



Grand Canal Multi-use Paths Phase I & II Public Input Summary: MAY 2019

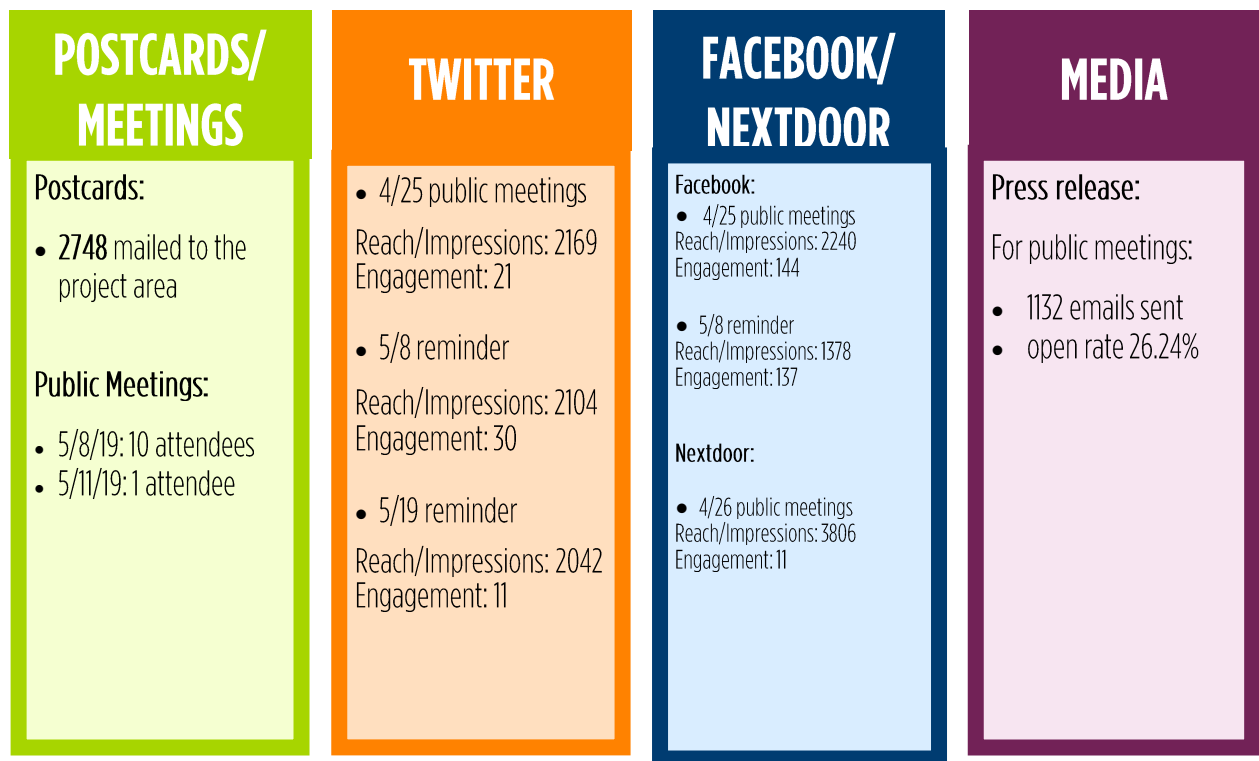
I. Background

Grand Canal Phase I (Design & Construction): This project will design and construct a concrete multi-use path with lighting and landscaping extending to Tempe's border with the City of Phoenix. This project will provide for a continuous off-street pathway that was originally envisioned through the Multi-Use Path System Detailed Plan (2000) and was also identified in the Tempe Transportation Master plan.

Grand Canal Phase II (Preliminary Design): This project will produce preliminary design concepts and report for the feasibility of a connection between the Grand Canal and the Rio Salado North Bank paths. (However, the final design and construction for this project are unfunded.) The proposed grade-separated project is located between the Tempe Town Lake/Rio Salado North Bank Multi-use Path and Washington Street along Center Parkway over SR-202.

The City of Tempe held two public meetings (May 8 and 11, 2019) to introduce the project to the public and seek input regarding the options for both Phase I and II. A video of the existing conditions was used along with a PowerPoint presentation and display boards to communicate the information.

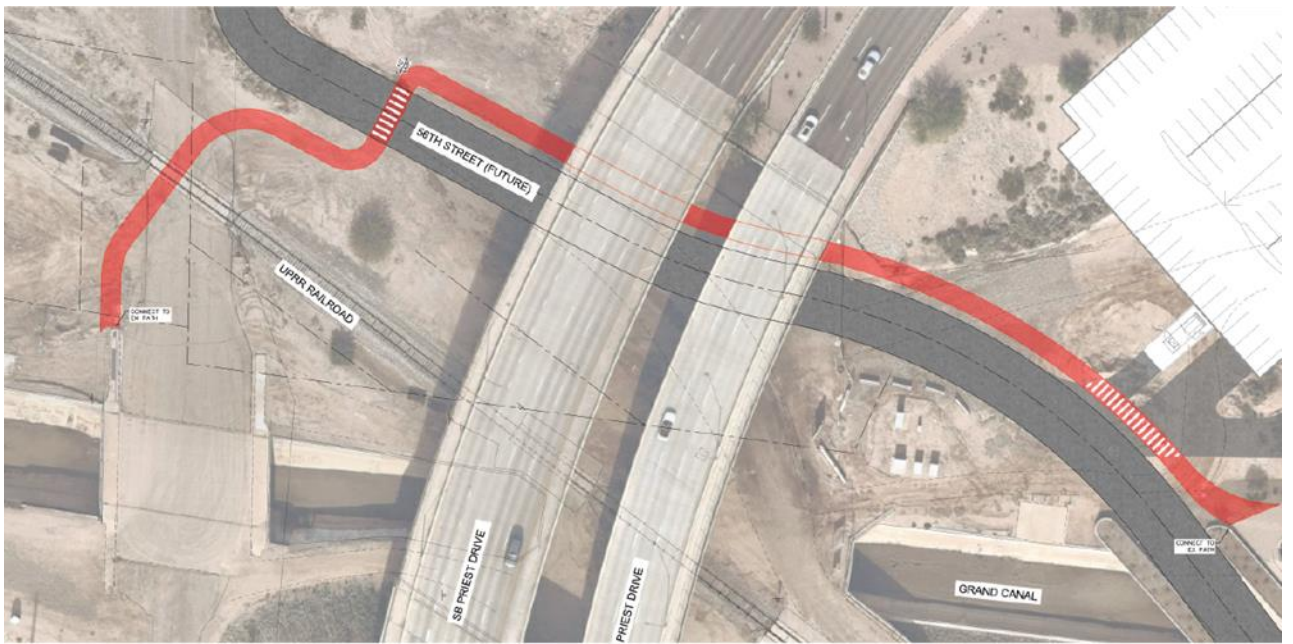
II. Outreach



III. Survey Results

The survey was distributed at both meetings and was open for online comments from May 8 – May 22, 2019. There were sixteen responses to the survey.

Respondents were asked which of the two options for Phase I they preferred.



Blue Option: 15

Red Option: 1

Respondents were asked why they preferred either the blue or red option:

1. Simplest
2. Stays away from possible alignment changes along 56th Street (52nd Ave?)
3. Only 1 street crossing. Seems safest alternative. No/less walking on 56th St.
4. Better "Flow", fewer streets crossed.
5. Safety
6. Less street crossing
7. Only one place to close the road, at a (lesser lower) used section of the road. This would not depend on what others do with that future road which could change.
8. Appears to be safer. Path only crosses auto traffic once not twice.
9. looks safer, better visibility
10. The blue option 'hugs' the canal more, which I think is better for wayfinding purposes. The blue route also eliminates another point of conflict/crossing that the red route has, namely crossing of the entrance into the parking garage.
11. Only one traffic crossing.
12. Less street/driveway crossing.
13. only one street to cross
14. One street crossing
15. less street crossings
16. No right angle street crossing of 56th Street. One street crossing vs two.

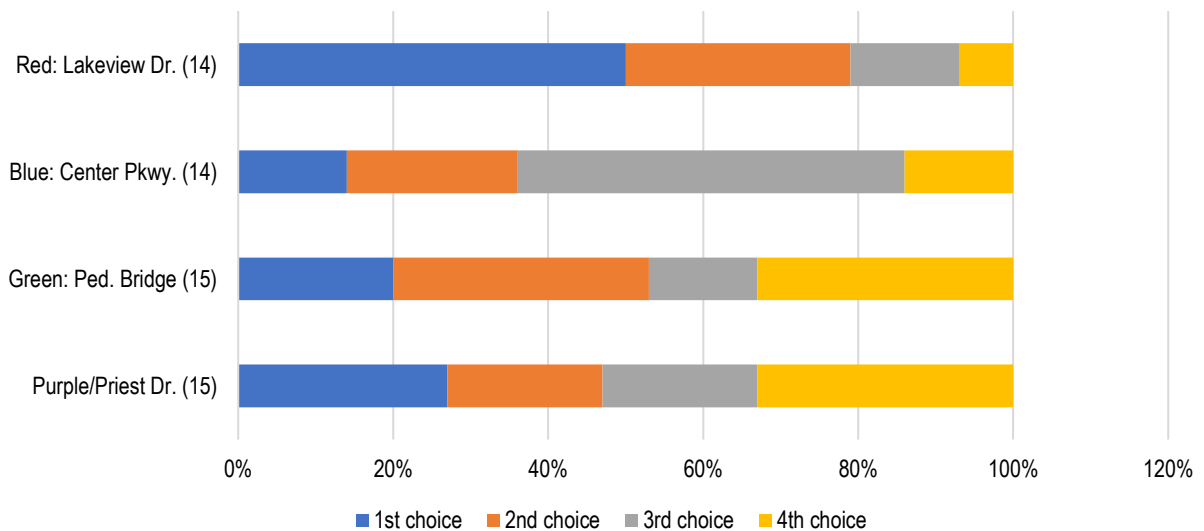
Respondents were asked to share their thoughts re Phase I:

1. Although I chose A I wish there was a better view of where the proposed crossing would be. The aerial view does not show where the current roundabout crossing is and I wonder once you cross the roundabout why is there another crossing needed on the East side Priest dr.
2. I am currently riding the dirt from Priest @ the Grand @ Papago intersection down to the grand canal path. It would be helpful to connect priest sidewalk to grand directly.
3. I like the fact that the blue choice stayed closer to the grand canal.
4. I'm incredibly happy to see this project being pushed. I recently rode the new phoenix grand canalscape project, which vastly improves the old dirt path. However, the break in the current system between the Tempe and Phoenix paths is very tricky to navigate and makes

the whole experience uncomfortable. This project should be expedited as much as possible!

5. Great. Please finish ASAP.

Respondents were asked to rank the four options shown in the diagram below:



Average Priorities for the 16 responses:

1. Red: Lakeview Drive
2. Purple: Priest Drive
3. Green: Pedestrian Bridge
4. Blue: Center Parkway

Respondents were asked to share their thoughts regarding Phase II:

1. Purple and Red should be done at the same time since most of what is needed is ALREADY there.

Blue would be a good option pending more data on projected numbers of new residents along with current residents (both **business and** residential new construction). In addition I think we would need traffic counts done three times:

June 23-29 September 15-21 and sometime in the Spring during Spring training these dates would ideally collect the best range of traffic. After gathering that data would could make a better informed decision on the feasibility of that option.

Green is cool, but is the most costly and we might be able to better spend our money on other bicycle pedestrian upgrades in the city with a bigger need.

2. Blue is closest to Tempe Lake pedestrian bridge. Green is safe - seems like no direct access to street.
3. The blue alternative may not tie in to the Grand Canal best but it connects Tempe north of the Lake with Tempe south of the Lake via Hardy and a future Railroad bike path. It also makes "sense" of the Town Lake pedestrian bridge that currently is redundant with Mill & Priest bridges.
4. Lakeview makes the most sense for Downtown Tempe Town Lake accessibility Priest Road safety would benefit from the proposal from these improvements.
5. Green would be #1 if the funding could come in. It wouldn't be too steep and would get over the freeway. Red seems easiest because it's practically already in place. Purple also seems very easy to just move stripes, add paint. Center (blue) seems too steep, and goes to Washington like Red would. Both Red & Blue go to Washington. I use Lakeview Drive a lot more anyway, that's why it's my 1st choice. Also, there is hardly any traffic.
6. Another high priority project, critical to provide linkage between major regional paths. However, I don't understand why we are focusing only on joining the Rio Salado path with the Grand Canal path? The Crosscut Canal path also terminates in the general area, and lacks connectivity with either of the two other paths. I think a solution that links all three is necessary. For that reason I heavily prefer the Red design as it would be easily modified to include a link to the Crosscut canal.

Red: My preferred design, as this is how I currently connect between the two path systems. However, I dislike the current proposal which incorporates buffered bike lanes. The lakeview drive alignment should be used, however a multiuse path should be constructed on the shoulder of the road or in the road itself. Lakeview drive does not have

much vehicular traffic, but it seems foolish to use bike lanes as a means of joining major paths. Every linkage should be a 10' wide path, the same as the rest of the network. As part of this project the sidewalks on the south side of Curry and the east side of Mill can be widened to 10' to provide linkage to the crosscut canal path.

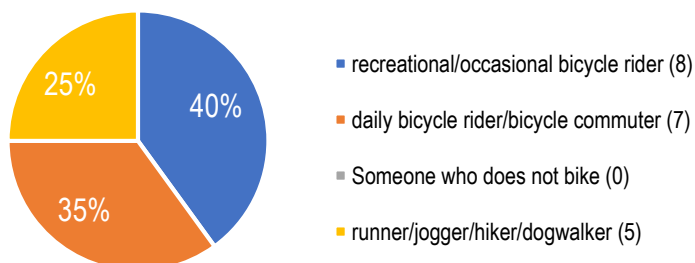
Green: This is obviously the 'bells and whistles approach' as it provides the least amount of conflict points with traffic. However, it's very expensive and I am concerned that placing the path connection so far to the west of the pedestrian bridge will limit the amount of people who use it.

Blue: My concern with this design is primarily that Center Parkway is heavily used during rush-hour times and that even with high visibility crosswalks there is too much potential for accidents between cars and bicycles. Additionally, it is unclear to me how the current design links up with the Grand Canal path. Will there be a ramp built down to the path from Center Parkway on the north side of the Grand Canal?

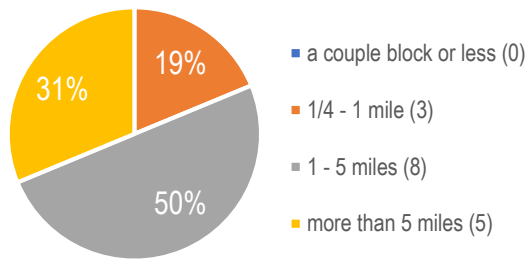
Purple: This shares concerns with Blue (too much potential for vehicle bicycle collisions) and Green (too far west from the pedestrian bridge).

7. I think it's helpful to have the path end on the north side close to the Metro light rail station.
8. Criteria the City should consider (in priority order):
 1. Safety of cyclist and path users
 2. Most direct
 3. Most benefit-cost
9. I really appreciate having bike routes separate from car travel. Feels much safer.
10. I like the Lakeview Drive connection because there is very low vehicle traffic volume on that road. I dislike the pedestrian bridge due to cost, when there is excess roadway capacity on Center Pkwy or Priest that could be utilized without building more crossings.
11. The sooner the better!

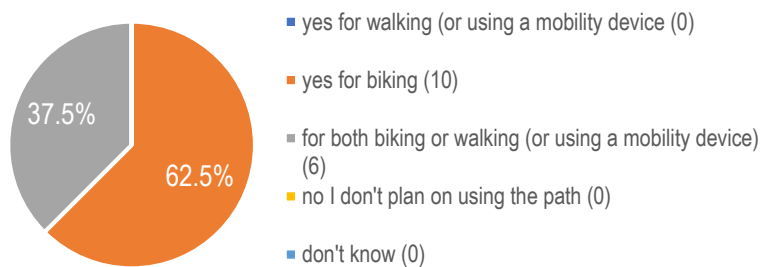
Which of these describes you? (check all that apply)



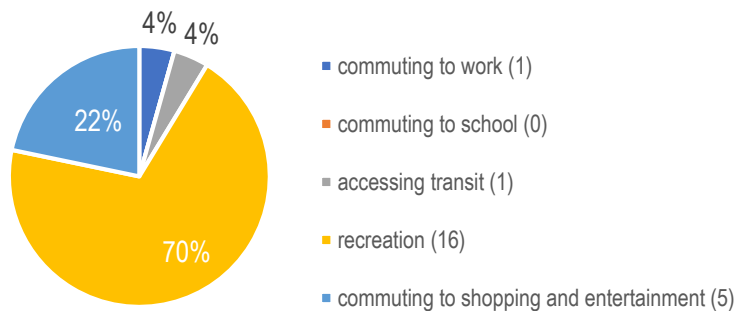
How far is your home from the Grand Canal Multi-use Path?



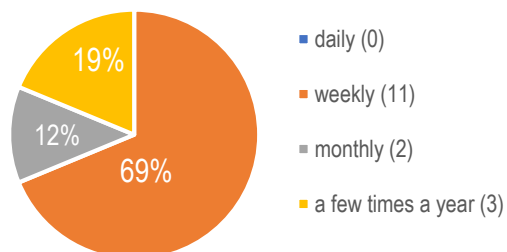
Do you plan on using the path for bicycle or pedestrian trips?



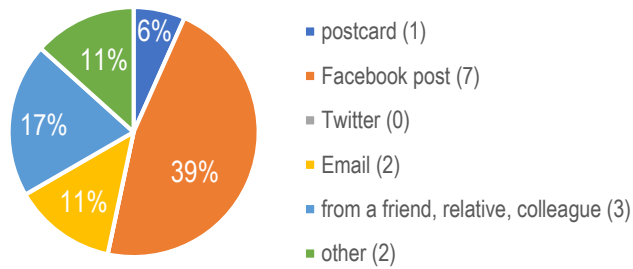
What will you use it for? (select all that apply- 23 responses)



How often do you think you'll use the corridor?

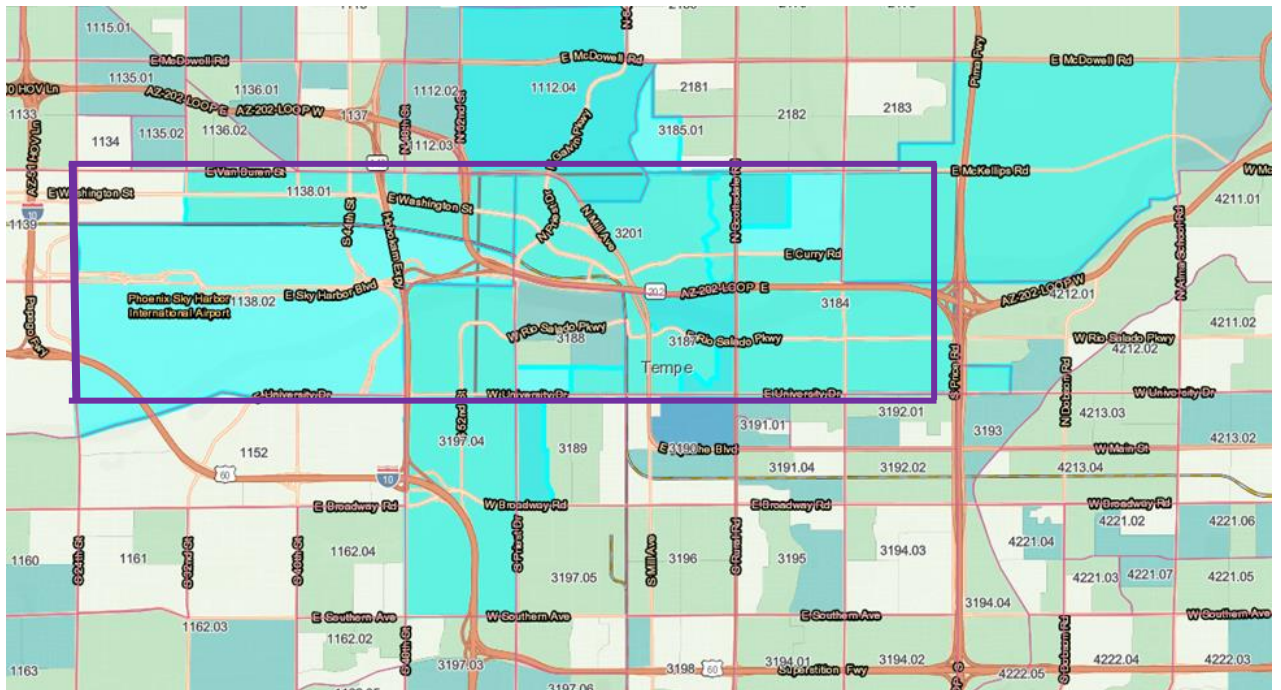


How did you hear about the Grand Canal Multi-use Path Project?



IV. Demographics

The Project Area is designated by purple dashed line.
Data that follows includes all census tracts that touch project area (turquoise)



Race and Ethnicity

Total Population	24,371	-
Hispanic	6,499	26.7%
Non-Hispanic		
White, Non-Hispanic	13,853	56.8%
Black, Non-Hispanic	1,348	5.5%
Native American, Non-Hispanic	876	3.6%
Asian, Non-Hispanic	1,136	4.7%
Pacific Islander, Non-Hispanic	52	0.2%
Other, Non-Hispanic	46	0.2%
Two or More, Non-Hispanic	561	2.3%
Minority	10,518	43.2%

Ability to Speak English

Population 5 years and over	23,765	-
Speak Only English	16,689	70.2%
Speak Other Languages	7,076	29.8%
Speak English "very well"	5,040	-
Persons with Limited English Proficiency (LEP)	2,036	-
Speak English "well"	1,155	-
Speak English "not well"	697	-
Speak English "not at all"	184	-

Commuting to Work

Workers 16 years and over	14,360	-
Car or Truck - drive alone	10,688	74.4%
Car or Truck - carpool	935	6.5%
Public Transportation	532	3.7%
Bicycle	528	3.7%
Walked	780	5.4%
Other means (taxicab, motorcycle, etc.)	250	1.7%
Work at home	647	4.5%

Vehicles Available

Occupied Housing Units	10,642	-
No vehicle available	990	9.3%
1 vehicle available	5,517	51.8%
2 vehicles available	3,148	29.6%
3 or more vehicles available	987	9.3%

**Source: United States Census Bureau, American Community Survey
2013-2017 5yr Estimates**

Source: U.S. Census Bureau, 2013-2017 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Supporting documentation on subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website (www.census.gov/acs) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website (www.census.gov/acs) in the Methodology section. The MOE for individual data elements can be found on the American FactFinder website (factfinder2.census.gov). Note: Although the ACS produces population, demographic and housing unit estimates, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. Prepared by: Maricopa Association of Governments, www.azmag.gov, (602) 254-6300