



Public Input Summary: Adaptive Streets, February 2022

I. Background

To support the City of Tempe in responding to quickly and frequently changing demands on City roadways, the City is creating an Adaptive Streets Implementation Design Guide.

Adaptive street strategies are tools that can be used to temporarily adapt the public right-of-way, including roadways, sidewalks, and streetscapes, and use space differently to address changing community needs. These needs may be driven by specific transportation modes or by needs related to community gathering and events.

Adaptive streets are meant to be implemented quickly, but the implementation is temporary, for a specific reason. Long-term infrastructure changes, or the reconstruction of streets would require a broad public involvement process along with design and construction document development.

The Adaptive Streets Implementation Design Guide will be a reference guide to help the City consider and implement adaptive street strategies. The project will:

- Identify a toolbox of strategies
- Identify when and how strategies are applied
- Provide guidelines for the City to pursue implementation of strategies

The project is funded through regional funds from the Maricopa Association of Governments. It will be developed over the course of nine months beginning in September 2021 and will include two rounds of public comment.

II. Outreach

- A virtual public meeting was held on January 19, 2022; a total of **10 people attended online**.
- An in-person open house was held on Saturday, January 29 from 8:30-10:30 a.m. outside at the Tempe Public Library. Attendance for the event is estimated at 200 people.
- The topic was **posted online** from January 19 – February 13, 2022 on the Tempe Forum.

Below is a summary of additional **outreach tools** that were used to provide information to the public regarding the meetings, project, and opportunities for input:

FACEBOOK

1/19/22 – public meeting, day of. Reach/Impressions: 654 | Engagement: 6

1/21/22 – open house. Reach/Impressions: 356 | Engagement: 14

1/25/22 – open house reminder. Reach/Impressions: 1604 | Engagement: 279

1/26/22- feedback closes. Reach/Impressions: 83 | Engagement: 8

1/29/22- day of meeting. Reach/Impressions: 3776 | Engagement: 110

TWITTER

1/19/22 – public meeting, day of. Reach/Impressions: 988 | Engagement: 20

1/21/22 – open house. Reach/Impressions: 565 | Engagement: 5

1/25/22– open house reminder. Reach/Impressions: 1124 | Engagement: 32

1/29/22 – open house, day of. Reach/Impressions: 5203 | Engagement: 94

NEXTDOOR

1/21/22 – open house. Reach/Impressions: 1107 | Engagement: 186

1/27/22 – open house reminder. Reach/impressions: 1291 | Engagement: 4

PRESS RELEASE

1/20/22 – open house. 3266 emails sent, 34% open rate, 2.8% click rate

2/4/22 – provide input. 3253 emails sent, 33% open rate, 1.9% click rate

2/7/22 – Coronavirus newsletter. 7114 emails sent, 39.9% open rate, 2.9% click rate

INSTAGRAM

1/25/22- open house reminder. Reach/Impressions: 2172 | Engagement: 186

1/28/22 – day of open house (IG Story) Reach/Impressions: 506 | Engagement: 5

III. Survey Results

A total of 49 unduplicated survey responses were received; some respondents did not answer all the questions.

Question 1: An example of an adaptive street strategy is temporarily replacing a parking space with a parklet to allow for expanded outdoor dining. Installing speed humps along a road is NOT an example of an adaptive street strategy. Is the definition and explanation clear to you? (49 responses)

Yes: 45

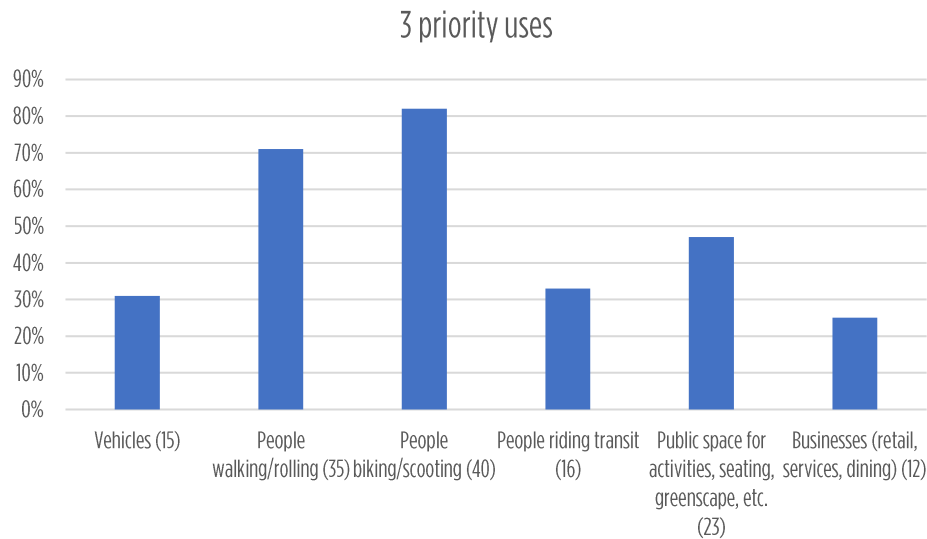
No: 4

Of those that answered “no” the reasons given:

1. You have not said WHY you want to do “adaptive” streets. You already have an event (ironman) that effectively cuts Tempe in half and makes it impossible to get to places such as Tempe Marketplace. Such “community needs” sound like they are to be determined by a bureaucrat (aka dictator) and residents are expected to just submit to these iron fisted decisions without a wimper.
2. Confused by the word ‘application’. Strategy seems better.
3. Loaded Question. Tempe has already reached gridlock and adding any more restrictions even temporary causes more confusion, road rage, and congestion. This is another clear example of creating solutions from a staff that is oblivious to what it is like living in Tempe with too many city employees residing out of Tempe.
4. I would like to see more specific examples and use cases.

Question 2: Adaptive Streets applications will be driven by a specific mobility or community need. Considering the diverse demands and needs on Tempe's roads and streets, which three uses do you think are a priority to accommodate with adaptive streets? (choose three) (141 responses)

- Vehicles
- People walking/rolling
- People biking/scooting
- People riding transit
- Public Space for activities, seating, greenscape, etc.
- Businesses (retail, services, dining)



Question 3: Based on your answer to Question #2, what are your biggest needs related to Tempe's roadways/right-of-way that could be addressed with a temporary adaptive street strategy? (44 responses)

1. Neighborhoods need help with traffic issues.
2. (1) There are several neighborhoods with wide streets that have traffic going much too fast. For example, Country Club Way and Dorsey. There are neighborhoods with many destinations. My neighborhood has McClintock HS, Curry, and Connolly plus a few churches. This causes many issues at certain times of day and on certain days. School drop-off and pickup is an especially difficult time. Parents tend to violate signage such as no-parking or block driveways. It is just congested in general. There often can be safety issues with kids walking or biking in neighborhoods to get to school (primarily traffic). Note that Curry Connolly already has temporary type cones and bollards up along Concorda through the corner to Country Club Way. It would be nice to see some better adaptation for those areas (since the bollards are constantly obviously damaged); some of the moveable bollards are stored on the sidewalk on meadow in front of curry. Also, I guess the 15mph moveable school signs are probably an example of adaptive streets in some way (those are often stowed in a residential yard). More and bigger bike lanes so people will want to commute via bike. More uses for excessive roads and parking (seating area, parks, business use).
3. More protected bike and pedestrian infrastructure
4. More protected bike lanes and lower car speeds

5. Safer intersections for bikes
6. Biking/walking lanes and spaces to then keep your bike
7. I think the adaptive streets should prioritize alternative modes of transportation such as biking and walking.
8. there are many opportunities Public spaces are many mandatory in this place. PDF
9. make safe for all non vehicular modes of commuting
10. Tempe prioritizes cars over all other street users. There needs to be protected bike lanes on big streets (Broadway, Southern, Rural, etc) and pedestrian walkways across these streets at regular intervals. Speed limits need to be lower. Enforcement of vehicle laws needed. Higher punishment for drivers hitting cyclists or pedestrians.
11. Bike safety and heat mitigation.
12. Crowded roadways, especially in neighborhoods (Mitchell Park to Maple Ash). Too many cars parked on the streets, riding/walking pedestrians, and the Chicanes make the streets very narrow and difficult to maneuver. As biking and driving resident, there isn't enough safe space for either mode of transportation. Specifically, main neighborhood streets like Farmer and Ash is filled with parked cars. Many drivers don't leave enough room for opposite traffic to pass or drive too close to pedestrians, especially passing through the chicanes. The sidewalks aren't in good condition enough condition for most pedestrians on wheels to effectively use. Traffic on Mill from Rio Salado to University is dangerous for pedestrians. The city should consider closing this route for cars 24/7 or at least during busy times (weekends and evenings).
13. Safer space for bicyclists and pedestrians. Separated bike lanes, bigger buffer for sidewalks along roadways.
14. Reduced traffic congestion on north/south arterial streets. Also in the ASU area
15. There are plenty of roadways and parking lots, but Tempe is a concrete wasteland. There are no green spaces for walking or playing. It's just more skyscrapers and "beach park" full of dirt and garbage.
16. Tempe needs to become more pedestrian friendly. A city that encourages walking, biking, and transit riding will thrive as a fulfilling place to live/visit. We need more green spaces and businesses accessible by foot.
17. Not eliminating driving space but adding possible no parking in the historic neighborhood and putting a bike lane paint strip or something?
18. Walking
19. alleviate busy roads during rush hour and events. alleviate student traffic around ASU
20. Clear bike lanes on all streets, safe ways for bikes and pedestrians to cross major highway interchanges, clear messaging about adaptive streets to vehicles.
21. Retain resident mobility. The point of the American experiment is to let events and trends develop by popular use and desire. The concept of "forcing" a trend is Communism. You have already taken Tempe's first arterial street (Mill) and squeezed it down to 1 (ONE!) lane that can be COMPLETELY blocked by a stopped trolley!!! You may want to make Tempe an "anti-automobile" city, but how about we put it to a vote!!!!!!

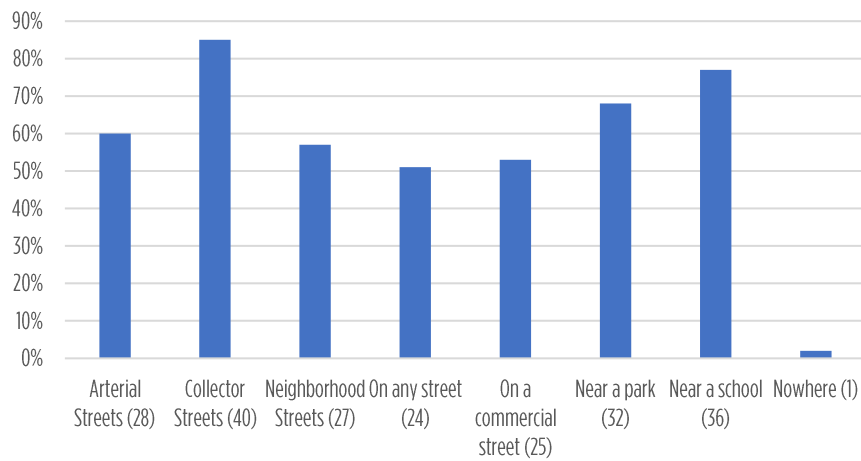
22. space for biking in a way that's safe and comfortable
23. Reliable and timely public transit services
24. safer, dedicated biking spaces so that pedestrians and bikes do not compete for sidewalk and so that bikes/scooters, etc can travel safely. Putting a 3 foot wide bike lane on a dangerous, high speed limit street (as was done on university) is NOT an adequate solution.
25. Safer streets for walking, biking etc. traffic calming, shade and barriers between pedestrians and cars. Street accessible businesses, public spaces and shopping areas designed for people not cars
26. Dedicated space for transit whether it be busses or walking/rolling/biking is good for the community as it reduces congestion by promoting alternative forms of transit, increases the safety of bikers, and reduces emissions contributing to climate change.
27. community driven transportation modes - environmentally conscious and encourages interaction with spaces and businesses that are both vital for Tempe to thrive as a city.
28. Pedestrian crossings - it feels dangerous crossing busy streets even with WALK signs.
29. Safe and comfortable sidewalks and crossings.
30. We need speed bumps on 9th St between Mckemy and Hardy. We have no sidewalks and cars are speeding through when they are westbound on University and see the Hardy light turn red. They take 9th instead of waiting for the left turn light onto Hardy. There are kids who live on this street. Either that or block off the left turn lane from University to Mckemy. Thank you. While I am at it,,, we need to lower the speed limit on University to 35 between Priest and Mcklintok and have protected bike lanes. With the population increasing in downtown li,e it is we need more bike and scooter riders and a lot less cars..
31. Shade. Super obvious painted bike lanes.
32. Bicyclist safety and convenience for the individual, not the business. I HATE when businesses reserve the very best parking spot in front of their business for pick up orders. Shouldn't that space go to the people who choose to stay, dine-in and tip??
33. Safety for bicyclists, pedestrians, and other modes of transportation that do not involve a motorized engine. Close off Mill ave to vehicles and give back the space to businesses, bikes, and pedestrians. This has worked in other countries and has increased business/sales, community, and safety for all. When putting in bike lanes they need to be painted and protected. For example the new bike lanes you are putting in on Scottsdale Road is a POOR attempt at future planning and does not meet vision Zero goals. As an avid cyclist that has spoken to other cyclists we all have agreed that there is no way we will ride our bikes on Scottsdale Rd. with the suggested plan and bike lanes. Please Do Better Tempe.
34. It should be easier to cross the street, both at major intersections and at non-signalized intersections. Using Tempe's' right-of-ways should be made less unpleasant for people that are not in vehicles.
35. to get people where we need to go while also creating pleasant, safe spaces
36. Safer crosswalks and drivers awareness of pedestrians crossing non major streets like neighborhood entrances/exits

37. More space for walking, biking, and waiting for transit that's safer and protected from the elements. I like the idea of promoting public space for seating or for businesses as well. What we don't need is more space for cars. Asphalt already dominates the landscape, making for a hotter experience for those not in their cars. The places that are busy with traffic will be busy with traffic even with more space for cars. Instead, focus on public spaces for everything but cars. I like the planters below, but am concerned that little would survive in them w/o lots of maintenance given that they'd be surrounded (in most cases) by hot asphalt and concrete.
38. We need cars to slow down and pay attention to those who use alternate modes of transportation. By planting streets in specific area may help slow down traffic and make bike paths and walkways more enjoyable to walk and bike on which could encourage more people to opt for alternative modes of transportation.
39. SAFE streets for bicycling to/from work and school with protected bike lanes, lowered speed limits, and more narrow roadways. We also need HIGH VISIBILITY cross-walks and more of them mid-block for our schools and businesses. Having a crossing only every 1/2 mile is dangerous on roads like Rural, Broadway, and McClintock with the high travel speeds. We have proposed a neighborhood grant in the past for colorful, higher visibility cross-walks near the McKemy and Broadmor school corridor on College Ave. There are many cyclists, orbit riders, and pedestrians using that corridor during commuting hours and though the street has had some treatment meant to reduce speed, there is still not enough visibility to keep bikers and pedestrians safe from aggressive drivers. We would support any and all pilot applications of these types of adaptive strategies along this corridor to increase safety and community connections in the area. Thank you.
40. Speed limits should be reduced on arterial, reduce the lane width, reduce the ROW on collector streets
41. Speed reduction and accident reduction is paramount. There are just too many problems that are now out of control. Add more stop lights...increases more red light runners. Reduce speed limits... increases more speeders etc. The drive thru at Chic Filet at University is a complete disaster with during certain hours traffic is stopped on University to enter the drive thru and now with the Streetcar reducing university to one lane. How the planning dept allowed this is unimaginable! The Union Pacific Railroad is another cause of preventing cyclists and pedestrians from crossing neighborhood streets and forced to use major grade crossing collector streets. Try removing the pedestrian bridges across US 60 and see what would happen.
42. The Bike lanes in Tempe are inconsistent start and end randomly and are often blocked by trucks making deliveries and are the first lane closed during construction.
43. Safe bike lanes and corridors
44. Safe, segregated, biking infrastructure.

Question 4: Temporary Post and Paint applications, as exemplified in the photos, could be an adaptive street strategy to temporarily enhance the pedestrian environment at an intersection. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (213 responses)



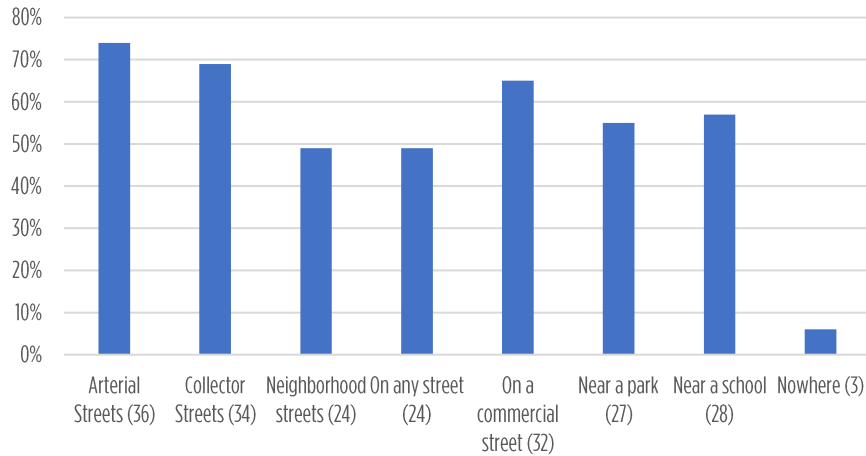
Where to use post and paint



Question 5: Temporary Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more dedicated space to walk or bike. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (208 responses)



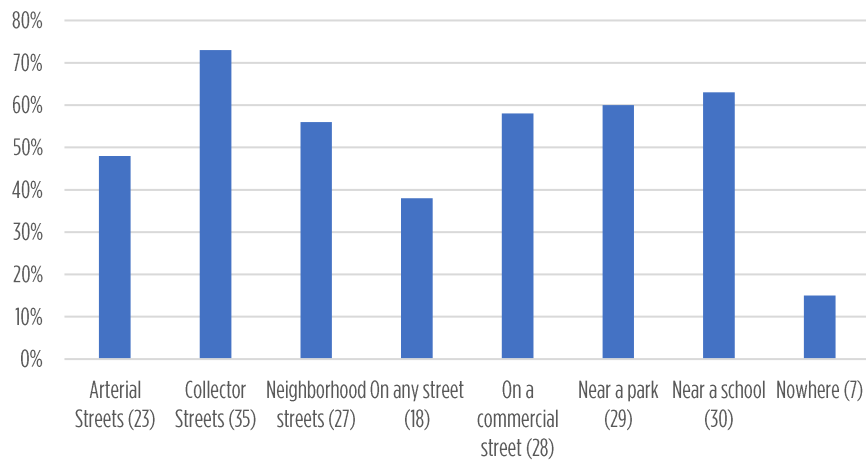
Where to use temporary barriers



Question 6: Temporary Planters and Paint applications, as exemplified in the photos, could be an adaptive street strategy to address a need for greater awareness of a new use of the right-of-way. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (197 responses)



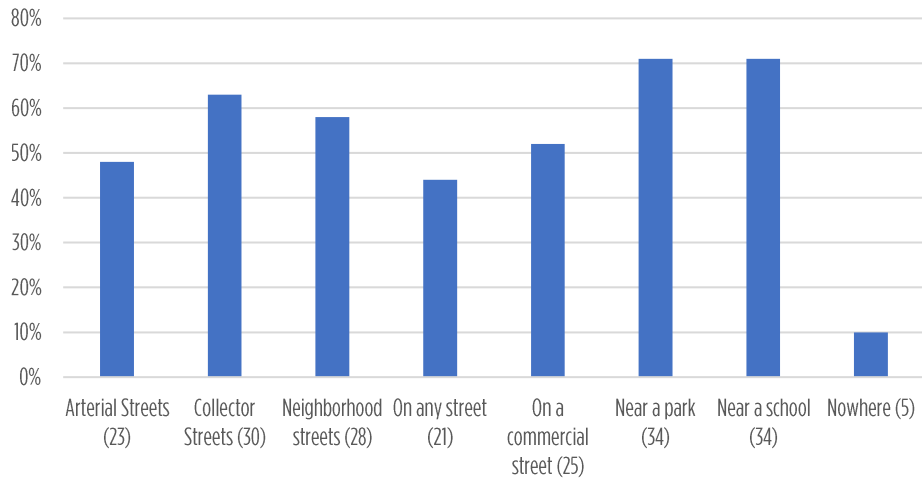
Where to use planters and paint



Question 7: Temporary Kit of Parts applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment or dedicated space for walking or biking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (200 responses)



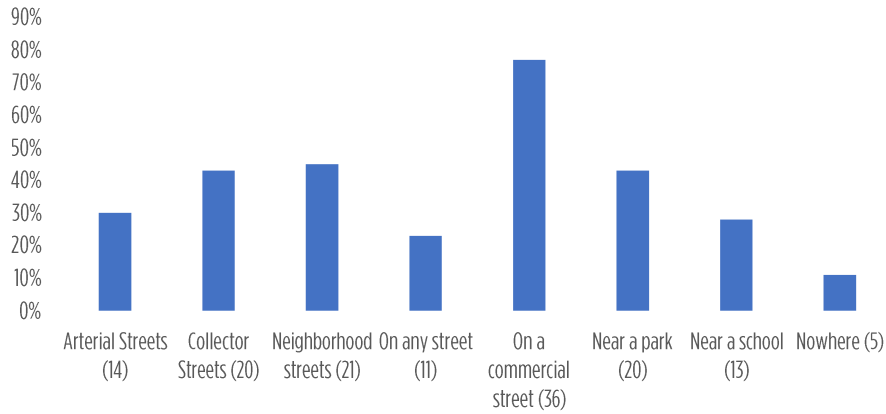
Where to use kit of parts



Question 8: Temporary Roadway Barrier applications, as exemplified in the photos, could be an adaptive street strategy to address a need for more room for activities or dining. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (140 responses)



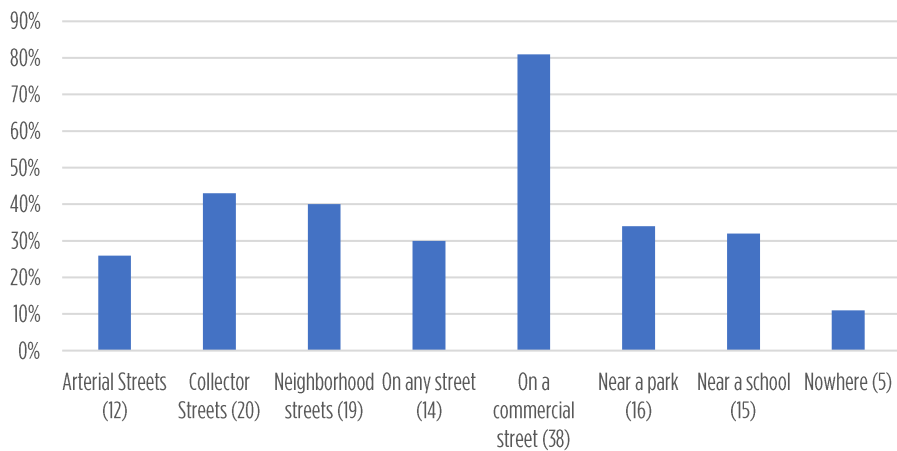
Where to use temporary roadway barriers



Question 9: Temporary Paint/Mural applications, as exemplified in the photos, could be an adaptive street strategy to address a need for an enhanced pedestrian environment at intersections or placemaking. Do you think this strategy could be successful somewhere in Tempe (circle all that apply): (139 responses)



Where to use paint and murals



IV. Emails received

From:

Sent: Wednesday, January 12, 2022 9:24 AM

To: Richardson, Bonnie <bonnie_richardson@tempe.gov>

Subject: Adaptive Street Use

Hi Bonnie,

Thank you for giving the presentation last night at the DRC study session. We ran out of time but I did have a few questions/comments.

1. I really loved the sheep as well! Would love to see something like that implemented in neighborhood street closures or in the downtown core.
2. I am a fan of the crosswalk art to not only build character within our city but to draw attention to the crosswalk for motorists and hopefully for pedestrians, as well, to encourage use of them.
3. How does the new street car affect closures in downtown Tempe? As a resident, I would like to see Mill Avenue closed down to vehicle traffic more often to promote festivals and walking in the downtown area. I assume the street car will limit or prohibit this.
4. Has there been studies done for a possible multi-use (ped/bike) for sidewalk easement along Mill Avenue between University to Broadway? It seems unreasonable that that section of road does not have bike lane protection.

Thank you!

Sent: Tuesday, February 01, 2022 9:39 AM

To: Richardson, Bonnie <bonnie_richardson@tempe.gov>

Subject: Hello-community input

Hello, Bonnie- I hope you are well. I am a resident of south Tempe and teach at ASU. I really enjoy what Tempe has to offer and got to watch some of your presentation related to street design ideas.

Just want to offer a quick idea and input. I lived in Guadalajara for a bit and in Austin, TX and I am always into the cities that build a sense of community, center the arts, and have a very noticeable "vibe." One idea that comes to mind from my time in Guadalajara, is how they used one of its streets (I believe it was called Chapultepec) to use the in-between part of road (called the median, I guess?) to have movie nights (pop up screens) and they used the area around it to host vendors---they sold food and all sorts of other stuff. This really created a walkable space to bring families out and live music was supported and centered at the local restaurants and on the street. I think Tempe is suited perfectly for something like this. I wonder about how cool it would be to create these community zones of arts and street food regionally in the city of Tempe.

I know events do take place in the city. As I am sure you agree, I think designing the streets for community and connectedness (AND SUPPORTING BUSINESS EFFORTS) vs just mobility and efficiency really brings a town to life.

Anyhow, thanks for reading my email. Wishing you the best with this project.

Best,