



Public Involvement Phase 1 Report

November 10, 2025



Connecting the Valley

MAG Regional
Active Transportation Plan

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Introduction

The Maricopa Association of Governments (MAG) Regional Active Transportation Plan (RATP) will identify active transportation needs and inform investments to be made under the new active transportation and nonmotorized mobility infrastructure program. This program is identified in the MAG Regional Strategic Transportation Infrastructure Investment Program (RSTIIP), which guides transportation investments for the region. Active transportation refers to modes of travel, which are largely powered by human effort, such as walking, biking, or using wheelchairs or mobility assistance devices.

The RATP will identify existing active transportation and nonmotorized mobility infrastructure gaps and determine high priority regional routes and connectors. The plan will develop a prioritized list of regional projects and recommend a suite of active transportation infrastructure competitive programs.

The RATP Community and Stakeholder Engagement Plan (engagement plan) is designed to identify ways to involve the community and build support for the RATP. The emphasis will be on connecting with a broad audience to get input that reflects the region's wide-ranging needs and unique interests.

The public engagement themes will focus on the following four approaches:

- Getting the word out on the RATP.
- Understanding active transportation needs, barriers, and opportunities.
- Reporting back on key milestone decisions.
- Summarizing the draft plan for acceptance.

Dissemination of information on multiple platforms has proven to be effective in creating a sense of urgency regarding the solicitation of feedback. Therefore, the project team will work with MAG's member agencies to help deliver the message through their social media platforms, newsletters, and other outreach channels.

This report presents the results of Phase 1 public outreach efforts for the plan, including an overview of the engagement materials utilized, statistics from online engagement platforms, and a summary of community events attended by project staff to advertise the RATP.

Public Engagement Materials

Project Website

MAG created a project website that provides background on MAG’s active transportation program, study objectives, up-to-date information on the project and timeline, and a link to the interactive map described below. Materials have been made available for posting once approved by the MAG Team.

Project website link: [MAG Regional Active Transportation Plan Project Website](#)

Interactive Map

A study area interactive map was developed. The purpose of the map was to gather information on where the public experiences issues with active transportation and what they would like to see in the future. Users were given the ability to place a point on the map and choose a comment topic to provide feedback. They were also given the opportunity to include a comment with their point and view other respondents’ comments. The categorized comments received are shown below:

Table 1. Interactive Map Comments Received During Phase 1

Comment Category	Number of Comments
Barrier Issue	56
Crossing Issue	93
Good Bike Amenity or Infrastructure	51
Good Pedestrian Amenity or Infrastructure	52
Important Destination	94
Other Issue	86
Safety Hazard or Issue	101

The interactive map was linked through the project website and made available 24/7. The map includes a direct link to the project survey and has been made available in all languages supported by Google Translate.

Interactive map link: <https://app.publiccoordinate.com/#/projects/MAGRATP/map?lngLat=-110.74458432609327&lngLat=34.08625466759982>

The interactive map received **533 individual comments**, including replies to original comments. Comments may be reviewed in **Appendix A**.

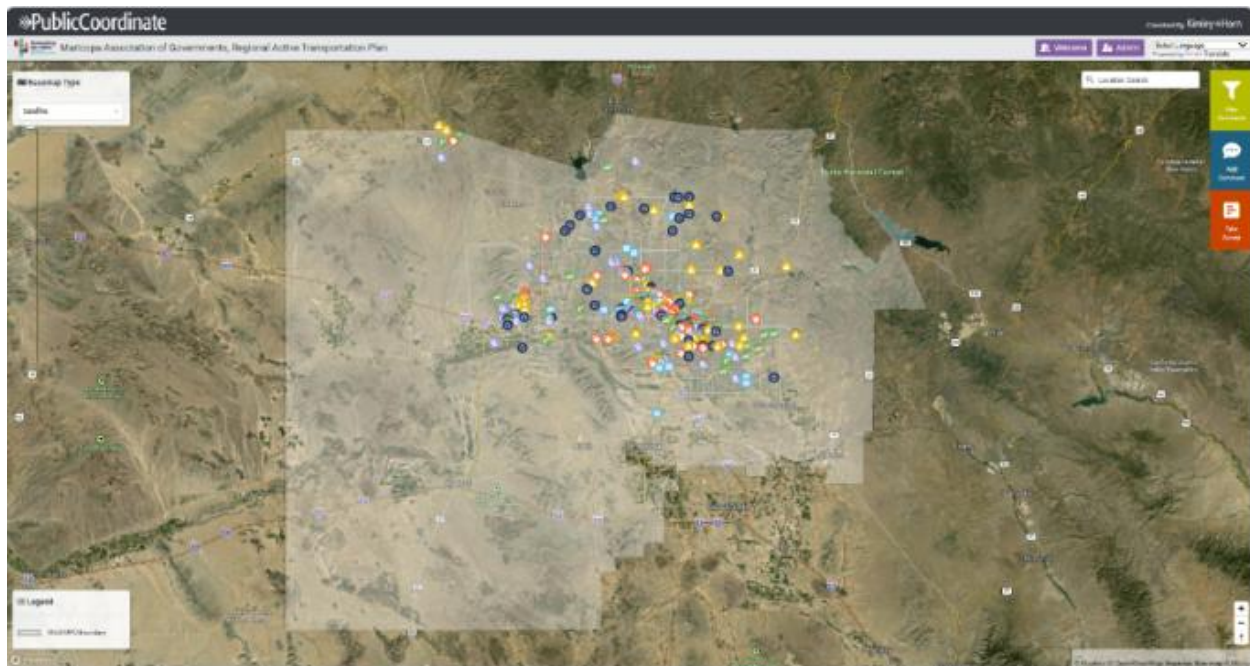


Figure 1. View of Interactive Map (October 10, 2025)

Map Comment Themes

Key takeaways and themes of map comments include:

- Safety Hazards and Crossings.** Several comments were provided about speeding, poor visibility, and a general lack of enforcement around various pedestrian crossing locations (such as the intersection of 27th Avenue and Indian School Road in Phoenix). These comments mentioned HAWK signals, pedestrian bridges, or crossing light timing adjustments as potential remedies. Several comments also noted specific concerns about roundabouts, intersections, and bike lane encroachments.
- Barriers to Community Connectivity.** Concerns about the physical and infrastructural barriers present in the study area that disrupt community connectivity, such as Tempe Canal pathway discontinuities, were provided. Comments specifically asked MAG to invest in more continuous bike and pedestrian pathways, especially along canals and major roads or above washes, and link these pathways to trails, transit, and commercial areas.
- Pedestrian-Friendly Infrastructure.** The map had a notable number of comments sharing positive feedback on specific shaded paths, protected bike lanes, and pedestrian-friendly design elements, such as the bicycle boulevard along 1st Avenue in Mesa. Conversely, several comments expressed frustration with a general lack of shade in other specific areas. The areas of Scottsdale and Downtown Mesa housed a notable number of comments from users concerning good pedestrian-friendly infrastructure models.
- Connectivity with Destinations.** Several comments mentioned a need for connectivity with the various libraries, parks, schools, and shopping centers within the study area. However, other

comments emphasized that these locations or the areas surrounding them needed stronger pedestrian or bicycling infrastructure to improve existing accessibility, such as the entrance to Tempe Towne Plaza along University Drive. Some comments also emphasized the need for increased signage for trails and pedestrian pathways.

Online Survey

A survey was developed to help gather information on community members' active transportation priorities, current system challenges and experiences, and feedback on potential crossing improvements. The survey was open to any person 24/7.

Project survey link: <https://www.surveymonkey.com/r/T8CRLYJ>

As of October 10, 2025, the survey received the following statistics:

- 172 unique responses received
- 53% of respondents completed the entire survey
- On average, respondents spent 8 minutes and 45 seconds filling out or viewing the survey.

A full listing of the survey responses can be found in **Appendix B**.

Survey Response Themes

Key takeaways and themes of survey responses include:

- **Priorities for Active Transportation Planning**
 - “Create an all ages and abilities network that is safe, convenient, and accessible for walking, biking, and rolling” was ranked by the greatest number of respondents as what they feel the top priority for the RATP should be.
 - “Prioritize active transportation connections at the regional scale” and “prioritize active transportation connections that connect people to recreational activities” were both consistently ranked low (below a 3 on a scale from 1-5) by respondents.
- **Challenges to Active Transportation**
 - Respondents identified that the most significant barriers to active transportation were a) separation from vehicle lanes; b) driver behavior and vehicle speeds, and c) roadway crossings
 - A lack of bike parking facilities and a lack of lighting/wayfinding were perceived as less significant challenges.
- **Bike Infrastructure Options**
 - Respondents, on average, felt most comfortable with cycle tracks and protected bike lanes on both local roadways and major roadways.
 - 52% of respondents stated they feel or would feel “not at all comfortable” with shared bike lanes on major roadways, with 37% stating they feel or would feel “not at all comfortable” with them on local roadways.

- Other bike treatments respondents mentioned for consideration included paved canal bike paths, off-street trails, and more substantial bollards to prevent crossover with vehicles.
- **Pedestrian Challenges and Desired Enhancements**
 - A lack of shade, dangerous roadway crossings, and a lack of sidewalks were the most prevalent responses when respondents were asked about their current challenges walking or doing pedestrian related activities.
 - Respondents favored improvements that focused on separating pedestrians from vehicles, adding more sidewalks, and adding separated pedestrian-only trails or boulevards.
- **Crossing Improvements**
 - 64% of respondents said they would feel “very comfortable” using overpass crossings on major roadways (67% said the same of overpass crossings on local roadways).
 - Tunnels had the highest number of “not at all comfortable” or below-neutral responses

Community Events

The intent of attending/hosting community events is to engage with various groups of users and/or a diverse group of people. This is especially important for individuals who may lack reliable access to technology for virtual engagement or have limited time to attend a dedicated project meeting. Event locations were determined based on their geographic spread across the MAG planning region.

Project team staff attended the following events in the engagement period for Phase 1:

- **Chandler BMX Race** | 298 S McQueen Road | Sunday, July 27 | 6:30 – 8:30 P.M.
- **Town of Fountain Hills Back 2 School Bash 2025** | Four Peaks Park (14605 N Del Cambre Avenue) | Friday, August 8 | 6:00 – 8:00 P.M.
- **Arizona Sunrise Series Riparian Preserve 5K Race** | Riparian Preserve (2757 E Guadalupe Road) | Saturday, August 9 | 6:30 – 8:30 A.M.
- **Park West Market on 41st** | Park West (9744 W Northern Avenue, Peoria) | Saturday, October 4 | 8:00 A.M. – 12:00 P.M.*

**The RATP project team initially planned to attend the August Glendale Family Fun Festival, but it was canceled. The team then planned to attend the city's September 27 event instead; however, this event was canceled on the day of the event due to inclement weather. The project team staffed the Park West event the weekend after on October 4.*

Project materials, including project flyers, postcards, printed surveys, and display boards with the project area map were brought to each event.

Event Statistics

- **Chandler BMX Race**
 - Meaningful conversations and engagement with a dozen estimated individuals.
 - The online map received 73 new comments in the three days following the event.
 - The embedded survey received nine new responses in the three days following the event.
- **Fountain Hills Back 2 School Bash**
 - Meaningful conversations and engagement with ten estimated individuals.
 - The online map received four new comments in the three days following the event.
 - The embedded survey received four new responses in the three days following the event.
- **Riparian Preserve 5k Race**
 - Meaningful conversations and engagement with an estimated 15 individuals.
 - Project information and materials (flyers and postcards) were exchanged with a fellow community partner from the Blue Zones Project of Scottsdale to promote continuous community input and involvement.
- **Park West Market on 41st**
 - Meaningful conversations and engagement with an estimated 25 individuals.

- Over 50 project postcards were distributed throughout the event.
- At the event and in the days following the event, the map received nine new comments.



Figure 2. A member of the project team speaking with a community member at the Chandler BMX Race.



Figure 3. A member of the project team speaking with a community member at the Town of Fountain Hills Back 2 School Bash.



Figure 4. A community member examining a project postcard at the Park West Market on 41st.



Figure 5. A member of the project team speaking with a community member at the Park West Market on 41st.

Notification Materials

Engagement opportunities, both in-person and virtual, were advertised in a variety of ways as indicated below:

- Local newspaper
- Social media
- Email blasts through the Technical Advisory Group, MAG active transportation distribution list, or other stakeholders
- Flyers posted at local destinations and activity centers
- Website links from existing websites owned by Technical Advisory Group agencies and other stakeholders

Social Media

Project information was disseminated through existing MAG member agency channels to keep stakeholders engaged and the public informed throughout the project. Social media content was created with the intent of directing users to the project website, interactive map, and survey.



Figure 6. A Facebook post from July 3 advertising the interactive map and survey.



Figure 7. A Facebook post from August 8 advertising the extended comment period.

Project Flyers and Postcards

Various versions of the project flyer and similar postcards shown below were handed out at each public involvement event or posted at destinations/activity centers. These flyers provided the public with information on the RATP, including the project goals and links to the project website, current survey, and interactive map. Spanish translations were also made available. A new version of the postcard and project flyer with updated comment deadlines was provided at the Park West Farmer’s Market in October.

Connecting the Valley
MAG Regional Active Transportation Plan

The Maricopa Association of Governments (MAG) is developing a Regional Active Transportation Plan. The regional plan will define a vision, establish evaluation tools for bicycle and pedestrian improvements, and recommend improvements for the anticipated \$800 million in dedicated active transportation funding authorized by Proposition 479—the region’s dedicated half-cent sales tax for transportation.

THE REGIONAL PLAN WILL AID REGIONAL AND LOCAL ACTIVE TRANSPORTATION PLANNING BY:

- Developing a regional active transportation vision, with supporting goals and measurable objectives
- Prioritizing active transportation investments to maximize the benefit and impact of bicycle and pedestrian improvements
- Establishing a funding program to support active transportation projects that build consistent, connected networks within and across jurisdictional boundaries
- Implementing a performance metric framework to track progress and impact after the Active Transportation Plan is complete

SCAN THE QR CODE TO LEARN MORE AND PROVIDE YOUR INPUT BY AUGUST 8, 2025!
<https://tinyurl.com/23sszqpn>

Connecting the Valley
MAG Regional Active Transportation Plan

La Asociación de Gobiernos de Maricopa (MAG) está desarrollando un Plan Regional de Transporte Activo. Este plan regional definirá una visión, establecerá herramientas de evaluación para mejoras en infraestructura para bicicletas y peatones, y recomendará mejoras para los \$800 millones en fondos dedicados al transporte activo, autorizados por la Propuesta 479—el impuesto regional dedicado de medio centavo a las ventas para el transporte.

EL PLAN REGIONAL APOYARÁ LA PLANIFICACIÓN DEL TRANSPORTE ACTIVO A NIVEL REGIONAL Y LOCAL MEDIANTE:

- Desarrollar una visión regional de transporte activo, con metas de apoyo y objetivos medibles
- Priorizar las inversiones en transporte activo para maximizar los beneficios e impactos de las mejoras para bicicletas y peatones
- Establecer un programa de financiamiento que respalde proyectos de transporte activo que construyan redes coherentes y conectadas dentro de las jurisdicciones y entre ellas
- Implementar un marco de métricas de desempeño para monitorear el progreso y el impacto después de completar el Plan de Transporte Activo

¡ESCANEA EL CÓDIGO QR PARA OBTENER MÁS INFORMACIÓN Y COMPARTIR TU OPINIÓN ANTES DEL 8 DE AGOSTO DE 2025!
<https://tinyurl.com/23sszqpn>

Figures 8-9. Project postcard in English and Spanish.

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THE REGIONAL PLAN WILL AID REGIONAL AND LOCAL ACTIVE TRANSPORTATION PLANNING BY:

- Developing a regional active transportation vision, with supporting goals and measurable objectives
- Prioritizing active transportation investments to maximize the benefit and impact of bicycle and pedestrian improvements
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- Implementing a performance metric framework to track progress and impact after the Active Transportation Plan is complete

GET INVOLVED!
Your input is vital to this project. Tell us about your experience using the current transportation system and share your ideas for future improvements.
Take the project survey by August 8, 2025, to share your input.

Scan the QR Code to View the Project’s Interactive Map and Survey
<https://tinyurl.com/23sszqpn>

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MAG Regional Active Transportation Plan

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EL PLAN REGIONAL APOYARÁ LA PLANIFICACIÓN DEL TRANSPORTE ACTIVO A NIVEL REGIONAL Y LOCAL MEDIANTE:

- Desarrollar una visión regional de transporte activo, con metas de apoyo y objetivos medibles
- Priorizar las inversiones en transporte activo para maximizar los beneficios e impactos de las mejoras para bicicletas y peatones
- Establecer un programa de financiamiento que respalde proyectos de transporte activo que construyan redes coherentes y conectadas dentro de las jurisdicciones y entre ellas
- Implementar un marco de métricas de desempeño para monitorear el progreso y el impacto después de completar el Plan de Transporte Activo

¡PARTICIPA!
Tu opinión es fundamental para este proyecto. Cuéntanos sobre tu experiencia usando el sistema de transporte actual y comparte tus ideas para futuras mejoras.
Responde la encuesta del proyecto antes del 8 de agosto de 2025 para compartir tu opinión.

Escanea el código QR para ver el mapa interactivo del proyecto y responder la encuesta
<https://tinyurl.com/23sszqpn>

Figures 10-12. Project flyer in English and Spanish.

Appendix A: Interactive Map Comments

Description	Category	Replies	Created On	Lat	Lng
18th Ave, North/South is a biking route, but this section between Highland and Camelback is broken up, requiring multiple street crossings, making it inconvenient to use.	Barrier Issue	N/A	7/25/25	33.5057868613765	-112.043175991252
3rd ave acts as a great North/South Bikeway, but there is no East/West routes to link up with to actually get to destinations. The minor improvements implemented on Osborn Rd should be expanded, making it a main E/W route.	Barrier Issue	N/A	7/25/25	33.4875716837806	-112.078257615612
15th Ave needs the installation of physical barriers between cars and bikes. The buffered bike lanes are not enough.	Barrier Issue	N/A	7/25/25	33.4818760433092	-112.091389261725
Encanto/Oak is slowly becoming a major east/west route. The heard Museum and this section of housing prevents access between N 3rd St and N Central Ave.	Barrier Issue	N/A	7/25/25	33.4730531770768	-112.070974983836
The highway splits the north and south neighborhoods in half and clearly were intended to have more crossings across the highway with more local streets, not just the arterial and collectors.	Barrier Issue	N/A	7/28/25	33.4616804218008	-112.128488190492
The highway splits the north and south neighborhoods in half and clearly were intended to have more crossings across the highway with more local streets, not just the arterial and collectors.	Barrier Issue	N/A	7/28/25	33.4619880404298	-112.131783219353
The highway splits the north and south neighborhoods in half and clearly were intended to have more crossings across the highway with more local streets, not just the arterial and collectors.	Barrier Issue	N/A	7/28/25	33.461701213539	-112.138885646171
This bridge across the freeway exists, but is closed for public use. It should be opened and utilized to stitch together the north and south neighborhoods.	Barrier Issue	N/A	7/28/25	33.4638597151168	-112.195128660145
The railroad impedes bike and pedestrian connections north/south, forcing traffic onto major roadways like Alma School and Dobson, which has fewer safety measures and is just all around more dangerous.	Barrier Issue	N/A	7/28/25	33.4112968441802	-111.861362327944
Places like Riverview should be accessible from the canal to enable active transportation.	Barrier Issue	Original Comment	7/28/25	33.4326193552002	-111.86248886887
Places like Riverview should be accessible from the canal to enable active transportation.	Barrier Issue	Allowing this accessibility would increase activity along the canal! Approved	8/24/25	33.4326193552002	-111.86248886887
There are segments of the canals that are totally unusable, by peds and cyclists. There should be no dead ends. At a minimum, there should be a foot bridge to allow people to get over to the other side where the path continues.	Barrier Issue	N/A	7/28/25	33.4354624079548	-111.856426970054
Van Buren separates north and south downtown Phoenix because it serves such a high volume of cars. Crossing Van Buren can take a long time due to long light cycles. The road should be designed to make pedestrian crossing quick and efficient, even if it slows down cars. This is a highly active pedestrian space, and will be even more so with the opening of Central Station. Van Buren should serve pedestrians more than cars.	Barrier Issue	N/A	7/28/25	33.4514438515889	-112.075009829452
Bike facilities terminate the river crossing on Alma School	Barrier Issue	N/A	7/29/25	33.4475797157744	-111.856578153058
A lack of connectivity between the Western Canal and the Tempe canal make it difficult to move diagonally across the East Valley.	Barrier Issue	N/A	8/1/25	33.3860856658884	-111.880560798316
Safe bike lanes or paved path is needed from Tatum to Pima to safely bike or walk to Pima/Dynamite trailhead.	Barrier Issue	N/A	8/9/25	33.7411848278366	-111.951205874479
The Bullard Wash improvements dead end at McDowell. It would be great to have it connect Goodyear north and south of interstate 10	Barrier Issue	N/A	9/16/25	33.4641795258558	-112.384918088599
Connect Queen Creek Wash Trail under Power Road to west side and continue path to Gilbert Regional Park.	Barrier Issue	N/A	10/2/25	33.2640377737824	-111.686217344445
This canal does not connect into this park well.	Barrier Issue	N/A	10/2/25	33.3285940909982	-111.74602526248
It would be great if this path went under the bridge to connect to Gilbert Regional Park	Barrier Issue	Original Comment	10/2/25	33.2604018886004	-111.719943109146
It would be great if this path went under the bridge to connect to Gilbert Regional Park	Barrier Issue	Crossing Higley is scary cars act like it is a freeway.	10/2/25	33.2604018886004	-111.719943109146
Van Buren is just not a safe or comfortable place to walk or bike. Cars go way too fast, there aren't enough safe crossings, and the sidewalks are in rough shape or missing altogether. It really cuts neighborhoods off from each other and makes it hard to get to businesses, schools, parks, or transit without a car. This street needs a revamp.	Barrier Issue	N/A	10/17/25	33.4514121302819	-112.073651662836
I-17 is a barrier to reaching the Salt River and we need better/safer crossings.	Barrier Issue	N/A	10/17/25	33.428678847059	-112.075887593844
I really wish we had better north/south connections that made the area feel more seamless and cohesive. It's weird how the downtown core of Phoenix feels cut off from everything else by freeways. And that we have two clusters of buildings (downtown and midtown) that feel completely separated. The city feels weirdly fragmented.	Barrier Issue	N/A	10/17/25	33.4624962239692	-112.06757536314

The Grand Canalscape Trail detours here along Indian School Road and 16th Street. This detracts significantly from what is otherwise an excellent bicycle facility.	Barrier Issue	N/A	7/10/25	33.4947374254487	-112.048643240617
The Grand Canalscape Trail detours here along Indian School Road and 16th Street. This detracts significantly from what is otherwise an excellent bicycle facility.	Barrier Issue	N/A	7/10/25	33.4938030973034	-112.047634070531
A pedestrian bridge or underpass would provide a vital east-west connection across the region. The lack of a crossing significantly disadvantages the communities west of I-17	Barrier Issue	N/A	7/10/25	33.4877241729843	-112.113060312411
A pedestrian bridge or underpass would complete the potential for the Grand Canalscape Regional Trail to provide a vital east-west connection across the region. The lack of a crossing significantly disadvantages the communities west of I-17	Barrier Issue	Original Comment	7/10/25	33.490086750691	-112.113039904138
A pedestrian bridge or underpass would complete the potential for the Grand Canalscape Regional Trail to provide a vital east-west connection across the region. The lack of a crossing significantly disadvantages the communities west of I-17	Barrier Issue	The Grand Canalscape would be so much more useful with this connection	9/5/25	33.490086750691	-112.113039904138
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community envisions more access points to the Arizona Canal Trail.	Barrier Issue	N/A	7/10/25	33.5709539547951	-112.130494098347
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed major safety concerns regarding this portion of the Arizona Canal Trail. Specifically, the narrow and dark underpasses and how trail users feel trapped between the AZ Canal and the ACDC.	Barrier Issue	N/A	7/10/25	33.5713200201057	-112.117272586876
This is located within the City of Phoenix's Metro District Transit Oriented Community Study Area. Stakeholders have expressed a strong need for a pedestrian bridge along this stretch of I-17.	Barrier Issue	Original Comment	7/10/25	33.5749976469946	-112.117121618276
This is located within the City of Phoenix's Metro District Transit Oriented Community Study Area. Stakeholders have expressed a strong need for a pedestrian bridge along this stretch of I-17.	Barrier Issue	Yes I agreed it is for The Metropolitan	9/16/25	33.5749976469946	-112.117121618276
Difficult for youth to walk to destinations on this side of the road.	Barrier Issue	N/A	7/14/25	33.3130987418186	-112.01797860341
Connect Bike/Ped Trail from the east side to the west side under Power Rd and connect to Gilbert Regional Park	Barrier Issue	Original Comment	7/15/25	33.2460905357686	-111.686067110578
Connect Bike/Ped Trail from the east side to the west side under Power Rd and connect to Gilbert Regional Park	Barrier Issue	Yes, any walking, running & biking paths are much needed.	10/2/25	33.2460905357686	-111.686067110578
Dirt pile left from housing community construction	Barrier Issue	N/A	7/18/25	33.3923363531843	-111.511807675184
Gated community restricted foot traffic to New River Multiuse Trail.	Barrier Issue	N/A	7/21/25	33.747229922766	-112.213413078266
locked gate stops access to W Jomax Rd; and N Pyramid Peak Parkway south from W Bent Tree Dr.	Barrier Issue	N/A	7/21/25	33.7323429135888	-112.199937116236
Gate blocking path to New River Trail.	Barrier Issue	N/A	7/21/25	33.7329200887123	-112.220982215316
Bike lanes along Roosevelt drop off when you approach the intersections like 7th Avenue, does not make biking on Roosevelt feel safe when you have to navigate your bike lane ending and then starting again.	Barrier Issue	N/A	7/22/25	33.4586694635962	-112.082516530247
Need a bridge here- otherwise have to go to 40th or 32nd to cross, both are very busy roadways. This is a safe route to be able to cycle north to the Phoenix mountain preserve	Barrier Issue	N/A	9/2/25	33.5149077400879	-112.004057050198
Is there a transmission line right of way that can be used for a bicycle path that could go through to the east to reconnect with Osborn instead of dead ending here?	Barrier Issue	N/A	9/2/25	33.4878405631432	-112.004144241194
Is there a transmission line right of way that can be used for a bicycle path that could go through to the west to reconnect with Osborn instead of dead ending here?	Barrier Issue	N/A	9/2/25	33.4877862419895	-111.995668533237
I would love to see the rework of 347 between Maricopa and Phoenix include a separated, wide, multiuse trail for bicycling and other recreation.	Barrier Issue	N/A	9/4/25	33.1556455511261	-112.00679814555
I used to commute by bicycle through here quite a bit, the lack of pedestrian infrastructure on 56th St under the 202 is strange considering all of the workplaces south of the 202 here.	Barrier Issue	N/A	9/4/25	33.295558944965	-111.96309393784
Crossing this intersection as a pedestrian can sometimes take upwards of 5 or 10 minutes or longer if there is a train, because the crosswalk signals don't change for pedestrians even if traffic is stopped. A better crossing solution is needed.	Barrier Issue	N/A	9/4/25	33.4658302646122	-112.099992488087
It is difficult and feels unsafe to get between the Grand Ave bike lanes and most parts of downtown.	Barrier Issue	N/A	9/5/25	33.4514831021334	-112.082508650343

The bicycle infrastructure is not clear from the Central hub to the south connecting with the new bike infrastructure on Central with the South Central line completed. There could be more effort made to formalize the bicycle connection through here.	Barrier Issue	N/A		9/5/25	33.4460696279004	-112.073944384085
trail stops west of 11th ave and doesn't connect	Barrier Issue	N/A		8/26/25	33.6334997649201	-112.087802902534
Longmore would make a great north-south route in west Mesa if the barriers between Main St and Broadway could be resolved.	Barrier Issue	N/A		8/26/25	33.414226780748	-111.865436740742
Growers Ave. is a great low stress bike route but there is no easy way to pass the I-17. North Phoenix is cut in half by the highway with no good crossings.	Barrier Issue	N/A		8/27/25	33.6475290546572	-112.115067761387
New River Trail has a short but annoying gap under Happy Valley Road. The path south of Happy Valley does not connect to the path north of Happy Valley that was built as part of the new development. You must climb up a dusty embankment to continue riding on the new segment of trail.	Barrier Issue	N/A		8/27/25	33.7109528106713	-112.2213268865256
The Grand Canal Path and Indian School Park should be connected. We can do much better than a narrow sidewalk along 7th St.	Barrier Issue	Original Comment		8/27/25	33.5011848570571	-112.06516588744
The Grand Canal Path and Indian School Park should be connected. We can do much better than a narrow sidewalk along 7th St.	Barrier Issue	I agree with this, it feels weird to have such a great space disconnected from a very useful active transit corridor like the Grand Canalscape		9/5/25	33.5011848570571	-112.06516588744
Wish this path connected to Pecos Park for easier use and access.	Barrier Issue	N/A		8/27/25	33.291164260014	-111.997386812529
No dedicated crosswalk button and there is a school nearby. Middle schoolers jaywalk often as a result.	Crossing Issue	N/A		7/24/25	33.4355390892648	-111.814116796841
Recent restriping project on 3rd Ave has added a two-way cycle track to 3rd Ave. Southbound bike traffic cannot easily cross Thomas Rd to continue south on two-way cycle track.	Crossing Issue	Original Comment		7/24/25	33.4801942633803	-112.078201063833
Recent restriping project on 3rd Ave has added a two-way cycle track to 3rd Ave. Southbound bike traffic cannot easily cross Thomas Rd to continue south on two-way cycle track.	Crossing Issue	Heading North on 3rd Ave by bicycle can be very pleasant. Coming back south is difficult and dangerous feeling at this intersection in particular.		9/4/25	33.4801942633803	-112.078201063833
3rd Ave is a major north/south bike corridor. 3rd Ave is discontinuous at this location and bikes must cross Missouri at 4th Ave. No signals exist at either location, and no bike paths exist on Missouri.	Crossing Issue	N/A		7/24/25	33.5165845461347	-112.07816436452
3rd Ave is a major north/south bike corridor. No signal or HAWK exists at the intersection with Bethany Home Rd, which frequently has heavy traffic and makes for a dangerous crossing.	Crossing Issue	N/A		7/24/25	33.5238376300104	-112.078094154856
3rd Ave is a major north-south bike corridor. No signal or HAWK exists at the intersection with Northern Ave, which makes for a dangerous crossing.	Crossing Issue	N/A		7/24/25	33.5528539196199	-112.078284912487
Path stops and starts at railroad tracks. A formal connection is needed here.	Crossing Issue	N/A		7/24/25	33.4396190825429	-111.959785945878
No one ever stops at this crosswalk when peds/bikes are waiting. I have to wait for a kind soul to see me waiting and let me cross.	Crossing Issue	N/A		7/25/25	33.4878151959774	-112.097905615226
A more user friendly/easy crossing should be made here to keep traveling on bicycle on Oak St.	Crossing Issue	N/A		7/25/25	33.4729466827227	-111.978335247842
Grand Ave is somewhat bike-friendly in this area, but as you arrive in downtown, all bike infrastructure is abandoned and the car rules the streets.	Crossing Issue	N/A		7/25/25	33.4516718851396	-112.082784948243
Papago Park and the area to the East do not have any good means of connection	Crossing Issue	N/A		7/25/25	33.4539928172568	-111.953373397633
Chandler BMX Event 7/28: daughter has difficulty crossing Dobson to get to school at Summit Academy down the road	Crossing Issue	N/A		7/28/25	33.3567503257	-111.876606561057
This is not a safe crossing for pedestrians or bikes due to visibility issue and at the bottom of the hill.	Crossing Issue	Original Comment		7/28/25	33.9656616865232	-112.734518284411
This is not a safe crossing for pedestrians or bikes due to visibility issue and at the bottom of the hill.	Crossing Issue	unsafe due to curve		8/21/25	33.9656616865232	-112.734518284411
There are lots of pedestrians on Van Buren, but because of the limited crossings, there is a lot of jaywalking. There needs to be HAWK signals to allow for convenient and quick crossings.	Crossing Issue	Original Comment		7/28/25	33.4513486997061	-112.089447134628
There are lots of pedestrians on Van Buren, but because of the limited crossings, there is a lot of jaywalking. There needs to be HAWK signals to allow for convenient and quick crossings.	Crossing Issue	This area will need to be improved for pedestrian access in order for the upcoming capital expansion of the light rail to be a success in usage metrics.		9/4/25	33.4513486997061	-112.089447134628
A protected median would be useful here. The light is too short for High School students to cross safely.	Crossing Issue	N/A		7/30/25	33.3062507704385	-111.84177571711
High school students should be able to cross here for ease of access to the other side of the street without having to walk a half a mile to the closest crosswalk.	Crossing Issue	N/A		7/30/25	33.3088997984058	-111.841348533057
With the new apartments here there will be pedestrians that want to cross to the strip mall across the street. Narrow the lanes and add in a protected pedestrian access.	Crossing Issue	N/A		7/30/25	33.3513149123797	-111.841677327902

A lack of connectivity for cycling connections N-S on the East side of Tempe makes it difficult to traverse to places such as Tempe marketplace from large residential areas.	Crossing Issue	N/A	8/1/25	33.4110303279426	-111.900355756183
This greenbelt is a great place to ride bikes with kids, but this crossing is terrifying because Chandler is basically a racetrack right here. Also can be hard to see cars coming from the west when crossing north to south. There is a nice spot to stop in the median, but it would be nice if there was a way to slow down cars with a bump-out or reducing to just one lane.	Crossing Issue	N/A	8/1/25	33.3043228754603	-112.021779761764
This greenbelt is a great place to ride bikes with kids, but this crossing is terrifying because Ray is basically a racetrack right here. Also can be hard to see cars coming from the west when crossing south to north. There is a nice spot to stop in the median, but it would be nice if there was a way to slow down cars with a bump-out or reducing to just one lane.	Crossing Issue	N/A	8/1/25	33.3126984320987	-112.022883000435
Major intersection in this community. Foot path travel frequent - includes community walkers, bikers, members on path to the Fris Shopping Center as well as users of the Maricopa Trail Path system. Could use pedestrian cross walks at this juncture. Thank you.	Crossing Issue	N/A	8/3/25	33.5081981740903	-112.478619540151
Maricopa Trail Crossing. Could use pedestrian cross walk here with signage for safe crossing. Or add pedestrian cross walk at Minnezona and N 195th.	Crossing Issue	N/A	8/3/25	33.5026192847789	-112.478673500682
Need Pedestrian cross walk across N195th for walkers, bikers in the community and continuation along the Maricopa Trail.	Crossing Issue	N/A	8/3/25	33.5155586321913	-112.478763561506
Consider putting a blinking crosswalk here that people can press a button to turn on flashing lights. The speed limit is 50mph on Rainbow Rd.	Crossing Issue	N/A	8/4/25	33.4211876204387	-112.539063283794
An over pass would make crossing much safer here	Crossing Issue	Original Comment	8/9/25	33.5094849449356	-111.891320322255
An over pass would make crossing much safer here	Crossing Issue	Not enough people cross this intersection to warrant cost.	8/24/25	33.5094849449356	-111.891320322255
An over pass would make crossing much safer here	Crossing Issue	Hardly any people are walking at this intersection	8/25/25	33.5094849449356	-111.891320322255
A pedestrian crossing to access water ranch is needed in this area especially for people accessing events from overflow parking across street.	Crossing Issue	N/A	8/9/25	33.364798213018	-111.73653616006
A lot of people walking in this area and this intersection has crashes frequently. Poor crossings and dark at night.	Crossing Issue	N/A	10/2/25	33.4657282713747	-111.978498442882
A HAWK light would be so useful in this section. Lots of cars do not stop for the crosswalks.	Crossing Issue	N/A	10/3/25	33.4586834296294	-112.071185019118
A hawk light or other crosswalk would be invaluable here, for children trying to cross to go to the Encanto/Clarendon schools, and other pedestrians. A crossing at 11th would greatly improve safety on this road.	Crossing Issue	N/A	10/3/25	33.494953431455	-112.086972359382
Park West comment 10/4. bike or pedestrian over path/tunnel needed here	Crossing Issue	N/A	10/4/25	33.5663114519871	-112.220363343029
- pedestrians should be able to access both sides of this station, with cross walks and pass scanners - the street light that is already here is inefficient. it will wait until both sides of the road have red lights before showing pedestrians to cross. This leads to long periods of time where both the cars and pedestrians are waiting at the red light (even with no train)	Crossing Issue	N/A	10/7/25	33.4381814867821	-111.946683716165
7th Street in general feels dangerous to cross because vehicles speed down this stretch, and the streets are so wide.	Crossing Issue	N/A	10/17/25	33.4586536631495	-112.065267610267
Crossing here feels difficult and treacherous. Cars go too fast. The road is too wide.	Crossing Issue	N/A	10/17/25	33.4586149392648	-112.082524135044
Crossing at this corner is treacherous.	Crossing Issue	N/A	10/17/25	33.4658122344908	-112.065089873192
Bicycle Boulevards and cycle tracks with below grade road crossings. Smart Crosswalks with pedestrian/bike specific LED lighted crosswalks in the pavement and/or on lighted bollards at ADA ramps. Also provide shade structures that will SHADE ADA RAMPS! Implement Signal timing modifications to allow pedestrian/bike crossings on all direction at once (dedicated signal crossings) eliminating or reducing chances of pedestrian/vehicle accidents, injuries and deaths. Imposing increased fines for violators regardless of mode of travel	Crossing Issue	N/A	7/3/25	33.3776398931131	-112.180606528166

Bicycle Boulevards and cycle tracks with below grade road crossings. Smart Crosswalks with pedestrian/bike specific LED lighted crosswalks in the pavement and/or on lighted bollards at ADA ramps. Also provide shade structures that will SHADE ADA RAMPS! Implement Signal timing modifications to allow pedestrian/bike crossings on all direction at once (dedicated signal crossings) eliminating or reducing chances of pedestrian/vehicle accidents, injuries and deaths. Imposing increased fines for violators regardless of mode of travel	Crossing Issue	N/A	7/3/25	33.3775032592844	-112.222783491064
Need bridge over 101 at Alameda/Broadway	Crossing Issue	Original Comment	7/3/25	33.4004590192934	-111.891388381283
Need bridge over 101 at Alameda/Broadway	Crossing Issue	Yes. Or integrate a crossing with the train infrastructure south of Apache	7/27/25	33.4004590192934	-111.891388381283
Need bridge over 101 at Alameda/Broadway	Crossing Issue	It's so dangerous to move E-W over the highway and we need dignified crossings.	8/1/25	33.4004590192934	-111.891388381283
Need bridge over 101 at Alameda/Broadway	Crossing Issue	Priority	7/9/25	33.4004590192934	-111.891388381283
Need bridge over 101 at Alameda/Broadway	Crossing Issue	Agreed!	8/26/25	33.4004590192934	-111.891388381283
Need bridge over 101 at Alameda/Broadway	Crossing Issue	Or at Balboa Drive	8/26/25	33.4004590192934	-111.891388381283
Need bridge over 60 at Dorsey	Crossing Issue	N/A	7/3/25	33.385695564744	-111.917711162337
Need RR crossing at Dorsey	Crossing Issue	N/A	7/3/25	33.4110638056926	-111.917753955247
This crossing from the NorthEast intersection path to the SouthWest intersection path is terrible. I feel like I am endangering myself when I go this way and refuse to take my kids on this section.	Crossing Issue	Original Comment	7/9/25	33.3505673016309	-111.642442925505
This crossing from the NorthEast intersection path to the SouthWest intersection path is terrible. I feel like I am endangering myself when I go this way and refuse to take my kids on this section.	Crossing Issue	Quite a harrowing experience to transition on this disjointed bike path at this interchange. A strong constitution is needed. Appreciate that the paths are here but the traffic really makes this problematic.	8/22/25	33.3505673016309	-111.642442925505
This is a very busy intersection that has a lot of traffic from the light rail and there are pedestrian hazards from scooters speeding on the sidewalk and many cars turning right.	Crossing Issue	N/A	7/9/25	33.422027619585	-111.928937207654
Crossing Thomas at this intersection walking or biking is NOT Safe and cars always almost hit you	Crossing Issue	N/A	7/9/25	33.4803079452962	-112.078243465064
Not a crossing of a street, but rather a municipal boundary. East of 60th Street, Scottsdale has built a paved, illuminated path along the Arizona Canal. On the Phoenix side west of 60th Street, it's just gravel with no lights. Even worse, Phoenix seems to be using limited resources on improvements along the Arizona Canal west of I-17, where a good path already exists, and completely ignoring the segment through Arcadia where there is no path at all.	Crossing Issue	Original Comment	7/10/25	33.4907571479945	-111.95218205159
Not a crossing of a street, but rather a municipal boundary. East of 60th Street, Scottsdale has built a paved, illuminated path along the Arizona Canal. On the Phoenix side west of 60th Street, it's just gravel with no lights. Even worse, Phoenix seems to be using limited resources on improvements along the Arizona Canal west of I-17, where a good path already exists, and completely ignoring the segment through Arcadia where there is no path at all.	Crossing Issue	If Phx has revenue to support this improvement, then proceed. However, I feel monies could be better spent on building affordable/work force housing for our veterans.	8/24/25	33.4907571479945	-111.95218205159
There is a major disconnection here where the Grand Canal Path meets the freight railroad tracks at the Phoenix / Tempe boundary. It's a needless discontinuity in a route that both cities have invested in upgrading. It may take a bridge over the tracks, similar to the one recently built in Gilbert, but it needs to be resolved.	Crossing Issue	N/A	7/10/25	33.4400891616568	-111.961490629023
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed concerns about safety and convenience at the intersections surrounding Metrocenter Mall. This intersection is missing a crosswalk on one leg.	Crossing Issue	N/A	7/10/25	33.567595554789	-112.120978533446
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed concerns about safety and convenience at the intersections surrounding Metrocenter Mall. This intersection is missing a crosswalk on one leg.	Crossing Issue	N/A	7/10/25	33.5715697759756	-112.121058363735
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed concerns about safety and convenience at the intersections surrounding Metrocenter Mall. This intersection is missing a crosswalk on one leg.	Crossing Issue	N/A	7/10/25	33.5819166446104	-112.122060510077

This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed concerns about safety and convenience at the intersections surrounding Metrocenter Mall. This intersection is missing a crosswalk on one leg.	Crossing Issue	N/A	7/10/25	33.5819129708226	-112.125464194831
This is located within the City of Phoenix's Metro District Transit Oriented Community Planning Area. The community has expressed concerns about safety and convenience at the intersections surrounding Metrocenter Mall. This intersection is missing a crosswalk on one leg.	Crossing Issue	N/A	7/10/25	33.5781266282634	-112.134158350509
Entire area needs to be fixed. Are is not able to handle current traffic load much less future needs.	Crossing Issue	Original Comment	7/12/25	33.6806997918901	-112.404137564383
Entire area needs to be fixed. Are is not able to handle current traffic load much less future needs.	Crossing Issue	I live in this area and have to think about when I'm going to run an errand ect... the traffic is more than 60 can safely handle, traffic is always jammed up, and Deer Valley should have a separate road for the garbage trucks going to the dump. The deer Valley road has pot holes and only one lane going in each direction. granted we now have a light which helps us get onto 60, it is just a band aide to the bigger issue. and then you want to add a railroad yard up the road toward Wittman, which not only will add more truck traffic on top of all the traffic from new homes out here. two lane roads going in and out of these subdivisions ect... will be a quagmire. hence more wrecks.	7/28/25	33.6806997918901	-112.404137564383
Entire area needs to be fixed. Are is not able to handle current traffic load much less future needs.	Crossing Issue	Agree .Area gets way too congested. I'm not even sure if the bridge on the 60 can handle the weight of the 3rd lane that was added	7/16/25	33.6806997918901	-112.404137564383
Entire area needs to be fixed. Are is not able to handle current traffic load much less future needs.	Crossing Issue	Total nightmare not sure I comment on anything good in the area	7/23/25	33.6806997918901	-112.404137564383
Entire area needs to be fixed. Are is not able to handle current traffic load much less future needs.	Crossing Issue	I agree with the comment that Deer Valley should have a separate road for the garbage trucks. Also the comment on the bridge handling all the traffic weight, swaying is real!	8/22/25	33.6806997918901	-112.404137564383
Community park needs safer crossing option.	Crossing Issue	N/A	7/14/25	33.3200542364699	-111.99751742203
N Pyramid Peak Pkwy Crossing here or at W Pinnacle Vista Dr.	Crossing Issue	N/A	7/21/25	33.7333813196041	-112.194968527623
It's confusing to know how/ where to cross Indian School Rd when you're on the canal	Crossing Issue	N/A	7/22/25	33.4947210631657	-112.048994807227
This crossing light is timed weirdly here, where pedestrians/ bicyclists will have to wait a long time until they can cross. Often people just wait for a gap in traffic and then cross.	Crossing Issue	Original Comment	7/22/25	33.5024944421965	-112.065068710425
This crossing light is timed weirdly here, where pedestrians/ bicyclists will have to wait a long time until they can cross. Often people just wait for a gap in traffic and then cross.	Crossing Issue	Yes! This light needs to be adjusted many people ignore it because the wait times are too long.	8/27/25	33.5024944421965	-112.065068710425
is difficult to cross. and can take a long time as someone on the grand canal.	Crossing Issue	N/A	7/22/25	33.4512331706138	-111.995272449073
Need a safe way to cross here	Crossing Issue	N/A	9/2/25	33.4661918742688	-111.952729773737
Need a safe way to cross here	Crossing Issue	N/A	9/2/25	33.4584653569911	-111.950538917057
These roundabouts are not pedestrian/bicycle friendly. A much needed SUP can be utilized here to link up both ends of Adobe Road, as well as link both sides of Red Mountain Park. I've submitted a plan to Mesa's Transportation Department as well as District 5 Councilmember Alicia GoForth. It will work.	Crossing Issue	N/A	8/22/25	33.4367280100556	-111.653154117685
Many crosswalks in this area are set so far back that it is difficult to watch for traffic as a pedestrian.	Crossing Issue	N/A	8/24/25	33.4107357472762	-111.828908183843
W 1st Ave & S Robson should be a light controlled crossing as most drivers do not stop for pedestrians in crosswalk.	Crossing Issue	Original Comment	8/24/25	33.4129793835444	-111.836720061915
W 1st Ave & S Robson should be a light controlled crossing as most drivers do not stop for pedestrians in crosswalk.	Crossing Issue	It is very hard to cross here when there is car traffic	9/15/25	33.4129793835444	-111.836720061915
Community reports significant speeding in this area. Lack of speed control and crossing infrastructure have been identified as dangers for pedestrians seeking to reach bus stops on either side of the street at Desert Cove/Cave Creek.	Crossing Issue	N/A	8/26/25	33.5857062976618	-112.049515295529
Speeding in this area and lack of crossing infrastructure presents danger to pedestrians using hiking trails on either side of the road. Community interest in bridge or tunnel to avoid crossing across traffic.	Crossing Issue	N/A	8/26/25	33.59246808057	-112.042571694861
Unsafe crossing of trail across University	Crossing Issue	N/A	8/26/25	33.4221712275351	-111.877430802728
Unsafe crossing of trail across Dobson	Crossing Issue	N/A	8/26/25	33.4245064203292	-111.874337058628
Unsafe crossing of trail across Rio Salado	Crossing Issue	N/A	8/26/25	33.4294267421916	-111.866956666283
Poor circulation plan for bike/ped interests	Crossing Issue	N/A	8/26/25	33.4312965814458	-111.869698079774

Traffic calming would benefit Rio Salado Pathway users at the WB onramp to Red Mountain Fwy. Drivers commonly approach turn too fast for safe crossings.	Crossing Issue	N/A	8/26/25	33.4369833478449	-111.869470571107
No safe crossings of Warner between McClintock and Rural. Safety concern from a safe route to school (KMS and Waggoner)	Crossing Issue	N/A	8/26/25	33.334768820434	-111.919887151691
Unsafe trail crossing of Broadway	Crossing Issue	N/A	8/26/25	33.4075276469919	-111.88846700807
Horrendous crossing on one of the most well-used segments of Canal Path in the Valley. Majority of path users ignore the stoplight and 'no crossing' signs because the crosswalk is clunky and out of the way. Should improve this so that a crosswalk on the south side of the AZ Canal is integrated with the stoplight at Stanford.	Crossing Issue	N/A	8/27/25	33.5182371290226	-112.013105966411
No striped crosswalk despite a trail crossing and pedestrian signs. Drivers do not yield here at all.	Crossing Issue	N/A	8/27/25	33.4962424009856	-111.977321857121
The leading pedestrian interval is great however 'No right turns on red' should be implemented for SB 56th St. and WB Indian School	Crossing Issue	N/A	8/27/25	33.4892743756556	-111.960781768708
Needs a HAWK for the Laveen Canal crossing	Crossing Issue	N/A	8/27/25	33.3824956248414	-112.168336878842
Dangerous intersection for cyclists and pedestrians. Has been a problem spot for a long time due to the high volume of cars and cyclists/peds. Should be no turn on red for all directions.	Crossing Issue	N/A	8/27/25	33.5100976661854	-111.995123655477
The striped crosswalk is missing here even though it is on the other 3 corners.	Crossing Issue	N/A	8/27/25	33.4658732091181	-111.943462510614
Needs a stoplight/HAWK for the canal path. Could be timed with the other nearby lights like the 44th St. AZ canal crossing	Crossing Issue	N/A	8/27/25	33.3619126669719	-111.773203881684
Large bike lane (great) but is not marked well enough. Drivers very often confuse it for another traffic lane and drive in the bike lane, making it very unsafe.	Good Bike Amenity or Infrastructure	N/A	7/24/25	33.4296464532738	-111.829104382456
Raised physical Protection for Cyclists! Well done.	Good Bike Amenity or Infrastructure	Original Comment	7/25/25	33.4628693614923	-112.078197343019
Raised physical Protection for Cyclists! Well done.	Good Bike Amenity or Infrastructure	I love the dedicated space for cycling! It gets good usage from what I've seen.	9/4/25	33.4628693614923	-112.078197343019
Multi-use path works great for biking and hiking from Sunset Park to Downtown Wickenburg.	Good Bike Amenity or Infrastructure	N/A	7/28/25	33.9623930917331	-112.773409775254
1st Ave not only has clearly marked and buffered bike lanes, but even some protected by parking! We should have more of these in urban contexts.	Good Bike Amenity or Infrastructure	N/A	7/28/25	33.4129816713215	-111.828431148133
The greenbelt should not be unique to Scottsdale. Any wash or retention area should be built with off-street bike and ped facilities.	Good Bike Amenity or Infrastructure	Original Comment	7/28/25	33.4408323088286	-111.915872908493
The greenbelt should not be unique to Scottsdale. Any wash or retention area should be built with off-street bike and ped facilities.	Good Bike Amenity or Infrastructure	This is such a great corridor for recreation AND commuting. I really would like to see this replicated elsewhere.	9/5/25	33.4408323088286	-111.915872908493
The greenbelt should not be unique to Scottsdale. Any wash or retention area should be built with off-street bike and ped facilities.	Good Bike Amenity or Infrastructure	Thank you City of Scottsdale leaders back in the 70's for implementing the green belt in a flood zone!	8/24/25	33.4408323088286	-111.915872908493
The cycle track on Alma School is great, but could be better with trees along the separating median and extending it to more useful destinations like Main Street down south.	Good Bike Amenity or Infrastructure	N/A	7/28/25	33.4343457535961	-111.856104453563
Great cycle track along Brown here. Should be extended to more useful destinations like Westwood High School Center Street	Good Bike Amenity or Infrastructure	N/A	7/28/25	33.435207765031	-111.841388831414
The bike path along Tempe Town Lake is one of the best in the county. We should have facilities like these along our canals and other parts of the river.	Good Bike Amenity or Infrastructure	N/A	7/29/25	33.4320585728359	-111.936667386369
Creating a map of the current neighborhood trails that already exist in the developments would be a great way to demonstrate what we already have and then to map out how it can be used to help people get to resources (stores, libraries, parks, etc.) to promote active transport.	Good Bike Amenity or Infrastructure	N/A	8/4/25	33.4389432498575	-112.535330258179
This is a great biking spot for mountain bikers. You could host an event here or build in bike paths for younger kids at all levels so that they can graduate into new paths. Just like the city hosts hikes here, hosts/advertises runs and biking. But make sure people can get there safely on their bikes so it isn't just about driving here to ride, but connect it to the Watson and Verrado amenities.	Good Bike Amenity or Infrastructure	N/A	8/4/25	33.5025285471073	-112.574946383228
Bring back the bike with the mayor event.	Good Bike Amenity or Infrastructure	N/A	8/4/25	33.4357478777729	-112.512842465657
LOVE the 3rd Ave Cycle Track!	Good Bike Amenity or Infrastructure	N/A	9/15/25	33.4634999682725	-112.07821009015
LOVE the Bullard Wash Improvements!	Good Bike Amenity or Infrastructure	N/A	9/16/25	33.468821357939	-112.388256921671
Extend the Loop 202 Trail to the west into Chandler.	Good Bike Amenity or Infrastructure	N/A	10/2/25	33.2823701971917	-111.768625454502
Extend the Loop 202 trail across Power and EMF to connect to 202 trail in Mesa.	Good Bike Amenity or Infrastructure	N/A	10/2/25	33.3274157701429	-111.687403237546
Bike lanes are good here (Park West market comment)	Good Bike Amenity or Infrastructure	N/A	10/4/25	33.5649917183729	-112.314925936119

While I love the buffered and protected lanes on Fillmore (and think we need way more of these high-quality lanes), there are way too many lights along this route. As a cyclist, it's frustrating to have to stop and go. Light timing to accommodate cyclists or implementing the "Idaho Stop" would be amazing.	Good Bike Amenity or Infrastructure	N/A	10/17/25	33.4544084097755	-112.068768469064
The bike facility along Grand Ave is amazing. I wish we had more streets like this. I love the character of this area. The biking and walking make it feel more lively.	Good Bike Amenity or Infrastructure	N/A	10/17/25	33.4526492855815	-112.083918416076
Great bike lanes along 3rd. But an obnoxious amount of posts that motorists just run over. Want to see more of this type of bike lane and for motorists to respect the posts.	Good Bike Amenity or Infrastructure	N/A	10/17/25	33.4606533912717	-112.069376642402
1st Street is the best street to bike down because it has fewer vehicles and minimal stops. I would love to see more routes like this for bikes, where the stops are minimized and the street is calm.	Good Bike Amenity or Infrastructure	N/A	10/17/25	33.4551891489014	-112.072521908486
College Ave is great for riding	Good Bike Amenity or Infrastructure	N/A	7/3/25	33.394602654731	-111.934926268684
Create and allow access to a bike lane along entire length of Arizona Project Canal.	Good Bike Amenity or Infrastructure	Original Comment	7/9/25	33.3945843563652	-111.588334420462
Create and allow access to a bike lane along entire length of Arizona Project Canal.	Good Bike Amenity or Infrastructure	Yes	7/16/25	33.3945843563652	-111.588334420462
Create and allow access to a bike lane along entire length of Arizona Project Canal.	Good Bike Amenity or Infrastructure	This is a good idea. I live nearby and would definitely ride it. I do not own a car because of my eyes. I can ride a recumbent trike!	7/16/25	33.3945843563652	-111.588334420462
Create and allow access to a bike lane along entire length of Arizona Project Canal.	Good Bike Amenity or Infrastructure	Yes! We have very fragmented bike lanes and not many of them in Apache Junction. If a canal path were in place I would ride it just for a safe place to ride and get exercise!	7/18/25	33.3945843563652	-111.588334420462
Create and allow access to a bike lane along entire length of Arizona Project Canal.	Good Bike Amenity or Infrastructure	Other cities do it. Tucson utilized washes to create The Loop. East valley cities can do it, too with canals.	8/21/25	33.3945843563652	-111.588334420462
Extend existing #202 freeway bike lane south passed Elliot along #202 freeway.	Good Bike Amenity or Infrastructure	N/A	7/9/25	33.3495365300325	-111.642902515334
Extend powerline right of way bike lane eastward to extent of residential developments, with bridge over Roosevelt canal and #202 freeway. With a connection to the #202 bike trail.	Good Bike Amenity or Infrastructure	Original Comment	7/9/25	33.3577524436954	-111.687815263489
Extend powerline right of way bike lane eastward to extent of residential developments, with bridge over Roosevelt canal and #202 freeway. With a connection to the #202 bike trail.	Good Bike Amenity or Infrastructure	This would make the Power Line off road trail a major east-west route, providing real world transportation connectivity.	7/9/25	33.3577524436954	-111.687815263489
The protected bike lanes on Smith Martin are excellent!	Good Bike Amenity or Infrastructure	N/A	7/9/25	33.417366426633	-111.90049536023
the bicycle boulevard on 3rd Ave is AMAZING!	Good Bike Amenity or Infrastructure	Original Comment	7/9/25	33.4722925042813	-112.078259211518
the bicycle boulevard on 3rd Ave is AMAZING!	Good Bike Amenity or Infrastructure	This is what all bike infrastructure in the city should look like.	7/25/25	33.4722925042813	-112.078259211518
the bicycle boulevard on 3rd Ave is AMAZING!	Good Bike Amenity or Infrastructure	I love using this bicycle infrastructure whenever I can!	9/4/25	33.4722925042813	-112.078259211518
The bike lanes on Earl are amazing!	Good Bike Amenity or Infrastructure	Original Comment	7/9/25	33.4838966354444	-112.080448598832
The bike lanes on Earl are amazing!	Good Bike Amenity or Infrastructure	The use of parked cars as a physical barrier to protect cyclists is an excellent design. Too often, the bike lane is placed in the "door" area of the driver, making cyclists float towards the edge of their lane near car traffic. Well done at this location!	7/25/25	33.4838966354444	-112.080448598832
Love the 3rd Ave Bike lanes	Good Bike Amenity or Infrastructure	N/A	7/9/25	33.4922344729402	-112.078206260341
Great east-west route with cool murals	Good Bike Amenity or Infrastructure	N/A	7/10/25	33.4730088745135	-112.042998849671
Maryland Ave is a good bike facility and should be especially noteworthy because it crosses I-17 (with a bridge) and leads to a crossing of SR-51. The network needs more continuous low street routes.	Good Bike Amenity or Infrastructure	Original Comment	7/10/25	33.5310255888459	-112.069367385906
Maryland Ave is a good bike facility and should be especially noteworthy because it crosses I-17 (with a bridge) and leads to a crossing of SR-51. The network needs more continuous low street routes.	Good Bike Amenity or Infrastructure	Other than the traffic lights, Maryland has excellent lanes	8/22/25	33.5310255888459	-112.069367385906
This bike/ped-only cut-thru is an excellent connection on the Phoenix Sonoran Bikeway that also mitigates vehicular conflicts.	Good Bike Amenity or Infrastructure	N/A	7/10/25	33.535028564765	-112.078145181603
This bike/ped-only cut-thru is an excellent connection on the Phoenix Sonoran Bikeway that also mitigates vehicular conflicts.	Good Bike Amenity or Infrastructure	N/A	7/10/25	33.5357933550934	-112.07813343009
Separate bicycle Boulevard needed where no roadway bicycle lanes exist on N Pyramid Peak Parkway.	Good Bike Amenity or Infrastructure	N/A	7/21/25	33.7318808532964	-112.194852804897
The speed bumps make me feel safer when I'm biking on 20th St because they slow cars down	Good Bike Amenity or Infrastructure	N/A	7/22/25	33.4993132093785	-112.038897758145
Need a pathway offset along the north side of New River Road (from I-17 to Carefree Hwy). Would serve as a firebreak for TSMC. Would provide active transportation to recreation destinations such as the BLM Emery Henderson Trailhead and Black Canyon National Scenic Trail.	Good Bike Amenity or Infrastructure	N/A	8/21/25	33.8885860700649	-112.18197669307

96th St, from Hampton to Adobe Rd. would work wonderfully as cycling route. It would intersect Main, which will have protected bike lanes shortly. A little north of Main it is intersected by the CAP. A pedestrian bridge would be needed as well as signals at Southern and another at Main. 96th St is bordered by homes, so traffic is light. Connectivity is what we need.	Good Bike Amenity or Infrastructure	N/A	8/22/25	33.3896956228624	-111.624587049949
Exceptional biking/walking path with connection to canal system. Widely used by community.	Good Bike Amenity or Infrastructure	N/A	8/26/25	33.5569145080503	-112.061176210408
The lane striping and lighting on the path are very important investments appreciated by many!	Good Bike Amenity or Infrastructure	N/A	8/27/25	33.4337421827157	-111.971681861429
The bike lane has a ramp up onto the sidewalk to give cyclists the option to go around the parked cars and stay out of the door zone. Would like to see this around more new developments if parallel street parking is added.	Good Bike Amenity or Infrastructure	N/A	8/27/25	33.4582820142826	-112.07790248721
Downtown Wickenburg has good pedestrian crosswalks as long as you stay off US-60.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.9703956558982	-112.731796146963
Multi-use path is used by a lot of walkers and bikes.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.9624131054405	-112.771334774101
Wickenburg is adding hiking trails around the rodeo ground.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.9790747806957	-112.713578869357
It is much safer to cross Wickenburg Way at Washington Street instead of at any of the crosswalks.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.9678607038417	-112.731042711407
The temporary closures of Macdonald prove that the street would serve the community better as a permanently ped-only street. It could then have amenities like benches, more trees, drinking fountains etc. and would be more active than Civic Center Park because of the natural foot traffic immediately adjacent.	Good Pedestrian Amenity or Infrastructure	Original Comment	7/28/25	33.4156065254022	-111.834079414874
The temporary closures of Macdonald prove that the street would serve the community better as a permanently ped-only street. It could then have amenities like benches, more trees, drinking fountains etc. and would be more active than Civic Center Park because of the natural foot traffic immediately adjacent.	Good Pedestrian Amenity or Infrastructure	Agree. Pepper to Main could be closed for an urban plaza free from vehicle traffic concerns. If emergency access is needed, this seems to be achievable.	8/26/25	33.4156065254022	-111.834079414874
The bump-outs on this intersection are practically perfect, and should be replicated in most urban contexts in Maricopa County. They enable space for people to group as they wait for the light, provide space for amenities like trees and benches and signs, and make crossing distances shorter. They just need to have more shade (maybe it could be provided as an awning attached to the traffic signal or streetlamps?)	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4151070287328	-111.834084134541
Many of the side streets in Mesa have great tree canopies, as well as clusters of plants. But many of the canopies along busier walksheds (like Main street itself) are not maintained as well - there are missing trees and plants frequently. Any time there are pedestrians along a busier road segment, there should be lots of trees and plants to provide shade and physical barriers from cars, reduce noise pollution, and increase air quality. Not to mention that aesthetic value of more greenery.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4155880112577	-111.83679752155
Any active section of our canals should look like they do here in Scottsdale, with lighting, benches, recreation space, and intentional design utilizing the water.	Good Pedestrian Amenity or Infrastructure	Original Comment	7/28/25	33.4992044163896	-111.929063177502
Any active section of our canals should look like they do here in Scottsdale, with lighting, benches, recreation space, and intentional design utilizing the water.	Good Pedestrian Amenity or Infrastructure	Subjective. Who's to say what is active? I live by canal and 82nd street bridge. Very active area but no need for benches.	8/24/25	33.4992044163896	-111.929063177502
There should be more foot bridges like this one that enable crossing the canals outside of the crossings located at street crossings. This enables shorter trips that cross over a canal, keeping peds away from major roadways. This makes it safer, more convenient, and more comfortable to use the canals.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.5038119821143	-112.072104264438
The raised crosswalk here should be used in other contexts where pedestrians cross frequently and we want to make car traffic slow down. Light rail stations immediately come to mind, but maybe also active parks, university crossings, and more active urban areas.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4162139251402	-111.829943219473
The Mesa Arts Center has car parking and access tucked away from the major streets it fronts. This helps reduce ped and car conflicts (safer), and makes walking more comfortable and convenient.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4149412934636	-111.830823710979
The arcades of DT Mesa makes walking on hot days more comfortable, and should be replicated in other active urban contexts.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4152732996501	-111.835361515983

Parkways like this are great, but should connect to other great facilities so you can get to more places than just residential neighborhoods and parks.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4306482100938	-111.82199325717
Ped crossings like these at light rail stations take too long, so many people just jaywalk after waiting several seconds. That is not only dangerous, but also triggers a signal for traffic for nobody, since that person is no longer waiting for the light.	Good Pedestrian Amenity or Infrastructure	N/A	7/28/25	33.4153424375981	-111.790149260411
There should be more crossings across the canal and connections to the canals as seen here connecting the canal to palo verde park and neighborhood to the north with dobson high school and summit academy to the south.	Good Pedestrian Amenity or Infrastructure	Original Comment	7/28/25	33.3568526289658	-111.872616082133
There should be more crossings across the canal and connections to the canals as seen here connecting the canal to palo verde park and neighborhood to the north with dobson high school and summit academy to the south.	Good Pedestrian Amenity or Infrastructure	agreed	8/26/25	33.3568526289658	-111.872616082133
Walking along Adams as a pedestrian in downtown Phoenix is very pleasant. Trees and abundant shade with slow traffic and a variety of destinations make it safe, comfortable and convenient to walk and bike.	Good Pedestrian Amenity or Infrastructure	Original Comment	7/28/25	33.4493323256157	-112.075328104993
Walking along Adams as a pedestrian in downtown Phoenix is very pleasant. Trees and abundant shade with slow traffic and a variety of destinations make it safe, comfortable and convenient to walk and bike.	Good Pedestrian Amenity or Infrastructure	Agreed	9/16/25	33.4493323256157	-112.075328104993
Because 7th Street is so busy, a pedestrian island like this makes sense to make crossing safe. This should be used in other places where high levels of pedestrian traffic are anticipated to cross a major road like this one (like near Metrocenter and Fiesta mall's redevelopments)	Good Pedestrian Amenity or Infrastructure	Original Comment	7/28/25	33.4504619123482	-112.065105685019
Because 7th Street is so busy, a pedestrian island like this makes sense to make crossing safe. This should be used in other places where high levels of pedestrian traffic are anticipated to cross a major road like this one (like near Metrocenter and Fiesta mall's redevelopments)	Good Pedestrian Amenity or Infrastructure	Agreed	9/16/25	33.4504619123482	-112.065105685019
As useless as a giant snaking car chain for a Chick Fil A drive thru is in downtown Phoenix, the tree placement between the sidewalk and 7th Ave is great here. Wish there were more plants in addition to the trees however.	Good Pedestrian Amenity or Infrastructure	N/A	7/29/25	33.4574848363528	-112.082481671946
In major urban contexts, scrambles are really useful because they make for safer crossings for pedestrians. All the cars are stopped so there are no chances that a car turns and hits someone. There should be more scrambles in downtown phoenix and in other downtowns.	Good Pedestrian Amenity or Infrastructure	Original Comment	7/29/25	33.4534812823672	-112.072535508437
In major urban contexts, scrambles are really useful because they make for safer crossings for pedestrians. All the cars are stopped so there are no chances that a car turns and hits someone. There should be more scrambles in downtown phoenix and in other downtowns.	Good Pedestrian Amenity or Infrastructure	Scrambles are so convenient and feel much safer for everyone involved. I'd love to see more of them all over the metro area!	9/4/25	33.4534812823672	-112.072535508437
I love that the lanes are narrowed and there is a good pedestrian crossing here.	Good Pedestrian Amenity or Infrastructure	N/A	7/30/25	33.3034664332584	-111.841605960514
The protected bike and pedestrian medians are very useful.	Good Pedestrian Amenity or Infrastructure	N/A	7/30/25	33.3569287338238	-111.842039577987
The sidewalk down Rainbow Rd from Yuma to Lower Buckeye is wide and amazing! It would be nice to dress it up a little bit more though. There needs to be something exciting to see along the way.	Good Pedestrian Amenity or Infrastructure	N/A	8/4/25	33.4286225180333	-112.538713547742
Love the 3rd ave bridge! we need more connections along the canal like this!	Good Pedestrian Amenity or Infrastructure	N/A	9/15/25	33.5034923742821	-112.07809311135
New signal at this canal crossing	Good Pedestrian Amenity or Infrastructure	N/A	10/2/25	33.3113646495482	-111.756621237445
I really wish we had more parkways like this in Phoenix.	Good Pedestrian Amenity or Infrastructure	N/A	10/17/25	33.4599311789283	-112.075075563369
Placing the storefronts close together with parking lots at the back should be more common.	Good Pedestrian Amenity or Infrastructure	N/A	7/9/25	33.4959190693028	-112.512321217869
Having no roads separating parks from houses or businesses makes them feel safer to walk around.	Good Pedestrian Amenity or Infrastructure	N/A	7/9/25	33.4983480426348	-112.510324069759
It feels safe to walk between businesses and there is no temptation to drive around them.	Good Pedestrian Amenity or Infrastructure	N/A	7/9/25	33.466603282622	-112.280065346495
The shade south of this apartment complex is truly a model for what tree canopy along sidewalks should be!	Good Pedestrian Amenity or Infrastructure	Original Comment	7/9/25	33.4859785368848	-112.084021207022
The shade south of this apartment complex is truly a model for what tree canopy along sidewalks should be!	Good Pedestrian Amenity or Infrastructure	Agreed we need more	9/16/25	33.4859785368848	-112.084021207022
Preserving big block cut throughs that are shaded like at Park Central is great for improving walkability	Good Pedestrian Amenity or Infrastructure	N/A	7/9/25	33.4837407982718	-112.076208048886
The 1st St Streetscape is nice and shaded and makes it a good walk	Good Pedestrian Amenity or Infrastructure	Original Comment	7/9/25	33.4562666867426	-112.072572333431
The 1st St Streetscape is nice and shaded and makes it a good walk	Good Pedestrian Amenity or Infrastructure	Love the 1st St Streetscape! very pedestrian-oriented and safe!	9/15/25	33.4562666867426	-112.072572333431
Multiple buildings close together creates good shade.	Good Pedestrian Amenity or Infrastructure	N/A	7/10/25	33.4136557024362	-111.899453869278

A good example of using a lot of native trees to shade a path.	Good Pedestrian Amenity or Infrastructure	<i>Original Comment</i>	7/10/25	33.4908173136964	-112.51231531043
A good example of using a lot of native trees to shade a path.	Good Pedestrian Amenity or Infrastructure	Need more pedestrian bridges.	8/1/25	33.4908173136964	-112.51231531043
The park and shops around city hall are very well maintained and shaded. It feels safe to walk around any time of the day.	Good Pedestrian Amenity or Infrastructure	N/A	7/12/25	33.4246616727257	-111.93892196649
This park has many activities close together and there are no barriers for pedestrians to commute.	Good Pedestrian Amenity or Infrastructure	N/A	7/12/25	33.4095564128578	-111.948920369717
A great example of a rest area for pedestrians with fully shaded seating and water refill stations at the centerpoint of many trails.	Good Pedestrian Amenity or Infrastructure	N/A	7/12/25	33.3719226738684	-112.402907533824
Great community park	Good Pedestrian Amenity or Infrastructure	N/A	7/14/25	33.31808318224	-111.997438934386
This is a great walking area. More shade and rest stops needed.	Good Pedestrian Amenity or Infrastructure	N/A	7/14/25	33.3255694015478	-111.989069234617
The park is easy to walk to.	Good Pedestrian Amenity or Infrastructure	N/A	7/18/25	33.4409035983613	-112.395282921557
Use the path along Sonoran Desert Drive as an example in other areas. Beautiful bridges too. Apache Wash Trailhead provides parking.	Good Pedestrian Amenity or Infrastructure	N/A	8/21/25	33.7655385380598	-112.043612585142
Great example of stopping cut-through traffic but still allowing bike/ped access. More of this please especially in new developments!	Good Pedestrian Amenity or Infrastructure	<i>Original Comment</i>	8/27/25	33.5280216960507	-112.078134625397
Great example of stopping cut-through traffic but still allowing bike/ped access. More of this please especially in new developments!	Good Pedestrian Amenity or Infrastructure	So many places I have wanted to live in the Phoenix metro i rule out because of poor pedestrian connectivity. I want to see more of these connections in every neighborhood!	9/4/25	33.5280216960507	-112.078134625397
Thank you City of Scottsdale for widening the path in this segment. Great investment to reduce conflict between cyclists and pedestrians. All multi-use paths should be this wide!	Good Pedestrian Amenity or Infrastructure	N/A	8/27/25	33.4855721823629	-111.913093719958
Nearest access point to canal path system from downtown.	Important Destination	N/A	7/24/25	33.4586452764017	-112.00838583188
7th Ave/Osborn Rd has multiple grocery stores for the surrounding areas, yet there is no safe way to arrive on a bicycle.	Important Destination	<i>Original Comment</i>	7/25/25	33.4876604573695	-112.08321873978
7th Ave/Osborn Rd has multiple grocery stores for the surrounding areas, yet there is no safe way to arrive on a bicycle.	Important Destination	Yes more bike safety	9/16/25	33.4876604573695	-112.08321873978
Biggest City Library	Important Destination	N/A	7/25/25	33.4625238756404	-112.073080399433
Baseball/Basketball Arenas are great locations of bike/walk to rather than drive due to the added cost of parking.	Important Destination	N/A	7/25/25	33.4458503379135	-112.067004460178
Hance Park - Major park in Phoenix and recently renovated.	Important Destination	N/A	7/25/25	33.4616486483302	-112.076078994444
Encanto Park - Biggest Park in Phoenix	Important Destination	N/A	7/25/25	33.4756733159193	-112.090157883557
Chandler BMX Event 7/28: need more cycling/pedestrian facilities near ballpark	Important Destination	N/A	7/28/25	33.4291098431012	-112.391089775962
I can't wait for the new Vulture Mountain Park to open for hiking and biking.	Important Destination	N/A	7/28/25	33.9150637570522	-112.77562846775
Chandler BMX Event 7/28: new casino here; need better crossings in the area/people blow through stop signs in this area	Important Destination	N/A	7/28/25	33.5565919068565	-112.412114253226
Grand Avenue has the bones to be a great place for people to visit and linger, but the street is built to push cars through. The road should be designed more for people and less for cars.	Important Destination	<i>Original Comment</i>	7/28/25	33.4554145355767	-112.087346433695
Grand Avenue has the bones to be a great place for people to visit and linger, but the street is built to push cars through. The road should be designed more for people and less for cars.	Important Destination	The bicycle infrastructure here feels so promising and is nice to use, but slowing traffic in the area should become the next priority to allow this neighborhood to become an even better destination.	9/4/25	33.4554145355767	-112.087346433695
Fiesta Mall Redevelopment will be a great hub of activity. There are some facilities for active transportation, but there should be more. There will be plenty of housing and destinations in the area. The only limiting factor here is facilities.	Important Destination	N/A	7/28/25	33.3917035712607	-111.861611028589
DT Mesa has a lot of destinations in this area - and will have more with expansion of ASU Campus and Culebras's Mesa Project - and so it should have more active transportation amenities. The parking arrangement on 1st St only serves cars and does little to support cyclists. 1st St should mirror 1st Ave with a protected bike lane and on-street parking.	Important Destination	N/A	7/28/25	33.4172555169773	-111.827066801184
Our canals are such a huge asset, but are missing the infrastructure and amenities to make them safe, comfortable and convenient for ped and cyclist usage. They need shade and greenery. They need amenities like benches and drinking fountains and other amenities to make them desirable places to be and linger. Once they are comfortable and convenient to use, then there will be more people on them, making them safer.	Important Destination	<i>Original Comment</i>	7/28/25	33.4151186813281	-111.884285963799
Our canals are such a huge asset, but are missing the infrastructure and amenities to make them safe, comfortable and convenient for ped and cyclist usage. They need shade and greenery. They need amenities like benches and drinking fountains and other amenities to make them desirable places to be and linger. Once they are comfortable and convenient to use, then there will be more people on them, making them safer.	Important Destination	Waste of money to add amenities to canals. Users have own water bottles and are on the go, not sitting on a bench.	8/24/25	33.4151186813281	-111.884285963799

This park will have thousands of homes nearby in the future, and is currently feasible to access by light rail. But most of the amenities are placed towards the center and are far from the edges. Including amenities closer to the edges would make accessing the parking more convenient and comfortable.	Important Destination	N/A	7/28/25	33.498138384766	-112.073255996404
The convention center should not require golf cart shuttles to get people to places of interest. We should have more local destinations in this area stitching this area to the area along Main Street.	Important Destination	N/A	7/28/25	33.419423477603	-111.829602676584
There is traffic coming to and from the public library all day long. What if people didnt have to drive to come here, and had the facilities to get here comfortably and conveniently?	Important Destination	N/A	7/28/25	33.4182773824949	-111.829576281253
Mesa Arts Center	Important Destination	N/A	7/28/25	33.4147703577106	-111.830788728694
The restaurant segment of Downtown Mesa is especially active with pedestrian and bike traffic.	Important Destination	N/A	7/28/25	33.4152308810646	-111.835771894124
Mesa Temple	Important Destination	N/A	7/28/25	33.4128219340298	-111.819737086382
South Mountain is not quite accessible by light rail. But if Central was built properly, it would enable cyclists to access the mountain by bike from the light rail.	Important Destination	Original Comment	7/28/25	33.3533887437971	-112.071592375264
South Mountain is not quite accessible by light rail. But if Central was built properly, it would enable cyclists to access the mountain by bike from the light rail.	Important Destination	would love to see protected bike lanes from Baseline to the park entrance!	9/15/25	33.3533887437971	-112.071592375264
There are a lot housing, employment, and restaurants in this area, but the bridge across the river does not make accessing the area by walking and biking comfortable or convenient.	Important Destination	N/A	7/28/25	33.4341130761866	-111.92632508051
With the expansion of the street car in Mesa, Riverview will be accessible by riders, but there will need to be improvements to it to make it comfortable and convenient.	Important Destination	Original Comment	7/28/25	33.4303224350059	-111.873110910096
With the expansion of the street car in Mesa, Riverview will be accessible by riders, but there will need to be improvements to it to make it comfortable and convenient.	Important Destination	Waste of money for a street car.	8/24/25	33.4303224350059	-111.873110910096
MCC and other major institutions should not have a sea of parking between them and the street. People should be able to access these places from the street where buses and bike lanes and sidewalks are, not just from the parking lots. The ample landscaping is nice, but is not very useful when the sidewalk is pressed up against the road. The sidewalk should be separated.	Important Destination	N/A	7/28/25	33.3900447881851	-111.87252529067
This is now a major hub of pedestrian activity as people switch lines. The roads and crossings should make it quick and efficient for peds to cross the street.	Important Destination	Original Comment	7/28/25	33.4477290178451	-112.074404029674
This is now a major hub of pedestrian activity as people switch lines. The roads and crossings should make it quick and efficient for peds to cross the street.	Important Destination	Agreed :)	9/16/25	33.4477290178451	-112.074404029674
This is now a major hub of pedestrian activity as people switch lines. The roads and crossings should make it quick and efficient for peds to cross the street.	Important Destination	It can be awkward to try to cross for a transfer of train lines at the downtown hub. Improving the local area to prioritize pedestrian use would likely have a positive impact on transit usage.	9/4/25	33.4477290178451	-112.074404029674
Central station when completed will be the destination of a lot of bus routes going in and out of downtown. Making it safe, comfortable, and convenient to get there will be super important.	Important Destination	N/A	7/29/25	33.451928159446	-112.074463462206
There are a lot of offices accessible from this sidewalk, so providing more shade along it may encourage more people to walk from the light rail stop to work.	Important Destination	N/A	7/29/25	33.4539770818195	-111.98734027958
I would love to take public transit to this area. The walkability is great here. With slightly more density this could be a great stop for a light rail connecting Chandler, Gilbert and Mesa.	Important Destination	Original Comment	7/30/25	33.3035530549899	-111.841672327121
I would love to take public transit to this area. The walkability is great here. With slightly more density this could be a great stop for a light rail connecting Chandler, Gilbert and Mesa.	Important Destination	Agreed	9/16/25	33.3035530549899	-111.841672327121
People need easy access to city services be sure to add in transit connections here.	Important Destination	Original Comment	7/30/25	33.3010555288738	-111.841400371438
People need easy access to city services be sure to add in transit connections here.	Important Destination	Agreed	9/16/25	33.3010555288738	-111.841400371438
The library needs to be easier to get to by bike or bus or something, this is critical public infrastructure that should be accessible to more people.	Important Destination	N/A	8/1/25	33.3049352471939	-111.989611825373
Consider adding a Buckeye Rec Center to the Landing with safe bike paths for adults and non-driving kids. This could be the new location of the coyote branch library as well.	Important Destination	N/A	8/4/25	33.4478717726662	-112.515592070899

<p>If there was attention given to the canal, this is an already available trail that could be built out but there needs to be safe street crossing, shade structures, and lighting would be nice. Having it partially paved or with crushed gravel would be nice for people who want to walk or bike.</p>	Important Destination	N/A	8/4/25	33.4295302992014	-112.507191425974
<p>There are a lot of shops in this area but there is no real way for someone who wants to walk or bike there to navigate it safely. The parking lots are hectic and offer no real safe point of entry for someone who is not extremely confident on their bike. Reorganizing the parking lots, or creating bike signage could help to make it safer. But this is where people could bike to if it were safer. There are sidewalks, there are stores, but there are also a lot of cars flying in and out of the parking lots that would prevent people from wanting to go there. Also, put shaded bike/scooter/skateboard parking in a prominent place to encourage active transport. Maybe even do a YouTube series where you show people how they can safely get around. Or maybe someone should start one to let people know what it is really like in Buckeye and why we don't use it in order to put pressure on people to change things. You can look at Strong Towns, or the League of American Bicyclists to consider ways to improve the town but also show that we are certified in trying to get better and safer. It could be a feather in the cap of Buckeye to show we are nationally recognized for it.</p>	Important Destination	N/A	8/4/25	33.4361523338606	-112.556973417619
<p>Skyline park is a great asset to Buckeye, but there is no safe way to get there on Watson without a car. People in Verrado can get there by bike, but it would be nice for mountain bikers to be able to get to the park and then to stores. A lot of effort was made to change the Watson/10 interchange, including images in the bridge of people biking and being physically active, but that is not likely without safe places to do it.</p>	Important Destination	N/A	8/4/25	33.4676817900622	-112.55711759688
<p>Consider doing "Bike Bus" to schools once a week/month so that kids can see it is a simple way to get to school but also promote activity. https://bikebus.world/</p>	Important Destination	N/A	8/4/25	33.4314479450262	-112.528428919693
<p>Consider doing "Bike Bus" to schools once a week/month so that kids can see it is a simple way to get to school but also promote activity. https://bikebus.world/</p>	Important Destination	N/A	8/4/25	33.4733435166847	-112.517327359465
<p>Consider doing "Bike Bus" to schools once a week/month so that kids can see it is a simple way to get to school but also promote activity. This also will create a community of people that see's biking as a form of transportation. They will look out for people on bikes more too. https://bikebus.world/</p>	Important Destination	N/A	8/4/25	33.4774977253742	-112.507663092785
<p>Consider doing "Bike Bus" to schools once a week/month so that kids can see it is a simple way to get to school but also promote activity. This also will create a community of people that see's biking as a form of transportation. They will look out for people on bikes more too. https://bikebus.world/</p>	Important Destination	N/A	8/4/25	33.3695691650095	-112.583425089407
<p>Are there any suggested/marked bike path signs to get here? Is there a map of bike paths? Prominent and shaded bike parking?</p>	Important Destination	N/A	8/4/25	33.3658252881758	-112.588656155558
Pima Canyon at South Mountain	Important Destination	N/A	9/18/25	33.3632974351416	-111.98294721945
Gilbert Riparian Preserve and Library	Important Destination	N/A	10/2/25	33.3635361494481	-111.736702845576
Downtown Gilbert - Direct access from Western Powerline Path.	Important Destination	N/A	10/2/25	33.3571935536377	-111.78970258627
Gilbert Regional Park	Important Destination	N/A	10/2/25	33.2576105030439	-111.725204949893
AgriTopia	Important Destination	N/A	10/2/25	33.3220937484512	-111.72647090315
Crosswalk by the fire station would be good (Park West market comment). High volume intersection	Important Destination	N/A	10/4/25	33.5952365450048	-112.461887946919
Love this park, I only wish it were bigger!	Important Destination	N/A	10/17/25	33.462067540595	-112.07142844934
We love Walter.	Important Destination	N/A	10/17/25	33.4583196779951	-112.082950606278
This area is important for recreation.	Important Destination	N/A	10/17/25	33.4211244028925	-112.071009411131
Roosevelt Row is awesome and has such great character. The bike lanes could be better, but it's such an enjoyable stretch to bike/walk and spend time in general.	Important Destination	N/A	10/17/25	33.45865658991318	-112.06809425197
We love Walter!	Important Destination	N/A	10/17/25	33.4559861499917	-112.104879198144
One of the best parks in the Valley.	Important Destination	N/A	10/17/25	33.4310336683936	-111.94188369854
This stretch of Grand is amazing.	Important Destination	N/A	10/17/25	33.4531566923183	-112.084611449567
Amazing park--the largest city park!	Important Destination	N/A	10/17/25	33.3514080045866	-112.036384076251
All parks are important destinations.	Important Destination	N/A	10/17/25	33.5446247131734	-112.021223434968
All canal paths are important destinations. We should have built out the canal path system a long time ago. This should be a priority.	Important Destination	N/A	10/17/25	33.500161844657	-112.05664913743
All the canals are important destinations! What the region is lacking the most is a contiguous off-street path network. This would be an invaluable amenity for recreation and public health. Create a strong regional loop for walking and biking. Then make sure we have good bike lanes and sidewalks connecting to it. No brainer for a regional system...	Important Destination	N/A	10/17/25	33.6110100358725	-112.18992110355
One of the prettiest parts of the valley.	Important Destination	N/A	10/17/25	33.4373262157779	-111.902307327013
Tempe Library	Important Destination	N/A	7/3/25	33.3013805517265	-111.928229785505

Many new restaurants and shops are being added on both sides of the I-10 and Verrado and it would be nice to have plenty of shaded paths and crosswalks between them.	Important Destination	Original Comment	7/9/25	33.4596207042413	-112.504185909368
Many new restaurants and shops are being added on both sides of the I-10 and Verrado and it would be nice to have plenty of shaded paths and crosswalks between them.	Important Destination	Bridges to cross main streets would be great! Example: verrado residents trying to walk to the Costco center could use sidewalks, crosswalks, a bridge or a tunnel.	8/1/25	33.4596207042413	-112.504185909368
This is a growing park without safe bike or pedestrian access from the surrounding neighborhoods.	Important Destination	N/A	7/9/25	33.4202817562701	-112.54217171881
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	Original Comment	7/10/25	33.6039357562371	-112.151754640764
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	Crow said there would be rail to connect all campuses. make it a rail line	7/20/25	33.6039357562371	-112.151754640764
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	Original Comment	7/10/25	33.6104223117498	-112.151638882005
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	Understanding the current growth in ASU West I would like to suggest a look into a bike lane along Thunderbird Road between 35th Avenue and 43rd Lane. This section has seen increase traffic not only for ASU West but the development of new business with a new policy station further east on 29th avenue. With a short extension east, it could connect to the 31st Avenue bike lanes, and a couple miles west would tie into the canal path and Peoria's network. Hope you will consider in the near future. Patricia Tovar	10/17/25	33.6104223117498	-112.151638882005
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	N/A	7/10/25	33.610489567621	-112.16816618957
ASU West is growing and needs a connection to high-capacity transit via surface streets and the AZ Canal Trail.	Important Destination	N/A	7/10/25	33.6038525251688	-112.168129311765
There is a weird gap in the park here that could be used to better connect the rec center and make 10th street feel safer to walk along.	Important Destination	Original Comment	7/12/25	33.3721236258892	-112.575786104828
There is a weird gap in the park here that could be used to better connect the rec center and make 10th street feel safer to walk along.	Important Destination	I would like to suggest a Boy's and Girl's Club type of building in place here.	8/3/25	33.3721236258892	-112.575786104828
Theater and community shopping.	Important Destination	N/A	7/14/25	33.318133094134	-111.978984382613
There's not a lot of space to wait in the shade for how far the metro is from everything. It also does not feel safe at night from the lack of protected seating.	Important Destination	N/A	7/18/25	33.5751366934725	-112.119082481193
The library feels isolated from the neighborhoods and it should be easier to walk to.	Important Destination	N/A	7/18/25	33.4343354501223	-112.517203710122
It would be nice to have outdoor recreation near the rec center.	Important Destination	N/A	7/18/25	33.4341978766665	-112.519682559866
Multituser Trail start.	Important Destination	N/A	7/21/25	33.710650920303	-112.219953967775
Multituser Trail start.	Important Destination	N/A	7/21/25	33.7109411387205	-112.21855280491
Multituser trail end	Important Destination	N/A	7/21/25	33.7105929798149	-112.221023118411
Multituser trail end, off-road trail begin	Important Destination	N/A	7/21/25	33.7473392043585	-112.245611505969
End of paved multituser path beginning of off-road path	Important Destination	N/A	7/21/25	33.7508461787817	-112.214467854938
End of bicycle path on N Lake Pleasant Pkwy	Important Destination	N/A	7/21/25	33.7679186463422	-112.249812221733
Lots of businesses and concerts and restaurants around here but Van Buren St is horrible and unpleasant to walk on.	Important Destination	Original Comment	7/22/25	33.4514101710341	-112.079312743528
Lots of businesses and concerts and restaurants around here but Van Buren St is horrible and unpleasant to walk on.	Important Destination	Love the destinations on Van Buren but I hate walking along the street	9/15/25	33.4514101710341	-112.079312743528
Encanto Park	Important Destination	N/A	7/22/25	33.4715400667094	-112.089588736564
Motorized vehicles are having a hard time crossing the main road from the east side sidewalk to the west side of the road to get to the church due to no sidewalks along the west side of the road.	Important Destination	N/A	9/1/25	33.3937802797423	-112.08202484391
Uptown Farmers market on Saturdays during the summer and Wednesdays and Saturdays through the cooler months.	Important Destination	Original Comment	9/5/25	33.522665104255	-112.071405641579
Uptown Farmers market on Saturdays during the summer and Wednesdays and Saturdays through the cooler months.	Important Destination	I regularly ride my bicycle here and it's fairly easy to get to, but better connections could be made to better serve the local neighborhoods.	9/5/25	33.522665104255	-112.071405641579
Would like to see a bike lane or path on New River Road. Bicyclists often use the road. It would provide an active transportation connection to Tonto National Forest.	Important Destination	N/A	8/21/25	33.9034515273208	-112.082001430459
Long stretch of uncovered path. More shade would be beneficial.	Other Issue	N/A	7/24/25	33.437112463229	-111.85959658556
3rd St is a major north/south bike corridor that channels bike traffic into and out of downtown. However, there are no bike lanes on 3rd St or 4th St south of Roosevelt, which limits connectivity to other bike infrastructure that exists downtown.	Other Issue	Original Comment	7/24/25	33.4586785569144	-112.06974700637

3rd St is a major north/south bike corridor that channels bike traffic into and out of downtown. However, there are no bike lanes on 3rd St or 4th St south of Roosevelt, which limits connectivity to other bike infrastructure that exists downtown.	Other Issue	Co-sign. The city's own downtown bike studies highlighted the need for protected bike lanes in this area, and noted that 3rd Street is "planned" to include bike lanes. It's time to make good on that commitment and get this done - 3rd Street from Roosevelt to Lincoln is the perfect place to do it.	7/29/25	33.4586785569144	-112.06974700637
The paved bike path ends abruptly after the tunnel crossing under 24th St. The unpaved path here is loose and rocky and not great for road bikes. This reduces path connectivity between here and the Billmore area.	Other Issue	N/A	7/24/25	33.5240394377911	-112.029475338608
Chandler BMX Event 7/28: need bike lanes between Van Buren and Yuma along the Bullard Wash trail	Other Issue	Original Comment	7/28/25	33.441689660833	-112.382318055462
Chandler BMX Event 7/28: need bike lanes between Van Buren and Yuma along the Bullard Wash trail	Other Issue	Extend the Bullard Wash trail down to the River!	9/16/25	33.441689660833	-112.382318055462
The pedestrian experience under this tunnel is not ideal. Limited space and lighting make this segment unappealing. Pedestrian amenities should give pedestrians dignity. They should not be treated as second class citizens in certain segments.	Other Issue	N/A	7/28/25	33.4085698211118	-111.839822653851
In places where there is clearly room, sidewalks should be separated from roadways. Trees should also be close to the sidewalk, especially on east/west streets so the shadows from the trees will provide shade. During the hotter parts of the day. Otherwise their utility becomes less.	Other Issue	N/A	7/28/25	33.4078896548727	-111.843450010878
There are considerable connections to Cave Creek, making it convenient to use, but limited shade, making it not comfortable.	Other Issue	N/A	7/28/25	33.580020804523	-112.111091820409
Pedestrian overpasses can be good, if built well. This one is not for several reasons- one is that it requires backtracking which adds extra distance. It is also fairly small and completely enclosed, making it a premier place for loitering and illicit activities. The ramp approach should begin and head in the same direction as the sidewalk to reduce back tracking, and should be at a point in the block that it is not competing with a simple traffic light crossing. Most people will walk a little further to a light than take the hike up and over a ped bridge. The crossing should be able to be monitored from outside the crossing, reducing the likelihood of undesirable activities.	Other Issue	N/A	7/28/25	33.4658710857824	-112.132987981707
Streets like Harris and Williams should be walker and cyclist paradise that serve as alternatives for the other major roads. The same goes for any collector street that runs parallel to major roads and connects to major destinations like schools, and commercial spaces. Zoning should also be changed to enable gradual inclusion of neighborhood commercial uses that create local destinations.	Other Issue	N/A	7/28/25	33.4007328239824	-111.795728174252
There is no shade for this bench. It can get over 150 degrees in the summer and burns to the touch.	Other Issue	N/A	7/30/25	33.3579526020432	-111.841680132018
Start adding in protected rolling paths off the canals in both the north and south directions at every intersection.	Other Issue	N/A	7/30/25	33.3570700057478	-111.807121220999
Add protected rolling paths all the way down to downtown chandler.	Other Issue	N/A	7/30/25	33.3567660568289	-111.842001212393
Price doesn't need two lanes use one lane as a rapid bus transit lane that emergency vehicles can also use. This can be accomplished with paint and signage. This will decrease congestion on the freeway and provide ease of access for first responders.	Other Issue	Original Comment	7/30/25	33.3256107052701	-111.892963213657
Price doesn't need two lanes use one lane as a rapid bus transit lane that emergency vehicles can also use. This can be accomplished with paint and signage. This will decrease congestion on the freeway and provide ease of access for first responders.	Other Issue	Agreed	9/19/25	33.3256107052701	-111.892963213657
A BRT only lane take over on Price road would be useful.	Other Issue	Original Comment	7/30/25	33.3728357951945	-111.893059977407
A BRT only lane take over on Price road would be useful.	Other Issue	Agreed	9/19/25	33.3728357951945	-111.893059977407
BRT only lane on Price will help our first responders as well.	Other Issue	Original Comment	7/30/25	33.4142340309569	-111.890797406211
BRT only lane on Price will help our first responders as well.	Other Issue	Agreed	9/19/25	33.4142340309569	-111.890797406211
BRT on price!!!! Think of how many people we could move quickly. With the bonus of easing congestion on the 101.	Other Issue	Original Comment	7/30/25	33.4280559892941	-111.891853137379
BRT on price!!!! Think of how many people we could move quickly. With the bonus of easing congestion on the 101.	Other Issue	Yea it would reduce travel times	9/19/25	33.4280559892941	-111.891853137379
Add light rail along 24th street to connect to the existing light rail to the south.	Other Issue	N/A	7/31/25	33.5314348924597	-112.02729708772

Greetings. It would be nice if I did not have to cross Blue Horizons Parkway to walk down the street. The sidewalk is only paved on one side. Seniors have to dash across Blue Horizons Parkway to get on a pavement. My husband is a long-distance runner. It would be nice for some designated running space (not stones) here in Buckeye. Not everyone wants to hike. Thanks for asking. Bless	Other Issue	N/A	8/2/25	33.4432387985711	-112.48021859052
There is no continual sidewalk to allow community members to go from housing to the new development. It would be good to have paths there that are shaded. Currently adults and kids (pre-teens and teens) ride electric scooters and bicycles on Van Buren to WestMEC and Verrado for school and work. It would be nice to have a safe, somewhat shaded space for them to travel. This really only needs to connect the neighborhood to the new warehouse sidewalk.	Other Issue	N/A	8/4/25	33.4507523382907	-112.515815195309
Hosting a 5k around the sundance parkway look could be a great way to demonstrate the already great infrastructure that is there.	Other Issue	N/A	8/4/25	33.4407903588616	-112.532764936245
Consider creating a path along the canal that connects mid-Buckeye to Old Town.	Other Issue	N/A	8/4/25	33.4188044403928	-112.539893794179
Consider putting bike maintenance stations next to fire stations, libraries, rec centers, and major parks (Sundance, Skyline, etc.) in case someone needs help and don't have the tools available.	Other Issue	N/A	8/4/25	33.4288710419474	-112.538677904929
Is there a Buckeye bike map? Where they have the listed and recommended bike paths? The streets that are marked and safer?	Other Issue	N/A	8/4/25	33.4364053481595	-112.553351043409
Buckeye itself is big enough that there could be a "Tour of Buckeye" - a bike ride where participants ride from top to bottom in a day and have stops in certain places that make it a festival like atmosphere. There could be multiple stops where there are music, "bike washes", local cuisine, company spotlights, food trucks, ice cream, parks, etc. there is the tour of Mesa, Tucson, Scottsdale, etc. But if you made it more of a family/party/community atmosphere you could celebrate the fun side of fitness. It could also advertise Buckeye to people from all over the valley, showing off the growth of the community. You could partner with West Valley Cycling group, the bike shop in Verrado, and Trek West to get bike people involved. You could go from Verrado to Old Town, to the Airport, Tartesso, Festival Foothills and easily make a 60-100 mile ride out of it. You could also offer shorter routes with a hub being central buckeye so that people could cut back to the starting spot easily. You could also get housing developers to sponsor it and showcase the developments by riding through certain neighborhoods. If you stopped at the Sundance Senior Center they could have music, putting/pickleball challenges, etc. The same could be said for many of the developers. If you rode out to Tervalis they could market like crazy. If you matched it with the Goodyear hot air balloon festival you could have that amazing backdrop of hot air balloons though that could lead to distracted drivers.	Other Issue	N/A	8/4/25	33.451303343996	-112.504344627018
Increase trails	Other Issue	Original Comment	8/9/25	33.5790568277555	-111.752762209632
Increase trails	Other Issue	I would not want trails thru my housing community.	8/24/25	33.5790568277555	-111.752762209632
Better public transportation and sidewalks in this area, more bike friendly and better bus frequency.	Other Issue	Original Comment	8/9/25	33.482920750196	-111.925584365646
Better public transportation and sidewalks in this area, more bike friendly and better bus frequency.	Other Issue	Anything along Scottsdale road should have sidewalks and bus transportation.	8/24/25	33.482920750196	-111.925584365646
Better public transportation and sidewalks in this area, more bike friendly and better bus frequency.	Other Issue	Implement speed cameras at ALL large intersections in Scottsdale to ticket and reduce red light runners! Brings in revenue and provides a safer intersection!	8/24/25	33.482920750196	-111.925584365646
Would love to see more North/South bike connectivity around DT Mesa! It would be cool to create a loop along 1st St and 1st Ave down Hibbert and Robson	Other Issue	N/A	9/15/25	33.4143466974083	-111.826307492126
BRT Lanes for the 35th Avenue/Van Buren Street BRT	Other Issue	N/A	9/16/25	33.4644460467564	-112.134457250788
BRT Lanes for the 35th Avenue/Van Buren Street BRT	Other Issue	N/A	9/16/25	33.4514146394445	-112.132137844248
Indoor station for the 35th Avenue station for the I-10 West Extension	Other Issue	N/A	9/16/25	33.4628760135682	-112.134033832414
Commuter Rail	Other Issue	N/A	9/16/25	33.4441843185114	-112.134547002559
Restoration of the Sunset Limited and Texas Eagle to Phoenix	Other Issue	N/A	9/16/25	33.4441921263503	-112.1327188178
Light Rail Extension to State Farm Stadium would reduce traffic on I-10 and Loop 101	Other Issue	N/A	9/16/25	33.5256911059472	-112.25516911496
Traffic calming	Other Issue	N/A	9/16/25	33.4626690717832	-112.134543794505
The I-10 West Extension will relieve traffic	Other Issue	N/A	9/16/25	33.4629362694299	-112.132889315423
Traffic calming	Other Issue	N/A	9/16/25	33.4659581674755	-112.134950786133
Future pedestrian bridge is need for the light rail and BRT station connection	Other Issue	N/A	9/16/25	33.465344143298	-112.13445226092
More trees are needed along McDowell Road	Other Issue	N/A	9/16/25	33.4660270067821	-112.136417202189
More trees are needed along 35th Avenue	Other Issue	N/A	9/16/25	33.4684624634191	-112.134406521236
Pedestrian bridge is needed from the Desert Sky Transit Center to Desert Sky Mall	Other Issue	N/A	9/16/25	33.4782196774174	-112.227980185135
Removal of the Reverse Lanes would reduce crashes	Other Issue	N/A	9/16/25	33.486994383952	-112.083237930742
Removal of the Reverse Lanes would reduce crashes	Other Issue	N/A	9/16/25	33.4881047056218	-112.065066105439
Too much traffic, area has developed and its the only way to go south. We have many accidents, widened or open up another way for commercial big semi vehicles.	Other Issue	N/A	10/4/25	33.3508224160043	-112.487199387382

Phoenix really needs at least one continuous north-south and one east-west bike route, ideally on arterials. Right now, the bike lanes are super fragmented and often routed onto winding, indirect streets that are hard to follow if you're not already familiar with the area. It feels like bikes are always the afterthought. I get that arterials are busy, but if we're serious about making biking a real option, we should be willing to take a lane or two in a few key spots to create clear, connected routes across the city. Without that, it's hard to see how biking becomes a safe or practical choice for most people.	Other Issue	N/A	10/17/25	33.4530431163912	-112.074464802506
More separation between the sidewalk and the road along 7th St would be amazing. It is uncomfortable walking next to these speeding cars.	Other Issue	N/A	10/17/25	33.4562513178319	-112.065238026394
More separation between the cars and the sidewalk is needed. It feels unsafe to walk so close to the road when cars are just speeding by.	Other Issue	N/A	10/17/25	33.4564531147745	-112.082623302927
Stop making the street wider - making people drive faster. Wider streets don't make traveling better. It's more dangerous because people drive faster	Other Issue	N/A	7/9/25	33.7981684873332	-111.930000143718
Stop widening it makes people drive faster!	Other Issue	Original Comment	7/9/25	33.8003698919383	-111.891203573863
Stop widening it makes people drive faster!	Other Issue	Agree	8/24/25	33.8003698919383	-111.891203573863
Stop wasting money on pedestrian access no one walks these streets.	Other Issue	Original Comment	7/9/25	33.7363826291601	-111.925792487635
Don't waste money on pedestrian access no one walks these streets.	Other Issue	My comment is directed at ALL the continuous and lengthy road construction in the Phoenix Valley. It never ENDS! Work to use new longer lasting asphalt or even something completely new that can handle the heat. Using the same asphalt that has been used on roads since asphalt roads were made is STUPID! The constant road construction is dangerous for drivers - a lot of times the markers are not placed properly or knocked over. It also makes us Arizonans unproductive - time in road construction slow downs. The previous decision to put a huge roundabout (similar to that around the Arc de Triumph in Paris) was really stupid! I grew up in Europe and Europeans know how roundabouts work, Americans (and especially our older population) have no clue, not to mention the various right-of-way rules found in roundabouts throughout the valley - example is the roundabout in Carefree where the vehicles entering the roundabout have right of way!!!! What the hell is that about?! Others have the entering vehicles yield (as it should be). Thank you for asking for our opinions. I really appreciate your attention to these matters!	7/29/25	33.7363826291601	-111.925792487635
Don't waste money on pedestrian access no one walks out here.	Other Issue	Original Comment	7/9/25	33.7504513331585	-111.891205569452
Don't waste money on pedestrian access no one walks out here.	Other Issue	Agree	8/24/25	33.7504513331585	-111.891205569452
widening roads makes drivers drive faster	Other Issue	N/A	7/9/25	33.7992261527476	-111.945228634989
wider roads don't make it safer. Stop widening roads!	Other Issue	N/A	7/9/25	33.6991315642432	-111.950125331142
Little shade in the walkways for how big the parking lot is.	Other Issue	N/A	7/9/25	33.6402949053536	-112.225277792977
8th Street from Rural to Dorsey feels a little dangerous to walk on from having no shade and a thin sidewalk that is right next to the road and many cars park right against it.	Other Issue	N/A	7/9/25	33.4203242773664	-111.922490428304
Not many good ways to commute between Queen Creek and East Mesa/Gilbert. It would be great to keep this in mind with the development of roads in this area.	Other Issue	N/A	7/9/25	33.2624102508887	-111.5886333249
This path can get very hot by the freeway so it would help to have more shade.	Other Issue	N/A	7/10/25	33.4350415759162	-111.933166822804
This existing bridge is a great connection across the Cave Creek Wash but very few people know about it. This provides good access to light rail	Other Issue	N/A	7/10/25	33.5780515477274	-112.109904582495
Multiple car accidents occur on this road. There are lots of apartments and traffic. Multiple safety, streetlight, and lighting measures are needed.	Other Issue	N/A	7/14/25	33.3274199051904	-111.980273391834
More shade and pedestrian amenities are needed on Ray Road. This is the community core and neighborhood shopping district.	Other Issue	N/A	7/14/25	33.3196126629602	-111.977937204419
Electrical box is smashed and exposed	Other Issue	N/A	7/18/25	33.3916720148037	-111.511235641539
Shade trees would be nice along Yuma Road (N side)	Other Issue	N/A	7/18/25	33.4357723104874	-112.541535123719
It seems unnecessary for the parking lot to be this big and it would be better to remove the unused spaces to improve walkability and have cool outdoor spaces.	Other Issue	N/A	7/18/25	33.6402008564902	-112.227612551596
There is almost no shade over the sidewalks on this area of Sundance Pkwy which makes it difficult for the kids to walk to school.	Other Issue	N/A	7/18/25	33.4309533341858	-112.525876380478
15th ave bike lanes are good but sometimes cars drive too close to bikes/ drive over the bike lane lines	Other Issue	N/A	7/22/25	33.4599487571763	-112.091272414824
I like the bike lanes on 20th St but I wish they were protected bike lanes instead of just striped bike lanes.	Other Issue	N/A	7/22/25	33.489564047968	-112.038927258382
Lighting is an issue in this area. Enhancements are needed to improve lighting and visibility for traffic and pedestrians safety	Other Issue	N/A	9/1/25	33.3936273341884	-112.082028485775

It is so easy and convenient to ride a bicycle to the Sky Train for a flight at Sky Harbor, but the lack of secure bicycle parking at the stations or airport means when I have done so, my bicycle gets stolen. This could be a really great asset for Sky Harbor. People could ride cargo bikes or ebikes to even be able to bring luggage with them for a flight if they had proper secure parking availability.	Other Issue	Original Comment	9/4/25	33.4468255919448	-111.990151569988
It is so easy and convenient to ride a bicycle to the Sky Train for a flight at Sky Harbor, but the lack of secure bicycle parking at the stations or airport means when I have done so, my bicycle gets stolen. This could be a really great asset for Sky Harbor. People could ride cargo bikes or ebikes to even be able to bring luggage with them for a flight if they had proper secure parking availability.	Other Issue	LOVE this ideal!!	9/15/25	33.4468255919448	-111.990151569988
As growth continues maintain rural nature of this road and maintain low light focus. No stop lights please. If a median is proposed make sure it has scenic landscape in the center. Be mindful of the horse culture in this area and ranch traffic.	Other Issue	N/A	8/24/25	33.741450263903	-111.792203466793
Major congestion point. With Amkor underway this area will be badly impacted. Present plans are a band aide.	Other Issue	N/A	8/24/25	33.7157249018695	-112.316222643672
This needs to be connected to Happy Valley or Jomax to offer relief to the growth west of here.	Other Issue	N/A	8/24/25	33.6992425459433	-112.334202526163
This connection from N Lake Pleasant to 303 is important to relieve some congestion caused by growth.	Other Issue	N/A	8/24/25	33.7455128154966	-112.280771011701
You don't even show the chip factory and all the growth being driven in this area. The 1-17 interchange needs to be completed soon.	Other Issue	N/A	8/24/25	33.7713249182795	-112.170514206373
This corridor was a perfect place for bike use and pedestrian use but with the housing growth and traffic growth they have been displaced. Need dedicated bike and walking lanes separate from roadway.	Other Issue	N/A	8/24/25	33.7643591269586	-112.051911905801
Disjointed canal path. Forces riders to go on Country Club. Please fix to have continuous bike path.	Safety Hazard or Issue	N/A	7/24/25	33.4368415144306	-111.840211771846
Need soft barrier poles for bike lane to allow folks to bike to convention center and downtown Mesa.	Safety Hazard or Issue	N/A	7/24/25	33.4200276986675	-111.831585465157
The narrow, dark tunnel here often has people camping in it or openly consuming drugs. It is not safe to bike through, and there aren't many detour options.	Safety Hazard or Issue	N/A	7/24/25	33.571432819191	-112.116870384116
Using plastic bollards here has resulted in cars just driving through them to merge into traffic. The bollards are regularly torn out of the road and strewn about in the bike lane. Start prioritizing the safety of cyclists over the risk of damage to vehicles by placing car-stopping infrastructure.	Safety Hazard or Issue	N/A	7/25/25	33.4878058248179	-112.093703885822
Oak is marked on most maps as being bike-friendly, but there is a severe lack of infrastructure protecting cyclists from vehicle traffic.	Safety Hazard or Issue	N/A	7/25/25	33.4730684170869	-112.036086791868
There are frequently jaywalkers on Mesa Drive, and its not unreasonable. Crossings are few and far between. There should be more HAWK signals to enable safe pedestrian crossings.	Safety Hazard or Issue	N/A	7/28/25	33.4040263686116	-111.82296768338
If our canals are intended to serve as off-road trails for peds and cyclists, then there should be HAWK signals at every street/canal crossings to enable safe and quick crossing. Otherwise we are generating future jaywalking trips.	Safety Hazard or Issue	N/A	7/28/25	33.4147762565231	-111.884583689
Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	Original Comment	7/28/25	33.4895337595058	-112.065056074714
Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	Agreed	9/16/25	33.4895337595058	-112.065056074714
Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	Original Comment	7/28/25	33.499151282599	-112.082941555577

Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	I hate crossing the 7s! It is so scary and unsafe!	9/15/25	33.499151282599	-112.082941555577
Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	Agreed	9/16/25	33.499151282599	-112.082941555577
Both 7th Ave and 7th Street are built to serve cars like mini freeways. Even using pedestrian crossings takes a while in an interest to keep car traffic flowing. This makes accessing destinations not safe, less convenient, and less comfortable. In places where there are higher pedestrian activity, the road should be designed to serve both cars and peds more equally.	Safety Hazard or Issue	It is so uncomfortable to use 7th Ave and 7th St as a pedestrian or bicyclist when I would really love to be supporting local businesses. More space dedicated to walking and biking would very likely mean more success for businesses in neighborhoods along the Sevens.	9/4/25	33.499151282599	-112.082941555577
The lighting in this underpass is not ideal and the design is such that it is out of sight of people outside of the tunnel. This makes it a place for loitering and illicit activities, making it unsafe and not comfortable to use.	Safety Hazard or Issue	N/A	7/28/25	33.4615989223981	-112.073806533936
Any anticipated crossing with curb cuts like this one that is not on a local street (like this one) should be marked with a crosswalk.	Safety Hazard or Issue	N/A	7/28/25	33.3564652723678	-111.893980476171
Cars frequently drive over the bike lane because there is no protection. The street is way too wide and needs to be narrowed for pedestrians to get across.	Safety Hazard or Issue	N/A	7/30/25	33.3641278642524	-111.842124272384
There is no shade or place to sit for people waiting for the bus.	Safety Hazard or Issue	N/A	7/30/25	33.3742919883311	-111.842102804163
No sidewalk, the new apartments will have pedestrians who would like to cross the street to use the services on the other side.	Safety Hazard or Issue	N/A	7/30/25	33.3729214127595	-111.8406887562
There should be a protected median for pedestrians.	Safety Hazard or Issue	N/A	7/30/25	33.372851452913	-111.842043710266
Build protected medians for the students going to the junior high already. Too many kids have been killed for injured here.	Safety Hazard or Issue	N/A	7/30/25	33.3786977912034	-111.873328420486
Ray Road is a popular bike route with cars that are always driving over the speed limit. MAG should revisit the number of lanes actually required on this road and consider reducing the number of lanes to just one in each direction, and instead putting in protected bike lanes.	Safety Hazard or Issue	N/A	8/1/25	33.3125508718648	-112.019848398558
I see people crossing Ray Road here all the time, they need more and safer places to cross. Especially because cars are always driving 50 mph on this road, any accident will for sure lead to a fatality. Also MAG should revisit their lane requirements for this street and consider reducing the number of lanes to 2 in each direction and instead creating protected bike lanes and pedestrian bump outs to increase safety. Ahwatukee is great because it is so self-contained, but it doesn't feel safe to go anywhere not in a car. I think with several improvements to bicycle and pedestrian safety people will for sure use those options to get around.	Safety Hazard or Issue	N/A	8/1/25	33.315675500261	-112.005007043481
Vehicles do not stay out of marked bike lanes!!!	Safety Hazard or Issue	N/A	8/1/25	33.4795547302035	-112.496400736889
Poor lighting no one stops speeds are excessive. Need pedestrian activated lights to get attention	Safety Hazard or Issue	N/A	8/1/25	33.4792948845217	-112.497064782404
Vehicles do not stay out of the bike lanes	Safety Hazard or Issue	N/A	8/1/25	33.4791992227392	-112.47923622932
Drivers are distracted and drive in bike lanes to make turns or are just not paying attention run red lights and drive way too fast scary to ride in bike lanes	Safety Hazard or Issue	N/A	8/1/25	33.4938075413894	-112.486425366659
Electric bicycles use excessive speed on walking paths. These paths should be for peddle bicycles and pedestrians only. Electric bicycles should have to use the public roadways and obey driving regulations.	Safety Hazard or Issue	N/A	8/1/25	33.480219603752	-112.496878698732
Excessive speed with electric bicycles. Path should only be for pedestrians and peddle bicycles. Electric bicycles should use roadways.	Safety Hazard or Issue	N/A	8/1/25	33.483053150909	-112.497009137684
Heavy congestion, poor traffic control, traffic light needed	Safety Hazard or Issue	N/A	8/3/25	33.4631551710875	-112.478774421101
The area has too much traffic	Safety Hazard or Issue	Original Comment	8/9/25	33.5822306513136	-111.8836687071
The area has too much traffic	Safety Hazard or Issue	It is what it is. I remember when Pima and Shea was end of town with two lane roads. Long before McCormick ranch was developed and we rode our horses out to Tallieson West!	8/24/25	33.5822306513136	-111.8836687071
Bikers ride side by side and the lanes are not wide enough	Safety Hazard or Issue	Original Comment	8/9/25	33.6570103460035	-111.866748118937
Bikers ride side by side and the lanes are not wide enough	Safety Hazard or Issue	Place a sign to riders to ride one by one. No side by side riding. Not that they will listen. Reduce speed limit so drivers and learn how to share the road.	8/24/25	33.6570103460035	-111.866748118937
Need shared use path	Safety Hazard or Issue	Original Comment	8/9/25	33.58011105995	-111.778800694657
Need shared use path	Safety Hazard or Issue	Who would use shared use path? Waste of money.	8/24/25	33.58011105995	-111.778800694657
Need shared use path	Safety Hazard or Issue	Original Comment	8/9/25	33.6269997348303	-111.711995023506

Need shared use path	Safety Hazard or Issue	Whom uses this dirt road should share. Teach your kids respect and how to share!!	8/24/25	33.6269997348303	-111.711995023506
Cars drive SO fast down this stretch of Estrella Parkway. Protected bikelanes are needed!	Safety Hazard or Issue	N/A	9/16/25	33.3832012879337	-112.392844872093
Bike lanes along 20th are a mix of speed bumps and go all the way through them or half way. Bikes are forced to go over or navigate the narrow road edge. After a storm, these lanes are littered with debris, trash and maintenance covers. Why the speed bumps in bike lanes?!	Safety Hazard or Issue	N/A	9/17/25	33.5197886357829	-112.039134357699
No bike lanes through downtown Gilbert	Safety Hazard or Issue	N/A	10/2/25	33.3546618471048	-111.789714300649
Motorbikes speed through the dirt paths a lot kicking up dust	Safety Hazard or Issue	N/A	10/2/25	33.3575760652082	-111.710001278393
The west side of the roadway needs more lighting at night. Hard to see trail users crossing the street.	Safety Hazard or Issue	N/A	10/2/25	33.4802365661388	-111.978228933551
The bike lane on 3rd street abruptly ends at Roosevelt, which is entering one of the most congested and densely build parts of town. A safe north/south route is strongly needed at this area. 1st and 2nd street also do not offer good alternatives.	Safety Hazard or Issue	N/A	10/3/25	33.458486219703	-112.069838225611
Need better crossing in this area for pedestrians (park valley west market)	Safety Hazard or Issue	N/A	10/4/25	33.7985922508429	-112.123817817236
Park west market 10/4: cars come flying down this road; need a solution for crossing here/slowing cars	Safety Hazard or Issue	N/A	10/4/25	33.8027156440246	-112.132608276425
Need better crossing here for school age children walking to school (Park West market comment 10/4)	Safety Hazard or Issue	N/A	10/4/25	33.5448923200919	-112.237725786079
Park west comment: need crossing and sidewalks for kids going to high school	Safety Hazard or Issue	N/A	10/4/25	33.3784666662817	-112.5740614892
This interchange feels dangerous, both because the sidewalks are lacking and it's just riddled with homeless people. I've walked by people using crack here before. We really need better services for them and better crossings for cyclists and pedestrians over this freeway.	Safety Hazard or Issue	N/A	10/17/25	33.4623737823792	-112.065120451719
Active Pedestrian and Bicycle crossing with no signage for motorists or crosswalk.	Safety Hazard or Issue	N/A	7/3/25	33.3781145916369	-112.176738849375
Active Pedestrian and Bicycle crossing located directly next to elementary school with no signage for motorists or crosswalk. Should be included in Safe Routes to Schools	Safety Hazard or Issue	N/A	7/3/25	33.384036306784	-112.160226265277
Hard to access Kiwanis Park and canal path via Kyrene. Out of way to go to the light	Safety Hazard or Issue	N/A	7/3/25	33.3781925072781	-111.942673106669
The protected bike lane ends before you get to the next major road. It should extend to at least 7th Ave but ideally all down Osborn Road -- especially to Central Ave/light rail station.	Safety Hazard or Issue	Original Comment	7/9/25	33.487700354237	-112.086172852967
The protected bike lane ends before you get to the next major road. It should extend to at least 7th Ave but ideally all down Osborn Road -- especially to Central Ave/light rail station.	Safety Hazard or Issue	I second this original comment. The bike lane ends without any destination that anyone would be biking to. I regularly bike from just southwest of here and end up taking Flower St to the Sprouts or Safeway due to this becoming very dangerous once the bike lane ends. 3rd Ave is a major bike-friendly road that these bike lanes should connect to.	7/25/25	33.487700354237	-112.086172852967
The loss of the bike lane in this area makes this a dangerous area for commuters. There is not lane or sidewalk on the North of the road.	Safety Hazard or Issue	N/A	7/9/25	33.3795498388592	-111.695507090596
There is an incline on the wide sidewalks for both sides of the road that causes skateboards and scooters to go very fast and they do not have a great view of pedestrians.	Safety Hazard or Issue	N/A	7/9/25	33.4221235302259	-111.927799962529
This area is a popular riding spot and with the increased traffic over the last few years it has become more dangerous. A bike lane connecting the Beeline and Bush Hwy would be amazing!	Safety Hazard or Issue	N/A	7/9/25	33.5924608305382	-111.544115338103
This intersection is NOT safe! cars almost hit you	Safety Hazard or Issue	N/A	7/9/25	33.4803794159557	-112.078238100646
I've almost gotten hit three times crossing the street here by cars turning off of Catalina	Safety Hazard or Issue	Original Comment	7/9/25	33.4835245157347	-112.083108187884
I've almost gotten hit three times crossing the street here by cars turning off of Catalina	Safety Hazard or Issue	Seconding this comment. It's a 50/50 shot on if the cars turning southbound from Catalina see you waiting for the cross signal. Additionally, making the alleyway that Catalina runs into a cycling path would help to continue this route.	7/25/25	33.4835245157347	-112.083108187884
I've almost gotten hit three times crossing the street here by cars turning off of Catalina	Safety Hazard or Issue	Removal of the Reserve Lanes would help	9/16/25	33.4835245157347	-112.083108187884
The suicide lanes on 7th Ave are a nightmare for safety and I've seen so many accidents at this intersection	Safety Hazard or Issue	Original Comment	7/9/25	33.4873712976706	-112.083223210301
The suicide lanes on 7th Ave are a nightmare for safety and I've seen so many accidents at this intersection	Safety Hazard or Issue	Agreed	9/16/25	33.4873712976706	-112.083223210301
The roundabouts are so unsafe - I am almost hit every day. There needs to be more signage and patrols in the area of Hwy 93	Safety Hazard or Issue	Original Comment	7/9/25	33.9969493376068	-112.759078565369

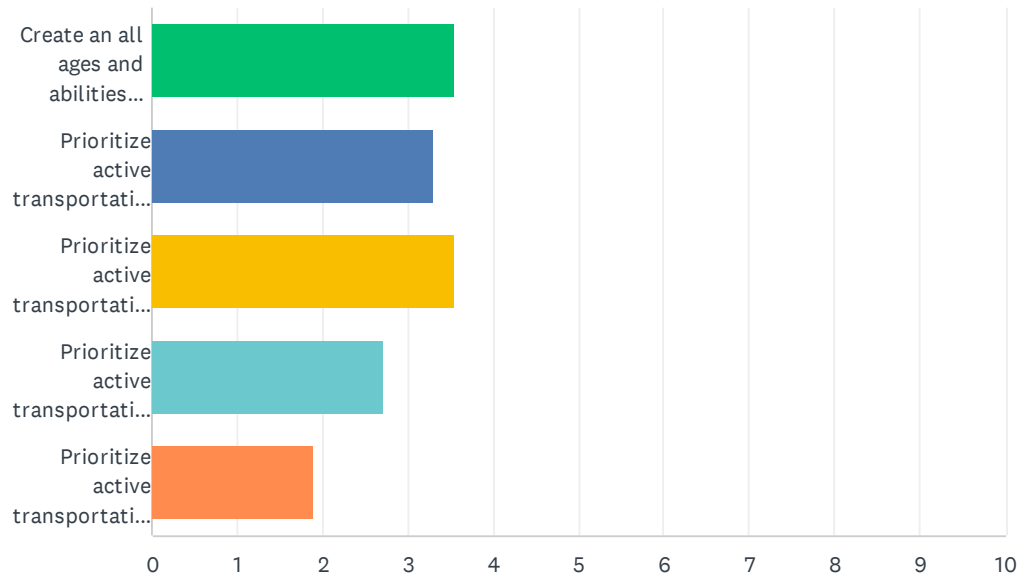
The roundabouts are so unsafe - I am almost hit every day. There needs to be more signage and patrols in the area of Hwy 93	Safety Hazard or Issue	I feel roundabouts are much safer than a standard intersection we just need to get everyone to understand how they work. I agree the signage should be on both sides of a lane of traffic	7/10/25	33.9969493376068	-112.759078565369
The roundabouts are so unsafe - I am almost hit every day. There needs to be more signage and patrols in the area of Hwy 93	Safety Hazard or Issue	There needs to be some sort of speed control approaching the roundabouts. We have multiple accidents per week	7/16/25	33.9969493376068	-112.759078565369
Need speed bumps – drag racing on weekends	Safety Hazard or Issue	Original Comment	7/9/25	33.4906902838015	-111.900320386243
Need speed bumps – drag racing on weekends	Safety Hazard or Issue	Makes sense. Approve.	8/24/25	33.4906902838015	-111.900320386243
The entrances to the Tempe Towne Plaza need to be redesigned because there is no room for cars on the road to wait when someone is crossing the sidewalk.	Safety Hazard or Issue	N/A	7/10/25	33.4219128716911	-111.925369654392
A lot of speeding and street racing through this area	Safety Hazard or Issue	N/A	7/10/25	33.473077037718	-112.02367699766
Too much speeding here	Safety Hazard or Issue	N/A	7/10/25	33.4731082414798	-112.018155995172
SRP removed their paved maintenance road on the west side of the Arizona Canal here, even though it aligns with the Arizona Canal Diversion Channel path on the north side of Glendale Avenue. City of Phoenix needs to come to an agreement with SRP to restore a paved path on this side as part of broader enhancement of the Arizona Canal.	Safety Hazard or Issue	Original Comment	7/10/25	33.5369623846128	-112.044754399341
SRP removed their paved maintenance road on the west side of the Arizona Canal here, even though it aligns with the Arizona Canal Diversion Channel path on the north side of Glendale Avenue. City of Phoenix needs to come to an agreement with SRP to restore a paved path on this side as part of broader enhancement of the Arizona Canal.	Safety Hazard or Issue	Yes! Why did SRP remove the pavement? This felt like a step backwards even if it is a short section. The underpass directs people to use the South side of the canal but there is no longer any pavement.	8/27/25	33.5369623846128	-112.044754399341
Hwy 93 through wickenburg needs to be a safety corridor with enhanced signage and enforcement.	Safety Hazard or Issue	Original Comment	7/12/25	34.0100271055124	-112.785505268507
Hwy 93 through wickenburg needs to be a safety corridor with enhanced signage and enforcement.	Safety Hazard or Issue	Need more speed control	7/16/25	34.0100271055124	-112.785505268507
Hwy 93 through wickenburg needs to be a safety corridor with enhanced signage and enforcement.	Safety Hazard or Issue	I feel the speeds are correct on 93 but it should be patrolled more often	7/23/25	34.0100271055124	-112.785505268507
Poor visibility for vehicle and cyclists. The narrow bike lane and visibility are hazards. This is a popular bike route.	Safety Hazard or Issue	N/A	7/14/25	33.313216298352	-112.017769391107
Better light timing, arrow and safety cross walk needed. Multiple accidents occur for apartment residents crossing mid way on Rav Road.	Safety Hazard or Issue	N/A	7/14/25	33.3155426588015	-112.006954319287
Cross walk or hawk needed. People crossing at all times of the day to the apartments across Rav Road. More pedestrian cross ways needed.	Safety Hazard or Issue	N/A	7/14/25	33.3159334149826	-112.004154080328
Crossing here is a nightmare. Lots of highschool students taking the bus have a difficult time crossing at this location.	Safety Hazard or Issue	N/A	7/14/25	33.3259784907919	-111.98006992945
Missing sidewalk section	Safety Hazard or Issue	Original Comment	7/18/25	33.3896178386207	-111.511582102116
Missing sidewalk section	Safety Hazard or Issue	I assume this will be fixed when the current development is completed	7/19/25	33.3896178386207	-111.511582102116
The bike lane here is about six inches wide.	Safety Hazard or Issue	N/A	7/22/25	33.415489190865	-111.714218458668
People park in the bike lanes to access Encanto Park because there is no physical protection for the 15th Ave bike lanes, just stripes.	Safety Hazard or Issue	Original Comment	7/22/25	33.4742838231405	-112.09132613879
People park in the bike lanes to access Encanto Park because there is no physical protection for the 15th Ave bike lanes, just stripes.	Safety Hazard or Issue	Agree with this comment. 15th Ave should have physical barriers to protect cyclists and pedestrians from the vehicles in the roadway.	7/25/25	33.4742838231405	-112.09132613879
This intersection is tricky for bicyclists on 15th Ave to navigate because the bike lanes end and then start again.	Safety Hazard or Issue	N/A	7/22/25	33.4949901900983	-112.091258180095
This intersection is really bad for pedestrians	Safety Hazard or Issue	N/A	7/22/25	33.494967053105	-112.117053230658
No sidewalks along the west side of Southern on 7th Avenue causing pedestrian, motorized wheelchairs and bicyclists ADA and safety issues.	Safety Hazard or Issue	N/A	9/1/25	33.39358361565	-112.082821331112
ADA, pedestrian and cyclist safety issues due to no sidewalks on the west side of the road and multiple traffic accidents causing motorized wheelchairs and bicycles to ride in the streets and cross over to the east side sidewalk. Residents run across the street to get to the Sunland Elementary School, church and the daycare.	Safety Hazard or Issue	N/A	9/1/25	33.3929581072501	-112.081984945053
ADA, pedestrian and cyclist safety issues due to no sidewalks on the west side of the road and multiple traffic accidents causing motorized wheelchairs and bicycles to ride in the streets and cross over to the east side sidewalk. Residents run or drive across the street to use the east side sidewalk.	Safety Hazard or Issue	N/A	9/1/25	33.3937098584169	-112.082026507705
This pedestrian bridge tends to have permanent occupants, its filled with trash, its dark and generally feels unsafe to use. There is no visibility upon approach to ascertain what you are about to encounter.	Safety Hazard or Issue	N/A	9/2/25	33.4727956378813	-112.038608596665

Feels very unsafe to turn right onto Osborn here since there is no bike lane to the east and cars are trying to pass each other before it turns into one travel lane and the bike lane appears.	Safety Hazard or Issue	N/A	9/2/25	33.4874612628289	-112.038803737153
Bike route runs behind car parking, and I'm always worried a car will back into me as I ride here both directions.	Safety Hazard or Issue	N/A	8/24/25	33.4172207414848	-111.835713821184
Need a bike lane the full distance of Rio Verde Dr.	Safety Hazard or Issue	N/A	8/24/25	33.7417987503968	-111.778023118404
Need greater separation between the bike lane and traffic lane.	Safety Hazard or Issue	N/A	8/24/25	33.7732584227428	-111.891477838633
Signal is not safe for bike riders. Intersection excessively wide. Major revision overdue.	Safety Hazard or Issue	N/A	8/26/25	33.417417179419	-111.839769574624
Multi-use path ends and forces riders onto a sidewalk. The multi-use path should be extended from Crosscut to Curry.	Safety Hazard or Issue	N/A	8/27/25	33.4387133469297	-111.943523154715
Dangerous crossing with lots of speeding drivers on Curry. Many people cross here to get from Tempe Town Lake to the Crosscut Canal.	Safety Hazard or Issue	N/A	8/27/25	33.4382790084148	-111.941587749691
High speeds and S-curves make this a dangerous bike route. It is disappointing that the awesome Paseo multi-use path can't be easily accessed from the east.	Safety Hazard or Issue	N/A	8/27/25	33.7592161855954	-112.017552325313
Dangerous crossing from AZ Canal to Crosscut. Not sure how to fix but drivers are not aware here.	Safety Hazard or Issue	<i>Original Comment</i>	8/27/25	33.4903179093956	-111.942743343525
Dangerous crossing from AZ Canal to Crosscut. Not sure how to fix but drivers are not aware here.	Safety Hazard or Issue	Too much priority is given to moving cars quickly through this intersection. More thought should be given to making pedestrians visible and slowing traffic to make it less likely cars are cutting the corners quickly.	9/5/25	33.4903179093956	-111.942743343525
I ride this route almost daily and the bike lane is in the door zone yet drivers get mad if you take the full lane. Bike lane should be moved to the other side of the park cars so they can serve as a buffer.	Safety Hazard or Issue	N/A	8/27/25	33.5310887397713	-112.076046921551

Appendix B: Survey Responses

**Q1 What is your most important issue/priority that you believe should be focused on as the Regional Active Transportation Plan gets developed?
Please rank your priorities below (1=top priority, 6=lowest priority)**

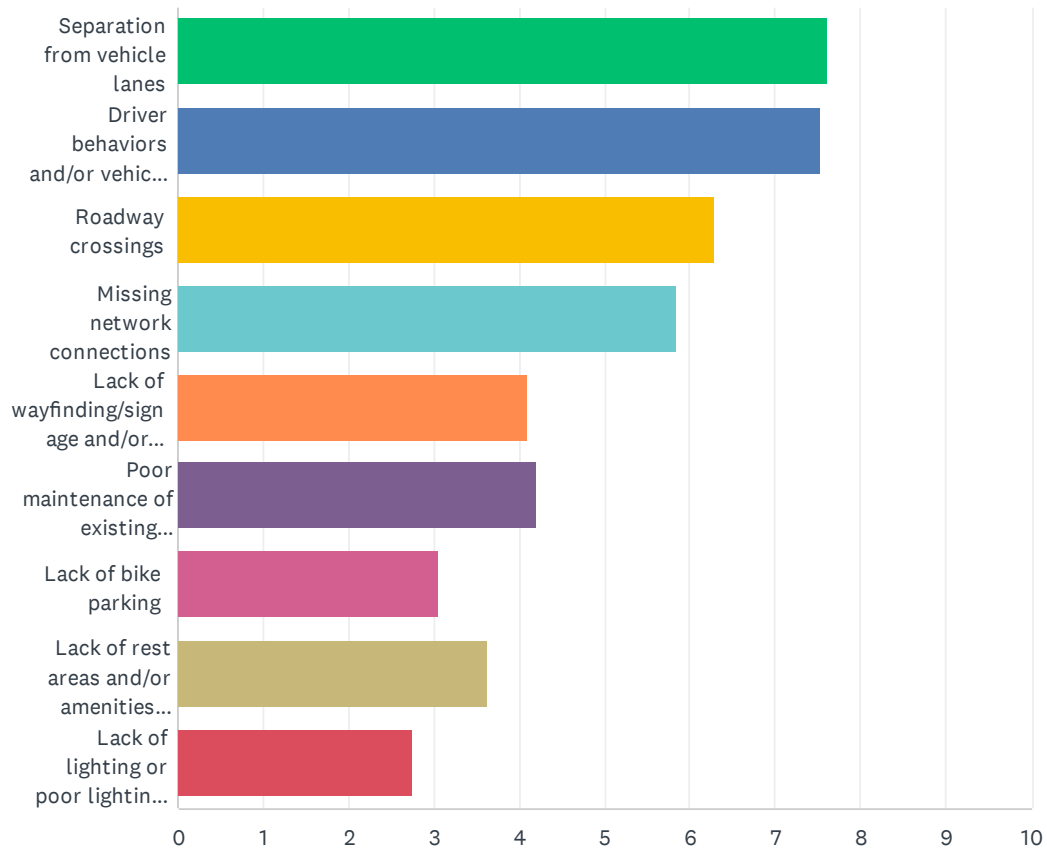
Answered: 170 Skipped: 2



	1	2	3	4	5	TOTAL	SCORE
Create an all ages and abilities network that is safe, convenient, comfortable, and accessible for people walking, biking, and rolling.	38.24% 65	17.06% 29	18.24% 31	14.71% 25	11.76% 20	170	3.55
Prioritize active transportation connections that help people meet daily needs (i.e., school, work, services).	31.18% 53	18.82% 32	17.06% 29	15.29% 26	17.65% 30	170	3.31
Prioritize active transportation connections at the local/neighborhood scale connecting people to local destinations.	17.06% 29	41.18% 70	24.71% 42	12.94% 22	4.12% 7	170	3.54
Prioritize active transportation connections at the regional scale that provide connections across and between communities.	10.59% 18	15.29% 26	27.65% 47	26.47% 45	20.00% 34	170	2.70
Prioritize active transportation connections that connect people to recreational activities.	2.94% 5	7.65% 13	12.35% 21	30.59% 52	46.47% 79	170	1.90

Q2 In your opinion, what are the biggest challenges for existing active transportation use in the MAG region? (1=biggest challenge, 9=not at all a challenge)

Answered: 162 Skipped: 10

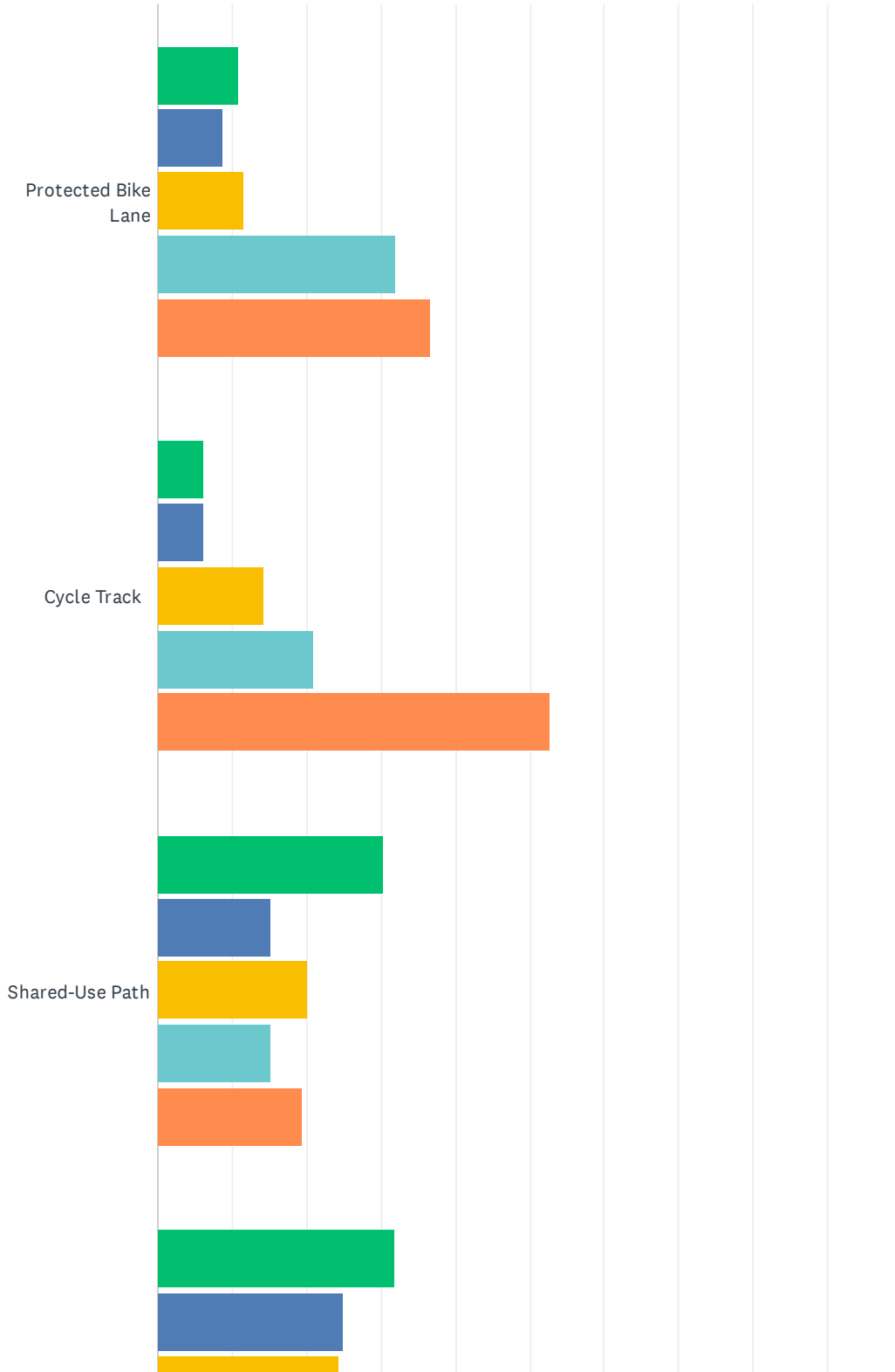


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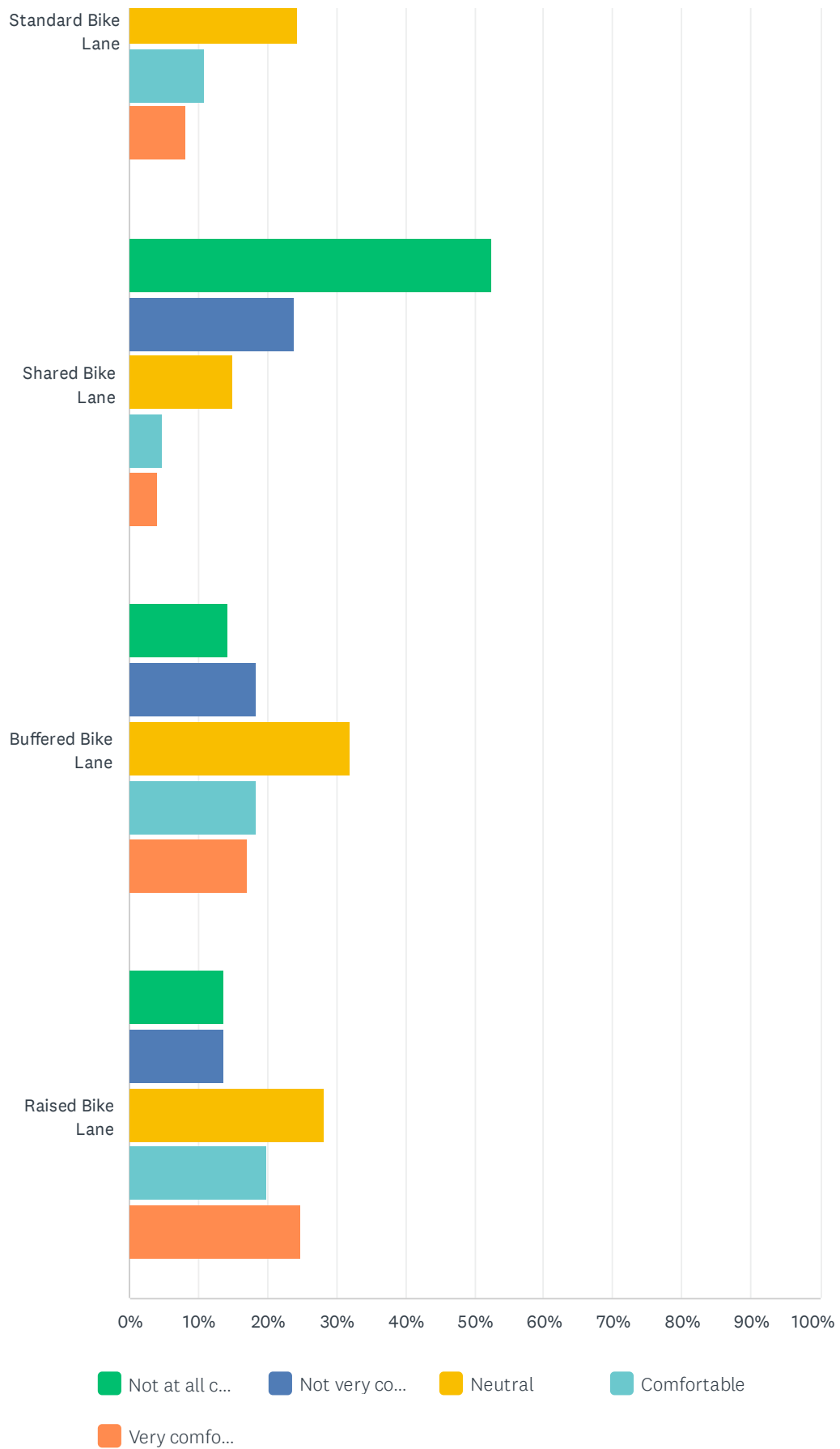
	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Separation from vehicle lanes	37.65% 61	25.93% 42	18.52% 30	8.02% 13	4.94% 8	1.85% 3	0.62% 1	1.23% 2	1.23% 2	162	7.62
Driver behaviors and/or vehicle speeds	38.89% 63	29.63% 48	9.88% 16	9.88% 16	2.47% 4	3.70% 6	1.85% 3	0.00% 0	3.70% 6	162	7.52
Roadway crossings	6.17% 10	17.90% 29	32.72% 53	17.28% 28	12.35% 20	4.32% 7	3.09% 5	3.09% 5	3.09% 5	162	6.29
Missing network connections	11.11% 18	7.41% 12	14.20% 23	29.01% 47	19.14% 31	8.02% 13	4.94% 8	3.70% 6	2.47% 4	162	5.85
Lack of wayfinding/signage and/or emergency response identifiers	1.85% 3	0.62% 1	7.41% 12	10.49% 17	21.60% 35	22.84% 37	13.58% 22	11.73% 19	9.88% 16	162	4.10
Poor maintenance of existing facilities	1.23% 2	9.88% 16	3.70% 6	10.49% 17	10.49% 17	28.40% 46	14.81% 24	9.26% 15	11.73% 19	162	4.20
Lack of bike parking	0.62% 1	0.62% 1	5.56% 9	3.09% 5	8.64% 14	10.49% 17	28.40% 46	23.46% 38	19.14% 31	162	3.04
Lack of rest areas and/or amenities (benches, water fountains, etc.)	2.47% 4	4.94% 8	5.56% 9	4.94% 8	13.58% 22	8.64% 14	19.14% 31	32.10% 52	8.64% 14	162	3.63
Lack of lighting or poor lighting conditions	0.00% 0	3.09% 5	2.47% 4	6.79% 11	6.79% 11	11.73% 19	13.58% 22	15.43% 25	40.12% 65	162	2.75

Q3 How comfortable do you feel, or would you feel, when using the below bike related pathways on major roadways? (1=Not at all comfortable, 5=Very comfortable)

Answered: 148 Skipped: 24



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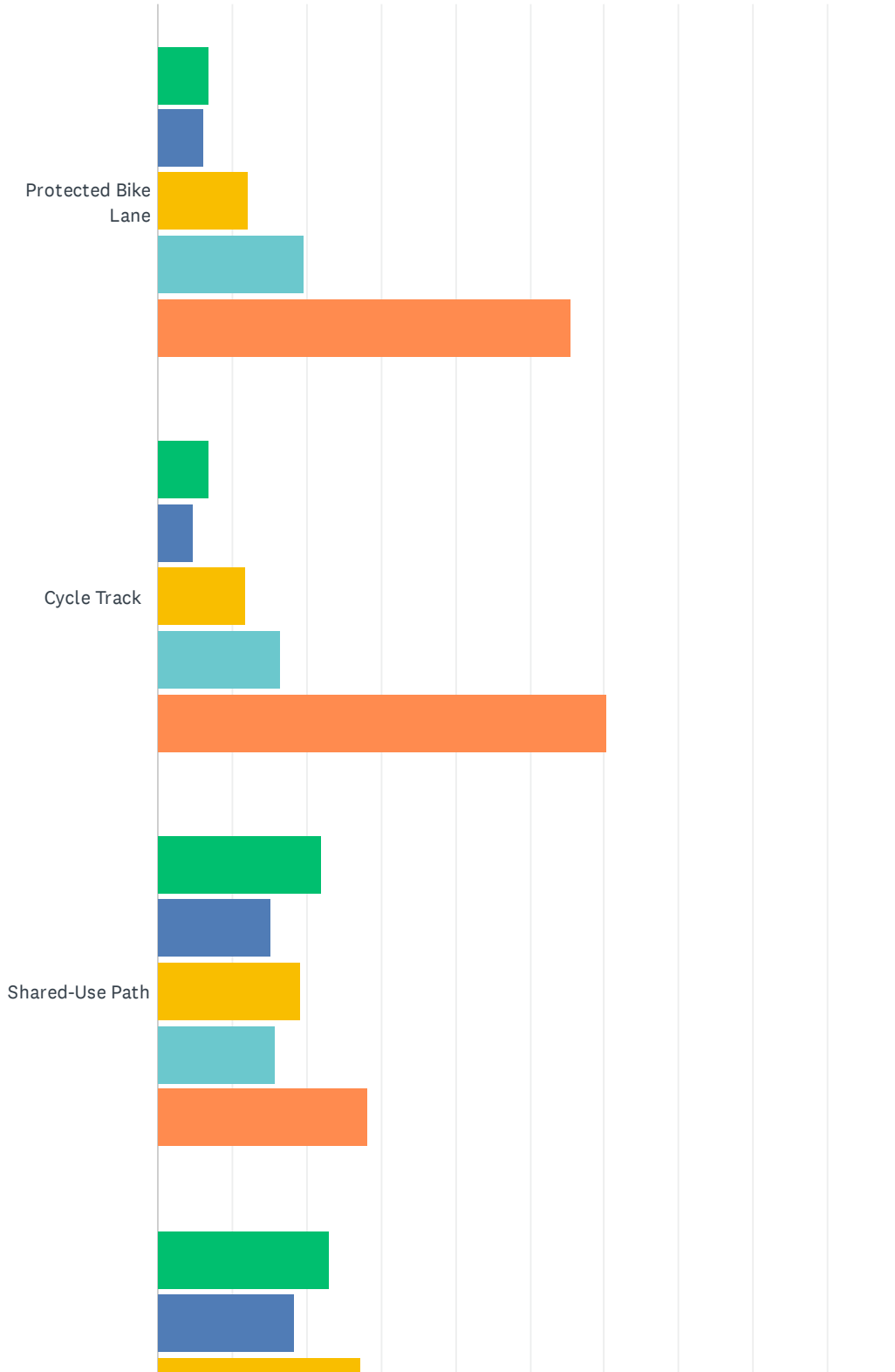


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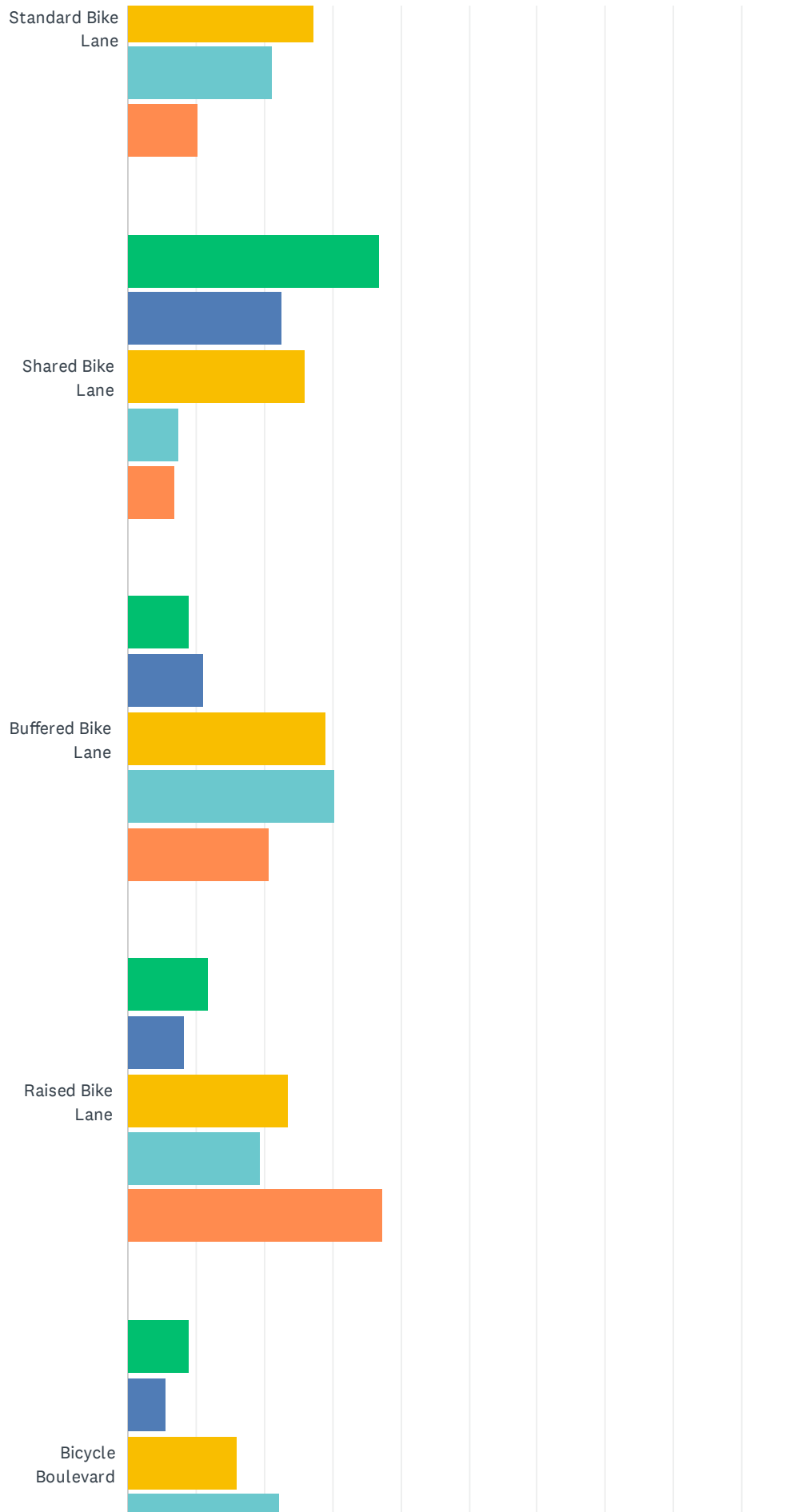
	NOT AT ALL COMFORTABLE	NOT VERY COMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL
Protected Bike Lane	10.88% 16	8.84% 13	11.56% 17	31.97% 47	36.73% 54	147
Cycle Track	6.08% 9	6.08% 9	14.19% 21	20.95% 31	52.70% 78	148
Shared-Use Path	30.34% 44	15.17% 22	20.00% 29	15.17% 22	19.31% 28	145
Standard Bike Lane	31.76% 47	25.00% 37	24.32% 36	10.81% 16	8.11% 12	148
Shared Bike Lane	52.38% 77	23.81% 35	14.97% 22	4.76% 7	4.08% 6	147
Buffered Bike Lane	14.29% 21	18.37% 27	31.97% 47	18.37% 27	17.01% 25	147
Raised Bike Lane	13.70% 20	13.70% 20	28.08% 41	19.86% 29	24.66% 36	146

Q4 How comfortable do you feel, or would you feel, when using the below bike related pathways on local roadways? (1=Not at all comfortable, 5=Very comfortable)

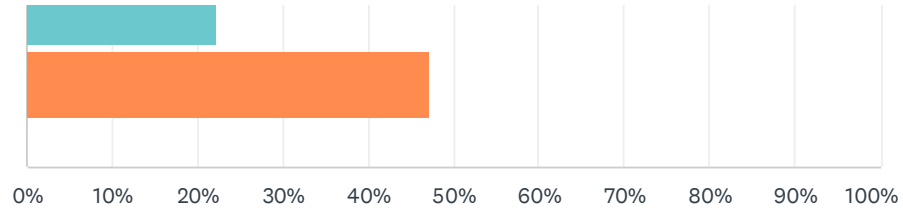
Answered: 148 Skipped: 24



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■ Not at all c...
 ■ Not very co...
 ■ Neutral
 ■ Comfortable
 ■ Very comfo...

	NOT AT ALL COMFORTABLE	NOT VERY COMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL
Protected Bike Lane	6.76% 10	6.08% 9	12.16% 18	19.59% 29	55.41% 82	148
Cycle Track	6.85% 10	4.79% 7	11.64% 17	16.44% 24	60.27% 88	146
Shared-Use Path	21.92% 32	15.07% 22	19.18% 28	15.75% 23	28.08% 41	146
Standard Bike Lane	23.13% 34	18.37% 27	27.21% 40	21.09% 31	10.20% 15	147
Shared Bike Lane	36.99% 54	22.60% 33	26.03% 38	7.53% 11	6.85% 10	146
Buffered Bike Lane	8.97% 13	11.03% 16	28.97% 42	30.34% 44	20.69% 30	145
Raised Bike Lane	11.72% 17	8.28% 12	23.45% 34	19.31% 28	37.24% 54	145
Bicycle Boulevard	9.03% 13	5.56% 8	15.97% 23	22.22% 32	47.22% 68	144

Q5 What are other bicycle treatments you think should be considered in the MAG Regional ATP? (Examples: bicycle boulevard, off-street trail, etc.)

Answered: 73 Skipped: 99

#	RESPONSES	DATE
1	Connecting bike lanes safely to groceries and other daily needs like school, and having bike parking at the destinations	10/3/2025 2:10 PM
2	All the work for bicycle lanes and I never see them used or if you see randomly not used correctly.	10/2/2025 3:07 PM
3	Bicycle boulevards and off street trails	9/29/2025 9:10 AM
4	More paved paths to move around the city without cars, like the Indian Bend Wash, etc. Cars think roads are only for them and drift into bike lanes. Keep the electric-bikes off the paths too, they are too fast and heavy!	9/17/2025 11:12 AM
5	Bicycle Blvd and off street trail	9/15/2025 11:25 PM
6	Upkeep. Protected bike lanes are full of debris. Older, existing bike lanes need resurfacing and seem to crack faster than the rest of the roadway.	9/4/2025 1:52 PM
7	I'd like to see more roundabouts and those roundabouts designed to allow safe and efficient movement of bicycles. Some I have seen do not make it clear the preferred way for bicycles to move through a roundabout.	9/4/2025 9:39 AM
8	Off-street trails, barrier bike lane (with a concrete curb/barrier separating bikes and cars), elimination of one-way stop sign intersections (all intersections need 4 stop signs instead of 2).	9/2/2025 9:04 AM
9	Bike paths through/along washes away from traffic are preferred to those near traffic/smog/noise.	9/1/2025 8:39 AM
10	off street trail	9/1/2025 6:23 AM
11	Bicycle boulevard. Don't have the bicycle lanes disappear at intersections.	8/30/2025 10:36 AM
12	Innovative, attractive measures that draw people to the facility. See: "Glow-in-the-dark bike path in Poland", "Hovenring in the Netherlands"	8/28/2025 10:35 AM
13	More off street trails with a focus on canal and canal crossings. These are underutilized especially in the east valley!	8/27/2025 4:06 PM
14	Major campaign to require cyclists to follow the laws- stop at stop signs, single file biking, etc	8/26/2025 7:39 PM
15	Paved, dedicated off-street bike trails	8/26/2025 1:15 PM
16	Off-street trails	8/26/2025 12:52 PM
17	More off street trails next to roadways not in the road.	8/25/2025 9:43 AM
18	Bicycles on any road are hazards.	8/25/2025 8:51 AM
19	dedicated pathway off main road/but adjacent/electric bikes makes this more important/ pedestrians should be considered	8/24/2025 4:33 PM
20	Shading, cooling and countering heat island effects are the biggest issue.	8/24/2025 4:12 PM
21	Bicycle blvd. Off street trail. Traffic needs to be much slower if people will be riding bikes in the road. Best not to have bikes in the road at all for everyone's safety.	8/24/2025 3:08 PM
22	Off-street trails. Connecting bike lanes to navigate throughout the city.	8/22/2025 1:34 PM
23	I live immediately east of the Beardsley Canal near Cactus Rd, Three years ago when I moved here there was access to the White Tanks Mountain Regional Park and surrounding trails via the Beardsley Canal service roads. Since that time access has pretty much been eliminated. It	8/21/2025 3:49 PM

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is not that way in other areas of town. For example if I want to ride on the Maricopa Trail I have access off Bell Rd, through the WTM Park or south from Verrado. Sometimes I may not want to ride all of that distance. Before the recent fencing I could ride from my house and three or four miles later I could be at the competitive track in the park or any of the major park trails. Fees are not an issue, I have an annual Park pass for myself and one for my household. Overall all I think that the park has very nice facilities and the "Rangers" are all very pleasant and helpful. But access is not as easy as McDowell Mtn Park. I love the bikeway maps that are given away at bike shops. This information is also available online but I am old and not very handy with a computer. Perhaps I can learn or you could make the process a little simpler because I love to ride my bike and explore, north to Black Canyon Trail, east to Brown's Ranch, south east to the Canal Trails running out to the Granite Reef Dam. And for that matter the intown canal trails from Rio Vista to the east side of Scottsdale and back on the Grand Canal Trail to the New River Trail. There are a lot of wonderful trails in the Phoenix area. Maintenance seems to me to be generally good but perhaps some signage and amenities might be helpful to new cyclists. I even ride the light rail from the west to the east end and ride my bike back. Perhaps a little more education, promotion and support could help make a good bicycle trail system even better. Thank you for what you do and for working to improve what we have.

24	I like the off road bike trails would prefer if they were paved ir at least compacted, loose gravel is hard to ride on	8/21/2025 3:47 PM
25	We need more bicycle boulevards and scenic paths. Funding is the greatest challenge. We need significant investment to make an impact. The flexible delineators are great temporary solutions, but as e-bikes and other technology become more popular we need safe transportation infrastructure for people moving at different speeds.	8/21/2025 3:14 PM
26	Paved canal paths. Separated paved paths.	8/9/2025 11:09 AM
27	More paved bike paths off the roadway. Canal bike paths.	8/9/2025 11:05 AM
28	Off Street Trails would be nice	8/4/2025 11:57 AM
29	Delegated bike lanes with heavy fines if autos cross over or ignore	8/1/2025 4:47 PM
30	Use bollards instead of flex posts for protected bike lanes. Implement real protection, not fake flex post protection. Change light signals to let pedestrians and bikes start crossing intersections first before allowing cars to start. Make right-turn-on-red harder in pedestrian areas with bump outs, clear space near intersections. Have car-free zones or local cars only zones to reduce traffic.	8/1/2025 10:33 AM
31	Off street trail	7/31/2025 9:42 PM
32	Allow for different land uses near bike canals.	7/30/2025 12:58 PM
33	Protected bike lanes should be *actually* protected. Not just 2-3 bollards that can easily be knocked over. Some actual fencing and other measures to prevent cars and trucks from parking in the middle of them would be great.	7/29/2025 11:32 AM
34	Bicycles should NOT be shared on the same road as vehicles. Bikes need to be completely and solidly separated from vehicles (I don't care that bicycles are allowed on roads).	7/29/2025 10:12 AM
35	Paint is not infrastructure. Paint does not keep people biking safe from cars.	7/29/2025 8:01 AM
36	Focus on crossing treatments and low speed intersections like roundabouts and protected left turns	7/28/2025 5:16 PM
37	Local streets should not necessitate dedicated bicycle lanes, but should be designed to nudge driver behavior that is safe to co-exist with pedestrians and cyclists.	7/28/2025 2:01 PM
38	Standard bike lane is enough, not enough people use, nor are they a viable solution for most peoples year round transportation needs, to spend limited and valuable resources on it	7/28/2025 10:58 AM
39	Bicycle rules education! For both cyclists and motorists!	7/28/2025 9:27 AM
40	I feel that MAG should consider modal filters to incentivize biking and discourage or separate automobile traffic from bicycle traffic.	7/26/2025 12:32 AM
41	More bicycle boulevards, raised or protected lanes	7/25/2025 7:46 AM

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42	The use of car-stopping bollards/jersey barriers.	7/25/2025 7:13 AM
43	Bicycles are not even on my radar when speaking of MAG.	7/24/2025 7:14 AM
44	Nothing in particular comes to mind at the moment.	7/23/2025 9:04 AM
45	It's a chicken and egg problem - the prioritization of cars over everything else means fewer resources to build infrastructure for bikes/scooters/walking, so fewer people choose those activities over driving, and then it looks like there's no demand.	7/22/2025 8:40 AM
46	New River bicycle path is great because it gets you into nature without vehicle pollution. N pyramid peak parkway, N 67th avenue, W Happy Valley Rd bicycle lanes are scary because of vehicle speeds are 10 to 20 mph over posted limits. Drivers do not respect bicycles 3 foot distance and lack of awareness for bicyclists.	7/21/2025 1:20 PM
47	Protected by something that is always there like plants.	7/21/2025 10:02 AM
48	Consistency with the pathway surfaces ie gravel, concrete, pavement, patched pavement, dirt etc	7/20/2025 4:28 PM
49	Off street networks	7/19/2025 3:40 PM
50	Bicycle pathways that lead to light rail stops. Manned bicycle parking lots that offer security like the ones for cars, especially at park & rides.	7/19/2025 12:10 PM
51	Off street trail, connecting trail systems, bathrooms and rest areas along trails , water stations where you can refill containers	7/18/2025 3:18 PM
52	Off street, hard packed trails loops from 0.5 - 10 or 20 mile loops. Where people can ride walk or run. Say around the city or community to community.	7/18/2025 6:42 AM
53	Bike boxes at lights	7/17/2025 5:28 PM
54	Separated bike paths in the right of way with curbing barriers and delineators. Physical barriers and away from traffic.	7/17/2025 8:45 AM
55	Any bicycle infrastructure would be great! My trike is my transportation and bike infrastructure sucks in AJ and Mesa. And most of the stores have signs that say no bicycles allowed! How ridiculous my bike is my transportation. People need to learn to do without their cars.	7/15/2025 6:19 PM
56	Parking at commercial facilities	7/15/2025 6:02 PM
57	Protected bike lanes or buffered lanes are the ideal solution for all new roadway systems.	7/14/2025 8:34 AM
58	Separating cyclists and cars is key. And a painted stripe does not work. We need actual separation so that families and kids feel comfortable cycling to school, work, to the park, etc.	7/13/2025 12:08 PM
59	Leading bicycle intervals. Reducing wait times at signaled crossings (especially during summer) Paint is not infrastructure.	7/10/2025 2:59 PM
60	bicycle lockers, bicycle lockers located at major bus stops, work centers, more shaded bike paths	7/10/2025 2:03 PM
61	Canal projects are amazing to get you off main roads with driveway conflicts. More of those would be great. Also inventive treatments like raised lanes or vertical protection would be amazing.	7/10/2025 10:32 AM
62	Make sure that type of bicycle treatments are consistent, connected, and follow the standard bicycle infrastructure guidelines (NACTO, AASHTO, FHWA).	7/9/2025 11:30 AM
63	Off street trails would be great!!	7/9/2025 10:48 AM
64	The bike lanes are a problem for traffic.	7/9/2025 8:23 AM
65	Would love to have something similar to Tucson's loop	7/8/2025 10:18 PM
66	Move the sewer grates. They STINK of sewage AND they cause your bike to jump or you have to steer sharply to avoid them. Sewer grates and covers have NO place in a bike path.	7/8/2025 9:16 PM
67	Follow canals	7/8/2025 6:49 PM
68	Create or extend off street trails along ALL water canals to their full length, through power line	7/8/2025 6:13 PM

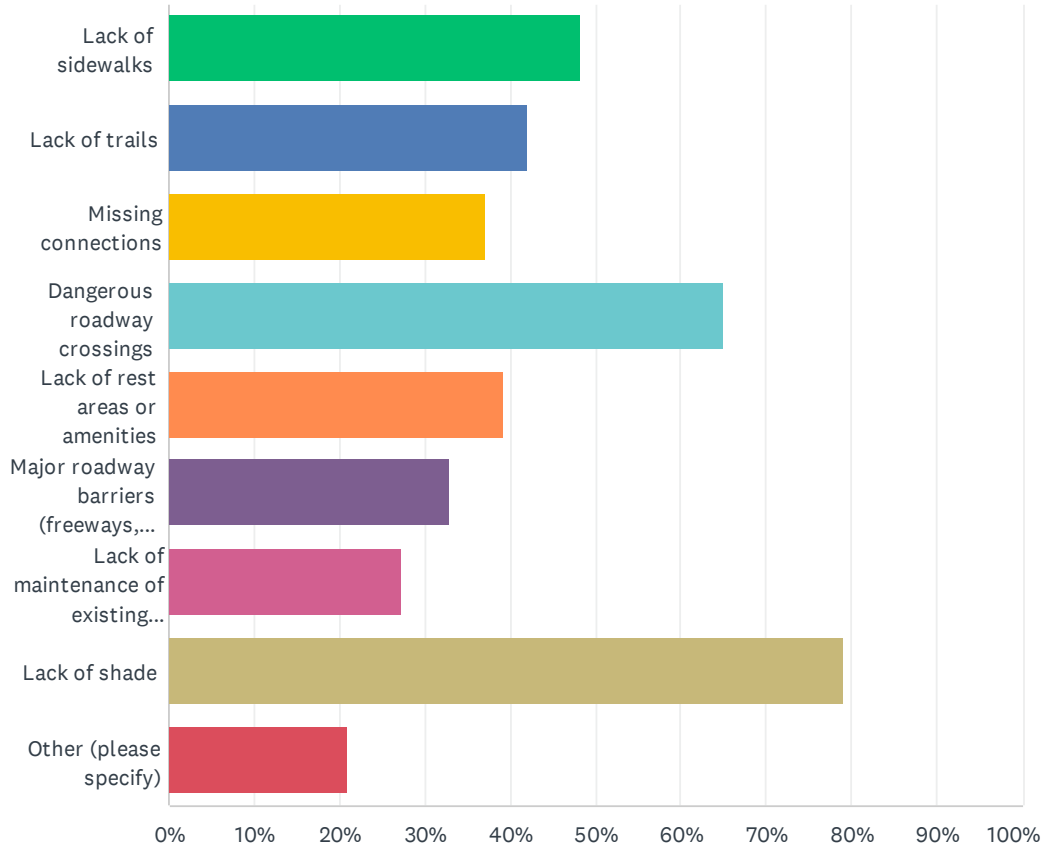
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right of ways, along drainage canals and along select free ways. Create connecting on street trails to link water canals trails, power line right of way trails, etc.

69	I think that having separate bike lanes away from pedestrians is the most important consideration for safety issues	7/8/2025 4:19 PM
70	off street network - separate cars and vehicles from cyclists.	7/8/2025 3:05 PM
71	Off street trail	7/8/2025 3:04 PM
72	Raised bike lane, raised cycle track	7/8/2025 2:53 PM
73	Although cyclists and drivers should be able to share the road, it is far too dangerous in this region. Please move forward with off-roadway amenities and those that provide complete separation between cyclists and vehicles. Consider what UDOT is doing with separated buffers, for example. This requires wider streets, but it is much safer. I will not use the bike lanes on my street to ride my bike to the store, library, or other destinations. I drive in my car, alone, for trips that are a mile or less because the roadways are not safe for cyclists.	7/3/2025 9:16 AM

Q6 When walking or doing a pedestrian related activity, what challenges do you currently face? (Check all that apply)

Answered: 143 Skipped: 29



ANSWER CHOICES	RESPONSES	
Lack of sidewalks	48.25%	69
Lack of trails	41.96%	60
Missing connections	37.06%	53
Dangerous roadway crossings	65.03%	93
Lack of rest areas or amenities	39.16%	56
Major roadway barriers (freeways, guardrails, etc.)	32.87%	47
Lack of maintenance of existing pathways	27.27%	39
Lack of shade	79.02%	113
Other (please specify)	20.98%	30
Total Respondents: 143		

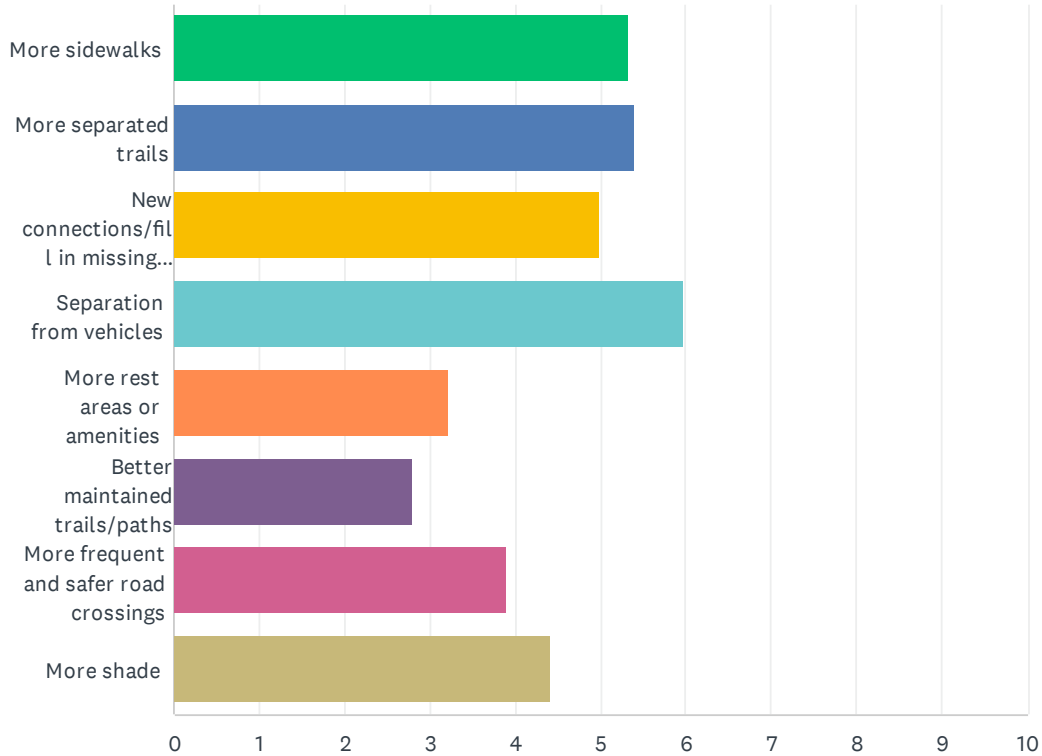
#	OTHER (PLEASE SPECIFY)	DATE
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1	sidewalks too close to roads (need a set back, especially along main roads)	10/3/2025 2:13 PM
2	Homeless and creeps on pathways. It's not safe for women.	9/17/2025 11:15 AM
3	Very uncomfortable narrow sidewalks on the shoulder of the road. No separation from vehicle traffic. See 7th St and Camelback area. Uncomfortable to walk around the area.	9/4/2025 9:42 AM
4	it's hot	9/1/2025 6:25 AM
5	NA	8/25/2025 9:51 AM
6	Who walks?	8/25/2025 8:53 AM
7	Seperating bikers and e-bikes from walkers	8/24/2025 4:16 PM
8	She is needed more than anything else. Sidewalks and pathways are also needed. There are so many places where sidewalks and there is no obvious way to walk from one shopping area to another.	8/24/2025 3:10 PM
9	Seating	8/2/2025 1:15 AM
10	WE NEED MORE SHADE BETTER BUS SERVICES	8/1/2025 6:56 PM
11	Many pedestrian activities happen too close to cars that are driving too fast. Need better separation from cars.	8/1/2025 10:36 AM
12	Distances	7/31/2025 9:44 PM
13	Too much walking near traffic that is driving by at 50 to 55 miles an hour. Get rid of the stroads.	7/30/2025 1:04 PM
14	Ref	7/30/2025 11:01 AM
15	Drivers being brainless morons	7/29/2025 11:33 AM
16	Lack of trees to make the path cooler/ give shade	7/29/2025 8:03 AM
17	Noise pollution, air pollution, and lack of physical separation from automobiles. Trees help reduce all of these issues.	7/28/2025 2:07 PM
18	Motorists	7/28/2025 9:29 AM
19	Roads across the region are very unfriendly towards pedestrians and highly encourage drivers to drive at dangerous speeds by allowing them to feel comfortable driving at high speeds. This makes being a pedestrian feel unsafe and discourages use of bikes or other forms of micro mobility as it feels too unsafe or due to a lack of infrastructure supporting those modes of transportation in safe and effective ways	7/26/2025 12:37 AM
20	Narrow sidewalk immediately adjacent to major roadway	7/25/2025 7:50 AM
21	Crossing W Bent Tree crossing of N Pyramid Peak Parkway	7/21/2025 1:30 PM
22	Short crossing times, not enough signalized crosswalk (7th st and 7th ave)	7/20/2025 3:00 PM
23	Lots of trash along paths	7/18/2025 3:21 PM
24	Bike lanes and sidewalks end in the middle of a block. Why? Finish it and go to the corner!!	7/15/2025 6:22 PM
25	right turn on red is anti-pedestrian	7/10/2025 2:07 PM
26	Feeling unsafe near major roads due to having no gap between the road and sidewalk.	7/9/2025 8:21 PM
27	People walking are not prioritized at signalized crossings. The walk light for people walking should always come on so people don't have to wait in the hot sun for a full intersection cycle to get the walk light. There should also be better education for people driving about cross walks. It appears that most drivers don't understand that a person walking has the right of way at a crosswalk even if it is not a painted crosswalk.	7/9/2025 11:40 AM
28	Too many bicycles sharing the pedestrian paths.	7/8/2025 4:22 PM
29	Long wait times to cross street	7/3/2025 1:12 PM
30	Poorly maintained sidewalks and paths.	7/3/2025 9:20 AM

Q7 When walking or doing a pedestrian related activity, what opportunities/enhancements do you envision? Please rank your priorities (1=top priority, 7=lowest priority)

Answered: 140 Skipped: 32



	1	2	3	4	5	6	7	8	TOTAL	SCORE
More sidewalks	19.29% 27	16.43% 23	12.86% 18	17.14% 24	15.00% 21	8.57% 12	3.57% 5	7.14% 10	140	5.32
More separated trails	20.71% 29	19.29% 27	13.57% 19	9.29% 13	12.86% 18	14.29% 20	7.14% 10	2.86% 4	140	5.40
New connections/fill in missing connections	10.00% 14	14.29% 20	17.86% 25	16.43% 23	18.57% 26	13.57% 19	6.43% 9	2.86% 4	140	5.00
Separation from vehicles	23.57% 33	22.14% 31	17.14% 24	19.29% 27	6.43% 9	6.43% 9	2.86% 4	2.14% 3	140	5.96
More rest areas or amenities	1.43% 2	2.86% 4	7.86% 11	7.86% 11	17.14% 24	23.57% 33	24.29% 34	15.00% 21	140	3.21
Better maintained trails/paths	2.14% 3	2.86% 4	4.29% 6	7.14% 10	10.71% 15	16.43% 23	32.14% 45	24.29% 34	140	2.79
More frequent and safer road crossings	9.29% 13	10.71% 15	12.14% 17	7.14% 10	11.43% 16	10.71% 15	15.71% 22	22.86% 32	140	3.90
More shade	13.57% 19	11.43% 16	14.29% 20	15.71% 22	7.86% 11	6.43% 9	7.86% 11	22.86% 32	140	4.42

Q8 What are other pedestrian improvements you think should be considered in the MAG Regional ATP? (Examples: pedestrian-only boulevard, off-street trail, etc.)

Answered: 59 Skipped: 113

#	RESPONSES	DATE
1	More shaded pedestrian only areas	10/3/2025 2:13 PM
2	Make them safer.	9/17/2025 11:15 AM
3	N/A	9/15/2025 11:26 PM
4	Shade is most critical everywhere I walk or could walk.	9/12/2025 10:52 AM
5	If wide roads continue to remain the norm, I would really love to see median pedestrian refuge islands to allow easy crossing of one direction of traffic at a time.	9/4/2025 9:42 AM
6	More 4-way stop sign intersections	9/2/2025 9:05 AM
7	it's mostly just really hot so something like trees near walkways would be nice especially near intersections to stand under while waiting to cross	9/1/2025 6:25 AM
8	See response Question No. 5	8/28/2025 10:37 AM
9	Require pedestrians to acknowledge a car before crossing in front on them as if it's the drivers job to look out for them!	8/26/2025 7:42 PM
10	Mixed use off-street trails that are well marked for ped lanes vs bike lanes	8/26/2025 1:19 PM
11	Off-street trails	8/26/2025 12:52 PM
12	Off street trail's	8/25/2025 9:51 AM
13	None	8/25/2025 8:53 AM
14	Shade and some type of patrol to assist walkers and give a sense of safety	8/24/2025 4:16 PM
15	The main thing that is needed is shade. I am a person who loves to walk and this is true of my entire family, but we rarely walk anywhere because of the lack of shade.	8/24/2025 3:10 PM
16	It would be nice to have separate facilities for pedestrians and cyclists but that may not be reasonable	8/21/2025 3:52 PM
17	MAG, as the regional planning authority, should be the leader for trails across the region. MAG can help ensure good trail connectivity and collaboration from the municipalities. It's an economic development opportunity to have more consistency and focus for recreation across the region.	8/21/2025 3:20 PM
18	Off street trails.	8/9/2025 11:10 AM
19	Litter on trails in our neighborhood is an ongoing issue. Litter comes from a variety of sources such as wind blown trash, construction site debris, and intentional litter. Having maintained trash receptacles with attached protective lids along trail paths would minimize this litter and potential injury to our environment and local wildlife	8/2/2025 6:41 PM
20	I could care less	8/2/2025 1:13 PM
21	Pedestrian-only boulevards and off-street trails sound great. Runners need trails to. Not everyone wants to hike.	8/2/2025 7:04 AM
22	Shaded seating	8/2/2025 1:15 AM
23	Public transportation in Tartesso	8/1/2025 6:07 PM

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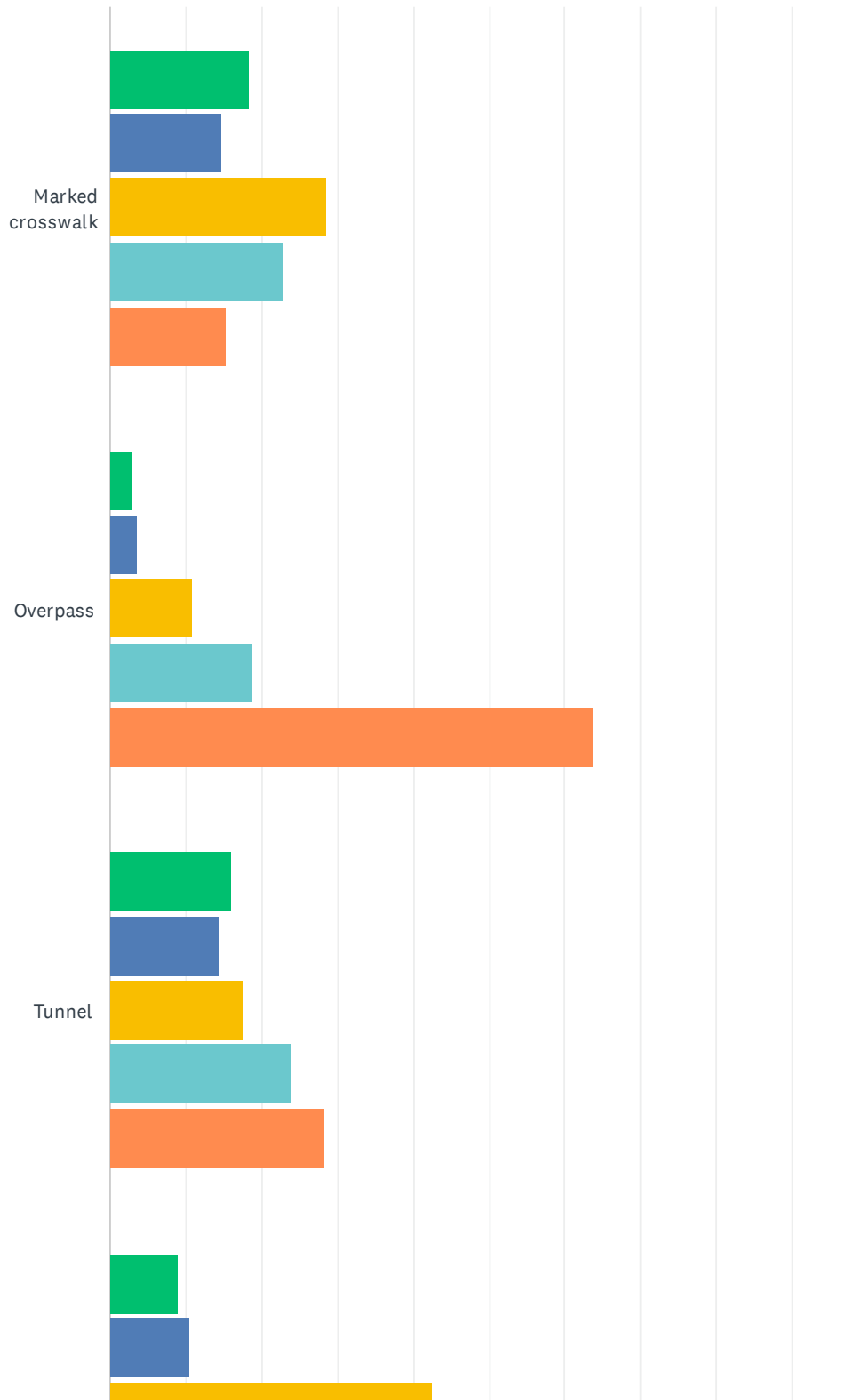
24	Pedestrian only sections	8/1/2025 4:50 PM
25	Increase light-rail and bus network coverage so that you can do daily activities while walking or biking. Light rail is a walking accelerator, more light rail makes it more convenient to be a pedestrian.	8/1/2025 10:36 AM
26	Barriers between the sidewalk and streets. I don't like pedestrian only options because they can be isolated	7/31/2025 9:44 PM
27	Do not set speed limits according to the 85th percentile, this only encourages speeding. Build and design for the speed you desire. Close streets to vehicle through traffic, yet allow bikes and other rolling people to go ahead.	7/30/2025 1:04 PM
28	Pedestrian-only boulevards, wider sidewalks, etc. would all be great and they are not hard to do at all.	7/29/2025 11:33 AM
29	Sidewalks are fine as long as they exist. Need more in areas where people walk - make sure they are significantly away from the road.	7/29/2025 10:14 AM
30	All crosswalks should be raised to sidewalk levels for better accessibility and to force drivers to slow down.	7/29/2025 8:03 AM
31	grade separation	7/28/2025 6:07 PM
32	Traffic calming, slower driver speeds	7/28/2025 5:18 PM
33	Pedestrian only streets would be huge improvements in urban contexts like Downtown Phoenix, DT Mesa, DT Tempe, DT Scottsdale, and places along the light rail.	7/28/2025 2:07 PM
34	Pedestrian-only boulevards would be great to see I also believe MAG should consider road diets to give pedestrians and other forms of micro mobility safer roads	7/26/2025 12:37 AM
35	More HAWKS and medians, raised crosswalks and curb extensions, wide and protected sidewalks.	7/25/2025 7:50 AM
36	Nothing comes to mind at the moment.	7/23/2025 9:08 AM
37	I would prefer not to see bike specific or pedestrian specific paths - getting infrastructure built is hard enough without subdividing those groups further	7/22/2025 8:44 AM
38	Evidence (tire tracks on sidewalks, landscape and utilities damage) of vehicles crossing onto sidewalks can be seen on N Pyramid Peak Parkway. Speed Limit and DUI law enforcement would increase pedestrian safety.	7/21/2025 1:30 PM
39	More and safer crossing lights	7/20/2025 4:29 PM
40	Pedestrian streets. Prioritizing pedestrians over vehicles (signaling), speed limits,	7/20/2025 3:00 PM
41	Solar-powered pathway lighting.	7/19/2025 12:13 PM
42	Water stations where one can refill bottles	7/18/2025 3:21 PM
43	Just please consider people who walk and ride as their transportation.	7/15/2025 6:22 PM
44	Off street shaded paths and better connections	7/14/2025 8:35 AM
45	Complete shading at all pedestrian intersections, at and near bus stops, all around and leading to the light rail stops, and sidewalks for all neighborhoods. expanding or building new sidewalks in a manner that narrows the neighborhood roads. Many neighborhood roads are way too wide and encourage speeding. Right now it is essentially impossible to get new sidewalks in neighborhood.	7/13/2025 12:14 PM
46	All projects that use Prop 479 funds should be required to incorporate a proportionate active transportation improvement to offset induced vehicular demand.	7/10/2025 3:02 PM
47	shaded corridors either built or natural	7/10/2025 2:04 PM
48	Canal projects	7/10/2025 11:08 AM
49	Designing/redesigning certain business districts and shopping centers to include more third spaces where people can spend long periods of time for free without loitering.	7/9/2025 8:21 PM

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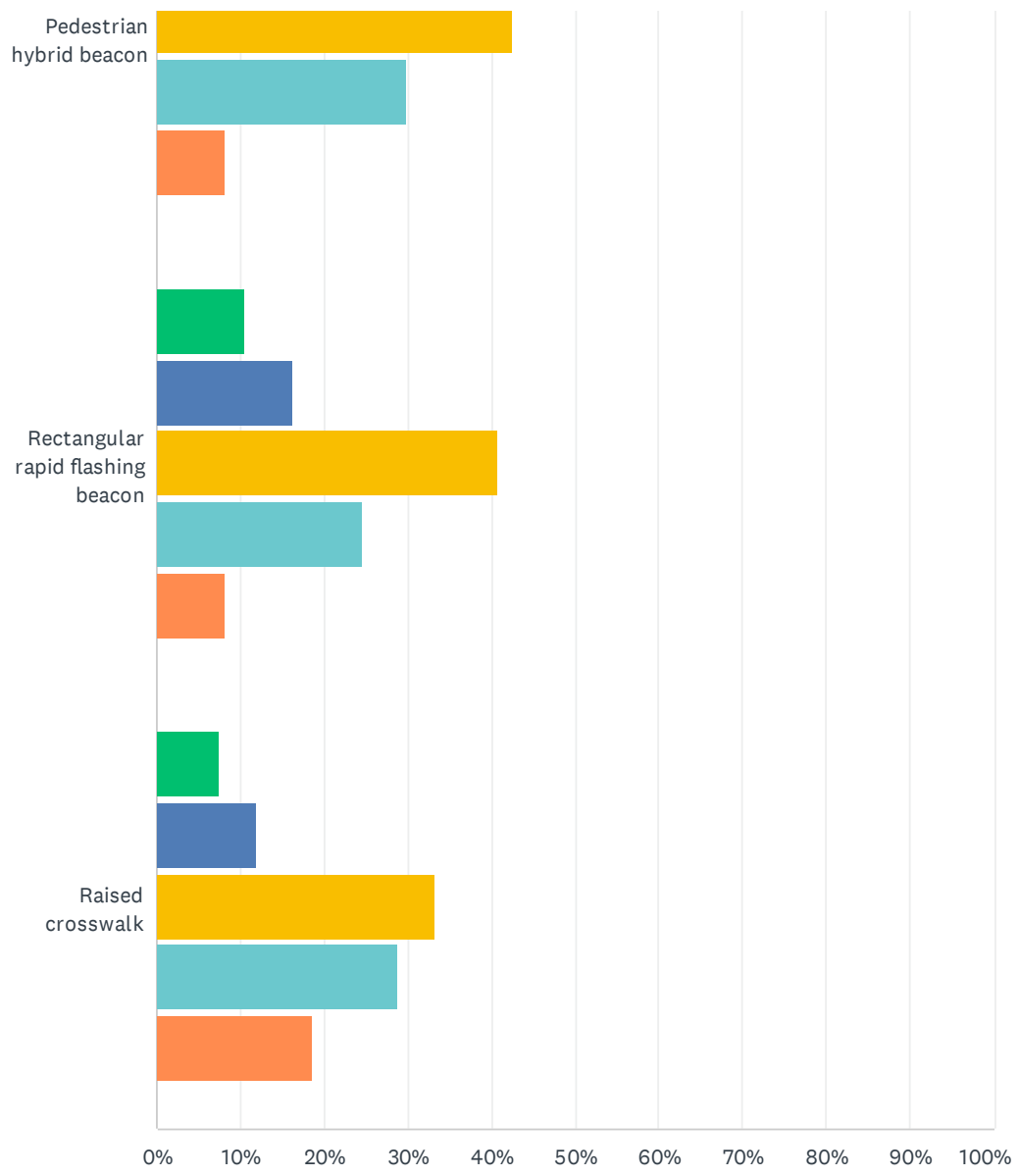
50	I would like to see storage of people personal property on the public street (aka street parking for motor vehicles) de-prioritized so that space can be used for other purposes; such as wider/more sidewalks, parklets, planting of trees for shade, rest areas, outdoor dining.	7/9/2025 11:40 AM
51	We need more shade!	7/9/2025 8:24 AM
52	Farther from busy noisy polluted roadways and freeway. Scenic would be REALLY nice.	7/8/2025 9:18 PM
53	Follow canals	7/8/2025 6:53 PM
54	Pedestrian only walking paths. I have almost been hit by bicycles multiple times went out walking in my neighborhood in the early morning hours.	7/8/2025 4:22 PM
55	Off street trail	7/8/2025 3:39 PM
56	Security and Law Enforcement.	7/8/2025 3:08 PM
57	plazas separate from roadways and off-street pedestrian connections connecting adjacent commercial properties. More blocks instead of suburban winding roadways through neighborhoods.	7/8/2025 2:57 PM
58	Mid-block crossings	7/3/2025 1:12 PM
59	More separation between pedestrians and roadways. I remember when there used to be a buffer between streets and sidewalks, but not that space is gone and sidewalks are right next to the street. Anything you can do to protect pedestrians from drivers (who speed, drive aggressively, and are distracted) is appreciated.	7/3/2025 9:20 AM

Q9 How comfortable do you feel when using the below crossing-related improvements across major roadways? (1=Not at all comfortable, 5=Very comfortable)

Answered: 138 Skipped: 34



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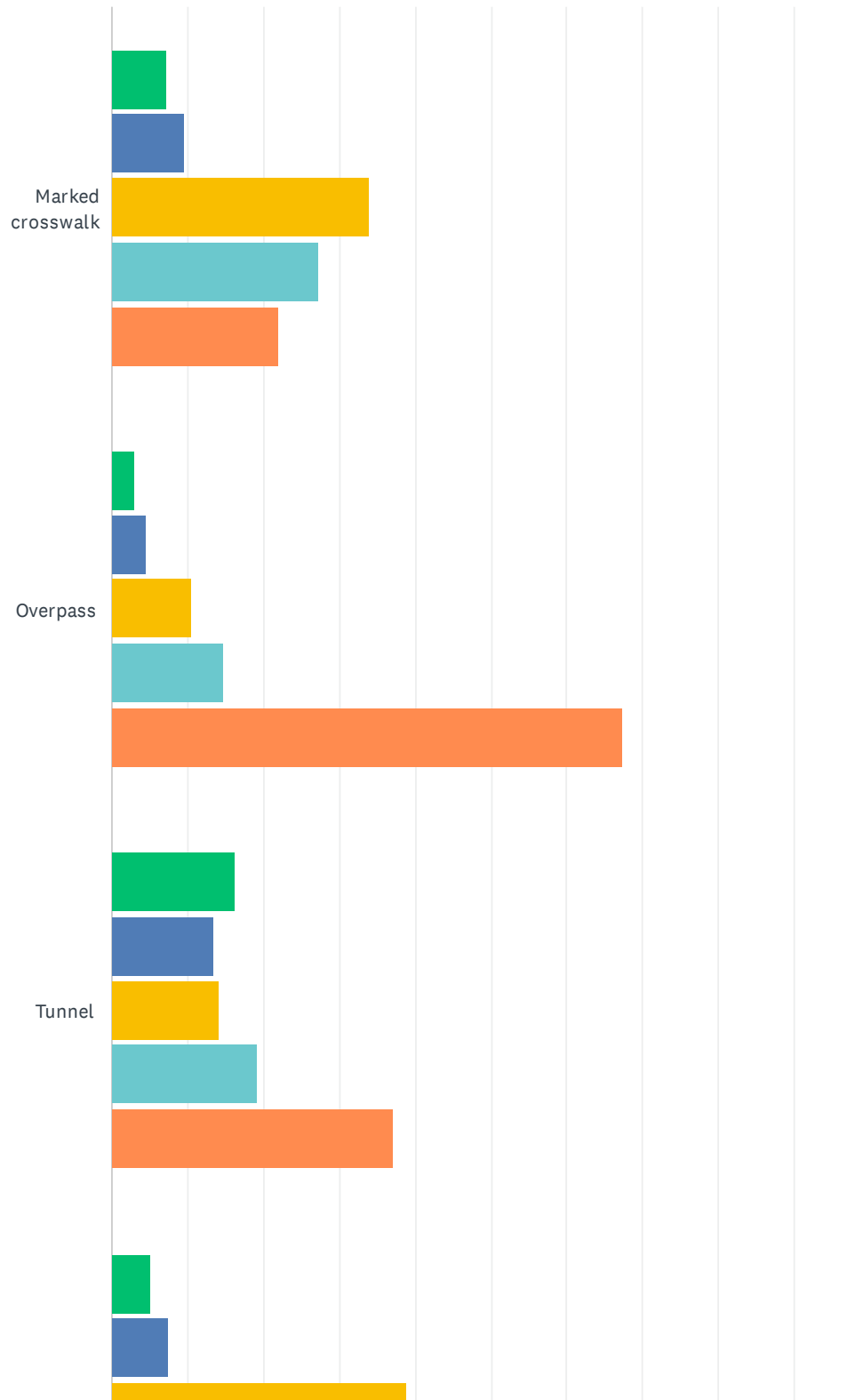
Legend:
Not at all c... (Green)
Not very co... (Blue)
Neutral (Yellow)
Comfortable (Teal)
Very comfo... (Orange)

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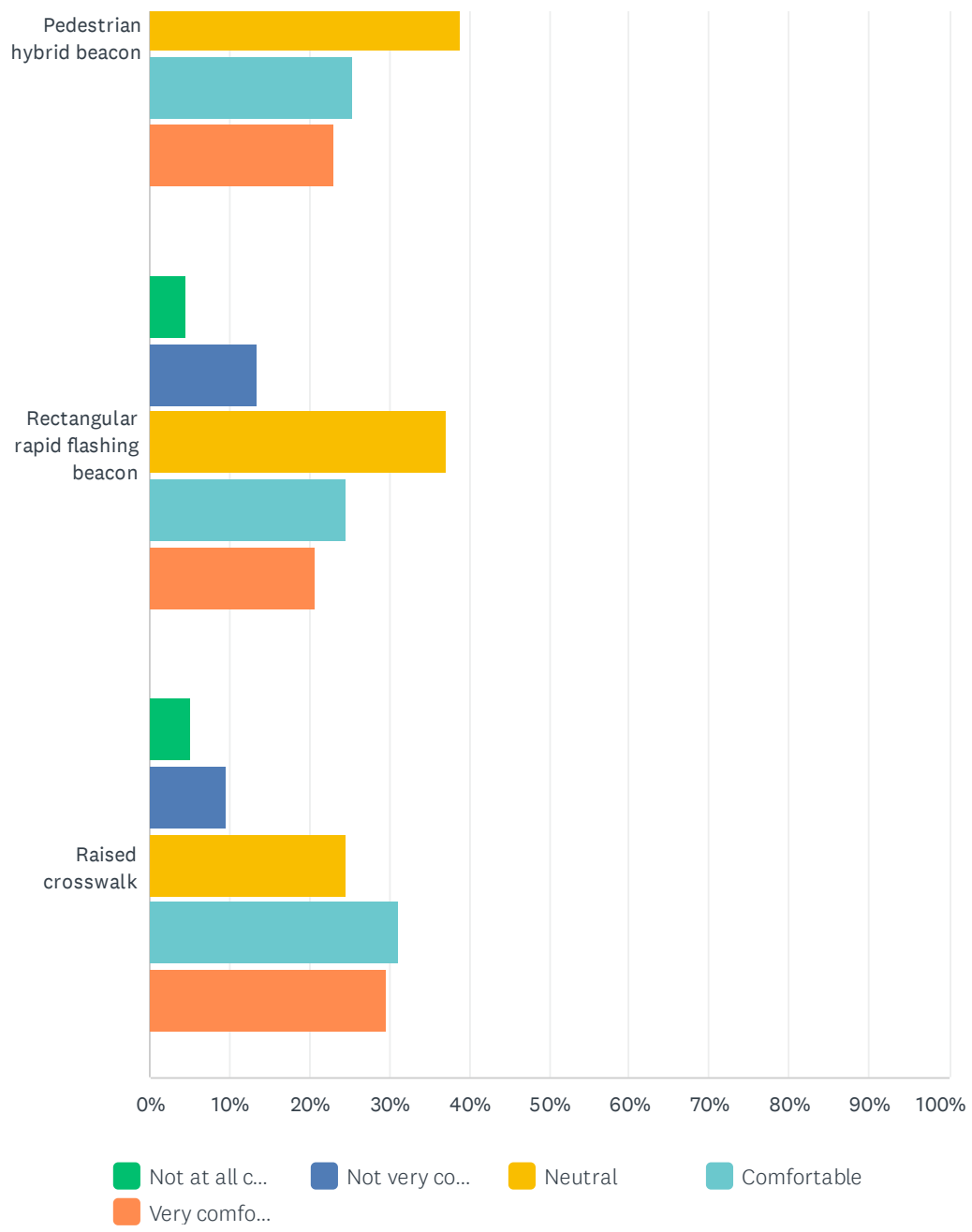
	NOT AT ALL COMFORTABLE	NOT VERY COMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL
Marked crosswalk	18.38% 25	14.71% 20	28.68% 39	22.79% 31	15.44% 21	136
Overpass	2.90% 4	3.62% 5	10.87% 15	18.84% 26	63.77% 88	138
Tunnel	15.94% 22	14.49% 20	17.39% 24	23.91% 33	28.26% 39	138
Pedestrian hybrid beacon	8.96% 12	10.45% 14	42.54% 57	29.85% 40	8.21% 11	134
Rectangular rapid flashing beacon	10.37% 14	16.30% 22	40.74% 55	24.44% 33	8.15% 11	135
Raised crosswalk	7.41% 10	11.85% 16	33.33% 45	28.89% 39	18.52% 25	135

Q10 How comfortable do you feel when using the below crossing-related improvements across local roadways? (1=Not at all comfortable, 5=Very comfortable)

Answered: 136 Skipped: 36



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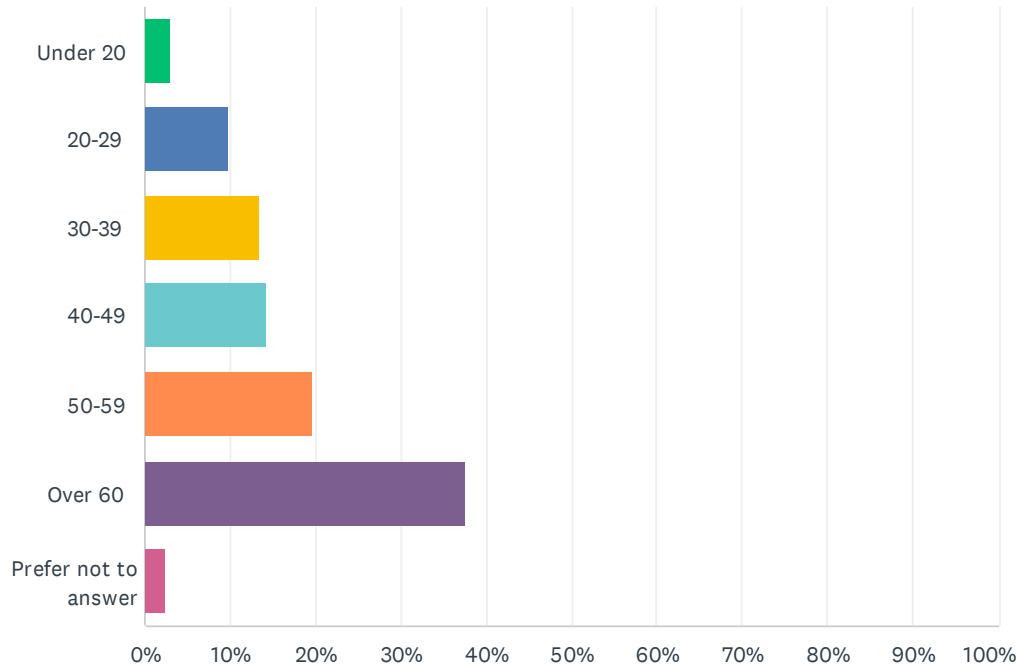


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	NOT AT ALL COMFORTABLE	NOT VERY COMFORTABLE	NEUTRAL	COMFORTABLE	VERY COMFORTABLE	TOTAL
Marked crosswalk	7.35% 10	9.56% 13	33.82% 46	27.21% 37	22.06% 30	136
Overpass	2.96% 4	4.44% 6	10.37% 14	14.81% 20	67.41% 91	135
Tunnel	16.30% 22	13.33% 18	14.07% 19	19.26% 26	37.04% 50	135
Pedestrian hybrid beacon	5.22% 7	7.46% 10	38.81% 52	25.37% 34	23.13% 31	134
Rectangular rapid flashing beacon	4.44% 6	13.33% 18	37.04% 50	24.44% 33	20.74% 28	135
Raised crosswalk	5.19% 7	9.63% 13	24.44% 33	31.11% 42	29.63% 40	135

Q11 What is your age range?

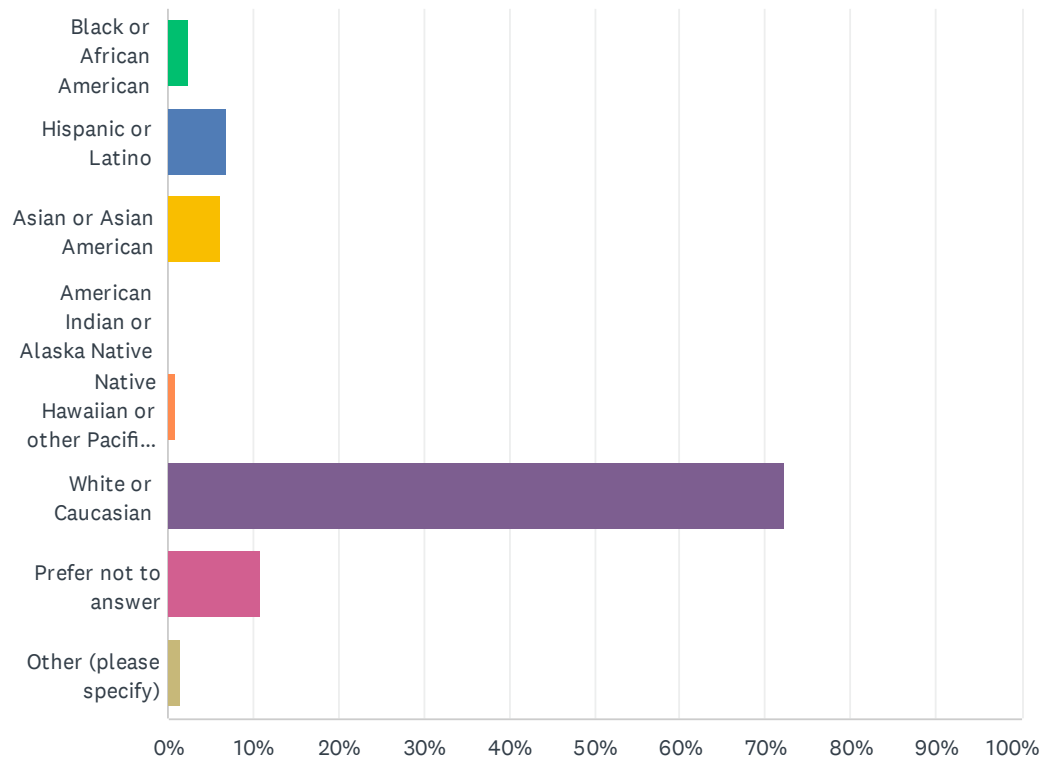
Answered: 133 Skipped: 39



ANSWER CHOICES	RESPONSES	
Under 20	3.01%	4
20-29	9.77%	13
30-39	13.53%	18
40-49	14.29%	19
50-59	19.55%	26
Over 60	37.59%	50
Prefer not to answer	2.26%	3
TOTAL		133

Q12 Please describe your ethnicity. (Check all that apply)

Answered: 130 Skipped: 42

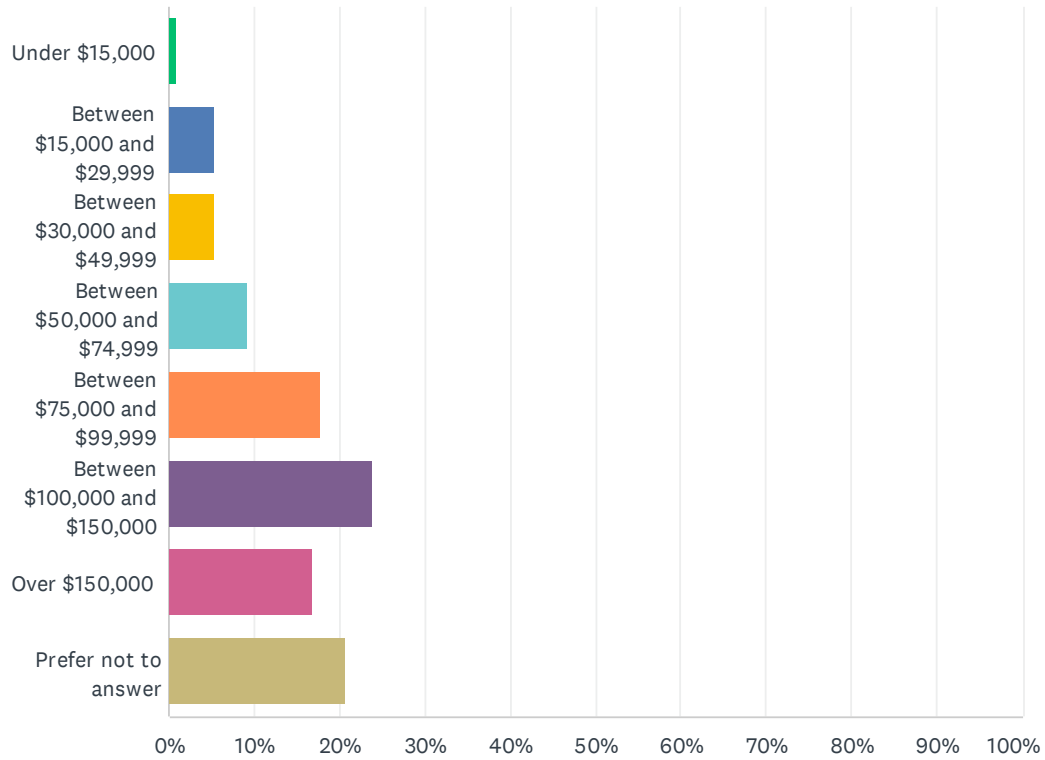


ANSWER CHOICES	RESPONSES
Black or African American	2.31% 3
Hispanic or Latino	6.92% 9
Asian or Asian American	6.15% 8
American Indian or Alaska Native	0.00% 0
Native Hawaiian or other Pacific Islander	0.77% 1
White or Caucasian	72.31% 94
Prefer not to answer	10.77% 14
Other (please specify)	1.54% 2
Total Respondents: 130	

#	OTHER (PLEASE SPECIFY)	DATE
1	American we all can walk!!!	8/25/2025 9:57 AM
2	Danish	8/2/2025 1:14 PM

Q13 Please select your annual income range.

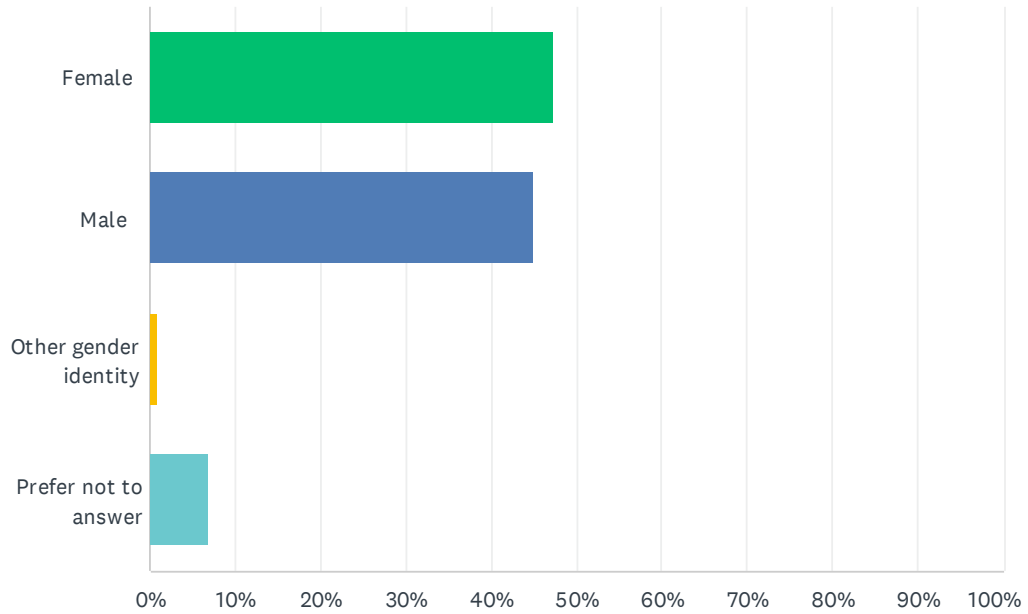
Answered: 130 Skipped: 42



ANSWER CHOICES	RESPONSES	
Under \$15,000	0.77%	1
Between \$15,000 and \$29,999	5.38%	7
Between \$30,000 and \$49,999	5.38%	7
Between \$50,000 and \$74,999	9.23%	12
Between \$75,000 and \$99,999	17.69%	23
Between \$100,000 and \$150,000	23.85%	31
Over \$150,000	16.92%	22
Prefer not to answer	20.77%	27
TOTAL		130

Q14 What is your gender?

Answered: 131 Skipped: 41



ANSWER CHOICES	RESPONSES	
Female	47.33%	62
Male	45.04%	59
Other gender identity	0.76%	1
Prefer not to answer	6.87%	9
TOTAL		131

Q15 What is your name?

Answered: 80 Skipped: 92

ANSWER CHOICES	RESPONSES	
First name	100.00%	80
Last name	93.75%	75
	0.00%	0
	0.00%	0
	0.00%	0

#	FIRST NAME	DATE
1	Daniel	9/15/2025 11:27 PM
2	Nicole	9/4/2025 1:57 PM
3	Gabe	9/4/2025 9:44 AM
4	Hillary	9/2/2025 9:07 AM
5	Lyle	9/1/2025 8:44 AM
6	Ezra	9/1/2025 6:27 AM
7	Robert	8/30/2025 10:39 AM
8	Alex	8/27/2025 4:09 PM
9	Sharon	8/26/2025 1:20 PM
10	Dean	8/26/2025 12:40 PM
11	Martin	8/25/2025 9:57 AM
12	Robert	8/24/2025 7:39 PM
13	TrixieAnn	8/24/2025 4:18 PM
14	Shanni	8/24/2025 3:12 PM
15	Peter	8/22/2025 1:38 PM
16	Dave	8/21/2025 4:07 PM
17	Robert	8/21/2025 3:54 PM
18	Charles	8/21/2025 3:08 PM
19	Gar	8/9/2025 11:12 AM
20	Junhyuk	8/9/2025 9:59 AM
21	Lydia	8/4/2025 12:00 PM
22	Susan	8/2/2025 6:43 PM
23	S	8/2/2025 5:41 PM
24	Aaron	8/2/2025 10:05 AM
25	Jacqueline	8/2/2025 7:06 AM
26	hs	8/1/2025 9:42 PM

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27	Steven	8/1/2025 9:20 PM
28	Mark	8/1/2025 9:12 PM
29	Michelle	8/1/2025 8:19 PM
30	Carissa	8/1/2025 8:02 PM
31	Brian	8/1/2025 6:48 PM
32	Clara	8/1/2025 6:08 PM
33	Imran	8/1/2025 5:35 PM
34	Judy	8/1/2025 4:53 PM
35	Michael	8/1/2025 4:50 PM
36	Deni	8/1/2025 4:40 PM
37	Rick	8/1/2025 4:12 PM
38	Hazel	8/1/2025 3:58 PM
39	Mary	8/1/2025 3:41 PM
40	Jim	8/1/2025 3:39 PM
41	Cody	8/1/2025 10:45 AM
42	Kellie	7/30/2025 1:06 PM
43	Arjav	7/29/2025 11:34 AM
44	Cyn	7/29/2025 10:15 AM
45	Patrick	7/29/2025 8:05 AM
46	Avi	7/28/2025 6:09 PM
47	Chase	7/28/2025 2:08 PM
48	Amy	7/28/2025 11:42 AM
49	Stephanie	7/28/2025 9:31 AM
50	Michael	7/26/2025 12:39 AM
51	Shannon	7/25/2025 11:35 AM
52	Lisa	7/24/2025 7:16 AM
53	Beth	7/23/2025 9:12 AM
54	Brian	7/22/2025 8:45 AM
55	Lyle	7/21/2025 1:32 PM
56	Scott	7/21/2025 7:24 AM
57	Cody	7/20/2025 4:30 PM
58	Monica	7/20/2025 3:04 PM
59	Heather	7/19/2025 5:44 PM
60	Roy	7/19/2025 12:17 PM
61	Beth	7/18/2025 3:23 PM
62	Karen	7/18/2025 7:28 AM
63	Mr	7/17/2025 5:31 PM
64	Jan	7/15/2025 6:23 PM

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65	Ed	7/13/2025 12:16 PM
66	Nick	7/10/2025 3:04 PM
67	Maddie	7/10/2025 2:52 PM
68	David	7/10/2025 2:08 PM
69	Karen	7/10/2025 2:05 PM
70	Ehulani	7/10/2025 11:13 AM
71	Earl	7/9/2025 11:44 AM
72	Kathryn	7/9/2025 10:57 AM
73	T	7/9/2025 8:27 AM
74	Kat	7/9/2025 6:50 AM
75	Ted	7/8/2025 10:21 PM
76	PETER	7/8/2025 6:17 PM
77	Mary	7/8/2025 4:24 PM
78	Hezequias	7/8/2025 3:42 PM
79	Tom	7/8/2025 3:36 PM
80	Carson	7/8/2025 3:10 PM
#	LAST NAME	DATE
1	Portillo	9/15/2025 11:27 PM
2	Funicello	9/4/2025 1:57 PM
3	Wohlers	9/4/2025 9:44 AM
4	Webber	9/2/2025 9:07 AM
5	Fast	9/1/2025 8:44 AM
6	Johnson	9/1/2025 6:27 AM
7	McShane	8/30/2025 10:39 AM
8	Misner	8/27/2025 4:09 PM
9	Kolstad	8/26/2025 1:20 PM
10	Collins	8/26/2025 12:40 PM
11	Marx	8/25/2025 9:57 AM
12	Backus	8/24/2025 7:39 PM
13	Golberg	8/24/2025 4:18 PM
14	Tromp	8/24/2025 3:12 PM
15	Yanover	8/22/2025 1:38 PM
16	Haas	8/21/2025 3:54 PM
17	Miller	8/21/2025 3:08 PM
18	Zill	8/9/2025 11:12 AM
19	Park	8/9/2025 9:59 AM
20	Baker	8/4/2025 12:00 PM
21	Nagi	8/2/2025 6:43 PM

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22	P	8/2/2025 5:41 PM
23	Smith	8/2/2025 10:05 AM
24	Spencer	8/2/2025 7:06 AM
25	coffin	8/1/2025 9:42 PM
26	Camacho	8/1/2025 9:20 PM
27	Lafleur	8/1/2025 9:12 PM
28	Weinschenker	8/1/2025 8:02 PM
29	Choe	8/1/2025 6:48 PM
30	De La garza	8/1/2025 6:08 PM
31	Azize	8/1/2025 5:35 PM
32	Turpen	8/1/2025 4:53 PM
33	Briones	8/1/2025 4:50 PM
34	Sellers	8/1/2025 4:40 PM
35	Urton	8/1/2025 4:12 PM
36	Moser	8/1/2025 3:41 PM
37	Hinkle	8/1/2025 3:39 PM
38	Hatch	8/1/2025 10:45 AM
39	Alto	7/30/2025 1:06 PM
40	Rawal	7/29/2025 11:34 AM
41	Mey	7/29/2025 10:15 AM
42	Kossler	7/29/2025 8:05 AM
43	Moskoff	7/28/2025 6:09 PM
44	Hales	7/28/2025 2:08 PM
45	Brown	7/28/2025 11:42 AM
46	Peters	7/28/2025 9:31 AM
47	Arias	7/26/2025 12:39 AM
48	Everett	7/24/2025 7:16 AM
49	Neilson	7/23/2025 9:12 AM
50	Soderblom	7/22/2025 8:45 AM
51	Fast	7/21/2025 1:32 PM
52	Eddy	7/21/2025 7:24 AM
53	Marcato	7/20/2025 3:04 PM
54	Rhyneer	7/19/2025 5:44 PM
55	Starr	7/19/2025 12:17 PM
56	Davis	7/18/2025 3:23 PM
57	DuBois	7/18/2025 7:28 AM
58	Mcclure	7/17/2025 5:31 PM
59	Long	7/15/2025 6:23 PM

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60	Hermes	7/13/2025 12:16 PM
61	Klimek	7/10/2025 3:04 PM
62	Mercer	7/10/2025 2:52 PM
63	Bickford	7/10/2025 2:08 PM
64	Apple	7/10/2025 2:05 PM
65	Fiaui	7/10/2025 11:13 AM
66	Ratledge	7/9/2025 11:44 AM
67	Chandler	7/9/2025 10:57 AM
68	C	7/9/2025 8:27 AM
69	Smith	7/9/2025 6:50 AM
70	Carroll	7/8/2025 10:21 PM
71	PEZ	7/8/2025 6:17 PM
72	Feldman	7/8/2025 4:24 PM
73	Rocha	7/8/2025 3:42 PM
74	Keller	7/8/2025 3:36 PM
75	Loveless	7/8/2025 3:10 PM
#		DATE
	There are no responses.	
#		DATE
	There are no responses.	
#		DATE
	There are no responses.	

Q17 What is the zip code where you primarily reside?

Answered: 123 Skipped: 49

#	RESPONSES	DATE
1	85014	10/3/2025 2:14 PM
2	85326	10/2/2025 3:11 PM
3	85331	9/29/2025 9:15 AM
4	85226	9/19/2025 11:36 AM
5	85106	9/17/2025 11:17 AM
6	85009	9/15/2025 11:27 PM
7	85284	9/15/2025 10:37 AM
8	85283	9/12/2025 10:54 AM
9	85340	9/5/2025 11:45 AM
10	85018	9/4/2025 1:57 PM
11	85014	9/4/2025 9:44 AM
12	85374	9/2/2025 9:07 AM
13	85083-7503	9/1/2025 8:44 AM
14	85340	9/1/2025 6:27 AM
15	85018	8/30/2025 10:39 AM
16	85282	8/28/2025 10:38 AM
17	85012	8/27/2025 4:09 PM
18	85338	8/26/2025 7:44 PM
19	85374	8/26/2025 1:20 PM
20	85381	8/26/2025 12:40 PM
21	85132	8/26/2025 12:16 PM
22	85260	8/25/2025 9:57 AM
23	85255	8/25/2025 9:57 AM
24	85257-2042	8/24/2025 7:39 PM
25	85262	8/24/2025 4:35 PM
26	85250	8/24/2025 4:18 PM
27	85255	8/24/2025 3:12 PM
28	85260	8/24/2025 3:07 PM
29	85260-8611	8/22/2025 1:38 PM
30	85205	8/21/2025 4:07 PM
31	85388	8/21/2025 3:54 PM
32	85087	8/21/2025 3:21 PM
33	85361	8/21/2025 3:08 PM

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34	85331	8/9/2025 11:12 AM
35	85339	8/9/2025 9:59 AM
36	85396	8/5/2025 4:35 PM
37	85396	8/4/2025 8:05 PM
38	85396	8/4/2025 12:00 PM
39	85340	8/2/2025 6:43 PM
40	85381	8/2/2025 5:41 PM
41	85308	8/2/2025 3:54 PM
42	85396	8/2/2025 3:47 PM
43	85326	8/2/2025 1:14 PM
44	85396	8/2/2025 10:05 AM
45	85326	8/2/2025 7:06 AM
46	85396	8/2/2025 1:07 AM
47	85396	8/2/2025 12:48 AM
48	85338	8/1/2025 9:42 PM
49	85396	8/1/2025 9:20 PM
50	86396	8/1/2025 9:12 PM
51	85326	8/1/2025 8:19 PM
52	85326	8/1/2025 8:02 PM
53	85395	8/1/2025 6:48 PM
54	85396	8/1/2025 6:08 PM
55	85338	8/1/2025 5:35 PM
56	85338	8/1/2025 4:50 PM
57	85396	8/1/2025 4:40 PM
58	85396	8/1/2025 4:12 PM
59	85396	8/1/2025 3:58 PM
60	85326	8/1/2025 3:41 PM
61	85326	8/1/2025 3:39 PM
62	85048	8/1/2025 10:45 AM
63	85021	7/31/2025 9:46 PM
64	85225	7/30/2025 1:06 PM
65	85340	7/30/2025 11:04 AM
66	85085	7/29/2025 11:34 AM
67	85032	7/29/2025 8:05 AM
68	85288	7/28/2025 6:09 PM
69	85234	7/28/2025 5:21 PM
70	85201	7/28/2025 2:08 PM
71	85390	7/28/2025 11:42 AM

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72	85375	7/28/2025 9:31 AM
73	85033	7/26/2025 12:39 AM
74	85281	7/25/2025 11:35 AM
75	85013	7/25/2025 7:51 AM
76	85015	7/25/2025 7:17 AM
77	85387	7/24/2025 7:16 AM
78	85201	7/23/2025 9:12 AM
79	85213	7/22/2025 8:45 AM
80	85083	7/21/2025 1:32 PM
81	85202	7/21/2025 10:05 AM
82	85119	7/21/2025 7:24 AM
83	85259	7/20/2025 4:30 PM
84	85013	7/20/2025 3:04 PM
85	85210	7/19/2025 5:44 PM
86	85282	7/19/2025 3:42 PM
87	85119	7/19/2025 12:17 PM
88	85396	7/18/2025 3:23 PM
89	85396	7/18/2025 10:44 AM
90	85326	7/18/2025 7:28 AM
91	85208	7/17/2025 5:31 PM
92	85205	7/17/2025 8:51 AM
93	85120	7/15/2025 6:23 PM
94	85120	7/15/2025 6:02 PM
95	85044	7/14/2025 8:37 AM
96	85013	7/13/2025 12:16 PM
97	85016	7/10/2025 6:10 PM
98	85013	7/10/2025 3:04 PM
99	85044	7/10/2025 2:52 PM
100	85020	7/10/2025 2:08 PM
101	85012	7/10/2025 2:05 PM
102	85003	7/10/2025 2:05 PM
103	85008	7/10/2025 11:13 AM
104	85326	7/9/2025 8:29 PM
105	85255	7/9/2025 5:52 PM
106	85006	7/9/2025 3:39 PM
107	85308	7/9/2025 2:58 PM
108	85213	7/9/2025 11:44 AM
109	85379	7/9/2025 10:57 AM

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110	85020	7/9/2025 9:25 AM
111	85142	7/9/2025 8:27 AM
112	85258	7/9/2025 6:50 AM
113	85266	7/8/2025 10:21 PM
114	85044	7/8/2025 6:57 PM
115	85015	7/8/2025 6:41 PM
116	85209	7/8/2025 6:17 PM
117	85258	7/8/2025 4:24 PM
118	85041	7/8/2025 3:42 PM
119	85207	7/8/2025 3:36 PM
120	85268	7/8/2025 3:24 PM
121	A0A 1E0	7/8/2025 3:10 PM
122	85282	7/3/2025 1:13 PM
123	85048	7/3/2025 9:21 AM