



# Union Pacific Railroad Bike/Ped Improvements Public Input Summary April 2024

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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, and 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 Boulevard and north of Broadway Road. The bike/ped bridge separate pedestrians and cyclists from high-volume rail traffic to enhance safety. This project would connect to the Smith Road Improvements Project north of Apache Boulevard, and a future bike boulevard along Los Feliz, Alameda and Country Club Way to create a more comfortable and accessible seven-mile bike/pedestrian corridor.

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/Los Feliz.

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

- April 3 from noon to 1 p.m. on Zoom with 16 attendees. The recorded video online has had 32 views and can be found [here](#).
- April 3 from 6 to 7 p.m. at the Escalante Community Center, 2150 E Orange St., Tempe with 15 attendees that signed in.

Additionally, a survey was available online at [tempe.gov/Forum](https://tempe.gov/Forum) from April 3-17, 2024 to gather feedback on the proposed concepts. This survey received a total of 62 visitors and 29 responses.

## II. Outreach

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

### Direct Mailer

A direct mailer was sent to residents within a ½ mile of the project. The boundaries were Apache Boulevard to the north, Broadway Road to the south, Price Road to the east, and McClintock Drive to the west. The direct mailer included a brief overview of the project and details on how to attend the public meeting and provide comments.

### Social Media, Eblasts and Press Release:

Click on hyperlinked dates to read comments on posts



[3/29/24](#)– Public meeting

- Reach/Impressions: 16,300
- Engagement: 1100

[4/2/2024](#)– Meeting reminder

- Reach/Impressions: 1700
- Engagement: 61

[4/17/2024](#) – Public input reminder

- Reach/Impressions: 738
- Engagement: 3



[3/29/2024](#)– Meeting reminder

- Reach/Impressions: 732
- Engagement: 42

[4/2/2024](#)- Meeting reminder

- Reach/impressions: 732
- Engagement: 59

[4/17/2024](#)– Public input reminder

- Reach/Impressions: 445
- Engagement: 18



[3/29/2024](#)– Public Meeting

- Reach/Impressions: 2,500
- Engagement: 183

[4/17/2024](#) – Public input reminder (STORY)

- Reach/Impressions: 264
- Engagement: 16



[4/18/2024](#)-input reminder to those who signed up for emails at meetings

- 14 emails sent, 76.9% open rate, 30.8% 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 3/31 – 4/24



- 65 views

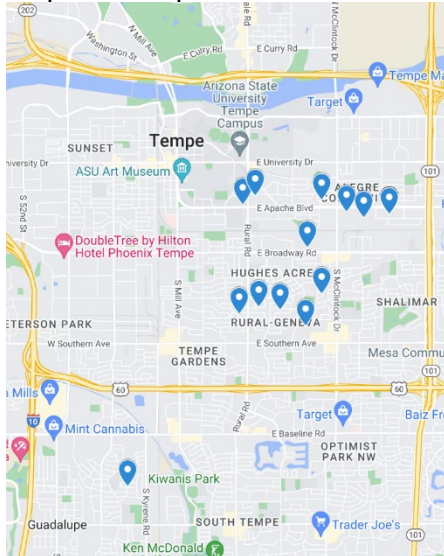
\*Please note, due to a website migration, previous analytic data was lost\*

## Emails

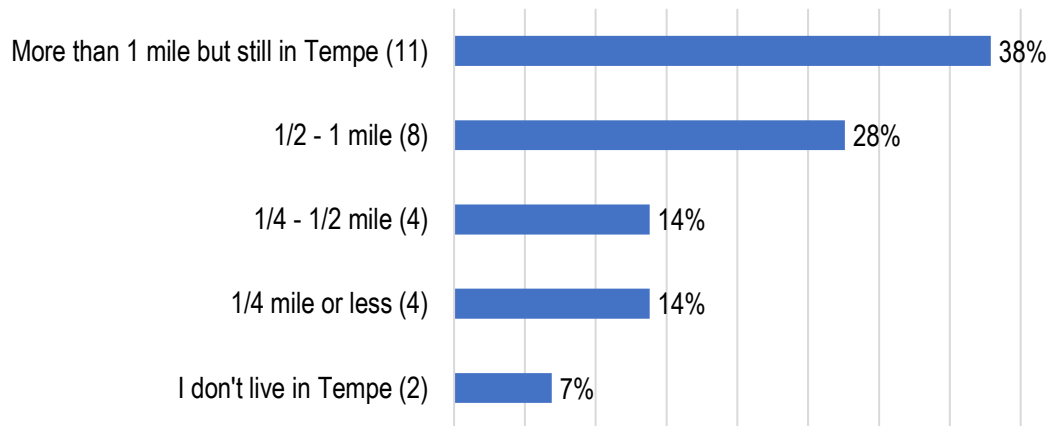
A notification email was sent to Tempe Forum subscribers, neighborhood contacts, relevant Boards and Commissions and the participants from the previous round inviting them to attend the meeting or to comment online.

## III. Survey Results

The survey was available online at [tempe.gov/Forum](http://tempe.gov/Forum) from April 3 – 17, 2024 to gather feedback on the Union Pacific Railroad Bike and Pedestrian Improvements Project. A total of 17 respondents provided an address.



**1. How far is your property from the Union Pacific Railroad Bicycle and Pedestrian Bridge project?**



Responses: 29

**2. Please share your thoughts on the proposed design from Apache/Smith to the Apache PD Substation Drive.**

1. Thank you for the protected bike lanes, can you use concrete barriers, instead of plastic delineators that won't protect cyclists if a care drives through them.
2. I believe stronger protection than plastic flex posts should be provided for the bike lane. I can understand their cost effectiveness, but they mainly provide visual separation, and not much actual physical protection. If protection is provided, it should be solid and prevent any vehicles from entering the bike lane.
3. Pretty good. Protected lanes are good. I would rather see the buffer zone as a raised curb median but this is fine.
4. Love the protection for the bike lane, this should be continued down Apache
5. I support it, it's a lightweight solution for a short segment that can be modified in the future to a more durable bike lane.
6. Looks fine. I'm all for expanding public transit stops etc
7. I'm a huge fan of the design of a separate and physically protected bike lane as it will encourage more users.
8. Constructing these protected bike lanes should absolutely be a priority to create an example/precedent for protected lanes on Apache. To complement this, further projects implementing protected bike lanes further west and east on Apache should be pursued. Also, to complement another project improving bike accessibility on Smith Rd., considerations should be made for cyclists turning left from Apache to Smith via the signal at Martin (and getting around the light rail station); perhaps a brief two-way cycletrack between Martin and Smith along Apache, or signage/guidance/an easement through the Post Office parking lot for cyclists. This left-turn access would improve bike accessibility to Tempe Marketplace along Smith.
9. I like the idea of the protected bike lane here with the flex posts or other physical barrier. How would north bound traffic on this bridge get to Smith? Through the light at the Post Office or the crossing at Culdesac? I think either are fine but clear signage and lanes would be really valuable here.

10. Implementing protected bike lanes is undoubtedly a step in the right direction for cyclists' safety. I recommend implementing these as much as possible where no driveway connections exist.
11. I support the addition of a buffered bike lane with zebra markings at every driveway and intersection but more can be done to increase safety and increase comfort.
  - Include a painted bike yield line before pedestrian crossings.
  - all future intersections need bike lane zebra crossings (as pictured), and I support the green reflective paint to increase visibility.
  - The intersection light timing needs to be updated to automatically include the pedestrian crossing.
  - flex posts are a temporary improvement and one that Tempe has a history of removing (such as the ones that used to be on McClintock). Bike safety and comfort will only be increased if a permanent solution is implemented. A concrete barrier is required. Phoenix has already implemented this along 3rd Ave from McDowell to Roosevelt. But we can do even better by extending the curb all the way to each driveway and intersection. Smaller turning radius's force drivers to momentarily slow down which greatly increases safety. If absolutely necessary, large trucks can always jump the curb slowly and safely.
  - The concrete curb should not be included in the 6.5" preferred bike lane space. This area is unusable.
  - The travel lanes can be reduced to 10". Numerous studies have shown that this does not increase congestion but greatly increases safety for everyone by resulting in less aggressive driving. Cars in wider lanes go faster and is the opposite of what Tempe's Vision Zero is supposed to represent. There are no bus routes here. If the transportation committee is worried about emergency vehicles, The bike lane can combine to increase their travel lane by 6.5 feet if necessary.
12. I'm fine with the preferred Apache alternative, as long as there is much more protection than is proposed now. With cars going up to 45mph on Apache, a flex post and armadillo every 20 ft is not enough. At minimum, there should be closely spaced concrete curbs. Even better would be to take away a vehicle lane on either side and add parallel parking (Apache hosts 12k daily cars; 3 lanes could support 20k). This would mean more protection for a wider bike lane and no curb reconstruction or ROW acquisition costs (~\$800k saved) 10 ft lanes slow cars without decreasing throughput, and can host buses and trucks (even though there are minimal of either on Apache). 10 ft lanes should be standard across Tempe as a tangible step toward vision zero.  
<https://usa.streetsblog.org/2023/11/13/study-12-ft-lanes-are-deadlier-than-10-ft-ones-so-why-do-many-dots-build-them-anyway> Protected bike lanes deserve protected intersections. Protection is only half useful if it ends at the intersection. Smith Rd could be a good protected intersection test case. A crosswalk on the east side of the Police access road would be much more convenient than the crosswalk on the west side for bikes turning left. Please talk to the owners of the adjacent property to see if they'd be willing to close one of their entrances and gain more parking (it wouldn't limit vehicle access any more than what exists today). There's no good space for bikes to wait while trying to turn left off Apache onto Smith or into the police station. Eliminating a lane in each direction on Apache would give plenty of space in the parallel parking lane. The crosswalk at Culdesac takes an awfully long time to stop traffic. Most people end up

- jaywalking, which means the cars and rail wait for nothing when it finally changes. We should update this signal timing to operate more like a HAWK signal (almost immediate activation). We need wider ADA ramps at Apache/police station, especially the SE corner so people can easily get from Apache westbound left turn lane to the bridge approach. There might also be a way to add a ramp to facilitate people getting from the bridge approach to Apache eastbound bike lane other than the next existing driveway
13. This looks good. I like the protected bike lanes - these will make me feel safer while riding down Apache.
  14. A stronger, taller barrier made of a material like concrete protecting turn movements would be preferable to the flimsy candlesticks. Can staff evaluate an option to increase the length of protected bike lanes between the transit stops at Apache/McClintock and Smith-Martin/Apache to encourage multimodal trips in the community?
  15. Overall great stuff...would prefer hardened protection on apache blvd for cyclists instead of plastic flexposts
  16. I like the use of candlesticks to offer bike lane protection. I would like to see grade separation for bicycles from cars instead of candlesticks, especially if you need to reconstruct the sidewalk and bike lane.
  17. It's a good start, but the bike lane needs to have actual protection (not flimsy plastic rods), and would greatly benefit with an increased bike lane size, and some narrowing of the car lanes. Almost nobody rides on the bike lane in this area right now because it is far too small and vehicles are regularly speeding >45mph, despite the 35mph speed limit. This makes the sidewalk crowded since most foot, bike, and scooter traffic is forced to share the same small strip. Narrowing the car travel lanes slightly will deter drivers from speeding, and allow more space for the sidewalk and bike lanes. Adding a solid barrier instead (like concrete) to the bike lanes would make Apache Blvd so much safer to bike on. I've ridden on the protected bike lanes in Phoenix with the same design, and there are a few issues that I don't want to see happen here:
    1. There are no consequences for drivers veering into the bike lane. The plastic rods are extremely easy to break, and don't actually stop cars from entering the bike lane, or shielding cyclists from impact. The rods are run over and broken frequently, and function more as a suggestion than a physical barrier.
    2. The wide spaces between the plastic rods allow drivers to drive IN the bike lane!! It's frustrating seeing a protected bike lane be treated like a right turn lane by some drivers.
  18. No comment
  19. Love it. Protected bike lanes are standard in so many places.
  20. I am in favor of it.
  21. I like the preferred bike lane, it should be quick and reasonably affordable. In the future I would like to see this become a fully protected lane along a longer patch of apache rd.
  22. All bike lanes should be protected, not only this one
  23. Be the precedent for how american cities can support cyclists:
    1. Add more protection to the bike lane: Concrete curbs instead of armadillos or candle sticks (which aren't enough for 45mph vehicles)
    2. reduce 1 car lane or take it away all together.Since we are anticipating a lot of kids using it going to school I would prefer a better solid barricade not just bollards separating the cars and bikes.
  24. How do we improve bike/ped experience?

25. Sounds great we should do it. Would be a great benefit to walkers and cyclists.

**3. Please share your thoughts on the proposed pedestrian bridge design. What elements would you like to see changed or added?**

1. I like the shade elements. Please add a tamper proof mirror near the button hook (near note 5) so cross traffic does not hit one another almost doing a 360 turn. This would be great for visibility.
2. I like the amount of shade that is provided in the concept, as well as the sense of enclosure. The opportunity for art on the bridge is nice as well. I think a convex mirror on the tight turn would be a nice feature to add for cyclists.
3. It's great
4. Like the overall design but bridge feels narrow.
5. I would like to see a solution that doesn't require a sharp turn. I'd also like to see the design changed to have a two way bridge, so both sides of the road have a ramp up to the bridge.
6. Maybe stairs between the switch back portions to allow those who are able to bypass the long switchback? But overall looks great even as is
7. I agree with the proposed rendering.
8. Having a ramp is essential for accessibility and bikes, but perhaps a staircase could be implemented for pedestrians who may not want to traverse the long distance/slope of the ramp.
9. Great! I like that it's shaded. I understand the need for covering on all sides but the renderings do make it seem a little confined (Perhaps the perforated upper parts are more see through than they appear in the slides).
10. The shade structures appear to be unable to shield users from occasional rains. Please consider making them solid to ensure we don't get wet, but also consider safe drainage options to prevent floods.
11. -I support the change to increase the height of the sides. This is definitely required from a safety standpoint as well as the privacy of the neighboring properties. Where possible, I would like to see artistic elements allow for increased visibility so as to not become too enclosing and claustrophobic. Having visibility over the railway would be nice for families and photographers.  
"- If space allows, please consider leaving room next to the pillars and bridge exit for a future access to an East-West railway multi path.  
- Is the 180 degree turn wide enough for maintenance or police vehicles/golf carts if needed?  
- The midblock pedestrian crossing on Encanto needs to be raised and at a level surface from curb to curb and with reflective signs to warn drivers and increase safety. Daylighting is required. Parking should be restricted near the crossing and a see through wall should be used on the bridge near the exit to see approaching pedestrians. Pedestrian signage is also mandatory upon nearing the exit of the bridge.  
- Stripe the crosswalk using high-visibility zebra markings to increase visibility.  
- Keep crossing distance as short as possible using curb extensions since parking will be restricted near the crossing and driveways anyways.  
- Street lighting may need to be updated with additional care and emphasis taken at and

near the crosswalk.

- All NACTO guidelines for a midblock crossing need to be followed.

12. I think the UPS alignment would be optimal, but this alignment accomplishes almost as much so I'm happy with it. We should add stairs on the bridge so pedestrians can avoid the hairpin turn. Panel perforation and panel height at the hairpin turn should make people approaching from either direction clearly visible. Please remove the wall/fence for the last bit of the southern approach so bikes are clear to vehicles on Encanto. Unfortunate that the southern approach will have landings on the ramps because of the slope, but I understand the constraints
13. This also looks good. I like the strategic use of the abandoned railway tracks. However, I would like to see a more beautiful design to the bridge. No modern art/design.
14. The center seems to take a harsh turn over the tracks, this may make it difficult to navigate on a bicycle. Can staff examine a way to make that turn more gradual and easier to navigate on the turn over the tracks?
15. The sharp bend in the bridge's design has benefit of preventing e-bikes, e-scooters, and cyclists from cruising through at excessive speeds, however, this inhibits line-of-site thereby increasing possibility of collisions and people squatting on the bridge. Enforcement may prove challenging, consider adding a gate to close access to the bridge after certain hours?
16. Lights on the bridge at night, Total shading during the day.
17. Make sure is safe, lights, emergency phone or way to call/alert when help needed and people can't Loiter, use as a toilet (human or pets) and consider no graffiti, opportunity for changing art displays.
18. Model after the college bridge over the 60 that is perfect for bikes
19. I simply like the idea of more pedestrian bridges for safety, presuming it is safe for pedestrians and those passing under.
20. I am not a fan of this design. The bend built in to the bridge is very hostile to bikes and would not provide a pleasant experience for anyone. I'd prefer a bridge that was straighter.
21. Water fountains will be really appreciated, good shade and small inclination
22. Add stairs on the bridge so pedestrians can avoid the hairpin turn. Ensure highly transparent materials, bright lighting, and sufficient signage in the hairpin turn to minimize crashes
23. Some sharp curves, but as long as there is shade I am okay with it.
24. How can the new rain to roots program use this project to pilot green Stormwater projects on the site? Does the sustainability office have GSI pilot project funding to add to the project?
25. Looks fine to me.

**4. Please share your thoughts on the proposed design from Broadway Road to the south bridge landing at Encanto Drive.**

1. Love the curb extension. Any separation and space you can provide for pedestrians and cars is ideal to keep everyone safe.
2. Los Feliz Dr should have some sort of lane marking, like sharrows. Curb bump outs are a great idea and will help improve safety. I think the entire road should be slightly

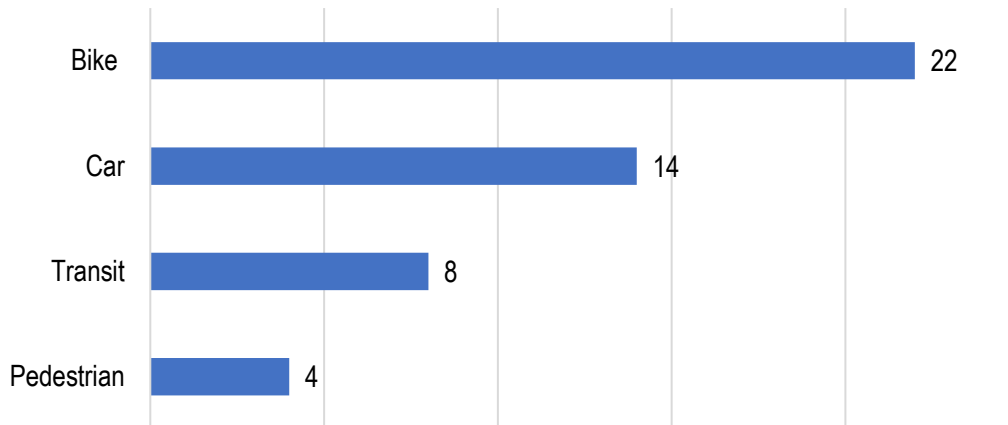


narrowed as a traffic calming measure, and trees could be planted in the extra space. I think curb bump outs should be installed on the T intersection of Los Feliz and Encanto Dr to further increase safety.

3. Ok
4. Great design
5. No opinion
6. Glad to have the extra signal to help
7. If there are not dedicated bike lanes along Encanto or Los Feliz, sharrows and/or bike signage should be implemented to guide cyclists to the signal at Broadway/Los Feliz.
8. I like this proposed design though generally I'd prefer a bike line on the road surface instead of the wider sidewalks (though sidewalks are important here too!). Biking on sidewalks just gets trickier as cars can't see you as well when you're not on the roadway.
9. I suggest no changes to this segment at this time.
10. I love the curb extension concept. This needs to be implemented across every future project. The wide sidewalk and zebra crossings are also great but a few critical design changes can be made:
  - Curb extensions and a continuous raised crosswalk can be implemented at the bridge and on Los Feliz on either side of Broadway. These maintain safe travel speeds, improve visibility, improve ADA accessibility and comfort.
  - I agree that bike lanes do not belong on these streets. The loading zones need to be maintained.
  - Bikes on Los Feliz crossing Broadway need to follow the rules of the road. A diagonal crossing is confusing and not necessary. Bikes can either stay on the road as they are legally allowed, or cross in a two-step manner. Because of the prevalence of semi-trucks present on this road, I do not believe a two-way multi-use trail is the best option as sight-lines will be obstructed at driveways and general confusion with bike laws in Tempe may occur. Please keep the sidewalk width to allow bikes to pass pedestrians but do not encourage opposite direction bike riding on the sidewalk.
  - Tempe needs to follow the NACTO Urban Street Design Guide.
11. Encanto crossing should have stop signs for vehicles. The intersection of Los Feliz and Broadway needs a treatment to allow northbound cyclists to get to the multi-use path on the west (other) side of the road. I think likely the best thing would be for there to be separate greens for southbound and northbound traffic if there's a bike detected, so the bike can have a protected left turn onto the west sidewalk. I love that there will be trees on the small bulb outs on either side of Los Feliz/Encanto driveways to slow turning traffic, and that the driveways ramp up to meet the multi-use path level. It might be worth it to narrow Los Feliz from 40 ft to something more like 34 ft (which would still allow for 2 lanes of traffic and 2 parking lanes; it could be even narrower though) to allow construction of the multi-use path and maybe the retention of some trees in the current ROW. We need wider ADA ramps at Los Feliz/Broadway, especially the NW corner so people can easily get from the other side of the street of Los Feliz northbound onto the multi-use path. Please add wayfinding signage south of Broadway to get to Country Club. I'd much rather bike in this industrial area than on McClintock
12. This looks good. I appreciate the curb extensions and added street trees for shade.
13. Can bicycle and pedestrian scale signage and/or maps be added to improve wayfinding to other bike-ped facilities in the surrounding area? Crossings must have bike-ped

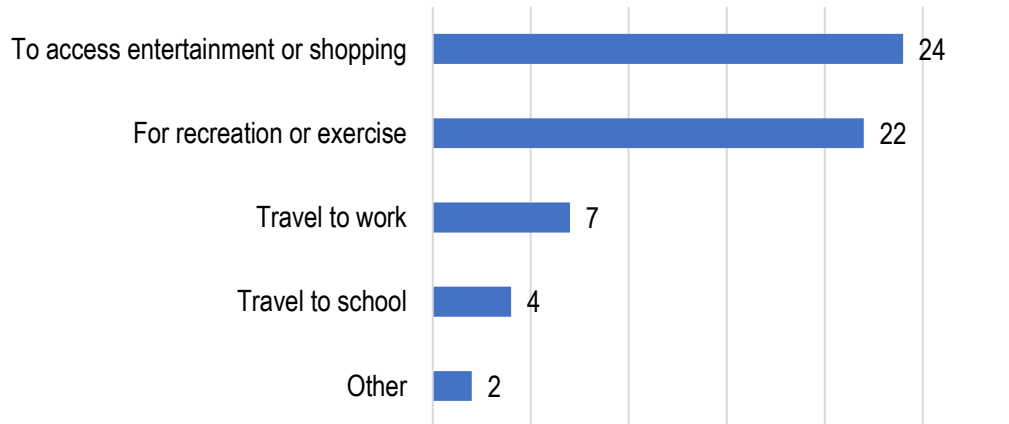
- buttons or timer operated crossings to facilitate signal changes in the area. Can we see the intersections surrounding access to the bridge be oriented to safe crossings with curb bump-outs, raised intersections, and increased lighting?
14. Consider adding a gate at the front of the ramp, rather than set back so far from the road to prevent camping
  15. I like the shading the curb extension will provide and the traffic-calming measures it provides to the turn in. It encourages you to slow down when turning in and provides some nice, shaded on-street parking.
  16. Curb extensions push bikes into cars. Make sure this isn't the case then I'm on board.
  17. I simply like the idea of more pedestrian bridges for safety, presuming it is safe for pedestrians and those passing under.
  18. I'm fine with this design, so long as there is wide enough path with lots of shade.
  19. No comments
  20. add wayfinding signage at the end of the tunnel
  21. This is an industrial area. Is Encanto a major 18 wheeler truck route? We don't want kids flying down the ramp on their bike and meet a truck whizzing by. Will the new traffic signal at Los Feliz and Broadway just trigger when someone is there so you don't slow traffic on Broadway unnecessarily?
  22. Green Stormwater infrastructure opportunities?
  23. Love it

**5. How do you commute to work or school? Select all that apply.**



Responses: 27

**6. If you plan on using the corridor for biking, what do you anticipate will be your trip purpose? Please check all that apply.**



Responses: 26

**7. 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?**

**Repeat responses:**

- Parks: 8
- Tempe Market Place: 7
- Culdesac: 5
- Sprouts: 4
- Restaurants: 5
- Grocery stores: 3
- Arizona State University: 3
- Post office: 2
- Childcare/school: 2
- Western canal Trail: 2
- Library: 2

**Individual responses:**

1. Tempe Market Place  
Work  
Catalyst Crafted Ales  
Cocina Chiwas  
Culdesac
2. Downtown Mesa
3. Mandi house  
Curry corner  
The Hudson  
Tempe City Hall  
ASU
4. Parks  
Tempe public library  
Restaurants  
Sprouts
5. School/childcare facilities  
Grocery store

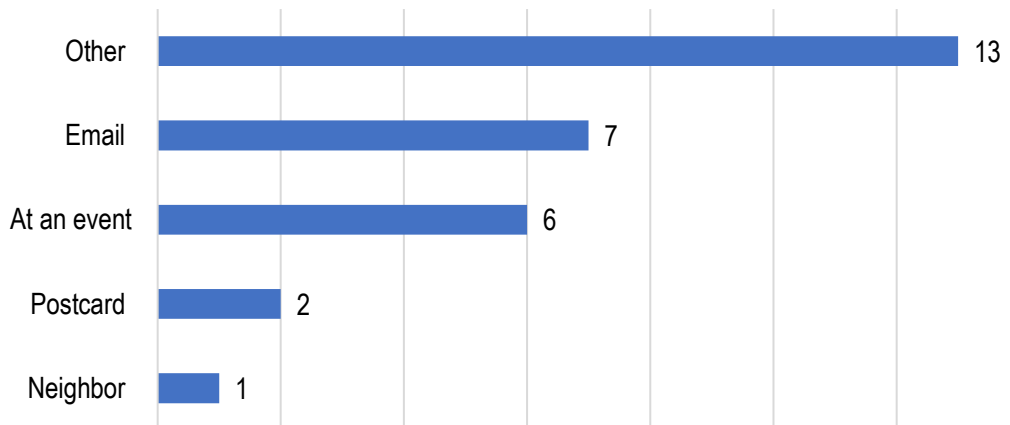
- Doctor
- Dog veterinary
- 6. Culdesac Tempe; Little Cholla market & the Street Corner grocery store  
Tempe Marketplace via Smith Rd.  
Destinations @ McClintock & Broadway to bypass the underpass
- 7. Sprouts and shopping at McClintock and Southern  
Western Canal pathway to DT Gilbert  
Generally better access to things south of Apache and east of Rural/Dorsey  
Target on Baseline  
Trader Joes and Changing Hands area on Guadalupe
- 8. Culdesac  
Cocinas Chiwas
- 9. Tempe Marketplace  
Family  
Post Office  
Sloan Park  
The Gym
- 10. Fry's  
Sprouts  
Western Canal Trail  
Habitat for Humanity  
Meyer Park
- 11. Tempe Marketplace  
Arizona State University  
Hayden Ferry Offices
- 12. Tempe Marketplace  
McClintock/Apache LR Stop  
Culdesac Tempe  
Sloan/Riverview Park  
Creamery Park
- 13. The Dhaba  
Escalante Park
- 14. Smith-Martin light rail stop  
CVS on McClintock and Broadway  
Selleh Park  
USPS on Apache and Smith
- 15. housing  
restaurants  
light rail
- 16. Mill ave  
Papago park  
Tempe Beach park  
Shop beer co
- 17. Tempe public library  
Parks  
Other Bikelt paths  
Sprouts
- 18. The Walmart on southern avenue
- 19. Culdesac
- 20. Tempe Marketplace Mall  
Friends that live south of the tracks  
Great restaurants south of the tracks

21. ASU east campus  
Tempe marketplace
22. Link from schools to neighborhoods
23. Anything on Broadway, walking south from Apache is no fun as it stands and I rarely do it

**8. Please share any other thoughts you have on the project.**

1. All signals should get detection for bikes, either automatic (good) or buttons like elsewhere on the corridor (acceptable) or both (best)
2. Any time we get bikes out of cars way is an improvement for all road users.
3. I highly recommend Tempe plans for the future by building something that will last with the best design practices of NACTO and Vision Zero to ensure everyone's safety.
4. I think is a good project overall
5. Is this a route that could be used to promote health benefits of physical activity?
6. It would be preferable for the route from Apache to come down Marin Ln, or even through Culdesac, as opposed to through the police station. This would reduce the amount of time spent on Apache, and could potentially reduce how much cyclists are sharing the road with industrial vehicles.
7. Prioritize protection from cars and heat, ease of access, and connectivity. These are all super important for bikers and to entice new riders to use the network.
8. Proud of what Tempe is doing to improve connectivity in our city
9. Thank you for investing in more bike infrastructure. It's a great start:)
10. The more options you give people to safely commute by other modes of transportation the more likely they are to use them and leave their cars at home.
11. The multi use path on the north side of the tracks that passes by the police station should have improved lighting. The proposal only seems to include street lights, which are mostly effective for drivers. Physical separation is planned between the path and the roadway. Bollards with lights would be a very effective way to improve lighting on the path while keeping the physical separation.
12. The sooner this gets done, the better. I have been waiting for this bridge since 2000.
13. This connection will provide a vital connection for my family to move from the McClintock HS neighborhood North towards Tempe Marketplace and local LR connections by avoiding dangerous arterial routes. It is critical to have protected bike lanes on Apache to and from intersections leading to the bridge from light rail stations. These crossings at intersections must be timer operated or have signal change buttons to cross. Can we see the intersections surrounding access to the bridge be oriented to safe crossings with curb bump-outs, raised intersections, and increased lighting?
14. This corridor is very important to me as a car free resident of Tempe. There is no current safe separated path to get over the tracks, so this is extremely necessary.
15. This is a great project to improve accessibility to light rail for residents south of the tracks as well as bicycle/pedestrian accessibility for destinations in the area.
16. This is a much needed project to have a bikeway to cross the railroad tracks east of Rural and to fully connect the Country Club bike boulevard.
17. This is an essential project! Thank you for building this bridge!
18. This is great! I hope the city allots or applies for funding to support final design and construction.

### 9. How did you hear about this survey?



#### Other:

- Browsing Tempe's transportation projects list
- Discord
- Facebook
- Instagram
- On this open Gov website when I pulled it up to comment on the ADU changes that seem like a great idea
- social media
- Social media notification of a meeting through TBAG.
- TBAG
- TBAG Instagram
- Tempe bicycle action group
- Tempe gov site
- Tempe gov website
- Twitter

Responses: 29

### IV. Emails

One email was received on April 26, 2024, please refer to the next three pages for reference.



April 26, 2024

**SENT VIA ELECTRONIC MAIL**

City of Tempe, Engineering & Transportation Department  
Attn: Chase Walman, Principal Planner  
200 E. 5<sup>th</sup> Street  
Tempe, Arizona 85281  
Email: Chase\_Walman@tempe.gov

**Re: 1842 Properties, LLC, 1850 Properties, LLC, & SPK Properties, Inc.; 2<sup>nd</sup> Review Comments to City of Tempe RE: UPRR Bike/Pedestrian Bridge Preliminary Design Project**

Dear Mr. Walman,

As you are aware, our Firm represents 1842 Properties, LLC, 1852 Properties, LLC, and SPK Properties, Inc. [AKA United Metal Products (“UMP”)] in its interests of its several parcels generally located near E. Encanto Drive and E. Broadway Road and identified by the Maricopa Assessor Office as parcel numbers 133-05-006, -007A, -007B, -009, -013A, and -019A (the “UMP Properties”). Please refer to the previous City response letter dated November 29, 2023, which references the summary issues, which continue to be an issue for UMP.

The purpose of this letter is to provide UMP’s requested comments regarding the City of Tempe’s (the “City”) ‘UPRR Bike/Pedestrian Bridge Preliminary Design Project’ (the “Project”) update as provided by you in your April 3, 2024 email.

UMP did attend the City’s public meeting on April 3, 2024 at the Escalante Community Center. UMP further reviewed the updated design and layout of the Project, and UMP remains categorical opposed to the Project. Again, the Project is not in conformance with the long-established Normal Junction Industrial District (the “Industrial District”) uses and character and will cause dire legal, health, and safety issues to the UMP Properties and will cause major disruptions to UMP’s business operations.

Even though the City has provided revisions/updates to the Project and has attempted to address certain issues associated with people being on the bridge, the fundamental issues remain regarding attracting pedestrians and bicyclist to the Normal Junction Industrial District, which has been a long established industrial area for many years. The Project will continue to pose a threat to the quiet enjoyment of the UMP Properties, and all parcels in the Industrial District, due to the increased liability of hitting



pedestrians/bicyclists with the constant flow of large industrial vehicles, and being an attractive nuisance with the potential increase in homelessness, drug use, trash, graffiti, and crime that would directly affect the UMP Properties. Nowhere in the City's updates do the Project addresses these very real issues to UMP and the Industrial development as a whole. These issues were outlined in our November 29, 2023 letter to the City.

Overall, the summary of following issues remain, even with the recent City updates/revisions to the Project:

- **Inherent Danger to Pedestrians & High Risk to Property Owners** – The Project bridge remains located in a high-intensity industrial area with a high volume of large, industrial-type truck traffic. For UMP, these transit movements utilize ADOT approved vehicles and large trucks that are moving between UMP's buildings within the Industrial District all throughout the day. This creates an environment ripe with litigation as it causes significant safety and liability hazards to UMP.
- **UMP Property Driveway (APN 133-05-007A & -007B)** – The Project bridge termination at E. Encanto Drive continues to be located directly adjacent to the UMP Properties. This driveway is narrow and has no room for error when navigating large trucks to and from this driveway. The proposed Project bridge will put bicycles and pedestrians within inches from these large trucks and will be a highly dangerous situation. UMP will be at risk for potential legal claims against users of the Project, which would also cause increased financial risks associated with this high potential for legal and insurance claims. This threat to life and putting truck drivers at risk for these accidents will impair UMP's use and quiet enjoyment of its Properties and will put the City at legal risk for lawsuits.
- **Homeless & High Crime Issues** - The City Police Department is aware that this area has been a nuisance with many homeless camps, has found hundreds of used drug needles, has the prevalent stench of urine, feces, and trash, and that two known deaths have occurred within the railroad area. Nothing in the City Project revisions address this issue as, even with cameras and vertical panels, homeless will continue to be attracted to this bridge and will be undeterred by any amount of cameras or lighting.
- **Railroad Easement Abandonment** – Nothing in the City's Project revisions addresses the remaining fact that the City's proposed easement for the bridge continues to be on UMP's Property. UMP continues to work with the railroad





company to abandon its easement. When completed, UMP intends on closing this area completely or utilizing it as part of UMP's business operations with the intent of preventing any access to homelessness and anyone who passes through this open area for security reasons. The City Project is counterintuitive to UMP's property rights as it seeks to attract more people to an industrial area that should not accommodate this type of Project.

UMP continues to be adamantly opposed to the Project and is gravely concerned for the legal, health, and safety risks that the Project will pose to UMP and the Industrial District. Continued discussions with other surrounding property owners have indicated that there is no support for the Project.

Overall, the Project is being viewed as a forceful attempt to inject pedestrians into a long-established industrial area, thereby creating a hazard disguised as an attractive nuisance that brings heightened risks on so many levels. UMP's view is that the Project is ill-advised, disregards the rights of industrial property owners in the Industrial District, and will cause an interruption to its business operations.

Again, UMP strongly urges the City to abandon these plans and seek other alternatives for the Project outside of the Industrial District.

We look forward to your response and please feel free to contact me if you have any further questions.

Respectfully,

**TIFFANY & BOSCO, P.A.**

Shaine T. Alleman