

Comments from 8th Street / Creamery Row Streetscape Meeting April 15, 2015

18 people attended meeting
4 responded to survey

Responses:

1. Great job! Please include signage for eastbound bicyclists as they approach Dorsey & 8th St so they are not surprised when multi-use path ends.
2. I like the new design with the increase of the parking lane on south side of 8th St. This will help reduce parking shortages during ASU games and general school activities
3. The plans provided for review are at a concept level and therefore I can only provide limited feedback at this time. The devil (and angel) is in the details. However, it is good to see that the inappropriate cycle track element I previously commented on was removed. Some quick comments regarding the latest proposal:
 - a) At the 4/15 community meeting it was stated that specialty pavement treatments in the plan are more expensive to maintain. Since the City of Tempe cannot presently maintain the infrastructure (deteriorated and dangerous bike lanes on Warner, Guadalupe, etc.) it does not appear to be wise to create an even greater maintenance obligation, not to mention the increased capital costs. Let's spend the citizen's money wisely.
 - b) If it is decided that creating even greater maintenance obligations instead of meeting present ones is wise, then: Please do not use specialty pavement treatments with longitudinal cracks (like on University Drive) in, or adjacent to, the bike lanes or shared lanes. These create fall hazards for cyclists. Please remember cyclists must sometimes leave the bike lane to pass, avoid surface debris, etc., so this applies to adjacent surfaces.
 - c) Please be careful when using different surface colors, they contribute to road clutter. Road clutter is a known distraction and hazard to road users and should be minimized, or eliminated when it has a significant effect on safety.
 - d) Please adhere to the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities when designing the bike facility portions, particularly the bike lane widths. The preferred width is 5 feet, and 6-7 feet adjacent to a parking lane (section 4.6.4).
4. Could be a great opportunity for public art, platFORM.
 - a) Please consider better/brighter lighting along 8th street, especially at key intersections such as when 8th street and Rural, Dorsey and McClintock.
 - b) It would be great to see curb cuts and bioswal