

Upstream Dam Bicycle/Pedestrian Bridge: Summary of Public Involvement

February 2018



THE PROJECT

The Tempe Town Lake Upstream Dam Bridge is proposed to be a 0.2 mile long, 10'+ wide, grade-separated crossing connecting Rio Salado's north and south banks; ultimately bridging a significant gap between the off-street bike/ped facilities of Tempe, Scottsdale, Mesa and Phoenix portions of the Valley Path system.

This project will provide a low-stress, off-street connection for users of all abilities with links to the major regional bike/ped facilities that converge onto the north and south banks of the Rio Salado Multi-Use Path system. This new facility will promote safety by greatly reducing vehicle-pedestrian conflicts and will also shorten the travel distance between Scottsdale and Mesa by introducing a grade-separated crossing on the east side of the Town Lake complete with lighting, rest nodes and public art features.

OUTREACH

| DIRECT MAIL | MEDIA | MEETINGS/INFO | SURVEYS |
|--|---|--|---|
| <ul style="list-style-type: none"> • 1246 postcards to the single family households in the East Rio and University Heights Neighborhood Associations, major businesses in a one-mile radius, and other contacts • Multi-family complex managers mailed fliers for posting and offered electronic version for distribution to residents | <ul style="list-style-type: none"> • Social media to adjacent neighborhoods (Facebook & Nextdoor) • Press release inviting the public to attend the informational meeting • Meeting posted on City online calendar | <ul style="list-style-type: none"> • Presentation to Transportation Commission • Presentation to Sustainability Commission • City Council Friday packet information item • Project website online • Slide re meeting on info facility screens/ CH11 | <ul style="list-style-type: none"> • Comment cards distributed at public meeting • Public encouraged to comment online in all posts and media |

SURVEY RESULTS

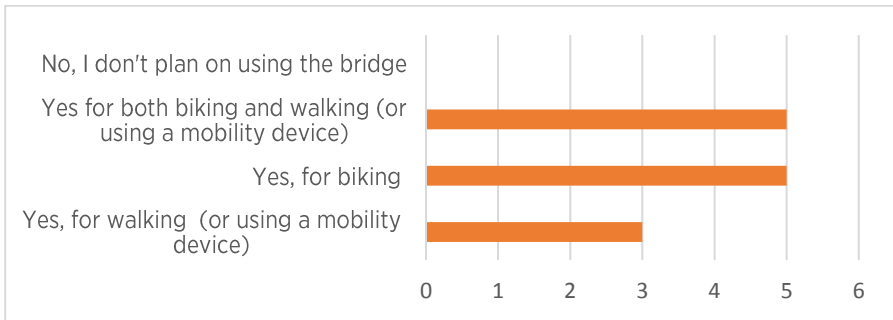
Twelve individuals responded to the survey. Not all respondents answered every question. The results are below.

Question 1: Please list your top three priorities for the design of the Upstream Dam Bicycle/Pedestrian Bridge (feel free to add your own element if you don't see it below):

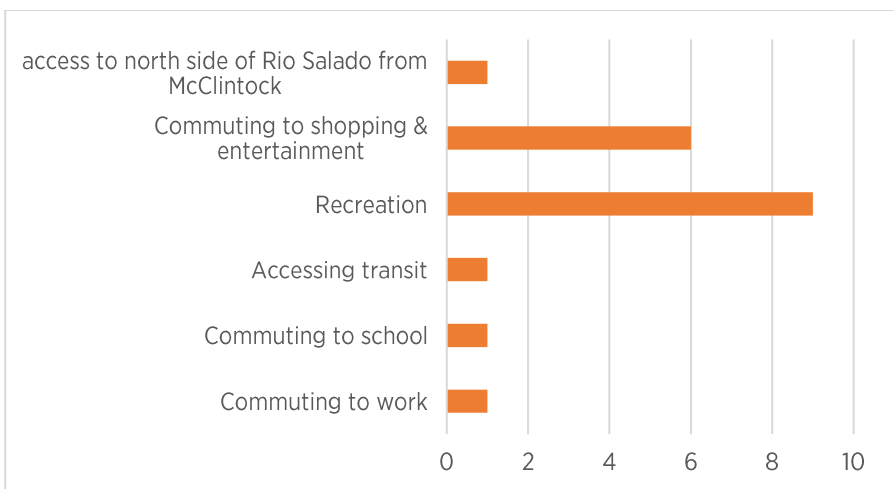
Wayfinding, Signage, Public Art, Shade, Landscape Nodes, Seating, View Platforms, Architectural Lighting, Wide Bridge Deck, Delineated Bike/Ped Space, Other

| Top Priority | 2nd Priority | 3rd Priority |
|--------------|-----------------------------|---|
| wide deck 3 | shade 3 | delineated bike/ped space 3 |
| shade 3 | delineated bike ped space 2 | landscape nodes 2 |
| lighting 1 | seating 2 | public art 2 |
| signage 1 | architectural lighting 1 | wide bridge deck 3 |
| public art 1 | public art 1 | seating 1 |
| | wide bridge deck 1 | stopping zones instead of delineated bike/ped |
| | view platforms 1 | |

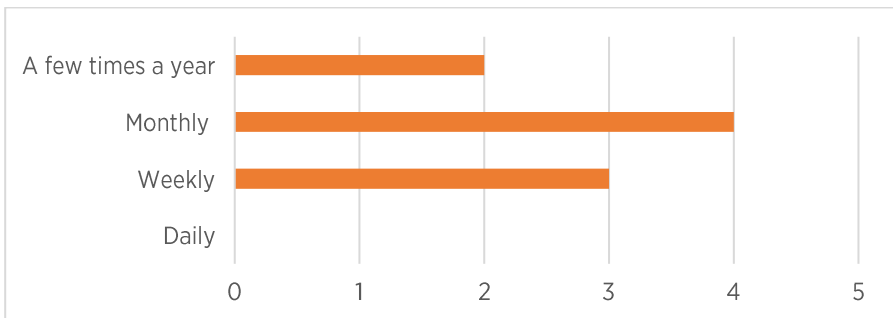
Question 2: Do you plan on using the bridge?



Question 3: If yes, check all that apply:



Question 4: If yes, how often do you think you'll use the bridge?



Question 5: Please share any comments you have related to Upstream Dam Bicycle/Pedestrian Bridge:

1. Unless there's enforcement and unless it's fairly wide, nobody will abide by bike/ped delineation. And if you're going to install bike/ped delineation I'd say you need to install video cameras so that in the event of a crash cyclists or peds can be held to, or absolved of responsibility.

I'd like to see friendly stopping/standing zones, something that indicates you shouldn't block the path if you're stopped/standing and "here is where you should stop/stand". Maybe a strip alongside one edge of the bridge? Unfortunately common sense is in short supply these days and peds are often oblivious of their surroundings.

2. A simple bridge reflecting the riparian wilderness and elements of the natural environment which presently exists on the north side of the Rio Salado is all that is necessary. The present dirt path which extends not much farther beyond McClintock could be improved slightly but I fear that the current relatively rustic nature of the north side of the Rio Salado beginning at the Indian Bend Wash SUP, the SUP which already exists on the western side of the wash, will just become another example of the paving over of paradise.

Bicycling and fishing are my two most favorite recreational pastimes. This north side of the Rio Salado, in this location, is the best place currently in urban Phoenix to do both. Please hike along the dirt path and think about how you can enhance the natural beauty without building massive structures and pouring concrete over the whole thing.

A bridge to get over to the other side would be nice but many people already do so at the next "dam" upstream from the location you're considering and you can fish from it as well.

Nevermind, I just read the rest of the plans concerning the Indian Bend Wash SUP to McClintock. Fences, concrete path, no more fishing, just bicycling from point A to point B. Just like the south side of the lake, too bad. I'll just stick to the canals, I can ride my bike from Gilbert to almost all the way to Tempe Town Lake on the canal paths, will it be worth it anymore?

3. Pavement texture/ coarse (sp?) would be sufficient to produce bike/ped delineation. A wildlife viewing area upstream on the north side would be appreciated. I'm concerned about the distinct possibility of a flood destroying the plate -- (sp?) ...of the dual steel arm-- . It would be better from a structural and --viewpoint to use the dual arch -- for all four spans and the 60' arch for the middle spans (sic)
4. Great project. Great opportunity to use architectural design to use bridge as a "sense of place"
5. Think about what the operation and maintenance would be for the bridge and surrounding area. For example - the two-span double arch bridge- how would you maintain the arches/access especially if that is where the lighting is located.
6. Current downstream dam seems good as far as width and lighting. Upstream width should work ok.

Emailed comments:

1. I love the project and definitely support it.

I am for the least expensive version of the project (and the non-curved version). They both seem to serve the same purpose and all solutions are beautiful, so I would look for the lesser cost solution.

As far as priority, I believe that the Country Club Way project portion from Broadway to Tempe Town Lake should have a higher priority than the Upstream Dam project. This is because the Country Club Way project would resolve these issues:

- There is not a safe pedestrian or bike route north of Broadway. A safe route is very very much needed as soon as possible. Tempe has failed to activate bike/ped usage in this section (I strongly believe that the result is the lack of bike riders on McClintock).
- There is not a good connection to the Urban Core either ... the railroad highly segregates the city; the country club Way Project would reduce this segregation.
- The Upstream Dam Bike/ped bridge, Rio Salado and Beach Park Masterplan, Rio Salado multi-use path underpass, etc would be a lot more meaningful to residents south of the railroad if more residents could bike or walk to it safely.

| | | Project Area | | Survey Respondents | |
|----------------|-----------------------------------|---------------|---------|--------------------|---------|
| Population | | 55,181 | | 12 | |
| Topic | | | | | |
| | | Estimate | Percent | Number | Percent |
| Ethnicity | | | | | |
| | American Indian/Alaskan Native | 1,722 | 3.10% | 0 | |
| | Asian/Pacific Islander | 6,298 | 11.40% | 0 | |
| | Hispanic | 10,970 | 19.90% | 0 | |
| | African American/Black | 3,237 | 5.90% | 0 | |
| | White | 30,700 | 55.60% | 12 | 100% |
| | Other | 77 | 0.10% | 0 | |
| Gender | | | | | |
| | Female | 25,207 | 45.70% | 4 | 50% |
| | Male | 29,974 | 54.30% | 4 | 50% |
| Age | | | | | |
| | 1-20 yrs | 14,339 | 25.90% | 0 | 0 |
| | 21-39 yrs | not available | | 4 | 50% |
| | 40-64 yrs | not available | | 3 | 38% |
| | 65 + yrs | 3,374 | 6.10% | 1 | 12% |
| Disability | | | | | |
| | Yes | not available | | 0 | 0 |
| | No | not available | | 8 | 100% |
| Veteran Status | | | | | |
| | (civilian population over 18 yrs) | | | | |
| | Yes | 1,999 | 4% | 1 | 12% |
| | No | 47,531 | 96% | 7 | 88% |

*note not all respondents replied to every question