



College Avenue and University Drive Grade Separated Crossing Public Input Summary November 2024

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I. Background

The College and University Grade Separated Crossing Project was first initiated as part of an Arizona State University (ASU) commissioned study that the City of Tempe participated in to explore pedestrian grade separation at three high pedestrian volume intersections adjacent to the ASU campus. The goal of the study was to provide dedicated pedestrian crossings to address pedestrian/vehicular conflicts and reduce transit/vehicular congestion at the three locations.

After the study was complete in 2020, the City of Tempe applied for and was awarded federal grants to complete the final design and construction of the grade separation at College Avenue and University Drive. In December 2023, Bowman Group was selected to prepare the final plans for the project. In May 2024, the project's design kicked-off and after data collection, four preliminary design concepts were developed which include one pedestrian bridge and three underpass alternatives. The feedback gathered will help determine a preferred alternative for the College and University Grade Separated Crossing.

Two public meetings were held for the College and University Grade Separated Crossing project during the month of October:

- Oct. 22 from noon to 1 p.m. on Zoom with 15 attendees. The recorded video online has had 77 views and can be found [here](#).
- Oct. 22 from 6 to 7 p.m. at Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth St., Tempe with 10 attendees that signed in.

Additionally, a survey was available online at tempe.gov/Forum from Oct. 22-Nov. 5, 2024 to gather feedback on the proposed alternatives. This survey received a total of 245 visits and 155 responses.

II. Outreach

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

Direct Mailer

A direct mailer was sent to residents within the project area. The boundaries were Fifth Street to the north, Apache Boulevard to the south, Rural Road to the east, and Mill Avenue 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 and Emails

Total impressions: 10,103 and total engagements: 1,544

	<p>10/8 - Initial invitation</p> <ul style="list-style-type: none">Total Engagements 30 Reactions 6 Comments 1 Shares 2 Post Link Clicks 5 Other Post Clicks 16 <p>10/18 Meeting reminder</p> <ul style="list-style-type: none">Total Engagements 13 Reactions 3 Comments 0 Shares 0 Post Link Clicks 2 Other Post Clicks 8 <p>10/29 comment reminder</p> <ul style="list-style-type: none">Total Engagements 1,170 Reactions 51 Comments 73 Shares 5 Post Link Clicks 26 Other Post Clicks 1,015 <p>11/4 comment reminder</p> <ul style="list-style-type: none">Total Engagements 181 Reactions 8 Comments 3 Shares 2 Post Link Clicks 9 Other Post Clicks 159
	<p>10/8 initial invitation</p> <ul style="list-style-type: none">Total Engagements 13 Likes 3 @Replies 0 Reposts 2 Post Link Clicks 3 Other Post Clicks 5 Other Engagements 0 <p>10/18 meeting reminder</p> <ul style="list-style-type: none">Total Engagements 6 Likes 0 @Replies 0 Reposts 0 Post Link Clicks 3 Other Post Clicks 3 Other Engagements 0 <p>10/29 comment reminder</p> <ul style="list-style-type: none">Total Engagements 91 Likes 3 @Replies 0 Reposts 1 Post Link Clicks 18 Other Post Clicks 69 Other Engagements 0 <p>11/4 comment reminder</p> <ul style="list-style-type: none">Total Engagements 2 Likes 0 @Replies 0 Reposts 0 Post Link Clicks 0 Other Post Clicks 2 Other Engagements 0

	<p>10/8 invitation</p> <ul style="list-style-type: none"> Total Engagements 28 Likes 23 Comments 0 Shares 0 Saves 5
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- 10/8 – Public meeting post
 - 1, 371 Impressions
- 10/21 – Public meeting post
 - 973 Impressions



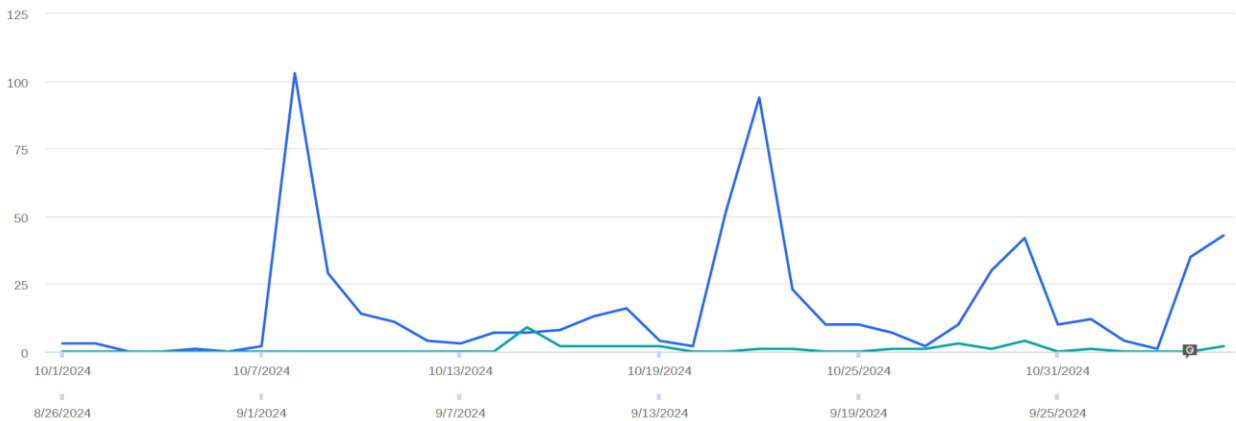
Email Name	Email Date	Emails sent	Total opens	Total clicks
College/Uni separated crossing public comment reminder 11.4.24	11/4/2024	3241	1099	208
College/Uni separated crossing public comment reminder 10.29.24	10/29/2024	3243	1290	394
College/Uni separated crossing public meeting reminder 10.21	10/21/2024	3232	1583	169
College/Uni separated crossing public meeting	10/8/2024	3238	1373	188

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.

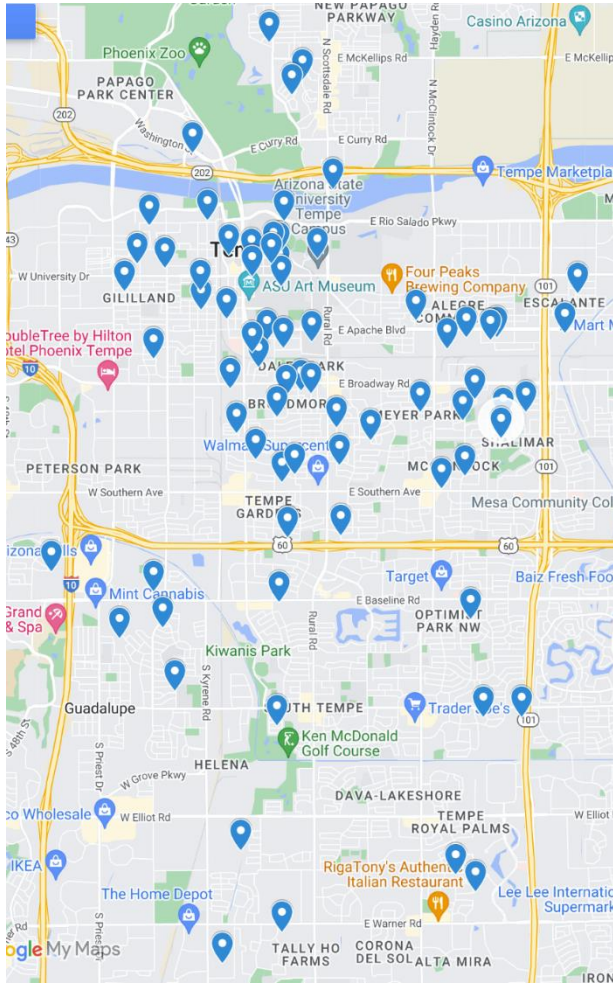
Website Analytics: [/CollegeUniversityCrossing](#) from Oct. 1 – Nov. 5, 2024.

Visits 615 +583 ⓘ	Page views 703 +669 ⓘ	Unique visitors 492 +464 ⓘ	Returning visitors 115 +105 ⓘ	Bounce rate 66.54% -16.79 ⓘ
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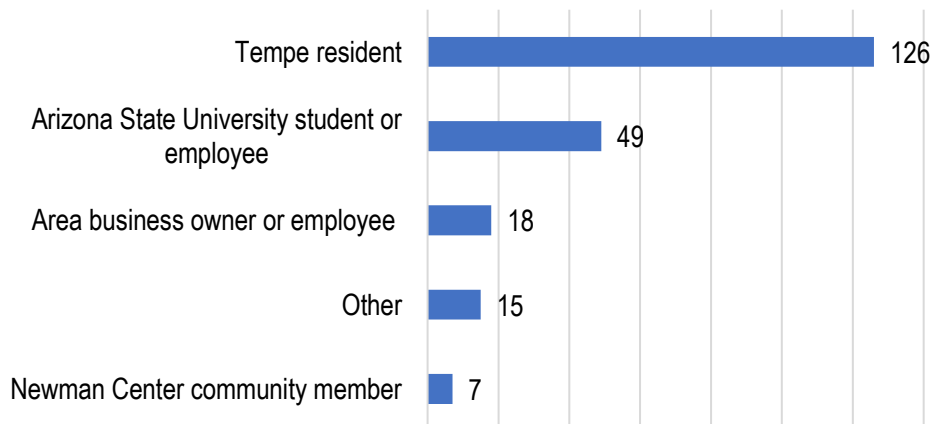


III. Survey Results

A survey was available online at tempe.gov/Forum from Oct. 22-Nov. 5, 2024 to gather feedback on the proposed alternatives. This survey received a total of 155 responses. Seventy-nine respondents provided an address in Tempe.



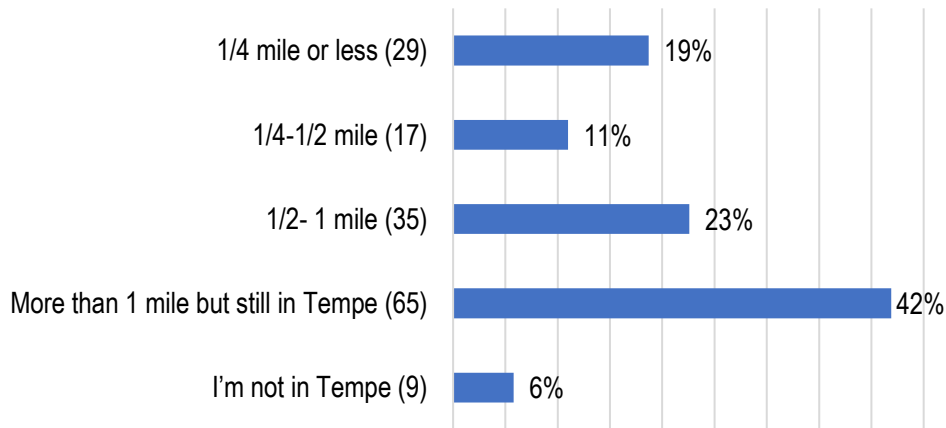
1. What best describes you? Select all that apply.



- Other - Former resident. Frequent visitor
- Other - ASU alum and football season ticket holder (2)
- Other - Cyclist
- Other - former Tempe resident
- Other - Interest party
- Other - Lives in Phoenix, lived in tempe
- Other - Regular Tempe visitor
- Other - Work in Tempe
- Other - Valley Metro user
- Other - ASU Alumni Board Member
- Other - ASU Alumni
- Other - Former College Ave. business owner and current Tempe resident
- Other - Live within a few blocks and travel this path frequently.
- Other - Mirabella at ASU resident

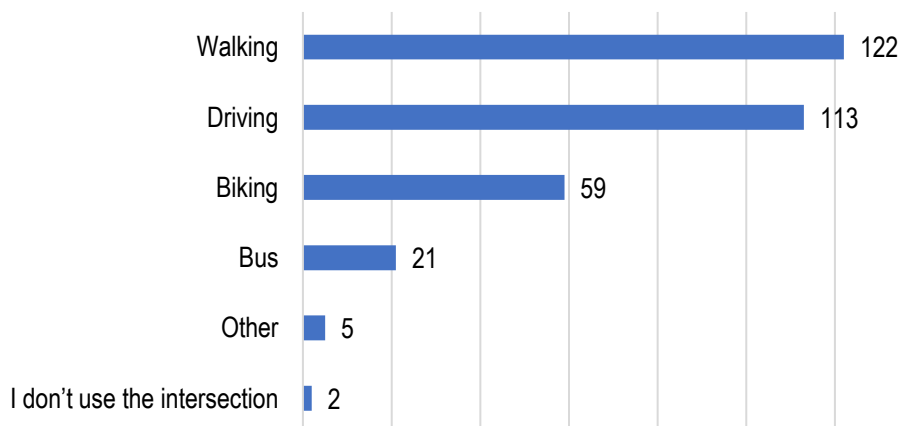
Responses: 155

2. What is your proximity to College Avenue and University Drive?



Responses: 155

3. How do you use the College Avenue and University Drive intersection? Select all that apply.



- Other – Running (2)
- Other – Taxi (2)
- Other - shuttling pushcarts while at work, golf carts too

Responses: 155

4. Please list your ranked order of the four preliminary design alternatives. (1=highest rated, 4-lowest rated).

OPTION 1:
PEDESTRIAN/BICYCLE BRIDGE,
WEST SIDE OF COLLEGE AVENUE



OPTION 2A:
SINGLE TUNNEL,
WEST SIDE OF COLLEGE AVENUE



OPTION 2B:
SINGLE TUNNEL,
EAST SIDE OF COLLEGE AVENUE
REALIGNMENT OF COLLEGE AVENUE
REQUIRED



OPTION 3:
Y TUNNEL,
EAST AND WEST SIDE OF COLLEGE AVENUE
REALIGNMENT OF COLLEGE AVENUE
REQUIRED



Average priorities over 155 responses*

1. Option 1: Pedestrian/Bicycle Bridge, West Side of College Avenue
2. Option 3: Y Tunnel, East and West Side of College Avenue, Realignment of College Ave Required
3. Option 2A: Single Tunnel, West Side of College Avenue
4. Option 2B: Single Tunnel, East Side of College Avenue, Realignment of College Ave Required

*For calculating the aggregate order, each option is given a weight that is the inverse of its position in the list. In a four-option list, the respondent's top ranked option will be given a weight of 4, their next ranking a weight of 3, etc. The aggregate ordering then uses the average the weights for options across all of the lists. Any options the user does not prioritize are equally of no priority at all to prevent skewing the results.

5. Why did you give the design a ranking of 1?

Option 1:

1. A bridge can be a great way to improve pedestrian traffic and construction would not require realignment for College Avenue. It also feels safer to have a bridge as opposed to a tunnel, if one is crossing it at night.
2. A bridge is less likely to become filled with trash and damaged
3. A bridge might provide more visibility over a tunnel and let vulnerable populations feel safer using it
4. A tunnel is more likely to bring negative activities, creating a feeling of an unsafe environment for pedestrians.
5. Appears to be least amount of reengineering of the street and infrastructure that may be below street level. Plus, concern for having tunnels and safety of pedestrians inside tunnels at night
6. Bridge while hot is better than a tunnel
7. costs considerations
8. Design parallels the bridge across University at Palm Walk
9. Has less impact on buried infrastructure. Adds to existing bridges along University. Provides additional shade.
10. I believe a straight tunnel beneath the intersection would be the safest for mixed pedestrian traffic (walkers and bikers). Additionally, keeping pedestrian traffic to the west of college would be ideal, since it is closer to amenities (the light rail station on Rio Solado, restaurants in the Mill area, etc.) and would not interfere with business traffic near the Fulton building. Further, it would not require realignment of College Ave, as that side of the street is much wider and more conducive to multiple pedestrian pathway options.
11. I feel that having a bridge as opposed to a tunnel would minimize distance needed to cross university Drive. Tunnels also tend to accumulate water and debris more than bridges, often being dirtier
12. I like the bridge and it complements the bridge that is slightly east on University (by Manzanita).
13. I like the look of the birdges further East on University, so I'd like to see more. West side is great since one of the main destinations for students is Brickyard (which is to the West).
14. I like the visibility of a bridge. I would not like a tunnel option at all.
15. I love being able to see our citizens move about the city. I think it is cooler architecturally to have bridges rather than tunnels
16. I often have to cross University in the dark and do not wish to travel through a tunnel, with its increased risk of assaults. I actually would prefer NOT to have any of these ideas put into place, because they all seem to add to the time it will take to cross the road ... and instead people will just run across the street at surface level, increasing the risk of pedestrian injury.
17. I picked option 1 because tunnels are dangerous for women! The bridge is the safest choice.
18. I prefer a bridge over tunnels as they can be unsafe for college students. Also, I think tearing up more streets is not the answer.
19. I prefer an overpass

20. I really don't care which option you select. The cheapest and least disruptive option should be used. As one who participates in group bicycle rides that cross University from north to south and ride across campus, it is imperative that the ability to cross University at street level remains possible. Without needing to use handicap ramps.
21. I think a bridge is better than a tunnel, tunnels seem like they could get sketchy at night
22. I think a bridge, although visually obstructive, would be more realistic and possibly more widely used. I would need to see more information and reasoning to convince me that a tunnel is the preferred route.
23. It matches the other pedestrian bridges crossing University Drive. It's also much more attractive than a tunnel.
24. It seems the most practical.
25. It seems to provide the same access with less construction.
26. It will probably get completed more quickly and that's important so we can access our church
27. It's the least aesthetically appealing design but I believe it's the safest in terms of visibility. Any underground routing of pedestrian traffic increases personal risk late at night. I think a tunnel will seem like a an inviting place to camp for some of the homeless population.
28. least intrusive
29. Less intrusive to area and safety concerns with a tunnel and hidden areas.
30. Less invasive to the area
31. Looks best and keeps people above ground
32. Looks to be most friendly to bicyclists?
33. No build is my #1 alternative. I'd like the city to spend the least amount of money on this project as possible because the street in this area, directly between ASU and downtown, should be for people instead of cars. If the issue is car traffic on College Ave, let's make that block bus only. With only buses, there would be no traffic and people walking and biking could be prioritized.
34. Option 1 seems to be the safest for pedestrians because it is above ground and in the open opposed to an underground tunnel where people could hide. As a woman, I would not feel safe walking alone in a tunnel.
35. outdoors and open, more attractive, more safe
36. Prefer above ground to under ground crossings when visibility is limited
37. Prefer open air crossing consistent with other crossings along university ave. Also, safety is a concern of any tunnel options - darkness and garbage (as experienced with multiple other ped/bike tunnels in Scottsdale and Tempe/Mesa
38. Safety
39. Safety for users, aesthetic, makes the most sense.
40. Seems easiest, least expensive, will serve the majority of those who need it.
41. Seems to be the easiest to build and easiest to redo if circumstances change
42. The tunnel options seem least safe. But more importantly, though costs are not presented here, as a civil engineer, I'm reasonably certain that the utility relocation costs and realities are unlikely to be cost effectively addressable.
43. There are already other bridges crossing University Drive, so another bridge would be consistent with the "look and feel" of the area. My concerns with the tunnels would be:

safety (e.g., lights at night), flooding during monsoon, and possibly individuals seeking shelter underground, thus blocking traffic.

44. This crossing is part of my bicycle commute and seems like the most practical and quickest construction. An enclosed tunnel isn't safe and will be used by the unhoused for shelter.
45. This design promotes the flow of traffic; reduces car, scooter, bike collisions; and does not introduce added safety issues that an underground tunnel would pose.
46. To be safe
47. Tunnels are scary for women and there will be an issue with people sleeping in them. But the bridge needs more shade than the current design.
48. Tunnels become dirty and feel dangerous.
49. visible if something goes wrong. could be attacked in a tunnel and nobody can see
50. Visually appealing, seems most logical, no realignment of College, no tunnel

Option 2A

1. A single tunnel would provide the most welcoming and provide more feelings of security for bike-ped movements. I appreciated the commitment to landscaping.
2. Although this tunnel only directly serves the West side of the road, there are plenty of opportunities on College Ave for pedestrian crossing (College Ave also has lighter and slower vehicular traffic so it's relatively safe for pedestrians to cross), so I wouldn't expect that aspect to be a detriment to usage. This option also does not require realignment of College Ave, which is advantageous for the users of College Ave during its construction.
3. First choice is NONE of these options. A change in traffic lights should be investigated and tried first, with a all pedestrian (no rolled traffic or turns). Bikes and carts are vehicles and should be treated as such. the traffic light option is also the cheapest. Although I like option 2A next, it does put bike riders going north on the wrong side of College after University. Having to use the ramp that zig-zags on a bike can be tricky, especially along with ADA users. Since Cady Mall is one of the wheeled fairways on campus, it needs to have a quick way across without having to come off the bike.
4. Foot traffic on west side
5. Good design, no realignment needed, seems most user friendly
6. I like it the most
7. I prefer the tunnels overall. I gave this a ranking of 1 because it allows for a tunnel without impact to college ave.
8. It doesn't take away from the current views and add more clutter to the increasingly cluttered view of downtown Tempe.
9. It is the most attractive design of the options offered. It likely would be the least expensive of the four options. However, I think an option of an at-grade scramble intersection ought to be considered. It would be more cost-effective than any of the offered options.
10. It seems like the simplest option.
11. Less development and construction costs.
12. Most visually appealing as it minimizes obstruction of the church sight lines and avoids having to re-align College Avenue.
13. no realignment of College needed, seems least disruptive.

14. Option 1 because I can see straight through the bridge.
15. Option 2A. Less intrusive than bridge. I'm guessing it would be the least expensive of the three tunnel designs.
16. Safety with line of sight. Security - no turns or blind spots. Simple, elegant, non-obtrusive
17. Seems like it is less expensive, less work in a busy intersection, and when I cross, I cross on the west side of the street.
18. Seems like the least disruption to all traffic during construction.
19. Simple and straight.
20. The most direct option retains the existing alignment of College and retains views of the Catholic Newman Center.
21. the ramp on north side doesn't block as much pedestrian traffic on the west side of the street, as ramp is adjacent to chapel, that doesn't have the same pedestrian traffic as an ASU building.
22. This option looked like the least disruptive and less expensive than the other tunnel options.
23. Y tunnel seems like the most convenient option, but safety for students, especially at night, is a concern.

Option 2B

1. I do like the idea of a tunnel. I ranked the options, but I don't like any of these current choices. None of the designs include rideable bicycle crossings. The presentation mentioned that all bike crossings were to be walked. I don't believe that you will have compliance in every bike rider walking their bike under the tunnel and if they do attempt to ride it, there will be conflicts with pedestrians. Or the bike riders will use the existing street grade to cross. This will also be true with skateboards or scooters. Has no one observed this intersection during the day? Pedestrians are not the only ones to use this crossing. One improvement would have the northmost exit be a rideable ramp rather than the current staircase.
2. I like the tunnel option better than the bridge as it takes less room and does not visually cover that area of campus or the historic church. I chose this particular option as I think that side of College is more common to walk on to get to Sun Devil Stadium, restaurants, and to have shade
3. I ranked a single tunnel on the east side highest because it is the most practical with the least visually obtrusive design. My impression is that most people crossing University are going between campus and Fulton Center and/or restaurants on the east side of College. My primary concern with any tunnel is safety, particularly nights and weekends. My secondary concern with a tunnel on the east side is the aesthetics of the north entrance/exit. It looks less developed in the renderings and concrete heavy with minimal softening from greenery, etc.
4. Minimizes impact to historic building at NW corner of intersection.
5. Reduced heat impact for walkway users, less construction than other tunnel options
6. Seems the cheapest and least intrusive. The East side also gets more traffic so it makes sense to point it to the East otherwise you'd have to go under the tunnel and go all the way to 7th Street to access any businesses on the East.
7. The main issue is turning west onto University or north onto College. The northeast corner has the most pedestrian/vehicular conflict.

8. The need to connect with the East side for ASU business + single tunnel creates more visibility and safety.

Option 3

1. Ease of access
2. Ease of access from both sides of street to reduce the amount of pedestrians crossing college outside of a crosswalk
3. Ease of access to both sides of the road when heading north. Our staff walk from 660 S College to 1151 S Forest daily.
4. Easier for all and efficiency
5. I could see myself using an underpass just to cross College Ave.
6. I like that the tunnel goes to each side of the street. A tunnel would take up less room and not impact the ground level of campus as much.
7. I ranked option 3 as priority 1 as it provides the biggest increase in pedestrian safety. With the Y tunnel allowing for pedestrians to exit on both the east and west sides of college avenue will reduce the number of pedestrians crossing the street and reducing the number of opportunities for vehicle vs pedestrian accidents.
8. I think having access on both sides of College will provide the most traffic relief - if I have to cross College from East to West before I can cross University it is still blocking traffic and I think there will still be jaywalkers constantly. Having access on both sides doesn't give anyone an excuse to jaywalk.
9. I think more people will use it if it's on both sides of College Ave.
10. I think this will be the most practical for most users. The main issue with any of these ramps is that they have a blind spot, so there will be many issues with pedestrians hitting bicycles. I also would choose whatever has the greatest impact to the road itself.
11. I'll be honest and say I'm not super enthused about any of these options. Instead, I'd like to see buffered/separated bike lanes along university and college and then a light at the intersection that lets bikes and pedestrians cross without ANY car traffic. My pie in the sky idea: I'd love to see the car lanes separated into a tunnel near this intersection to create a more pedestrian friendly space that connects south campus to north campus and eliminate car-pedestrian conflicts. It would significantly reduce noise along this corridor. And it would just be nice, I guess? Like imagine a nice big promenade from the ASU arch bridge to College that could be made into some sort of event space for ASU and the the Tempe community. But if I have to pick one of these four designs, the y-design feels like it gives pedestrians and bikes (who, frankly, should be prioritized over cars here given how many of them use the intersection) the most flexibility. It doesn't require pedestrians to cross college in order to use the tunnel. My general critique of the tunnel design (really all of the designs) is the double backing ramps--cyclists, scooters, etc functionally won't be able to use them while on their bike due to the tight turns and the likely crowded space. But they'll use them anyway creating lots of potential conflicts with pedestrians and those in wheelchairs or other mobility devices. A design that allows for a wider tunnel is my preference, and one that doesn't require cyclists to double back.
12. Isn't visually disruptive to Newman Center
13. It isn't too intrusive and seems safer for crossing on both sides of the street.
14. IT makes more sense to handle all the walkers going to ASU and the businesses on College Ave with the least amount of disruption on the street.

15. It would allow people to cross university without crossing College rd
16. It's convenient with access to east and west sides of college ave
17. more lanes, more flow
18. Most attractive and symmetrical
19. Most beneficial to pedestrians while minimizing changes to road.
20. Most of the pedestrian traffic needs to stay on ASU private property. This also has the largest option to move people.
21. Offers the greatest reduction in vehicular-pedestrian conflicts by connecting all 3 zones
22. Option 3 would provide the most effective form of uninterrupted pedestrian and bicycle traffic flow. No at grade street crossings would be required with this option.
23. Safer pedestrian flow on each side of College Ave so no one has to cross College to enter campus. Seems to align with existing flow.
24. Shade and get's pedestrians off the busy intersection, double tunnel is really convenient!
25. Since so many pedestrians cross East to West on the North side of University, having the Y design will help also alleviate the traffic E/W on that corner and not just N/S
26. The majority of conflicts at this intersection, from the perspective of both a driver and a pedestrian, relates to pedestrian traffic crossing north-south (from both sides of college) and vehicular traffic crossing east-west. This design alternative provides the most flexibility, for the greatest amount of road users, to safely and efficiently cross the intersection.
27. The Y tunnel is the most efficient for allowing us to cross to either east or west of College. I prefer the tunnels over the bridge so it (1) gives us shade when crossing; (2) doesn't block the view to the Old Main, Fulton Center and other buildings.
28. This allows pedestrians to go to either the West or East side while crossing University Drive. For my personal use, I walk across university and go to both sides of College Ave on a weekly basis.
29. This allows people options to walk on both sides of College Ave. Without this, it's likely people will still jaywalk.
30. This is the number one priority for me because I believe there should be access to both East and west sides of College Avenue from campus.
31. This option seems to be what most of the pedestrians require to get to their most popular destinations. As an observer of pedestrian traffic, and I work at the building on the corner, most of the students walk across the east side to access the bus, shops, etc. Not a lot of traffic on the other side so while that might be cheaper, it's not as accommodating to the majority of the actual daily users.
32. Tunnel would be on the east and west side of college avenue.
33. Tunnels good
34. While I think a bridge would be the most elegant solution, I think human nature to take the shortest route would require the City and ASU to force, maybe with fences, pedestrian traffic to take the bridge. I like Option 3 of those presented best because it accomodates what I experience most in human traffic. I believe that all tunnel solutions need to be wider and option 3 needs to have the Y angle changed or the corners cut to improve visual lines and safety.
35. Will allow for easy access east and west side of college.

6. Why did you give the design a ranking of 2?

Option 1

1. Bridges are the 2nd best option in this scenario
2. If I can't use this to cross College, then I think a bridge would be a great option. It sounds cheaper than a tunnel.
3. If we are only going to provide access to one side of College Avenue, I believe the west side is better as it provided the connection to the rest of downtown Tempe.
4. It's bulkier and intrusive, but it's safe and effective without closing off the road for long.
5. Less intrusive but really crowds the area
6. lowest design and construction costs
7. no realignment of College needed, seems least disruptive. Bridge less used than a tunnel.
8. No realignment, not sure bikes would use it
9. Perception that elevated crossing is safer than the narrow below grade options shown in option 2.
10. Shade and get's pedestrians off the busy intersection, design of the bridge looks great.
11. The design is nice
12. This design is unsightly but seems to be the top choice with less conflict points, however, most pedestrians will then be crossing the street unsafely to get to the other side (prior to the cross walk) because that's where people want to go.
13. Tunnels good

Option 2A

1. A tunnel is not preferred but at least this option doesn't force a realignment of college
2. Because it is a sleeker design and would require less construction.
3. Best design for tunnel
4. Doesn't require Realignment of College Ave.
5. I frequent the West side more than the East side and it does not require the realignment of College Avenue.
6. If a tunnel is preferred, I am choosing a single sided one as it is probably more economical
7. If a tunnel option is necessary the single tunnel would require less maintenance and could be the least impactful to the roadway.
8. If we are going to have a tunnel I think it looks better on the church side
9. If we can't have 2 tunnels then I guess this is a little less work without having to realign the street
10. It is a little less good for wheelchairs
11. It only has one tunnel.
12. It would be almost as practical, but with monsoon storms, would flooding be an issue?
13. Less blind spots and more opportunity for a wider underpass.
14. Less construction needed on west side of College Ave
15. Lower cost and more direct path for pedestrians
16. Minimal changes to road.
17. next least intrusive
18. OK it might be able to be done with 1 tunnel

19. Only other option that wouldn't require changes to college avenue.
20. Our staff walk from 660 S College to 1151 S Forest daily.
21. Still works well, just under ground.
22. The 2nd easiest to make future changes
23. This option does not require realignment of College Ave.
24. Visually appealing, no realignment of college
25. West side has more room
26. Wide open design

Option 2B

1. A reasonable compromise
2. Almost as good as 2A but more expensive and no line of sight
3. better to ensure Old St. Mary's is not impacted.
4. don't like tunnels....this side of street seems better
5. Either of the single tunnel options is likely the least costly. I'd be okay with either side if utility relocation requirements were simpler on one side or the other.
6. I chose Option 2B for student traffic reasons, but believe the tunnel needs to be wider. Widening this solution at the south end would improve the connection to the campus and make the visual see through much safer.
7. I ranked based on what seems to be the simplest solution
8. I ranked option 2B as priority 2 as this will best serve pedestrian traffic commuting from the Palo Verde housing and the Fulton Center parking garage. Allowing for pedestrians to resurface on the East side of College Avenue will reduce the number of ground-level street crossings occurring at this intersection and reduce the opportunity for Vehicle vs pedestrian incidents to occur.
9. I think the majority of pedestrians coming off campus are traveling to the Northeast corner toward restaurants, on campus housing, and Lot 59, so if the Y isn't an option, having the tunnel on the east side would be a priority.
10. I work in the Fulton Center and cross the East side of the street more.
11. If you are going to have to realign underground utilities, might as well go all in and provide options on where you will end up on the north side and eliminate any additional crossings after crossing University.
12. It doesn't take away from the current views and add more clutter to the increasingly cluttered view of downtown Tempe.
13. It will realign College Ave due to space. yet, views of the Catholic Newman Center.
14. None of the other three options make much sense. The bridge is a monstrosity both from an aesthetic standpoint and in terms of use of space at grade.
15. Option 2b because it's the side where most pets cross
16. Prefer the tunnel and think it's better to go to the east side with more ASU buildings.
17. Same
18. See design ranking1
19. See my comments for #1 (copied below). I generally cross on the east side of college because 1) it's usually shadier than the west and 2) that's usually where my destination is (I walk from my office south of university to lunch along college pretty frequently). A tunnel feels less intrusive into the space than the bridge. I'll be honest and say I'm not super enthused about any of these options. Instead, I'd like to see buffered/separated

bike lanes along university and college and then a light at the intersection that lets bikes and pedestrians cross without ANY car traffic. My pie in the sky idea: I'd love to see the car lanes separated into a tunnel near this intersection to create a more pedestrian friendly space that connects south campus to north campus and eliminate car-pedestrian conflicts. It would significantly reduce noise along this corridor. And it would just be nice, I guess? Like imagine a nice big promenade from the ASU arch bridge to College that could be made into some sort of event space for ASU and the the Tempe community. My general critique of the tunnel design (really all of the designs) is the double backing ramps--cyclists, scooters, etc functionally won't be able to use them while on their bike due to the tight turns and the likely crowded space. But they'll use them anyway creating lots of potential conflicts with pedestrians and those in wheelchairs or other mobility devices. A design that allows for a wider tunnel is my preference, and one that doesn't require cyclists to double back.

20. The east side is the busiest as it's on the same side of the Fulton Center garage and several popular restaurants. It is also the closest side to the football stadium and arenas.
21. this option addresses bikes ending up on the wrong side of College Ave.
22. This tunnel has similar benefits as option 2A, but requires realignment of College Ave, so I ranked it 2nd.
23. To preserve the view of the church
24. What concerns me slightly about Option 2A (West side tunnel) is the potential for jay-walking across College. It happens quite frequently as-is, and I'm worried it may increase if pedestrians take the tunnel for convenience and exit on the side of the street they didn't intend to be on. Having a Y tunnel instead would allow for pedestrian traffic to select which side of the street they would like to be on in a safe environment, potentially reducing jay-walking near vehicular traffic. My only concern is bike traffic, which may become hazardous at speed underground at the Y intersection point, which is why this design did not rank first for me.
25. While acknowledging the superior benefits of my #1 ranked alternative, this design alternative still prioritizes both pedestrians and drivers but removes a crossing to the west side of college for pedestrians. In my opinion, a crossing to the east side should be priority, because of the parking garage located near Snooze. Pedestrians must walk to and from the garage to campus regularly, so prioritizing that access is paramount.

Option 3

1. Cost for one tunnel instead of two
2. Double tunnel gives the most throughput and doesn't require people to cross the street from one side to another like a single tunnel if they're going east or west.
3. I am concerned with the designs of all tunnel options that the southbound bicycle lane on College has been removed. This option gives more access to both sides of College. Again, perhaps the northmost stairs could be replaced with a ramp access to allow bike riders to continue north?
4. I don't like this option more than option 3 (Y Tunnel) however it seems cheaper than option 3 and better use of budget.
5. I like having it split because we shouldn't be inconvincing pedestrians in favor of drivers, which this project has the potential to do (but only if it is done incorrectly, so I have hope and confidence this will be a win for both pedestrians and drivers). By putting

entrances on both sides of the road we are able to avoid causing pedestrians to both go through the tunnel and then have to ALSO cross the road (which happens they would need to do if it only goes to one side of the street).

6. I like the ability to enter the tunnel from both sides of the street, although it wouldn't be too big of a deal to quickly cross to get to the one side if needed. I really like the rainbow lights and feel that should be incorporated regardless
7. I prefer the tunnel ingress design (on S side)
8. I ranked a Y-tunnel second because it is the most useful. My impression is that most people crossing University are going between campus and Fulton Center or restaurants on the east side of College, so we should prioritize an entrance/exit on the east. But if we're building a big new tunnel, why not go to both sides and take care of all crossing options. My primary concern with any tunnel is safety, particularly nights and weekends. My secondary concern with a tunnel is the aesthetics of the north entrance/exit on the east side. It looks less developed in the renderings and concrete heavy with minimal softening from greenery, etc.
9. I worry that this design will segment the two sides of the street and will force peds to use a circuitous underpass to move from E-W on the N side of University.
10. If a tunnel were to be used, I think ideally people should not also have to cross the street above ground after.
11. Is the most open of the under ground with tunnels on both sides, possibility to connect them together?
12. Kinda safe
13. Less desirable than east side tunnel but ensures more traffic and, therefore, more visibility/safety for users.
14. More expensive option but would give users the most choice.
15. Nicer of the tunnel options but takes the most time effort and money and is the most invasive in the area. Non of the tunnels should be an option it's going to be a breeding ground for the homeless camps and drug use in the area
16. Of the tunnel designs this is the one I liked the best
17. Option 3. I like the idea of a "Y," but I'm guessing it would be a lot more expensive than a single tunnel.
18. Probably will be more work and disruption to traffic.
19. Students often use both the east and west side of college avenue, having a tunnel on both sides will be more helpful than just one side
20. The main issue is turning west onto University or north onto College. The northeast corner has the most pedestrian/vehicular conflict.
21. This is my preferred design aesthetically. However I chose it second because of the realignment required.
22. This one at least doesn't create the need to have to cross College Avenue when they get out of the tunnel. But again, it's tunnels, and I don't like that this puts vulnerable students at additional risk.
23. Tunnel but better design merging 2 than the 2B option
24. Y tunnel design could possibly prevent pedestrian traffic from crossing college altogether

7. Why did you give the design a ranking of 3?

Option 1

1. Seems unnecessary to re-align college ave, but if you are going to, it might as well be convenient for people on both sides of the mall.
2. The bridge is a nice option but quite the eye sore. Many students still choose to jaywalk over using the current existing bridges because of the extra steps.
3. This tunnel is the same as my first choice but requires realignment so I chose it 3rd.

Option 2A

1. Doesn't solve the main issue of turning west onto University or north onto College. The northeast corner has the most pedestrian/vehicular conflict.
2. don't like tunnel idea at all..... this side of street least attractive
3. I ranked a single tunnel on the west side third because it is less useful than the other tunnel options, but better than a bridge. My impression is that most people crossing University are going between campus and Fulton Center or restaurants on the east side of College, so we should prioritize an entrance/exit on the east. My primary concern with any tunnel is safety, particularly nights and weekends.
4. I ranked option 2A as priority 3 as this option, while less impactful for pedestrian safety in relation to the other options, will allow for increased foot traffic to serve the businesses on the 200 block of University Dr and stimulate economic activity for the area.
5. I think a tunnel is a more elegant design than a bridge.
6. I think it makes more sense to put the tunnel entrance on the side of the ASU Foundation building than the church side. Feels like there is more space for it and it's a more commonly walked side of the street
7. I use the west side more than the east
8. I would not like a tunnel design
9. If we must choose only one side of the street we should optimize for which side has more *stuff* people need to get to. One of the main places students are taking this route to get to is Brickyard, which is to the West, making the West entrance better.
10. Not sure about it
11. Really, it was a tie between this and the last one, but the fact that this one doesn't require a realignment of College Avenue (and the additional construction headaches associated with that) moved it ahead of No. 4.
12. Same
13. See my comments for #1 (copied below). A tunnel feels less intrusive into the space than the bridge, so I like Option 2a over option 1. I'll be honest and say I'm not super enthused about any of these options. Instead, I'd like to see buffered/separated bike lanes along university and college and then a light at the intersection that lets bikes and pedestrians cross without ANY car traffic. My pie in the sky idea: I'd love to see the car lanes separated into a tunnel near this intersection to create a more pedestrian friendly space that connects south campus to north campus and eliminate car-pedestrian conflicts. It would significantly reduce noise along this corridor. And it would just be nice, I guess? Like imagine a nice big promenade from the ASU arch bridge to College that could be made into some sort of event space for ASU and the the Tempe community. My general critique of the tunnel design (really all of the designs) is the double backing

ramps--cyclists, scooters, etc functionally won't be able to use them while on their bike due to the tight turns and the likely crowded space. But they'll use them anyway creating lots of potential conflicts with pedestrians and those in wheelchairs or other mobility devices. A design that allows for a wider tunnel is my preference, and one that doesn't require cyclists to double back.

14. Seems not as expensive but again the west side of College is not where people are going so they will be crossing College unsafely after making it across University.
15. Single tunnel would feel like why didn't they put it on both sides
16. Southbound bikes and peds don't have to cross college with the tunnel on the west side.
17. Still prefer the tunnel.
18. The only benefit to the tunnel being on the west side is in case people are going to the transit center down on veterans way. If they really were planning to go west, They could dress as easily go west to the next crosswalk light.
19. The west side seems to experience more pedestrian traffic based on what I've seen, though I could definitely be wrong. Personally, I tend to need to go to the west side way more often for classes.
20. This seems easier to do than realigning College Ave
21. Tunnel
22. Tunnel looks kind of dank and smelly
23. While acknowledging the superior benefits of my previous ranked alternatives, this design alternative still provides a below grade crossing, which I think is key to encouraging pedestrian usability. Nobody wants to climb stairs. Therefore, if the bridge alternative (my lowest ranked selection) is selected, I believe there will be a sizable negative impact to the project's impact and usage. Moreover, I think a bridge, without physical barriers to north-south pedestrian traffic jaywalking across University from College to Cady Mall, will cause more vehicular/pedestrian conflicts and safety concerns, than currently exist.

Option 2B

1. A ped bridge raises concerns over the accessibility to cyclists and would impede the views of the vibrant brick church.
2. Because tunnels are better than bridges.
3. Best design of a tunnel that requires a realignment
4. Brridges good
5. Cool idea but closes down College for a while.
6. East side preferred to west but not if realignment is needed.
7. East side tunnel access is where the commercial building are located
8. his ranks third, because it's still provides a connection to downtown Tempe, but the downside is that pedestrians and bicyclist would have to cross college Avenue to access the side.
9. I am not a fan of tunnels in busy areas.
10. I tend to cross on west side of that intersection. Plus the note says it will require a realignment
11. It is identical to above.
12. It only has one tunnel.
13. It's a good one too some may not like the blind corner, I don't mind

14. Less blindspots than the Y option
15. Less options to user.
16. Longer walk and more expensive.
17. My preference is tunnels and although this seems like more construction due to the realignment of College, this would be a better option than the bridge.
18. N/A
19. Narrow below grade crossings are unsafe and uncomfortable. These options are too tight to be successful. ASU/Tempe need to look at the designs on the Texas A&M campus for successful below grade crossings.
20. Realignment of college is not ideal
21. Realignments are expensive
22. See response two
23. Still a tunnel
24. Still prefer the tunnel option
25. This is my least favorite however it seems cheaper than option 3 (Y tunnel). Plus the utilities and all other lines won't be affected as much by this one.
26. This is ok
27. This seems the least safe to go through at night and inefficient.
28. Too much construction in a congested area
29. Tunnel preferred over bridge.
30. While it would get us to the other side of university, we then need to cross to the west side of the road.

Option 3

1. 3rd least intrusive
2. I like the Y design
3. I think the blind spot in the path might prevent usage of this tunnel, hence I ranked it 3rd.
4. If you are going to realign College ave., then having access on both sides would be ideal.
5. It would give the opportunity to cross to both sides of the street
6. of the 3 tunnel options this looked the most complicated, disruptive and expensive.
7. Requires realignment of College (i.e. additional costs).
8. The "Y" tunnel makes a blind spot, decreasing security.
9. The second ramp on north side seems superfluous. People will be crossing college, on the north side of university anyway. Second ramp takes up a lot of land area for not enough benefit
10. too much project for too long a time and too much money
11. Too much.
12. While I appreciate being able to more quickly access ASU's campus from the Fulton building and shops along College ave's east side, I believe this option may increase pedestrian traffic too heavily in the areas immediately near the northeast side of the intersection. That side of the street is more narrow than the other, with many more obstacles and potential hazards for mixed pedestrian traffic (bikers, scooters, walkers, etc.). There is outdoor dining, street trees, concrete blocks for sitting and a busy bus stop, which already makes pedestrian traffic difficult and potentially unsafe to navigate at times. I could be convinced this solution may ease the flow of pedestrian traffic, but in

my opinion, the east side of the street is already too narrow and I would prefer to see pedestrian traffic moved to the west side of the street.

13. Worried about blind corner

8. Why did you give the design a ranking of 4?

Option 1

1. A bridge is not a choice we should not consider.
2. A bridge will ruin the views of the Catholic Newman Center.
3. A bridge would be taller than a tunnel is deep, and blocks sight distance
4. Because bridges are the worst.
5. Bridge is ugly, obstructive, ruins open feel of the space. Ramps are long and impractical. Blocks sight of historical building.
6. Bridge seems like harder for biking, also less aesthetically appealing design
7. Bridge will impede cyclists
8. Bridges are used as much as underpasses
9. Doesn't solve the main issue of turning west onto University or north onto College. The northeast corner has the most pedestrian/vehicular conflict.
10. Had to give it a ranking; would have opted against it altogether if possible. Obstructs view of historic building.
11. I don't like how the bridge blocks the view of the historic church. In my opinion, I don't think that should be blocked by new construction.
12. I don't like that the ramp on north side blocks the architecture of the brick chapel
13. I don't think another pedestrian bridge across University is a good idea.
14. I like the design of the bridge and like the view of it from the street, but I think it takes up the most space of the options. I understand the need for the long ramp of course, but it takes a lot of room and kind of crowds that side of the street. It also blocks the view of that entrance onto campus with the charter monument. On the other side, it forces you to walk a decent way onto College Ave before being able to access the bridge
15. I ranked a bridge last for two reasons: 1) in my experience people are less likely to use a bridge because they have to walk up stairs when the first encounter it (as opposed to a tunnel where it is easy to descend initially) and 2) the bridge is very visually obtrusive.
16. It's too invasive and it would be difficult to cross during the summer
17. Liked it the least
18. Most expensive
19. My least favored design. It takes up too much of the intersection, especially the access ramp on the south side. The bridge also blocks too much of the view of the buildings even with thinner guide walls.
20. Not enthusiastic about insuring the church at all
21. Not ideal as the number of stairs needed are not an attractive route, we already avoid the University Bridge and Novos Bridge
22. Option 1 was given the 4th priority in an effort to encourage the use of alternative ways to increase pedestrian safety and improve traffic flow by prioritizing the tunnel options over another bridge being built on University Dr.
23. Pedestrian bridges in our heat are awful
24. Realignment, seems like it would be the largest project to complete.

25. See above. This is the least desirable option but may provide some relief from the vehicular/pedestrian conflict that currently exists at the intersection.
26. See my comments for #1 (copied below). The bridge would impact views of the Newman Center, it's exposed to the sun and would be unpleasant in the summer. I'll be honest and say I'm not super enthused about any of these options. Instead, I'd like to see buffered/separated bike lanes along University and College and then a light at the intersection that lets bikes and pedestrians cross without ANY car traffic. My pie in the sky idea: I'd love to see the car lanes separated into a tunnel near this intersection to create a more pedestrian friendly space that connects South Campus to North Campus and eliminate car-pedestrian conflicts. It would significantly reduce noise along this corridor. And it would just be nice, I guess? Like imagine a nice big promenade from the ASU Arch Bridge to College that could be made into some sort of event space for ASU and the Tempe community. My general critique of the tunnel design (really all of the designs) is the double backing ramps--cyclists, scooters, etc functionally won't be able to use them while on their bike due to the tight turns and the likely crowded space. But they'll use them anyway creating lots of potential conflicts with pedestrians and those in wheelchairs or other mobility devices. A design that allows for a wider tunnel is my preference, and one that doesn't require cyclists to double back.
27. Self-evidently the most expensive option of all.
28. Terrible option
29. The bridge is so big it would also make me want to just cross the street vs using it because it is so many extra steps. I think this design would be least effective in stopping pedestrian traffic across the street.
30. The bridge would be cool. But there is already the University Bridge further east, and it would block that view of campus.
31. The high number of stairs.
32. This option seemed the hardest to navigate and the least attractive of the options.

Option 2A

1. A realignment of College to place a tunnel on the E side seems to be a large, unnecessary use of resources.
2. Although the pedestrian bridge does not require digging (which I would assume is more expensive and tedious to take heed of utility lines running below the street), it doesn't seem as aesthetically pleasing as the pedestrian underpasses. I don't think the bridge would have a usage advantage over the tunnels as long as the tunnels are well-lit, so the look of the bridge mostly informs my opinion.
3. Bridges good
4. Fourth ranked item only provides access to the west side of College Avenue, which may be good during peak times such as lunch hour, but the rest of the time it will be inconvenient for most people.
5. I see several issues with this design, the first being its large footprint. It would not only obstruct views of the church's facade, but also the sustainability building on the southwest corner, and the Fulton building when traveling by vehicle on University. Additionally, I fear it may reduce vehicle visibility of street-level pedestrian traffic when turning right onto University from College. Finally, I believe this may be more cumbersome for bike traffic, as going up in elevation first may appear visibly as a

deterrent to taking the bridge, resulting in less mitigated bike traffic from the street-level than desired. The tunnel on the other hand, may be a more appealing option. Given the large footprint, obstruction of architecture and skylines, and my personal desire to see a tunnel rather than bridge, I've ranked this option last.

6. Least favorite
7. N/A
8. Narrow below grade crossings are unsafe and uncomfortable. These options are too tight to be successful. ASU/Tempe need to look at the designs on the Texas A&M campus for successful below grade crossings.
9. The bridges are ugly. There are two and I rarely see folks use them.

Option 2B

1. East is my least used side but would still prefer over an at grade crossing
2. I prefer the tunnels to the bridge aesthetically.
3. I would not like a tunnel design
4. I'm not sure what advantages this would have at all.
5. Least desirable of the four.
6. Making one tunnel, on the west side, would be a missed opportunity. I also don't see how it would bring better connectivity to the space, as mentioned in the one pager.
7. most intrusive
8. N/A
9. Not any clear advantage to putting the tunnel on the East side of College Ave as opposed to both sides or just the West side. It also sounds like doing so would require additional work for realignment.
10. Not sure about it
11. "Realignment of College Ave Required" sounds like a lot of additional cost and time. No thanks. It's going to be annoying as it is with all the construction.
12. Single tunnel would feel like why didn't they put it on both sides, and still had to realign college ave?
13. Southbound bikes and peds would have to cross college, potentially unsafe for bicyclists.
14. too much project for too long a time and too much money

Option 3

1. 2 sided tunnel seems expensive
2. don't like at all
3. Expensive and unnecessary.
4. Least favorite design
5. One tunnel is better than two
6. Same answer as above.
7. Seems unnecessary to re-align college ave
8. Too many blind spots
9. Too much construction in a congested area
10. Two tunnels seems very costly and unnecessary
11. Y seemed not needed for an intersection this size.

Comments without prioritizing options:

1. Addresses traffic on both sides of the street but will cause more disruption to create. This is a very busy intersection. Worried about reckless bicyclists though.
2. Aesthetically pleasing and safe.

3. Aesthetically pleasing. Tunnels collect dust, dirt and trash (and potentially graffiti) and would require cleaning.
4. All the tunnel options have the advantage of not interfering with the visibility of standing architecture and plantings. Option 3, Y Tunnel, offers the most flexibility for pedestrians and people walking their bike across, so I prefer it among the tunnel options.
5. Although this is the easiest to implement, the design seems clunky and it blocks the view of the church, which is not desirable. Also, seems more difficult in terms of accessibility for the disabled.
6. Because I lived in a dorm on Uni and would never go into a tunnel as a single female
7. Bikes cross this intersection all day every day and this plan is poor for cycling!!!! Make it better so they can bike across safely without having to dismount!
8. Do not need
9. Do not need
10. Do not need
11. Do not use
12. Does not interfere with traffic
13. Efficient use of space.
14. I like the elevated pedestrian bridge from the standpoint of pedestrian safety because it does not involve potential safety issues walking through a tunnel at night, but it interferes visually with standing architecture, especially the church.
15. I think this is the most visually appealing of the designs and would retain the current 'view' of campus.
16. It appears to be the simplest, least obtrusive and possibly cheapest option
17. it's going to create too much traffic
18. It's not needed
19. Less obtrusive and an alternative for the large volume of foot traffic, although it requires people to cross the street, which may slow traffic.
20. Looks nice
21. Money that could be spent on something else. Already too much building in Tempe. Mill ave is nothing like it was. It's aesthetically pretty but the culture has been torn down and uprooted. Not the best place to visit anymore and i've lived here for almost 20 years.
22. No other option than bridge as tunnel too scary
23. No other rankings besides bridge. Tunnel is too scary of a option
24. No road realignment, seems safer than a tunnel where people can congregate, faster build than a tunnel.
25. Not a fan of re-aligning College, lots of extra \$
26. Option 1 due to it being above ground. Tunnels can be unsafe and smelly
27. Option 2A due to College Ave not needing realignment
28. Prefer not re-aligning College.
29. The bridge design is too cumbersome and would also take away from the legacy ped bridge to the East. Also, I do not see a clear path for bikes.
30. The East side tunnel exits on the north and provides less visual interference to a church, a historic structure.
31. The Tunnel options come with negative safety and psychological aspects that will make these options avoidable access/crossing points. Unsuitable for task at hand. (Not to

mention the cost of re-routing city infrastructure below University Drive.) Please see "Additional comments"

32. There is more foot traffic on that side of the street. It also seems less obtrusive. The tunnel is friendlier for the disabled.
33. There is no other option. Way to dicey for tunnel that's just scary
34. This helps keep the most pedestrians off the road and prefer tunnel over another bridge.
35. Tunnels attract homeless and crime.
36. we don't need this
37. West side tunnel has the advantage of all the tunnels in providing less visual interference to standing architecture, but is less convenient for the majority of pedestrian traffic heading north because those people then have to cross College.

9. Additional comments.

1. A below grade crossing is preferable.
2. A bridge option is much preferred for comfortability and safety of users. As a female I do not like a tunnel option, and I would not use a tunnel option because I would not feel comfortable with all the blind spots that come with tunnels. I have lived in another city that had a tunnel system and never felt safe using it alone and only used it in groups. There were additional safety measures put in place to ease the mind of users, but it still did not feel comfortable to use. A bridge is also another opportunity for placemaking for the city as it would be highly visible to all road users (drivers, pedestrians, etc.).
3. Again, I would prefer to have none of these. I travel across this intersection on a daily basis, and what we have works fine. The YEARS of construction and \$\$\$\$\$ this will take don't seem worth it to me.
4. Any option is acceptable as each will be an improvement.
5. As a former college Avenue business owner, I believe that both sides of College Avenue should be supported with access by pedestrians, bicyclist and wheelchair users. Whichever option is chosen, I believe there will be a high rate of jaywalkers, crossing University and College, that do not want to comply with the tunnels or the bridge. This should be considered as a dangerous issue. Finally, I believe that any tunnel is going to be an attraction for crime and will be used by unsheltered residents to get cover from the sun or other weather elements. We will probably see panhandlers in the tunnel as well.
6. As a Tempe resident, ASU Alum and an avid cyclist and public transportation rider who actually uses this particular intersection on a weekly basis, I find ALL of the preliminary design options unsuitable, as possible solutions. This is an important intersection in Tempe, and this project should be well-thought-out in the spirit that supports those who are pedestrians, ADA and cyclists; and they should not have to be inconvenienced to bow to the automobile for the sake of congestion. Since there is a signal light that cannot be removed, it is fair to say that (automobile/bus) congestion will not be improved. The current signal light(s) at S. Forrest Ave. and Manzanita frontage will attest to that. With all of construction of new high rise, mixed use projects, it is no surprise that this situation would come to light. But I do believe, at minimal cost--and with safety as the highest priority, pedestrians, cyclists and automobiles can COEXIST. Priority must be on the safety and ease of movement of those pedestrians and cyclists who use this intersection--and they shouldn't have to use a bridge or tunnel to do so.

Added 'buffer zones' that force traffic to stop 10 yards before the current crosswalk striping should be suggested to help create a buffer between pedestrians and automobiles. Improved signal light placement to support the buffer zones. Artistic paver system that helps denote said zone (creative and functional striping as well). In all, I believe now is not the time for a bridge or tunnel...I suggest the city of Tempe spend the funds needed to improve what is there now--with the focus being on pedestrians, ADA and cyclists; their safety and mobility....and not the car! After all, where will the next bridge or tunnel be built...S. Forrest Ave? S. Myrtle Ave....??

7. As someone who has previous NEPA experience, I am disappointed in this process because I am just learning about this project even though I work at the corner of this intersection. No one thought to come to us and share a poster or an email or some flyer or something to specifically invite us to a previous public meeting where we could provide input. Seems like someone bypassed the most basic public involvement assessment where this would have been identified and strategies could have been utilized to share information earlier in the process. We, in the adjacent buildings, will be most impacted by the construction and I would like some changes to be made moving forward so that more involvement opportunities are made available to the users of these proposed improvements. It could be as simple as emailing everyone in the Fulton building for comment. Thank you for your consideration.
8. **DON'T FORGET BIKE INFRASTRUCTURE**
9. Either make a simple tunnel or a bridge.
10. Funds for this project should be used for other needed projects. Have used the present intersection since 1962 with no problem. Enclosed pathway will create SAFETY problem
11. Honestly all of the accessible ramp options on the south side of university for the tunnels are going to be impossible for cyclists. If you're expecting this to be used by cyclists, that entrance/exit needs to be reworked for every tunnel design. Same issue with the bridge. The turns are way too tight for cyclists. This needs to be rethought on a practical level. Please consult local cyclists and cyclist groups to ensure the tunnels are wide enough and turns are practical.
12. Honestly, I am not in favor of the options presented. I appreciate the effort to address the pressure on the intersection; however, the schemes presented thus far give deference to vehicular traffic over pedestrian access. based on the observations of student movement and behavior, i find it hard to believe that any student would want to ascend or descend to continue their walks unimpeded. The issues of stormwater mitigation, urban form, heat mitigation and campus context at the primary pedestrian entry point to the Tempe campus do not seem to have been considered. The location of the project is in alignment with the tours given to visiting dignitaries, future students and staff, and is the primary link for access to the Fulton Center. Was anyone from the University engaged with the City staff in the scoping and planning of the routing? If you want to see the net impact of a sub level pedestrian experience, traverse to the Hayden Library entry at the south end of Hayden Lawn. The experience is horrific during the shoulder seasons of the school year due to the reflective heat and lack of air flow in the courtyard. The new entry points immediately adjacent to the malls on the south and west sides of the library are used a great deal since the remodel of the library tower. The moat was removed from the base of the building to accommodate more classroom space and alleviate spaces that are not readily in public view. Was a scramble

intersection considered in lieu of the proposed schemes? This solution would seem to be in alignment with the existing conditions and maximize both forms of movement. Has a comparative study of pedestrian walk times to traverse the grade changes on both sides of the intersection versus the existing conditions? Was a solution similar to 16th street mall in Denver considered; whereby only buses and pedestrians are allowed north of University up to the entry to the Fulton Center garage? This in conjunction with the scramble intersection could work well. Thank you for opportunity to participate and give feedback on the important project.

13. How much will ASU be funding this project? This project will virtually solely benefit ASU and if ASU is not substantially contributing funding it should not move forward
14. I am concerned about the safety of the underpasses, especially at night.
15. I believe pedestrian crossings are a great idea, but as a single female, I would not use an underground tunnel unless there were plenty of people around, and only if it didn't smell of urine, smoke, etc.
16. I do use this intersection mostly biking north-south on College, riding through campus on off-hours and connecting to north Tempe. I don't think bikers or other wheeled users will have the patience to walk their bikes/boards/scooters through the underpass. They will attempt to ride through it or continue crossing at street level. The current designs do not take this inevitability in mind.
17. I don't even really understand this. I sorta think that no matter what long, obnoxious thing you put in, there will still be tons of people who will simply ignore it and just go on crossing exactly as they do now.
18. I really don't like any of these options. I wish the grade level crossing could be retained and made to work. Allow for a longer walk signal by improving traffic flow in other parts of this stretch of University, possibly limiting turning movements at college and other side streets between Rural and Mill. Maybe instead of these options, if Wrigley Hall is ever torn down and rebuilt, a pedestrian overpass could be integrated into the new building.
19. I really feel that we need more information on why a scramble crossing is not preferred. This seems like a much better solution to me as a person who uses this crosswalk extremely frequently. I see people treat it as a scramble crosswalk already (even though it definitely is not and should definitely not be treated as such). I feel that pedestrians should not be relegated to having to take a bridge or tunnel to get across a major pedestrian traffic intersection. I do not know how many people would opt to take a bridge/tunnel over a normal crosswalk if both options are available. Personally, I would likely take the bridge/tunnel if they have public art and because I find them fun, but I doubt many would make that decision.
20. I think all of the designs are nice and this would definitely alleviate traffic and be useful as a pedestrian. Love that Tempe pursues these types of projects
21. I think the intention behind this idea is great. We all want something safe for everyone. But these designs cater to cars far too much in an area that should be pedestrian focused. I'd like to see road narrowing, separated bike paths, or even restricting if cars can access this part of the road (maybe make it bus only?). Perhaps we could pursue a design where the cars are the one's going through a tunnel? It just seems backwards to be asking pedestrians to walk further out of the way than necessary. We should design our cities for people - there's not really any harm in a driver needing to wait at a pedestrian crossing and taking an extra minute or two to get to their destination, after all

they are in a personal climate controlled, sound reduced, bubble - pedestrians and cyclists are the ones contending with the heat. We definitely need to keep the existing road level crossings, and if we keep those I'm not sure I see much benefit in the change at all. It would maybe increase throughput some and offer an alternative for those who feel uncomfortable crossing and road level, but it seems like we would be better investing money in creating a tunnel for the cars or other safety measures.

22. I work in the Fulton building on the northeast corner of College and University, so this project will impact my daily life significantly. I'm excited to see infrastructure change at this intersection, and hope that whichever final design is chosen, it will reduce pedestrian traffic and increase visibility and safety during the school year.
23. I'm not a fan of tunnels at all and think they could be dangerous and garbage collectors. As a female, I wouldn't want to be near the tunnel in the evening.
24. If peds/bikes/wheelchairs/golf carts are still allowed to cross at grade level, then the purpose of this (to limit ped/traffic interactions and make bus/vehicle traffic more efficient) will be lost and the tunnel or bridge will not be useful nor used really. Those decisions really, in my opinion, need to be placed in the preferred alternatives to make a real, informed decision. If we are going to allow grade-level crossings (except for Emergency access), then I'd say to scrap the project and save the \$5million+
25. If you build two tunnels, why make long ramps for both? Couldn't one tunnel just be stairs?
26. If you preserve the crosswalks then why would anyone use these options? Seems like a waste of resources. Personally, and I cross at this intersection several times a week (work at ASU) -I would use the crosswalk not the tunnel. Once for novelty maybe but only once. I would never use the bridge. Perhaps polling those who use this intersection the most would be helpful. Also very concerned about where all the bikes go. Y tunnel seems dangerous given scooters, bikes, and skateboards. This is a bad idea as presented and I would not vote for any of them. If these concerns are addressed, I only vote for 2A.
27. I'm disappointed that more thought was not put into how cyclists will also use either the bridge or the tunnel. There is a lot of bicycle traffic entering & exiting campus at this intersection. After looking at the plans, watching the presentation & listening to the post Q&A, it feels like the cyclist perspective was not fully taken into account. Students also use scooters, skateboards, & roller blades to get around campus, too. Was how they will use this new crossing factored in at all?
28. I'm looking forward to this project! I used to live on College Ave and go to school at ASU every day, and I would have loved something like this. Now that I have graduated and have a car, I would be much less afraid of running people over going through this intersection.
29. It would still be nice to consider a pedestrian scramble to minimize construction impacts. Plus, that would make it easier to cross diagonally, saving time for students (yes, the wait times will lengthen).
30. Jaywalking and bike/scooter use/access will be troublesome with any of these options. Safety and lighting in any of the tunnel options is worrisome especially in the downtown area. The stairs down into the tunnels also look like excellent X Games opportunities for skaters. Finally, presenting these without ballpark costs is irresponsible. Just guessing, but the tunnels probably cost more than double the bridge option. Just read all the other

comments posted online too. Shoulda done that earlier. I think the suggestion for a scramble crossing light change ala 5th & Mill would be easiest/best/cheapest solution.

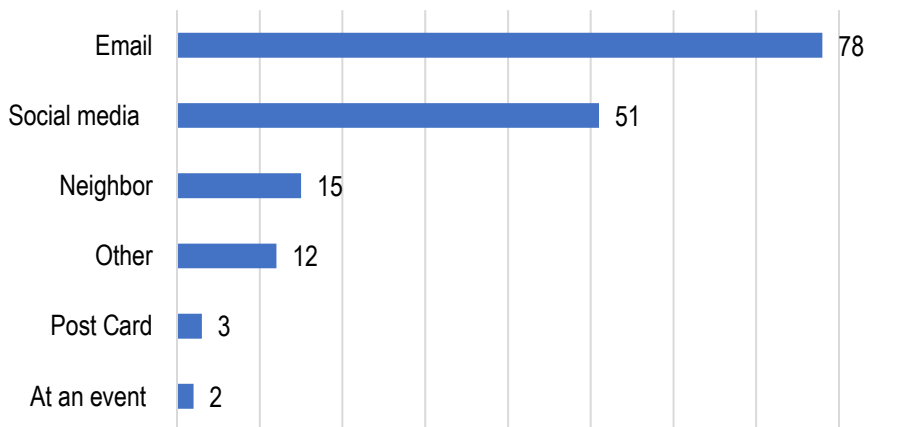
31. Just make College a pedestrian street from the bus station to ASU
32. Just saying these things again: I'll be honest and say I'm not super enthused about any of these options. Instead, I'd like to see buffered/separated bike lanes along university and college and then a light at the intersection that lets bikes and pedestrians cross without ANY car traffic. My pie in the sky idea: I'd love to see the car lanes separated into a tunnel near this intersection to create a more pedestrian friendly space that connects south campus to north campus and eliminate car-pedestrian conflicts. It would significantly reduce noise along this corridor. And it would just be nice, I guess? Like imagine a nice big promenade from the ASU arch bridge to College that could be made into some sort of event space for ASU and the the Tempe community. My general critique of the tunnel design (really all of the designs) is the double backing ramps--cyclists, scooters, etc functionally won't be able to use them while on their bike due to the tight turns and the likely crowded space. But they'll use them anyway creating lots of potential conflicts with pedestrians and those in wheelchairs or other mobility devices. A design that allows for a wider tunnel is my preference, and one that doesn't require cyclists to double back.
33. Make sure tunnels do not become homeless encampments
34. Make this the mouth of campus. I like some of the of the visuals of the theater stair and like that concept. Make the investment more than just a tunnel access to the campus. Make this a gathering place with "A" Mountain in the background.
35. Most of the meeting we talked about mitigating problems with a tunnel or a bridge. Right now the intersection is lively and energized, and spent suffer from any of the problems that might come with grade separation. Please keep this intersection how it is and use whatever money is available for other projects - for example, grade separating canal trail crossings in suburban contexts and across highways where there's no need to double back on ramps. Glad to hear it will still be possible to cross at-grade.
36. Need as many trees as possible to be added
37. Please consider a scramble intersection as an alternative.
38. Seeing the high use of concrete, are there materials that could help mitigate the heat retention of the concrete besides shade plants? Plants this past year have been affected by the heat even more this year than I have seen before even being given adequate watering. The shortest distance that students have to walk or ride will be the most used. These options are definitely safer than the crosswalks as long as everyone uses them. Where will the water draining into the dry wells be distributed?
39. Test out traffic signal changes first. If it doesn't solve most of the issues in a semester, you can look at physical changes.
40. Thank you.
41. Thanks, good ideas. Please consider the needs and preferences of Newman Center and ASU heavily.
42. The amount of traffic this will create is absurd. There truly is no need for this and seems like a waste of money. There are several different ways this money could've been spent.
43. The bridge is the way to go!!!
44. The bridge should be on the east side, away from the church, on Option 1

45. The main issue with Tempe is the fact that so many people drive. Making this more awkward is what should be happening. Make driving the less easy option. But also, this intersection is with ASU, it is not a real intersection for the normal population of Tempe. I don't believe I have ever been to this end of College on a bicycle because ASU is so hard to navigate.
46. The overpass is my preferred design, but I don't like that the entrance on the South side requires walking to the West in order to gain access. The overpass would be my preferred design if pedestrians could access it in the same location as Option 3: Y Tunnel (ie, on the South side intersection of College & Uni, instead of offset to the West)
47. The tunnel designs will not feel safe for people to use when it's dark. Please consider testing out a pedestrian-only crossing phase or other signal changes. This project will be incredibly expensive and it will make the intersection less pleasant for people walking and biking. As a land-locked city that continues to grow, Tempe needs to focus on biking, walking, and transit options that move people more efficiently. Grade-separation at intersections prioritizes moving cars over the convenience and personal safety of people walking and biking. Each version of this project will spend millions of dollars on making it harder for people on foot to cross, and adding time to their crossing and they walk up and down ramps, while reducing delay for people driving. This feels out of line with Tempe's goals to become a more sustainable and more walkable city.
48. The underpasses would only work if they can be wider openings. Given these are limited in width it creates too constrained of an environment for vulnerable individuals to feel safe using (women, elderly, etc). The bridge is the only option in my opinion but this structure needs more shade. The bridge also doubles as a gateway feature providing valuable urban design character to the area.
49. There should always be a no-build option. Not sure why this does not exist-? I think building any of the above prioritizes vehicles. Let University be slow due to all the peds. More time needs to be given to the peds in the signal timing during peak ped crossing times. I walk in this area 4-5 times a week in the mornings and see students cross against the light because the wait is so long. Another bridge would be ok but would probably require a really long approach ramp due to ADA requirements which would cause issues with the church or Fulton Center.
50. there should be a no build option, this intersection should be a pedestrian scramble with other improvements that actually improve the walking experience. there is no reason why a person should have to walk up stairs in 120 degree heat just to cross the street. its very clear this is not about improving the pedestrian experience. if this project is really superior, why would the city force us to use it by removing the cross walk at street level? if the city removes the cross walk at street level its because they know full well none of wants to walk up and down stairs and they have to force us to use this.
51. This is an exciting project as it shows the City of Tempe's dedication to continuously improve quality of life for residents and students through the improvement of pedestrian safety and improved walkability.
52. This project to grade separate traffic troubles me as it's aim to increase LOS will bring higher vehicle speeds and possibly induce increased vehicle volumes through the intersection. This project can work to segment the campus and downtown areas by creating a less desirable walking and biking environment. I would prefer to see reduced level of service in such an urban area to improve the bicycle and pedestrian experience.

Bike-bed safety and vehicle conflicts could be increased through alternative methods such as raised intersections with scramble systems.

53. To be honest none of this is needed. You guys are going to do whatever you want anyway. Focus on fixing the road, taking care of the homeless problems, cleaning the city, and not sell golf courses and other historical sites to developers because you want to pocket the money. G R E E D Y and worthless people you all have become. Tempe used to be such a closer and tighter community before they all came in and ruined it. Can't believe you're all so sensitive you can't admit you're in all of this for your own financial gains.
54. While I prefer tunnels to the bridge aesthetically, I do think a bridge is a bit safer because of visibility.
55. Why is there no non-construction option?
56. Will pedestrians be prevented from crossing at the surface in any of the schemes? Without a physical barrier pedestrians will continue to take the path of least resistance. Any study on enhanced surface crossing controls? Bigger signs, more signs, audible "walk" signs, lighted signs?

10. How did you hear about this survey? Select all that apply.



- Other – coworker (7)
- Other - Spouse (2)
- Other - emailed to me by a friend
- Other - Word of mouth
- Other - City of Tempe Newsletter

Responses: 148