Transportation Plan 2050 Draft Plan Feedback

October 29, 2026, 12:18 PM

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Transportation Plan 2050 Draft Plan Feedback

Help shape the future of transportation in Tempe!

Summary Of Registered Responses

As of October 29, 2026, 12:18 PM, this forum had:		Topic Start
Attendees:	75	October 14, 2026, 11:50 AM
Registered Responses:	10	
Hours of Public Comment:	1.4	

QUESTION 1

What is your connection to Tempe? Select all that apply.

	%	Count
I live here	90.0%	9
I own property	50.0%	5
I work here	30.0%	3
I travel through here	50.0%	5
I shop, play, or dine here	90.0%	9
Other	10.0%	1

QUESTION 2

Have you had a chance to review the draft Tempe Transportation Plan 2050 or the sections that interest you?

	%	Count
Yes	100.0%	10

QUESTION 3

Does the Draft Tempe Transportation Plan 2050 align with your vision for Tempe's transportation network?

		%	Count
Yes		40.0%	4
Some of it		60.0%	6

QUESTION 4

Please share why or why not.

Answered	6
Skipped	4

QUESTION 5

Please share specific feedback on Chapter 1, "Community."

Answered	3
Skipped	7

QUESTION 6

Please share specific feedback on Chapter 2, "Connected Mobility."

Answered	7
Skipped	3

QUESTION 7

Please share specific feedback on Chapter 3, "Infrastructure and Stewardship."

Answered	4
Skipped	6

Transportation Plan 2050 Draft Plan Feedback

Help shape the future of transportation in Tempe!

QUESTION 8

Please share specific feedback on Chapter 4, "Safety."

Answered	6
Skipped	4

QUESTION 9

Please share specific feedback on Chapter 5, "Sustainability and Resilience."

Answered	5
Skipped	5

QUESTION 10

Please share specific feedback on Chapter 6, "Recommendations."

Answered	6
Skipped	4

QUESTION 11

Do you have any other feedback you would like to share about the Transportation Draft Plan 2050?

Answered	7
Skipped	3

Transportation Plan 2050 Draft Plan Feedback

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Survey Questions

QUESTION 1

What is your connection to Tempe? Select all that apply.

- I live here
- I own property
- I own a business
- I work here
- I travel through here
- I shop, play, or dine here
- Other

QUESTION 2

Have you had a chance to review the draft Tempe Transportation Plan 2050 or the sections that interest you?

- Yes
- No
- Not sure

QUESTION 3

Does the Draft Tempe Transportation Plan 2050 align with your vision for Tempe's transportation network?

- Yes
- No
- Some of it

QUESTION 4

Please share why or why not.

QUESTION 5

Please share specific feedback on Chapter 1, "Community."

QUESTION 6

Please share specific feedback on Chapter 2, "Connected Mobility."

QUESTION 7

Please share specific feedback on Chapter 3, "Infrastructure and Stewardship."

QUESTION 8

Please share specific feedback on Chapter 4, "Safety."

QUESTION 9

Please share specific feedback on Chapter 5, "Sustainability and Resilience."

QUESTION 10

Please share specific feedback on Chapter 6, "Recommendations."

QUESTION 11

Do you have any other feedback you would like to share about the Transportation Draft Plan 2050?

Individual Registered Responses

Name not shown
inside Tempe
October 16, 2026, 10:07 AM

Question 1

- I live here
- I own property

Question 2

- Yes

Question 3

- Yes

Question 4

No response

Question 5

No response

Question 6

No response

Question 7

No response

Question 8

No response

Question 9

No response

Question 10

No response

Question 11

More buses and less street car-fixed routes

Name not shown
inside Tempe
October 16, 2026, 5:16 PM

Question 1

- I live here
- I own property
- I work here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

There needs to be a turn lane on College to allow people to enter the Eisendrath House. Now people going north have to make a U-turn and it is dangerous. I have suggested this multiple times. Eisendrath is a city-owned property-a left-turn lane is important for safety. It is noted in the plan: Crashes along Tempe streets are most frequently the result of turning movements (including crashes recorded as angle and left turn crashes) and rear end collisions.

Question 5

No response

Question 6

we need light rail or street car to go south-Mill, Rural, or McClintock (Rural seems to make the most sense since it is centrally located). It would decrease traffic. While there are buses, they are not as efficient as the streetcar or light rail. And I know we need density but without public transportation from the north to the south, most of us will drive-and not to downtown Tempe because there is no easy/free parking.

Question 7

No response

Question 8

No response

Question 9

No response

Question 10

No response

Question 11

No response

Michael Hwan
inside Tempe
October 17, 2026, 8:42 PM

Question 1

- I live here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

No response

Question 5

Work with local businesses and schools often to update bus frequency based on worker needs and incentives to encourage workers to take public transit or carpool into work on weekdays.

Question 6

There should be a mobility hub and new park and ride South of the Tempe public library in the SW corner of Baseline and Rural Rd to support more bus connections to route 77.

Question 7

I support installing new accessible pedestrian pathways so pedestrians do not need to jaywalk because the next adjacent street exceeds one-quarter mile. This also encourages commuters to take public transit when they know driving might take longer.

Question 8

I think speed limits should be dropped by at least 5 mph around ASU and ties in with recommendations in Infrastructure and Stewardship.

Question 9

The newly installed micro and small transit shelters look amazing. We need more of it near schools and public libraries in South Tempe.

Question 10

1) can Valley Metro riders who use the express/rapid buses store their bicycles at the Tempe public library in the future with the upcoming changes to the rapid system in 2027 that plans to consolidate routes?

2) partner with Transit app for locals to provide better real time data for other local transit riders since most riders have smartphones with data plans.

Question 11

No response

Name not shown
inside Tempe
October 18, 2026, 11:23 AM

Question 1

- I live here
- I own property
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Yes

Question 4

very detailed; requires a fair amount of time to review, although the indiviudal sections with maps are helpful

Question 5

understanding of the growing community. and issues helpful

Question 6

Good overview of the gaps and projected needs and plan to connect the gaps.

Question 7

Overly optimistic that you can reduce reliance on automobile useage. Perhaps this will work close to the university and industrial pockets of work. Aging population may need to reduce their reliance on automobiles; however using buses or other types of transportion is often difficult with mobility and cognitive issues.

Question 8

These recommendations all sound good, but may not be realistic. I see safety issues with bike paths - people using them not paying attention to those around them; motorists blowing through red lights on the major intersections of the bike paths. Very scary to ride your bike. It has improved over the past few years but still scary. Trying to make main arteriols streets wider in residential areas will be very challenging.

Question 9

Shading needs to be a priority to shift to walking, biking etc. Using trees would help with the CO2 but not practical.

Question 10

No response

Question 11

The amount of data reviewed and presented is excellent.

Name not shown
inside Tempe
October 18, 2026, 4:51 PM

Question 1

- I live here
- I own property
- I travel through here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

No response

Question 5

No response

Question 6

No response

Question 7

No response

Question 8

No response

Question 9

No response

Question 10

1) Love targeting improvements to the "chain" bike route, but don't see details as to what exactly will be improved.
2) A major bike route gap is getting past the railroad north of Broadway between Rural and the 101. I see no plans to improve this. Even an aspiration plan with low probability of getting funded is better than silence.
3) I see no mention of more bus pull-outs. Lack of these can really snarl traffic. It is especially bad on Warner.
4) I don't see specific locations for adding bus stop shade. This should be considered a high equity priority - allow people without cars to get to and from work without sitting in the direct sun in the summer.

Question 11

No response

Name not shown
outside Tempe
October 20, 2026, 8:34 AM

Question 1

- I work here

- I travel through here
- I shop, play, or dine here
- Other - I go to school here.

Question 2

- Yes

Question 3

- Yes

Question 4

No response

Question 5

No response

Question 6

No response

Question 7

No response

Question 8

No response

Question 9

No response

Question 10

No response

Question 11

I appreciated the improvement of bike lanes and public transport. However, I am interested to hear more about the raised track over University Dr., the proposal made me confused over the build, size, height of the raised track. I would also be interested to see more of the light rail branching into the south Mesa/Chandler border, especially to service schools like Corona del Sol.

Anthony Minniti
inside Tempe

October 20, 2026, 3:01 PM

Question 1

- I live here
- I travel through here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

The streetcar and a active transportation system that functions safely are the keys to a healthy city. These are medium priorities in this plan, and I see them as key to Tempe's success and appeal. Further investment in street car infrastructure, priority, and active transportation are what will make Tempe the city it could be. Failure to prioritize that will leave use essentially where we are now.

Question 5

No response

Question 6

There needs to be a serious discussion and potentially recommendation about streetcar and light rail signal priority. The light rail and streetcar SHOULD be the fastest and most convenient modes of transport in their corridors. Both are slowed down to allow for higher car traffic in places we should be actively discouraging traffic via infrastructure design.

The Bike IT infrastructure should branch off from the transit corridor to enable the density vision proposed for north Tempe. North Tempe should have protected bike lane projects planned.

The Rual road BRT should be a light rail. While higher in capital cost, it will be lower in maintenance and resistant to NIMBY removal when people can't speed dangerously on Rual like they do today. Suggesting a BRT is setting the city up for failure.

The steercar expansion is a great project recommendation, I support it heavily.

Question 7

No response

Question 8

Active Transportation Project 38 (priority 22) should be a MUCH higher priority. I use bell at least once a week and the lack of a proper crossing at Broadway is a huge SAFETY concern. I'd also like to see us work with Mesa to get a safe US 60 crossing into their bike network. Currently you have to brave Price or Dobson, or play it safe and get over to Longmore.

Please consider a project to remove on street parking in the street car corridor. At present it's a huge risk for dooring bikers, and leads to aggressive driving.

Question 9

No response

Question 10

Active transportation projects 27 (priority 29) and 18 (priority 28) should have a higher priority. This gap on the east side of the city cripples the bike it network access from it's most likely users. Those living on the transit oriented Apache Blvd corridor. It also cripples the usefulness of the system for commuting if all north west bikes have to go all the way over to College Ave. I'd like to see a recommendation to prioritize bike signals on the bike network. Getting to country club and Southern and having to wait a long time when using the dedicated bike network for so cars can go through Southern doesn't make much sense to me. On the bike IT network I'd like to see discussion of prioritizing the signalling for the bikes.

Question 11

I lov

Name not shown
inside Tempe
October 22, 2026, 12:29 PM

Question 1

- I live here
- I own property
- I travel through here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

The heavily used, wide road segment on Country Club Way between Southern Ave and Alameda Dr needs a vision plan that includes safety and sustainability & resilience features.

Question 5

No response

Question 6

I like the goal to fix the gaps between neighborhoods to enable travel to take place over larger distances.

Question 7

No response

Question 8

Country Club Way between Southern Ave and Alameda Dr is very wide and invites constant speeding. While no fatalities have occurred on this section (yet), constant speeding in a residential area is an accident waiting to happen.

Question 9

Country Club Way between Southern Ave and Alameda Dr, is very wide for a residential area and has a heat island effect. You can feel it when you walk down the street. We really need a solution to break up the heat - trees in the center or suggestions from the experts would be welcomed.

Question 10

The Orbit buses, when I see them in my zip code, are mostly empty. What can be done to remedy that until ridership increases? Smaller buses? It seems wasteful.

Question 11

Address Country Club Way (between Southern Ave and Alameda Dr) issues with a vision plan that includes safety and sustainability & resilience features.

Denis Trufin
inside Tempe
October 23, 2026, 12:55 AM

Transportation Plan 2050 Draft Plan Feedback

Help shape the future of transportation in Tempe!

Question 1

- I live here
- I work here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Yes

Question 4

It focuses on multi-mode transportation options and improvements.

Question 5

I like the objective of integrated land use and transportation. Providing shade at all shelters.

Question 6

Convenient first and last-mile connections across modes. Eliminating all sidewalk gaps. Transit frequency improvements.

Question 7

Enhancing signal optimization.

Question 8

Making the roads safe for all users.

Question 9

Respond to climate-related factors.

Question 10

Streetcar infrastructure (adding and improving). Transit Signal Priority!!!! Expanding Orbit routes. LRT Grade separation where possible

Question 11

Transit Signal Priority - The light rail, streetcar, and the Orbit would benefit with having signal priority and more folks would consider taking transit with faster service.

Frankie Perry

outside Tempe
October 24, 2026, 8:57 AM

Question 1

- I live here
- I travel through here
- I shop, play, or dine here

Question 2

- Yes

Question 3

- Some of it

Question 4

Overall the goals of a 20 minute city and supporting shifts towards bicycling, walking, and transit are great. I agree with many of the proposed improvements and think they are urgently needed. But I think there is not enough emphasis on reducing the viability of driving. Strategies to improve other modes are included, but very few strategies are included to DISCOURAGE driving. It is desperately needed to save lives and reduce the city's impact on climate change.

Question 5

No response

Question 6

This section should include strategies to connect to low stress network to the destinations on the high stress arterials. This is a significant barrier to bicycle trips for me, where the bike network or neighborhood streets get me most of the way, but I have to take a dangerous route in the last leg of the trip.

Many commercial plazas have alleys behind them and their walls could be opened to bicyclists and pedestrians to create a safer, direct connection. Protected bike lanes should be provided on arterials to make that final connection.

Question 7

IS 1.2 should also explore transit signal priority to reduce travel time to make it a more viable option. If it's not more efficient than driving, few will choose to use it.

Question 8

There is no mention of vehicle speed in this section. Speed is one of the most significant factors in crash severity, with likelihood of death for pedestrians nearly doubling from 30 mph to 40mph. If we want to save lives, speeds need to be reduced citywide, especially on corridors with higher bike/ped use.

Also look into eliminating right turn on red. PERMITTING right on red has a 60% INCREASE in crashes according to the FHWA CMF clearinghouse.

Safety of existing midblock crossings should be evaluated. Replacing PHBs with traditional signals has a 26% reduction in serious conflicts (https://doi.org/10.1016/j.aap.2025.108105)

Question 9

Encourage alternate paving in parking lots. Reduce the amount of asphalt in the city to reduce heat. Install shade structures at all intersections where pedestrians may be waiting to cross. Standing in the heat for multiple minutes waiting for the light to change is unbearable.
SR 1.2 is not specific enough. It also should include discouraging of vehicle trips in some form. You need the carrot and the stick.

Question 10

I'm thankful to see Rural Rd highlighted for street improvements and University for bicycle improvements. Rural Rd should also be included for active transportation improvements. There are already tons of people bicycling, scootering, and walking there, and it is one of the most dangerous roads in the city with high vehicle volume and speed.

Question 11

The objectives and strategies sections should include more measurable goals that the city can track. It would give something real to work towards, rather than statements that are more vague and not as easily applied to policy.

The roadway safety portion of page 14 needs to be rewritten. "There were 75 fatal crashes and 317 serious injury crashes on Tempe streets" needs to be replaced with "75 people were killed and 316 people were seriously injured on Tempe streets." These are real people, not just statistics. This type of language should be followed in the rest of the document, and other city documents. It is used on page 36 when referring to deaths caused by heat. Why not for transportation also?

Consider a "Target Zero" plan rather than "Vision Zero." Zero deaths and serious injuries is achievable, not just an idea or aspiration.