass) would not be good for the birds.
5. If the bike path MUST go through Dwight Park, why not just get rid of the annoying gravel entirely and put cement in where the gravel is now (ALL OF IT, get rid of it, kids can't skate on a gravel-filled path) instead of adding cement to the outer perimeter of the gravel area? That just takes away the grassy, shady section of our park. Where we walk our dogs."
6. Dwight Park is in a residential area and do not need the extra traffic through it. This is a community small park and would like to keep it that way. I prefer the Kyrene to Mill street since that is where the restaurants are along the way

where walkers, bikers can stop in for a meal or drink rather than a residential area.

7. Walk dog in Dwight Park and dont want to see more traffic in small park or lose more of its green space
  8. 1. A 10 ft. wide path will draw motorcycles, electric scooters, etc. to run through the park. This is dangerous for dog walkers and joggers. We already have this problem, but this path will make it worse. It will also encourage more motor vehicles through our park which we also have, but not as much. People who live on the other side of the park use the alley to cross over and now they can just go from Roosevelt to Roosevelt without a problem. Not what anyone walking their dog wants.  
2. The park is too small to cut it up like this. Surface streets are more than adequate for a bike path.  
3. We need our green space. Filling up our green space is hazardous to the mental health of this community.  
4. People want a sidewalk no more than 5 feet wide to walk their dogs and not get their feet wet, to cross the entire park and jog around the park. We want a metered path, not a bike path which would be just fine outside of our 1 block wide park.
  9. I Don't want the park torn up again. They just finished the new landscape.
  10. Dwight Park is too small to take on bicycle traffic. This is the area we walk our dogs away from the soccer field and kids playground.
  11. My user friendly if you are NOT stopping at the park.
  12. Dwight Park renovations were completed in Summer 2023. It makes no sense to tear up the recently finished project area to add the path within the Park boundary. There are lots of pedestrians and dogs in the park. Bikes should be on the adjacent street.
7. The project has been updated to include a 10 ft. multi-use path on the north side of Baseline Road to connect the Western Canal path to the Baseline Road pedestrian crossing signal. Signage is proposed at the driveway of the mobile home park to alert drivers to bikes and pedestrians. Do you have any feedback on this section of the plan?



1. Any cross walk on baseline between Kyrene and mill is dangerous as many cars are chaining lanes to connect Mill and Kyrene, this should be a tunnel or bridge. This also a traffic prone area due to the poor Mill / Kyrene connection, multiple driveways and train tracks.
2. This is the best part of this project. Getting across baseline in this area is a nightmare and this will fix the route coming south down roosevelt to the western canal path as well. Can't wait for this.
3. Will there be lights at Kyrene so there will be turn arrows and stuff for triffic coming from that direction or will it stay as a stop sign there? Turning left from Kyrene is very difficult and if it were possible to facilitate it a little since there will be a cross walk would be awesome!
4. Love it
5. A more direct crossing would be ideal, but this seems okay. It might be a good idea to have a no right turn on red when coming off Kyrene Road in order to make it more convenient and safe for people trying to cross.
6. No
7. "I mean a Bridge would be better. Safer, more expensive and longer to build. But I digress. If thats the best option lets use hawk flash signals- and lots Of lights. "
8. A pedestrian light will make a lot of people mad and I expect there will be repercussions that may include someone dying from being run over. This is a terrible idea. Make a bridge over Baseline like you're planning elsewhere in the city or find a better approach. Actually since we need repaired sidewalks, new pavement on our very poor roads, picking up the homeless dumps by the RR tracks, not to mention the granite mountain the UPRR put there (or maybe it was Tempe and they forgot). Put this off for now and do what needs to be done instead of spending more money than we need to spend. Stop making so many errors in construction that you have to do the same thing over and over and over again. Tempe acts as if it has money to burn. I think we need to reign it in. Putting signage on the mobile home park driveway is not a great idea.. Asking for more problems than we need. I see another lawsuit.in Tempe's future.
9. How much longer will Baseline be under construction? Taking too long already.
10. This looks like a great solution to me. This will make for a much safer connection between the two sides of the canal path. I will use this path twice a day on my commute and I super appreciate this improvement.
11. Good idea as there is no lights now
12. More lights is bettter.
13. This is great. Baseline needs something like this very badly. I think this will greatly improve my familyâ€™s utilization of the canal and Kiwanis park. Top notch work.
14. This is such a big improvement over what we currently have. Thank you!
15. This is likely the best solution without major redesign and cost. It is a vast improvement over the current situation.
16. I think it makes more sense to cross at the existing light at the car wash and ride up the canal to Hardy.
17. Thanks. It's always been a tad dangerous crossing baseline. I usually crossed next to the railroad track so this is perfect. Also, drivers would be more likely

- to be aware of the cross walk since it's close to the railroad tracks and they are used to stopping for trains in that area.
18. To make the proposed crosswalk safer for pedestrians, it would make sense to introduce traffic calming measures, such as narrowed lanes and a wider median, to minimize the danger in case a distracted driver misses the signal and can't stop in time. And since the crosswalk is not 200 feet from a railroad track, I would suggest extending that all the way out to that crossing as well.
  19. Awesome.
  20. Corner of N Kyrene and Baseline to connect to canal has always felt treacherous- bike lanes here would be welcome (as would a traffic light)
  21. Looks great.
  22. This change is needed to clean up a confusing existing path.
  23. This is overdue. This intersection is dangerous. I have never bikes that north section of canal because I don't want to cross Baseline, or go by the gas station, or go past the mobile home park. It's too chaotic. Please get this done.
  24. If there is ever a desire to initiate a RR Quiet Zone at this Baseline/UPRR crossing, the proposed ped crossing location might impact that.
  25. more tax dollars wasted by corrupt pols.
  26. Looks great. Maybe doing the same thing on the opposite side of the roads as well would make for better pedestrian/bike traffic flow?
  27. Baseline Rd and bicycles has always been a challenge.
  28. "This area is generally difficult and dangerous even in a car, let alone unprotected as a pedestrian or cyclist. Without a stoplight at Kyrene, that intersection is dangerous. Signage at the mobile home park is important. It should include warning for the pedestrians not to assume drivers will stop. Especially this is true for drivers coming from Baseline into the park, who will be at a higher speed and probably not seeing signs or expecting pedestrians.
  29. From a safety point of view it would make considerably more sense to link Kiwanis via the western canal. Cross Baseline at the canal path."
  30. love the idea of a signal to get across Broadway at the bike crossing
  31. For people walking or biking along the canal it would be better to stay along the canal. But if this is not possible the proposed solution looks good.
  32. This looks great.
  33. "Is sight distance from the driveway and Kyrene enough with the presence of trees and recessed stop bars on these approaches?"
  34. The proposed pedestrian signal locations is very close to a an access point on Baseline Road. Has any consideration been given to consider restricting/removing this access as there is alternative access at Ash? Would this access be permitted if it was an existing signal and new development?
  35. ""The baseline crossing is awesome. The Western Canal path terminates on the south side of Baseline right there by Kyrene.
  36. There is a temptation to cross baseline right there at the non-signalized intersection of Kyrene/Baseline, but it's very dangerous.
  37. The next best alternative was to go west to the T intersection of Baseline by the Dollar Tree. For being a signalized intersection,
  38. that intersection is very scary. It seems like northbound cars still get a green light when N/S bound pedestrian have a walk signal.
  39. I've gotten almost hit there more than once."



40. I do not see a pedestrian cross walk working on Baseline. People don't pay attention to the stop signs or even the RR crossing, always rushing to get across before the train comes. I expect people will be injured or die if this plan goes through this way. An arch over the street would work or the stop light at the corner of Kyrene south of Baseline would work possibly though people jump that light a lot as well.
41. Hawk signal here please! Maybe a hike counter? Not crazy about this but hey- its better than what we all currently do- which is play trigger with my life- as scary as it sounds its better than getting hit from someone making a right from Roosevelt onto baseline at the light- they never look and Ive seen a lot of cyclists and pedestrians get hitWish it was a bridge :)
42. Great idea to be able to cross baseline safely
43. This intersection is known for very heavy traffic. A safer crossing signal is definitely necessary here.
44. Looks like you are adding a light east of the "existing light from hell". This may work, if cars actually stop on red. Will it be a push button light or one of the Flash ones like on Rural? If it's a light, will it "cycle through" so we'll have to wait 10 min in the sun without a single source of shade, like on Beck and University? Either way better than now, where there is currently no safe solution to cross Baseline.
45. This is a huge improvement on quite a scary crossing.
46. Thank you for your consideration to include additional signage and visibility of pedestrians and cyclists at the driveway entrance.
47. No
48. No.
49. no
50. This is a needed additional pedestrian and cyclist crossing that will eliminate unsafe crossings.
51. Love it. This will let me connect safely to the canal for canal rides
52. This is a great improvement
53. Make sure the lighting in that area is very good
54. I would also ensure there are speed bumps so drivers exit the mobile home park slowly. I ride this section often and had multiple encounters with cars exiting and not even looking right before they proceed.
55. Thank you so much for listening to our input on the The sidewalk in front of the mobile home park. We are so excited for the high invisibility crosswalk and signage alerting drivers. We were almost hit daily here so we cant express enough how excited we are for this.
56. Could the sidewalk in front of the mobile home park and the crossing of Kyrene be a raised sidewalk? It would alert drivers that they need to slow down, without relying on signage, and would make the crossings safer for everyone.
57. Don't support adding new signal pedestrian crossing or stop sign/crosswalk. This will slow traffic down and negatively affect driver on the road.
58. Can side sidewalk be raised going across the driveway to the mobile home park?
59. A pedestrian crossing solution has been needed here for a long time!
60. I can't express enough how grateful I am that you listed to public input on the dangers of riding from the canal to Kyrene rd. Thank you for making the path

wider, providing a high visibility crosswalk, and signage letting the residents know to be careful and slow down. The stop bar is a definitely need since most people roll past stop signs. Thank you again.

61. "This area, from Roosevelt to College, is on my commute daily and the travel from Roosevelt to the RR track, just past Kyrene is the most dangerous section of the entire commute to ASU. I call this the DANGER ZONE. The number of cars coming and going across my path is extreme with the Starbucks (cars crossing the curb-cut from 3 different directions), the gas station/car wash (3 triple-wide curb-cuts with cars crossing from as many as 4 directions), the mobile home park (crossing from 3 directions) and then the crossing at Kyrene (the most dangerous) where cars almost without exception, pull well beyond the stop line, into the assumed cross-walk area, in order to make the right turn onto Baseline, just a little quicker; those in the left-turn onto Baseline lane from Kyrene cannot even see a bike if there is a car in the right-hand lane. Combine this with cars from the West on Baseline awaiting for traffic to clear so they can turn onto Kyrene, and those coming from the East slowing to turn right onto Kyrene with fast traffic behind them. This is all difficult to maneuver for bike, pedestrians, and vehicular traffic. The vehicles of course will always have the upper-hand and often fail to yield. Pair this with the lack of proper curb-cuts at that crossing - they are angled into the traffic on Kyrene, not nearly wide enough, not aligned with the walk, and have no cross-walk markings. It's no wonder vehicular traffic turning onto Baseline think they have the right-of-way. I have come within inches of being hit by cars that pull ahead of the stop line or don't stop at all, at least 3 times in the last 8 months of my riding this commute. Visibility at that corner is also limited which is one reason the vehicles pull ahead of the stop line.
62. Obviously rush hour traffic is the most dangerous time, which also happens to be my commute time. I try to stagger my departure time on both ends of the day but cannot always do so. I'm vulnerable to weather conditions and a shorter 'daylight' time period as the winter approaches.
63. As for the path along Kyrene in the N/S direction, I would prefer the West side of the road, limiting the crossing of Kyrene for those cyclist who want to travel north from Baseline coming from the west. However, crossing Kyrene, then Baseline to access the Canal paths that are not continuously aligned, is unavoidable.
64. Would it be possible to reduce the speed limit along Baseline? Traffic is dangerously fast along that section as it seems to be a busy access route. And drivers tend to use Kyrene to travel to Southern as there is no other stops or slow points along the way, unlike the Rural route or even the Mill Ave. route. A mid-way stoplight or a traffic-calming circle might also slow the traffic down on Kyrene and deter some vehicles from choosing the street for its directness.
65. If you could install the cross-walk at Kyrene ahead of the overall project, it would make the access along Baseline much safer, faster.
66. A final comment: who ever thought that creating 3 wide curb-cuts at the end of a wide road, into a busy business, was a good idea. Its not only dangerous for vehicles, it's treacherous for cyclists and pedestrians.
67. Looks great. I am excited to have easier bike accessibility to Kiwanis Park from our neighborhood.

- 68. You actually need a pedestrian bridge over baseline for the canal to park. Way too much traffic to cross
- 69. Please do it!!!
- 70. Love this!
- 71. I'm glad there is a signal crossing included at this location.

**8. Do you have any comments on Segment A of the project, since it was last presented in April 2023?**

- 1. Do you have any comments on Segment A of the project, since it was last presented in April 2023?
- 2. This signal will create / increase issues for drivers and not protect peds as much as they need. A bridge or tunnel should be used.
- 3. N/A
- 4. No Im happy with the plan
- 5. "On Kyrene road, it would be much safer to have solid bollards instead of small bumps in the pavement. Switching to a 2 way cycle track on one side of the street would mean people crossing 2 lanes of car traffic whether they are turning left or right. It could possibly be less safe and convenient than having a one way bike lane on each side.
- 6. The Western Canal crossing seems okay. It would be a good idea to have the traffic lights directly above the stop line, as opposed to on the other side of the crossing. Having the signal close to the stop line means cars have to stop farther away from the crossing in order to still see the signal. This would be safer for people crossing."
- 7. No
- 8. Honestly no cyclist or pedestrian wants to be on the actual road- I dont like how hardy ( from university to almost Broadway) has it set up but it sure beats the actual road.
- 9. "I think the whole thing is a waste of money at this time. Bikers tell me they use Roosevelt but I see groups of bikers going north on Hardy every single morning and even more on the weekends. Finish the Hardy project and stop making more until we get some things done that need doing like repaving our roads, fixing our sidewalks, putting better lighting on our streets.
- 10. This looks great to me!
- 11. no
- 12. No
- 13. This looks great too.
- 14. The improvements with protection, paint, and the crossing of Baseline are much appreciated. Sidewalks and bike lanes on Kyrene look great.
- 15. "I think the two-way cycle track is going to confuse both motorists and cyclists because this traffic pattern is not consistent with other bike/car traffic patterns throughout the city. Will there be a signal for cyclists to turn left onto Manhattan when riding north on Kyrene?"
- 16. The additional crosswalk and signal on Baseline is great!"
- 17. I like it. The lanes in mesa by country club and brown are awesome and this looks similar
- 18. Looks great.
- 19. wasted tax dollars.

20. Continue to feel like a second shared path on the other side of the street would be nice. But no additional suggestions.
21. No
22. Needs more protection for pedestrians - some kind of barrier.
23. No.
24. Looks good
25. Cycle track is the right move for Kyrene. It would be better to have some sort of rigid pylons on the buffer between cycle track and vehicular lanes. Even every 12 feet would be fine.
26. No
27. I love the Western Canal signalized crossing at Baseline.
28. I like bikes on one side with a wide protected lane- the speed and traffic on this street is scary as hell. The more protection, lights, signage and cameras would be preferred
29. "Will there be shade while waiting?"
30. Will it be safe to wait in the center lane?"
31. A 2-way cycle track will make a huge difference in this area of town to allow for fast moving bike commuters.
32. No
33. I am concerned about how cyclists will make turns from the far side of the road (for example, southbound cyclists turning right), especially turns into building entrances that aren't at signalized crossings.
34. no
35. The cycle track is exciting and the first of its kind. PLEASE IMPLEMENT IT AND BRING IT ALL OVER TEMPE!! Could a beg button and safer ped island be providing for those that may struggle walking the full length of the intersection?
36. No, looks good
37. I appreciate how feedback from the previous public comments was integrated into these new plans
38. I actually do not understand what this section is trying to show
39. No
40. Extremely happy that there is a physical buffer between bike lanes and vehicle lanes. Thank you for keeping us safer.
41. Can the buffers included concrete bollards? People regularly speed and drive recklessly down Kyrene and those plastic humps won't save my life.
42. No.
43. "I liked the photo included on the presentation slide for the two-way cycle track, the one with vertical delineators! Why can't we have vertical candlestick bollards on Kyrene? People tend to drive fast down that section of road and the vertical elements would go a long ways to helping the comfort factor for cyclists of all abilities.
44. Has the possibility for vertical bollards in the median crosswalk in Baseline been explored as well?"
45. Separating pedestrians and cyclist from motorized vehicles is key to keeping us safe from irresponsible drivers. A physical buffer protected bike lane is the only way to encourage more people to commute by bicycle and to build confidence in new riders.

- 46. Farmer is really dangerous- people drive so fast! The further you can get pedestrians and cyclists from the drivers the better.
- 47. n/a
- 48. A center median is a great idea from a safety crossing perspective. It gives bikes and pedestrians a place to land during busy traffic times.
- 49. My husband bikes the route daily to work, appreciate more protected spaces for bikers
- 50. Can we have wider sidewalks?
- 51. "No, it looks fine.

**9. Do you have any comments on Segment B of the project, since it was last presented in April 2023?**

- 1. Do you have any comments on Segment B of the project, since it was last presented in April 2023?
- 2. The share the lane markings do little bikes need a separated dedicated lane,
- 3. N/A
- 4. No I am happy with the plan
- 5. Sharrows are adequate for residential streets. It would help to have some curb bump-outs on the exit/entrance to the proposed multiuse path through the park. That would make it clear that parking is not allowed in front of the path. Bump-outs on Manhattan Dr at the 3 way intersection of Kyrene might also be a good idea.
- 6. No
- 7. Just loads of bike protection please I don't want to die
- 8. Going through Dwight Park is excessive for one block. We need green space. We need a sidewalk to walk from South to North or vice versa. We do not need to invite motorized vehicles of any kind which is what a 10 ft path will do. We already fight cars, trucks, electric scooters, ATVs, motorcycles, in our park on our grass doing wheelies all the time. Nope. Don't need more of that. Please give us a sidewalk that is metered all the way around the park without having to go back and forth. Just straight across please. What biker wants to zig zag around trees in our park? Nope. If you are bound and determined to make a bike path, keep it on the street and not in our park.
- 9. I'd love to see an even wider sidewalk rather than a sharrow for this segment. This would give kids a safer biking option on this segment.
- 10. I have a large problem with this segment going on the south side of Manhattan Dr. This will be taking my property for an enlarged bike path. Do not think it's at all necessary. My fence and block pillars will be destroyed and therefore very negatively impact my property value. Will the city be compensating all the home owners for their property and the damages to them? Will the city be rebuilding my block pillars and my wrought iron fence? This is not necessary and will be too negative of an impact on my neighbors and myself. There must be a better way to do this.
- 11. no i do not presently bike in that area
- 12. No
- 13. Looks good.
- 14. Again, this looks great. It is a fairly safe street as is and extra markings will help.
- 15. No

16. No.
17. Sharing the road doesn't feel as safe, and won't have as many kids out using it. Pedestrian deaths are rising, people want safer riding areas.
18. Looks great.
19. wasted tax dollars.
20. I find myself nervous biking in shared lanes. I do not trust temp drivers. I feel it would be good to provide separate, protected spaces for cyclists.
21. No
22. No.
23. Cars do not respect sharrows, so this section will be like not having any bike infrastructure at all. That is okay if the street is not too busy, but is a major problem if cars are constantly wizzing around bikers.
24. Honestly, it's fine. Roosevelt was already pretty low stress. I'd much rather save money by painting sharrows on Roosevelt and spent that money making high stress areas safer (we need safer bicycle crossing on baseline, Kyrene south of baseline, near the Eliot commercial areas, etc)
25. No
26. There is no need to come down Manhattan from Dwight Park. Use W. La Jolla to Wilson to Manhattan or W. La Jolla to Kyrene though the ROW does look smaller at La Jolla than Manhattan.
27. "I like taking the lane. But I digress-
28. Lights , signage, cameras- protection for all "
29. I live on the south side of Manhattan Dr right where the plan is to widen the side walk for the bike path. What is this going to do to my property? I am very concerned. I do not want this to affect my property value and my life negatively. Is the city going to replace my block pillars and wrought iron fence that would obviously have to come down to widen the sidewalk? I really do not believe that this is fair to me and my neighbors, many of whom have fences along the sidewalk. We are very concerned about our property values and the mess and disruption not only from the construction but if this path does get used I dont need a bunch of trash in my yard to clean up from the increased number of people walking/biking past. There must be a better alternative.
30. The traffic and speed on Kyrene worries me for bikers. So often drivers pass other cars at a high rate of speed in order to get around a driver turning onto their street/alleyway to get into their homes. They cross into the bike lanes that are already in place.
31. Bike lane shouldnt be a shared road with vehicles. Its dangerous and bikers will still ride on the side walk. Create a raised bike lane to separate vehicle traffic from bike traffic.
32. "Upper image is sadly funny, cyclists is riding in the cutter!
33. I would never ride on that road, drivers ALWAYS use the bike lane because they need to check their phone. Shared only work around ASU where there are tons of cameras and drivers are extra careful. Outside downtown, you are on your own, which means, use the sidewalk if you want to live. "
34. Please ensure that the speed limit is slow enough 25 MPH or lower in the sharrow section.
35. I am opposed to shared lanes and would prefer to see dedicated bike infrastructure, ideally separated from vehicle travel lanes. I do not think that

this segment is supportive of inexperienced, young, elderly, or disabled cyclists.

36.no

37. I am not fan of sharrows, given the residential nature, they are fine. However while expanding sidewalks has a protected/ raised bike portion been explored?

38. Wish there was a more protected bike option

39. Also not understanding this section

40.No

41. Sharrows are fine for wayfinding, but they don't provide any safety benefit to riders.

42.No.

43. Shared lanes aren't a good improvement, there should be protected bike lanes instead.

44. Separating pedestrians and cyclist from motorized vehicles is key to keeping us safe from irresponsible drives. A physical buffer protected bike late is the only way to encourage more people to commute by bicycle and to build confidence in new riders.

45. This might be a better options, as I stated above Farmer is really dangerous- people drive so fast! The further you can get pedestrians and cyclists from the drivers the better.

46. Put in a path or a barrier restricted bike lane.

47. Generally allowing bikes access to the full width of the traffic lane is unsafe. Vehicles will never yield to bikes and I would never put myself out there.

48. Looks good. My husband bikes the route daily to work, appreciate more protected spaces for bikers.

49. Can we have wider sidewalks?

50.No

51. Will Manhattan Drive become a 'no parking' street? The properties on this street will likely oppose this as there is significant parking in front of the homes on Manhattan Drive.

**10. Do you have any comments on Segment C of the project, since it was last presented in April 2023?**

1. All segments should have a separated bike lane like this.

2. N/A

3. No I am happy with the plan

4. Bollards should be use instead of small bumps in the pavement. I think the center turn lane is unnecessary and potentially dangerous.

5. No

6. Protected bike lanes please

7. I see people walking on Roosevelt every single morning on the sidewalk. I have no idea why people are telling me there is no sidewalk. You've been working on the sidewalk on Alameda for many months. Why that isn't done is beyond me.

8. I like the addition of a buffer zone.

9. it might make it safer. it's a pretty busy area

10. No

11. I really appreciate the buffers here.



12. The protected lanes are great. Huge thanks for making a popular bike route even safer. Periodic vertical delineation could be nice, but this is a big step in the right direction.
13. Looks good. It would be nice to include some lighting - similar to the lights on 5th St between Hardy and Priest would be nice. The lights also have brackets for small vertical banner flags. It would be great to have them next to Clark Park.
14. No.
15. It's nice too. Add barriers
16. Looks great.
17. wastd tax dollars.
18. This looks great. Protected lanes for cyclists are great.
19. No
- 20.No.
21. Looks good
22. It's fine.
23. "This section of Roosevelt is used by vehicles the size of a WB40. I have seen these vehicles stage in the TWLTL for extended periods or when making a maneuver to access a driveway. Has a turning analysis been performed for semi-trucks accessing the various driveways in the area? I understand that the curb to curb distance is not changing, but trucks that were previously staging in the TWLTL may now be blocking traffic for extended periods as they navigate their turns.
24. Additionally, this general area was zoned as commercial/industrial as part of the most recent general plan. If we are expecting that type of development to persist, then ensuring trucks can navigate the space and mitigating their effect to the cyclists and motorists in the area is important.
25. The street light there is more like a pedestrian light than a traffic light anyway at Southern.. Fixing it doesn't seem to work. What is a BFR? Is that some kind of concrete wall?
26. The same - lots of room for everyone single lanes for cars - reduce speed limit etc
27. This section of Roosevelt has always felt quite dangerous during the rush hour commute when many workers are leaving work or trying to get to work in the morning. Cars drive very fast on this stretch and the current bike lane is feels narrow without buffers. A buffer and wider bike lanes would make it more appealing and safer to me and my family.
28. While the bike lane is separate from vehicle traffic, it should be a raise bike lane to further delineate vehicles from bikes.
29. this looks good, it should be like that the entire length of Roosevelt.
30. The proposed protected bicycle lanes will make a huge difference for cyclist commuters.
31. Great job, the added protection is needed in this industrial section, even higher concrete barriers should be considered.
32. Love having protected bike lanes, so this is nice
33. No
34. Would really like to see the thru lanes be 10 ft wide and the bike lane widened to 6.5 ft

- 35. No.
- 36. Separating pedestrians and cyclist from motorized vehicles is key to keeping us safe from irresponsible drivers. A physical buffer protected bike lane is the only way to encourage more people to commute by bicycle and to build confidence in new riders.
- 37. The wide bike lanes do seem to help. The lanes north of Hwy. 60 on College feel much safer than others but they are paired with slower speed zones and school zones/crossings. However a real physical barrier between the vehicle and the bike lane is much more effective than simple lane markings or flexible bollards, as I've seen cars travel through bike lanes without any thought if it suits them. Something that stands upright would be much more visible and may thereby be more effective. Perhaps an opportunity for public art pieces.
- 38. Wider sidewalks?
- 39. No

**11. Do you have any comments on Segment D of the project, since it was last presented in April 2023?**

- 1. All segments should have a separated bike lane like and not shared road segments.
- 2. N/A
- 3. No I am happy with the plan
- 4. Again, bollards should be used instead of bumps.
- 5. No
- 6. Protective bike lanes! Loads of lighting and signs would prefer not to be on the road
- 7. We need a sidewalk on the east side of Kyrene though hopefully that will go ALL THE WAY to Southern, not end at Manhattan since the bike path ends at Manhattan.
- 8. I'd prefer wider sidewalks to sharrows, but I like the buffers added from Boradway to 13th St.
- 9. would definitely make it safer for there to be separate areas for cars, bikes, and pedestrians
- 10. No
- 11. Looks good.
- 12. These look great. Paint on Farmer is nice. Removing of section of speed hump that overlap bike lanes on 13th would be ideal, but this is acceptable and appreciated as is currently presented.
- 13. Looks good. It would be nice to include some lighting - similar to the lights on 5th St between Hardy and Priest would be nice. The lights also have brackets for small vertical banner flags. It would be great to have them next to Clark Park.
- 14. No.
- 15. Add barriers and no road sharing
- 16. Looks great.
- 17. wasted tax dollars.
- 18. Would love to see more bike protection for these lanes.
- 19. No
- 20. No.
- 21. Not amazing but okay since these streets are not very busy
- 22. No
- 23. No

24. Roosevelt is already compromised on Segment D, very small, art projects in the circles. Could be a problem.
25. While the bike lane is separate from vehicle traffic, it should be a raised bike lane to further delineate vehicles from bikes.
26. not sure, isn't there a stop sign? should there be a traffic circle?
27. I do not prefer shared lanes or bicycle lanes without physical separation from vehicle travel lanes.
28. On the 13th street option, would more protection be considered?
29. No
30. No
31. As long as there are physical barriers between us and the automobiles then that is a step in the right direction.
32. Would really like to see the thru lanes be 10 ft wide and the bike lane widened to 6.5 ft. Sharrows are fine for wayfinding, but they don't provide any safety benefit to riders.
33. No.
34. Guessing channeled devices are not possible on 13th St due to not enough width for buffer zone? If possible they'd be nice on 13th St too, that section gets busy.
35. Separating pedestrians and cyclist from motorized vehicles is key to keeping us safe from irresponsible drivers. A physical buffer protected bike lane is the only way to encourage more people to commute by bicycle and to build confidence in new riders.
36. Sharrows don't work
37. I haven't ridden this particular stretch but I used to drive along Broadway every morning on my way into work and it is also a very fast and dangerous street.
38. Wider sidewalks if possible
39. No

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

1. This project ignores south Tempe and is far less convenient to use as the Western Spur project. The path is not linear, does not go south of baseline, and relies on signals vs tunnels for bikes. I am disappointed by this proposal.
2. I think this is such a great project for the community! I love that it connects downtown with some other parks! The more we can make the city bike and pedestrian friendly the better! I think that is one of my favorite things about living here!
3. Fully protected bike lanes save lives and improve our city. Paint does not count as protection - only driverless cars respect painted bike lanes. And sharrows are often worse than nothing at all.
4. I like the idea of the bike path but I don't like riding along Kyrene as no body does the speed limit!!
5. "Please don't let those rude, obnoxious neighbors bully you into providing MULTIPLE means of safe paths through our city. I was at the open house tonight 9/19- and was applauded on how those people acted. They constantly cut me off- could interject and use vulgar untrue offensive comments. Claiming the crime rate will go up\ that cyclists are criminals I'm a normal regular human- who has been cycling in Tempe for 13 years- how hard is it to SHARE THE ROAD. Yes- trees are a concern but I KNOW the city workers and everyone involved will take care and handle the trees so that they are safe and well

6. Used.
7. Thank you for providing and opportunity for me to have input that will positively effect my community."
8. Yes, fix the lighting at Dwight Park so that the SE corner and NE corner are equalized so that we can see around the entire park. 6 lights in one corner is excessive, financially and physically. If you can't see the Dwight Park sign, what good is all this lighting anyway?
9. The pictures are not super helpful. More descriptions would be nice. Keep motorized vehicles off paths thru neighborhood parks.
10. Overall, a great improvement for a North-South Route in Tempe.
11. I really dont think this project is money well spent. Cant imagine very many people are even going to use it. And to tear up peoples properties for who knows how long, mess up traffic, and negatively impact everyone along the routes property value. Just doesnt seem like a good idea.
12. No.
13. The responsiveness to the community is appreciated, and the improvements look good. Thanks!
14. The park service for Tempe cannot be trusted to care about our trees. They are doing nothing to fix known irrigation problems in Dwight Park, so I doubt they would care very much if they had to take out more trees for this awful bike path through the tiny park idea.
15. Please take a close look at the corners of Roosevelt and Southern/Broadway where the trucks and semi's enter the business district. These normal car corners are too tight for the semi's to make the turn and stay in their lanes. Please consider widening the corners to provide proper entrance for trucks into the business district
16. Making a pedestrian bridge over the 101 between Broadway and Southern would be another awesome improvement. Connecting the Alameda bike path in tempe to the 8th st one in tempe/mesa would make a bike path from the 10 to Higley and beyond.
17. Looking forward to seeing it completed.
18. Thank you for doing this!! I'm always happy to see improvements for cyclists and pedestrians. It gets me excited that I'll be able to explore more of my city on my bike, more safely.
19. all corrupted council should resign and take mayor mc cheese with you.
20. I love the continued investment in walkable/bikeable Tempe. You guys are doing great work.
21. Adding bike and walk paths is great. Thank you.
22. Cyclists need to be protected, Sharrows are unacceptable
23. Thank you for making it easier to get around Tempe using alternative transportation.
24. No.
25. It's great to see Tempe making improvements like this. I would love to see these changes implemented as soon as possible!
26. All of these improvements are great. It would be great to see more considering into the safety of crossing baseline at the Kyrene/western canal.
27. "I think this is a good project that I would have loved to have existed when I was riding my bike to ASU everyday from Malibu Drive up Roosevelt.

28. I do think there's a clash between roadway development and zoning between Southern and Broadway. "
29. "please try to put some trees to the east of the cycle track that runs along Kyrene.
30. It would be nice to have some morning shade along that sidewalk and cycle track.
31. That area is very open, and i would be very hot in the sun."
32. I think trying to put a bike path in a one block park is absolutely unnecessary. Costs more. Creates more problems. Fewer people are using the park now than before the construction. Hopefully they will come back but perhaps they have found a more amenable park to play, cycle, walk their dogs, etc.
33. Please allow us to go through the park. My parents live behind it and I know some comments are super nasty toward cyclists- some of these open house meetings have been terrible due to neighbors not letting others talk by talking over them and accusing them of things.
34. Make sure that there is safe easy and flowing connections between all the segments
35. If adopted, my family and I would use this multi-use path regularly and frequently to travel from our home near Hardy and University to visit family, friends, and businesses in south Tempe on bike rather than driving.
36. If we are creating bike lanes and wanting people to bike completely separate the lanes from vehicle traffic and raise the bike lanes.
37. no
38. Any infrastructure to help with our safety as cyclists is appreciated. I wish we could have signs like the "buckle up, it's the law" informing motorists that cyclists are humans and legal road users.
39. Thank you for the City of Tempe for your leadership in bicycle and pedestrian infrastructure!
40. Thank you all for doing this! Looking forward to it.
41. "In general, I am concerned about the safety of cyclists turning across travel lanes. Since there is no way to situate travel lanes so that cyclists never need to cross them for right or left turns, I wish the city would give additional attention to traffic calming measures that will make this maneuver safer in all circumstances (such as lowered speeds).
42. I also am concerned about how the different segments of this project will interact at intersections. It is common for cyclists to encounter dangerous situations at intersections including slip lanes cutting across bike lanes, sudden termination of bike lines at intersections, and poor visibility around sidewalks and crosswalks contributing to right-on-red accidents. Since the proposed bike infrastructure varies in nature over the length of this project, I would like to see the city pay special attention to ensuring that cyclists can seamlessly travel the length of the corridor without encountering sudden gaps in cycling infrastructure at intersection between project segments. "
43. I missed the period for comment on the Union Pacific bike/ped bridge project. I wanted to add that the area has been considered for extensive trenching as part of MAG's Regional Commuter rail report which you can find here:<https://azmag.gov/Programs/Transportation/Transit/Commuter-Rail-Planning>. On page 3-20 (169 of the PDF) of the 2018 commuter rail update the report discusses two options, either a trenched option along existing rail right-

of-way (Union Pacific) or an elevated option along SR 202 and SR 101. Just something to consider

- 44.Thanks for doing this. I really really love having protected bike travel lanes. Cars terrify me but bike commuting is the best thing for a city
- 45.As a daily bike commuter on this route, Im so glad this project is happening!
- 46.Please make it as safe as possible for bicyclists and pedestrians to get from point A to point B safely. Barriers that separate us from traffic or keep us completely away from traffic are always the way to go to creating a safer space to encourage more new cyclists to ride and to drive less.
- 47.Really looking forward to the light across Baseline and the new sidewalks on Roosevelt. I use this corridor daily, either on my bike, walking to Fry's, or going for a run and these improvements will make me feel a lot safer to do all those activities. Next we need protected bike lanes on Baseline and Southern!
- 48.Please do not reduce traffic lanes or add lights that will impede car traffic. Existing paths and side walk are sufficient.
- 49.Excited to have these improvements!
- 50.Thank you for your time and effort and most of all making it safe and more enjoyable for cyclists.
51. I find these drawings confusing but again Farmer is really dangerous- people drive so fast! The further you can get pedestrians and cyclists from the drivers the better.
- 52."I would only again suggest that something be done NOW about the Baseline/Kyrene crossing as it is dangerous and does not comply with Americans with Disabilities Act standards, regardless of whether it's along a designed bike path.
53. Thank you for the opportunity to comment."
- 54.In favor!
- 55.Very confusing what you are presenting
- 56.Super excited for this!!!
- 57.I am very much in favor of the project and look forward to its completion. It seems well thought out and well designed. Thanks to those who have had a hand in the planning and engineering.

#### IV. Emails

##### 1. September 13, 2023

RE: At the risk of repeating comments I made at a community meeting a few months ago, I think having Kyrene Rd. between Southern and Baseline as a bicycle corridor is a horrible idea. Instead of going east to Kyrene from Dwight Park, it would be a much safer route to go west over to Hardy and move bicycle traffic to the Western Canal path where it crosses Hardy. The current speed limit on Hardy is more conducive to bicycle safety and cyclists would have a motor vehicle free ride from Hardy to Baseline on the canal trail. It would be a boon, if it would not interfere too much with Baseline traffic, to have a signaled pedestrian/bicycle crossing at the Canal path. That would keep cyclists out of harm's way from people turning from Kyrene and Mill onto Baseline. The sidewalk on the south side of Baseline, starting just west of the Western Canal is sufficiently wide to accommodate both pedestrian and cycle traffic, all the way to Kiwanis Park.

I make this suggestion because that is the route I take when I'm cycling from Mitchell Park Neighborhood to the Western Canal Path, though I cross Baseline at the light at Kyrene Rd., an intersection which I really don't feel is safe for cyclists.

2. September 20, 2023

RE: Proper lighting - spaced around the park evenly not just on one side . I like the idea of a bike path , but it's a shame it will go out onto Kyrene . There's no pleasing everyone.

3. September 20, 2023

RE: Not sure the bike route makes sense, maybe when completed will make more sense. but if we get more park improvements I'm all for it "

4. September 21, 2023

RE: I wasn't able to make the public meeting last night (I teach at ASU and my class runs until 7:15) and wanted to send you some thoughts about this project. I've lived in Tempe for 24 years without owning a car and get around 95% of the time on a bike so I am thrilled when Tempe makes improvements for those of us getting around without being in a car. Thank you.

I own a house (right around the corner from Dwight Park) so this project runs right through my habitat.

A HUGE thank you for addressing the nightmare that is Kyrene and Baseline. A stop light, with a marked crossing for pedestrians and bicyclists, will make a huge difference. I've always seen that area as a broken bone in the Western Canal route so making a safe connecting route to Kyrene or the canal path further up will make my life much better along with all of the other bike riders and walkers coming through Kiwanis Park.

And YES, to enhancements on Kyrene. As I'm sure you know, the automobile drivers on that street drive well above the speed limit and it can feel like being in an arcade game riding my bike down that street---will I get picked off today? Any and all buffers are so needed and so welcome. Really appreciate that.

Sprucing up Roosevelt is great too. That's my go-to route when riding to ASU and cleaner and well-marked bike lanes would be great.

There is one very vocal person in our neighborhood who has been very much against the proposal for a bike path through Dwight Park. She does not speak for all of us. I've been deeply insulted by her portrayal of bike commuters as dangerous and unwanted people. At the same time, I don't think there's a huge need for a path through the park. The bike commuters I see from my window (along with myself) simply ride on the quiet surface streets over to Roosevelt to head north. Using that money to make Kyrene safer is much more important. Same with the intersection at Kyrene and Baseline. Still, I'm not opposed to the idea of a bike path through the park...just think the money could be better spent elsewhere since it wouldn't be addressing a pressing need for bike commuters. So, all this is to say that one person's hatred of the bike path idea is not necessarily a view shared by all of us who live by the park. Really, there are pro-bike people living



in this neighborhood!

Thanks again for this project. I'm looking forward to new and improved bike routes that I'll be using daily.

**5. September 27, 2023**

RE: I apologize if you are not the right person to contact.

I have lived in or near Tempe since 1974, in my present home for 30 years. I bike the canal road S from Priest, through Kiwanis park, to McClintock and beyond, a few times a week.

My only comment is that there should be a traffic light at Baseline for bike-traffic approaching Baseline from the North (traveling South) on Kyrene.

The existing traffic light at Kyrene going S from Baseline is:

.. not on the bike path.

.. very cumbersome to use due to the canal and carwash and retail store.

.. also, I believe that it requires one to cross on the East side of Kyrene, and then cross Kyrene to access the park.

.. unused by almost all bikers I see there.

It is sometimes scary to cross Baseline at the canal road or at Kyrene-going-North.

A traffic light there would not impede traffic much, because the lights at Kyrene-going South, and at Mill Ave already do that.

thank you,

**6. October 2, 2023**

RE: Mr. Begiebing,

I am writing on behalf of the Tempe Bicycle Action Group (TBAG) to extend our support for the Kyrene, Roosevelt, Farmer Bicycle/Pedestrian Improvement Project. This project will help fill a crucial gap in our transportation network and enhance the safety and accessibility of our city's roads for both cyclists and pedestrians.

We appreciate the inclusion of sharrow lane markings on Farmer Ave, although clear data indicates that sharrow lane markings provide no enhanced safety on streets where the average speed exceeds 20 mph. These markings primarily serve as wayfinding tools for cyclists above 20 mph. While dedicated bicycle lanes on Farmer Ave are not feasible and the ADT along with the target motor vehicle speed align with the existing, albeit pending revision, NACTO guidelines for a bicycle boulevard, we advocate for a max 20 mph actual speed to optimize the safety effectiveness of sharrow on this section. At a minimum, TBAG encourages the installation of signage posting a speed limit of 20 mph on the Farmer Ave segment of this project. Should actual speeds surpass this limit, we urge the exploration of additional traffic calming measures. Streets designated as Bicycle Boulevards should be held to a higher standard and designed according to the best available data.

For the Dwight Park Connection, TBAG is in favor of Option 1 that proposes a Multi-Use Path (MUP) along the North-Eastern perimeter of the park. The frequent crossing of active transportation users across Dwight Park is a

common occurrence that is likely to increase as more cyclists and scooters make use of this new route. Option 1 will preserve the park grounds by providing a dedicated paved crossing that circumnavigates the park, minimize potential conflicts with motorists, and enhance accessibility for all park users, especially those using wheelchairs or with strollers.

At the new signalized crossing on Baseline, we recommend the incorporation of cycling-specific intersection crossing markings as outlined in the NACTO Urban Bikeway Design Guide, to delineate the cyclist path and mitigate conflicts with pedestrians. Additionally, signage at this new signalized crossing permitting cyclists to cross the intersection without dismounting would be a prudent measure to facilitate smoother traffic flow and match the likely use patterns of cyclists.

Finally, TBAG appreciates the thoughtful addition of a stop sign and high visibility markings at the entrance to the mobile home community on Baseline. This is obviously an area of increased risk of accidents between motorists and cyclists. Please consider additional design features that will increase safety, such as raising a strip of sidewalk to help serve as an additional visual indicator for motorists exiting the mobile home community to stop before the new path.

TBAG is excited about the positive impact of this project on our community and the enhanced connections between North and South Tempe. Thank you for your attention to these suggestions.

Sincerely,

**7. October 12, 2023**

Re: Hi Lyle,

I was unable to attend the public meeting on the project but wanted to note something of concern to the community whether neighbors, pedestrians, or cyclists. Using my neighborhood park, Dwight Park, as the basis for this consideration, I have noticed the area that has been laid with gravel on the north end of the park, which I am presuming has been laid aside for the proposed new bike path.

I don't mind the proposed bike/pedestrian path going through the park there, but the consideration that is NEVER made is how the landscaping along the path will be maintained. Typically, the landscaping is xeriscaping (GREAT!) that does not cover the entire gravel bed. What ultimately will happen, especially in a park, is that the gravel area will seed with weeds and those weeds will be treated with any number of chemicals (NOT GREAT!). As a neighbor to that park, and as a concerned citizen not just for myself but for my neighbors and the wildlife that inhabit that land, this is really concerning. Children and pets can come into direct contact with the gravel and sprayed weeds, and we will all breathe in the blown particulates from the dirt particles as well as the decaying weeds.

I understand how City government works and that your department will consider this an issue for the grounds maintenance team. However, grounds maintenance doesn't make decisions, they only support what has been put in place. I would much prefer there be no path through the park if the proposed plan means spraying of a large swath of the park for weeds.

Thanks for your consideration

**8. October 16, 2023**

RE: Hello, I erred and failed to respond by October 10 to the choice of alternatives for the Dwight park area. Alternative 1 is my choice. My reasons might not have fit a survey anyway. I ride a terratrike and my preference would be both “shortest distance between two points” and away from driveways and residences because I ride in that area already and drivers must think “Oh I live in a less traffic area and I will just do what I want” Some just don’t pay attention around their driveways. Thank you,

**9. October 19, 2023**

RE: We received a flyer regarding the Kyrene/Roosevelt/Farmer Bike/Ped improvements. The flyer claimed public comment would be open online until October 10. We tried to comment today, but the [tempe.gov/handlebars](https://www.tempe.gov/handlebars) website claims online comment period closed October 3. In any case, The comment I wanted to make is in strong support of Alternative 1, which seemed to involved actual safe bike infrastructure. The way to improve bike safety and biking usage is to provide actual safe separated bike infrastructure. Painted arrows are insufficient (in some cases have been shown to be less safe than doing nothing at all).