



Hunt Highway: Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Final Project Assessment (PA) Report

January 11, 2023

HUNT HIGHWAY TRAFFIC CALMING AND SEPARATED BIKE LANES: COOPER ROAD TO VAL VISTA DRIVE

PROJECT ASSESSMENT REPORT & CONCEPTUAL/15% PLAN

December 2023

Prepared for:Prepared by:Jason Segneri, RLS
Mike Banta, RLS
Ryan Hall, RLSSanjay Paul, PhD, PE
Ray Carranza, PE
Miranda Sundblom, PE, PTOE
Jim Slaker
Subhankar Dey, EIT

ACKNOWLEDGEMENTS

This study was funded by Maricopa Association of Governments (MAG) as part of the Active Transportation Design Assistance program. The study team expresses gratitude to Kay Bork, Active Transportation Planner/Project Manager of MAG for managing the project. The study team would also like to extend sincere thanks to Jason Crampton, City of Chandler Transportation Planning Manager who championed and managed the project from the City's team. Additionally, the team extends gratitude to the City of Chandler Transportation Commission for their guidance on this exercise. Special thanks to the professionals from the following agencies contributed to the success of this project assessment exercise:

MAG Team

Kay Bork, Transportation Planning Project Manager
John Allen Stokes II, Transportation Contract and Procurement Analyst II
Audra Koester-Thomas, Chief of Staff

City of Chandler Team

Ryan Peters, Strategic Initiatives Director
Jason Crampton, AICP, City Transportation Planning Manager
Nancy Jackson, ACTCP, Transportation Planning Coordinator
Jennifer Honea, ABC, Public Information Officer
Sheri Passey, Management Assistant
Raistlin Snow, Transportation Policy Intern

HDR Engineering, Inc Team

Sanjay Paul, PhD, PE, PTOE, PTP, RSP, Consultant Project Manager/Area Traffic Manager
Jim Slaker, Senior Transportation Design and Operation Analyst
Ray Carranza, PE, Subject Matter Expert/ Senior Project Manager
Mike Barton, PE, PTOE, Senior Traffic Engineer/Area Municipal Manager
Miranda Sundblom, PE, PTOE, Traffic Engineer
Subhankar Dey, EIT, Active Transportation Analyst
Pronab Biswas, EIT, Traffic Analyst
Nandini Gopan, Traffic Analyst
Adam Hall, Traffic Intern

Rick Engineering Inc, Team

Jason Segneri, RLS, Principal
Mike Banta, RLS, Survey Project Manager
Ryan Hall, Survey Manager

Engineering Alliance (EA) Team

Shawn Kumer, PE, President
Tom Lavalette, Survey Manager

Gila River Indian Community Team

Steven Johnson, PE, Senior Civil Engineer
Sreedevi Manthra, Director, Department of Transportation

Town of Gilbert Team

Jason Hafner, Transportation Planning Manager
Stephanie Bubenheim, Transportation Planner
Nathan Williams, Transportation Planner

EXECUTIVE SUMMARY

This study is funded by the Maricopa Association of Governments (MAG) as part of the Active Transportation Design Assistance Program and championed by City of Chandler. The goal of this project is to develop a very high-level concepts that has the potentials for traffic calming as well as improving multimodal safety, especially pedestrian and bicyclists along the project corridor: Hunt Highway from Cooper Road to Val Vista Drive (3 miles). The scope of the project is to develop a Project Assessment (PA) report and a high-level concepts/15% plan for potential design alternatives.

Hunt Highway is an east west aligned collector roadway, per the City of Chandler Transportation Master Plan – 2019 Update, which carries approximately 7,000 vehicles per day (vpd) within the project corridor. The project corridor intersects with the major roadways of Gilbert Road, Cooper Road, Lindsay Road, and Val Vista Drive. Hunt Highway also intersects with several minor side streets (Amanda Boulevard, Maren Drive, Santa Rita Way, Pearl Drive, Hillcrest Drive, and Ruby Drive). The intersection of Hunt Highway and Gilbert Road has recently been reconstructed with traffic signal.

Hunt Highway is a popular biking corridor among biking enthusiasts. It has existing dedicated bike lanes along the northern and southern side of Hunt Highway. However, a relatively high 45-mph speed limit as well as currently on-going speeding issues discourages less confident/casual/recreational bikers to use the corridor. Vehicular speeding along the corridor presents a safety concern for bicyclists using the facility. There were 18 crashes on the study corridor limit in last 5 years in the Arizona Department of Transportation (ADOT) statewide crash database, among which two are fatal including one crash is bike and pedestrian related. Additionally, a Gila River Indian Community (GRIC) casino, named Gila River Resorts and Casino – Santan Mountain, has recently been constructed on the southeast corner of Hunt Highway and Gilbert Road and opened to public. It also has plans for future expansions with hotels. This development is anticipated to impact the traffic patterns, which will need to be analyzed with respect to bicycle and pedestrian movements along the corridor. Traffic calming as well as treatments which separate the vehicular and bike traffic are also needed.

The study team obtained the traffic impact study (TIS) from GRIC on the casino. Both traffic volume and speed data were collected before and after the casino opened. The traffic counts identified an increase in traffic volume as expected and stated in the TIS. Speed data shows no significant changes. However, over speeding was found as an issue. Approximately 12% drivers were found to be driving over 65 miles per hour (mph) on this 45-mph roadway.

As part of the project assessment (PA) exercise, a topographic survey was performed at the very beginning of the projects which was followed by the right-of-way (ROW) mapping effort. The existing ROW along the study corridor of Hunt Highway varies from 55 feet to 70 feet, with a small portion of Hunt Highway between Lindsay Road and Pearl Drive having existing 62 feet ROW. The stakeholders mentioned that the parcels along south of Hunt Highway are owned by several community members on the reservation rather than owned by the GRIC itself. Any ROW purchase would be very complicated due to the ownership situation. Additionally, overhead electric line goes along the south side as well. Furthermore, there are built out subdivisions along the north side of the corridor where acquisition of ROW is challenging. Therefore, it was decided to develop potential alternatives keeping the existing face of curbs as they are to fulfill the study objectives. However, if any ROW easement is needed for any sidewalk widening effort, that could be explored and documented for the city to consider and plan accordingly to carry forward into future final design.

Among several initial design alternative, the following three design alternatives were carried forward for detail cross-sections and conceptual/15% plan development, and cost estimations based on discussions and directions from the city planning and traffic engineering teams:

- Shared use path
- Protected/Separated cycle track
- Protected/Separated bike lanes

It is noted that shared use path design alternative requires sidewalk ROW easements at several places. Several streetlight poles would also need to be relocated which are not shown on the conceptual plan set but is recommended in the final design stage. It is noted that shared use path can be used as an addition to protected/separated bike lane alternative. Public outreach effort revealed that both casual recreational as well as professional/confident bikers use this corridor for biking. The shared use path will provide safety space for the casual bikers whereas the professional/confident bikers can continue using the protected cycle track.

Roundabouts at major intersections in addition to solar powered dynamic speed feedback signs along the corridor are considered as traffic calming tools. Residents attending the public meeting preferred both of these options as traffic calming. Furthermore, narrowing down the travel lanes and creating tunnel vision is also necessary to passively slow down the drivers. High level line items were used for this planning level budgeting cost estimates: Concrete Sidewalk, Striping, Traffic Signs, Dynamic Speed Feedback Sign, Raised Median, Decomposed Granite, Shrubs, Trees, Drainage improvement, Design and appropriate Contingency.

It is noted that costs for roundabout installations of any improvements at intersections are not included in this budgetary planning level cost estimates. The estimations are estimated to be approximately \$2,105,000 for shared used path, and \$800,000 for protected/separated cycle track, and \$900,000 for protected/separated bike lane alternatives.

Both online survey and in-person public meeting were arranged to engage the community on this project. In the online community survey, 238 members from the community responded and shared their inputs with the project team. The survey revealed that 78% of respondents live in the area; about 18% use Hunt Highway for recreational bike riding; most respondents are interested in biking but do have safety concerns. There are also some confident cyclists responding to the survey; people taking the survey like this corridor pretty equally for its great neighborhoods, bikeability, and for the easy drive; the three biggest concerns by far expressed in the survey are high speeding, distracted driving and unsafe biking conditions. As far as improvements go, the three most popular survey choices are the three bike enhancement concepts, with the protected cycle track option being the most preferred option; and enhanced lighting and traffic calming are the next two most common suggested improvements.

The in-person attendees appreciated the City's effort and MAG's support to improve safety on this corridor. As previously mentioned, the attendees supported the roundabout option at major intersections for traffic calming. Additionally, they indicated a preference for narrow vehicular lanes and expressed a desire to see both the shared-use and protected/separated cycle track design alternatives considered and carried forward in the final design and construction phases. The study team's additional observations revealed the poor pavement surface condition, suggesting the need for resurfacing or reconstruction at some places along the corridor. It is noted that the City of Chandler's Pavement Maintenance Program currently does not recommend any improvements in this area.

TABLE OF CONTENTS

ACKNOWLEDGEMENTS.....	1
EXECUTIVE SUMMARY	2
1. INTRODUCTION	4
1.1. Purpose and Need for the Study	4
1.2. Background and Scope	4
2. PROJECT AREA.....	5
3. EXISTING CONDITION	5
3.1. Transportation Network	5
3.2. Drainage.....	7
3.3. Traffic Data.....	8
3.3.1. Traffic Volume	8
3.3.2. Traffic Speed	9
3.3.3. Crash Analysis	11
3.4. Land Use Characteristics	11
4. PROJECT ASSESSMENT	11
4.1. Right-of-Way (ROW)	11
4.2. Design Alternatives	15
4.2.1. Shared Use Path	15
4.2.2. Protected/Separated Cycle Track	17
4.2.3. Protected/Separated Bike Lanes	18
4.3. Conceptual/15% Plan & Cost Estimates	19
4.4. Performance Indicators/Preferred Alternative	19
5. COMMUNITY AND STAKEHOLDER ENGAGEMENT	22
5.1. Community Survey/Feedback.....	22
5.2 Stakeholders Feedback.....	24
6. APPENDICES	25

LIST OF FIGURES

Figure 1. Project Vicinity Map.....	4
Figure 2. Project Corridor Map (Yellow Highlighted Area shows the Project Corridor).....	5
Figure 3. Hunt Highway Facing East, East of Gilbert Road	5
Figure 4. Hunt Highway facing West, West of Gilbert Road	6
Figure 5. Existing Utility Cabinets along North side of Hunt Highway	6
Figure 6. Gilbert Road at Hunt Highway Intersection Signal Construction Zone, March 2023.....	6
Figure 7. Existing T-Intersection being Converted to 4-legged Intersection at Santa Rita, East of Gilbert Road	6

Figure 8. Casino on GRIC Reservation	7
Figure 9. East End of Hunt Highway, Zoomed View	7
Figure 10. East End of Hunt Highway.....	7
Figure 11. Existing Drainage Catch Basin Outlet.....	8
Figure 12. Weekday Volume Trend on Hunt Highway, west of Gilbert Road	8
Figure 13. Weekend Volume Trend on Hunt Highway, west of Gilbert Road	9
Figure 14. Weekday Volume Trend on Hunt Highway, east of Gilbert Road	9
Figure 15. Weekend Volume Trend on Hunt Highway, east of Gilbert Road.....	9
Figure 16. Cumulative Speed Distribution and 85 th Percentile Speed – 48-Hour weekday data on Hunt Highway West of Gilbert Road (Year 2023).....	10
Figure 17. Speed Distribution, and Pace and Mode Speed – 48-Hour weekday data on Hunt Highway West of Gilbert Road (Year 2023)	10
Figure 18. Cumulative Speed Distribution and 85 th Percentile Speed – 48-Hour weekend data on Hunt Highway East of Gilbert Road (Year 2023).....	10
Figure 19. Speed Distribution, and Pace and Mode Speed – 48-Hour weekend data on Hunt Highway East of Gilbert Road (Year 2023)	11
Figure 20. Scattered Plot of Speed Data, West of Gilbert Road, Weekday (Year 2022)	11
Figure 21. Crashes along Hunt Highway Study Corridor (18 crashes in last 5 years)	12
Figure 22. Bike-Pedestrian Crashes along Hunt Highway Study Corrido.....	14
Figure 23. AutoTURN/Speed Profile for Potential Roundabout Options at Major Intersections.....	15
Figure 24. Shared Use Path Alternative Cross Section with Detached Sidewalk	16
Figure 25. Shared Use Path Alternative Cross Section with Attached Sidewalk	16
Figure 26. Shared Use Path Alternative Cross Section at Intersection	16
Figure 27. Protected/Separated Cycle Track Alternative Cross Section with Detached Sidewalk.....	17
Figure 28. Protected/Separated Cycle Track Alternative Cross Section with Attached Sidewalk	17
Figure 29. Protected/Separated Cycle Track Alternative Cross Section at Intersection	17
Figure 30. Protected/Separated Bike Lane Alternative Cross Section with Detached Sidewalk.....	18
Figure 31. Protected/Separated Bike Lane Alternative Cross Section with Attached Sidewalk	18
Figure 32. Protected/Separated Bike Lane Alternative Cross Section at Intersection	18
Figure 33. Design Alternative Comparative Measles Chart	21
Figure 34. Online Survey Question 1 on Their Relations to the Corridor	22
Figure 35. Online Survey Question 2 on Their Biking Confidence Level.....	22
Figure 36. Online Survey Question 3 on Their Existing Perception.....	22
Figure 37. Online Survey Question 4 on Perceived Issues.....	23
Figure 38. Online Survey Question 5 on Preferred Improvements.....	23
Figure 39. Online Survey Question 7 on Primary Mode.....	24
Figure 40. Consultant PM, Presenting at the Public Meeting	24
Figure 41. Council Member Jane Poston at the Public Meeting.....	24

LIST OF TABLES

Table 1. Volume Comparison.....	8
Table 2. High Level Budgetary Cost Estimates for Project Planning/programming Purposes	20

1. INTRODUCTION

1.1. Purpose and Need for the Study

This report is prepared and submitted in accordance with the scope of work stated in the “DESIGN SERVICES FOR CHANDLER: Separated Bike Lane/Shared Use Path/Traffic Calming Along Hunt Highway (Cooper Rd to Val Vista Dr)”. The City applied for required funding (refer to Application number #CHN-2021-DA-002) to Maricopa Association of Governments (MAG) for this service. Upon approval, the City of Chandler commissioned Rick Engineering Company and HDR to perform this study, prepare a Project Assessment (PA) report and develop a high-level concepts/15% design plan. The project area was determined to be along Hunt Highway from Cooper Road to Val Vista Drive”. The report summarized the following study elements:

- ❖ Existing conditions: roadway, streetlighting, access, drainage, right-of-way (ROW), utilities, and traffic operations and speeding
- ❖ Planned development along the corridor in the near future
- ❖ Project assessments, potential alternatives for traffic calming and enhancing bike safety
- ❖ High level concepts and construction cost estimates for budgetary purposes

1.2. Background and Scope

The City of Chandler is evaluating potential options to provide dedicated bicycle paths on an approximately 3-mile-long corridor of Hunt Highway (classified as a collector road in the 2019 Transportation Master Plan update) from Val Vista Drive to the east to Cooper Road to the west. The eastern-most side of the project is where the City of Chandler and Town of Gilbert borders meet. Additionally, the south of the project is bordered by Gila River Indian Community (GRIC). **Figure 1** shows the Project Vicinity map.

Per City of Chandler, the Hunt Highway is a popular biking corridor among the biking enthusiasts. It has existing dedicated bike lanes along the northern and southern side of Hunt Highway. However, a relatively high 45-mph speed limit as well as currently on-going speeding issues discourages less confident/casual/recreational bikers to use the corridor. Vehicular speeding along the corridor presents a safety concern for bicyclists using the facility. Additionally, a Gila River Indian Community (GRIC) casino, named Gila River Resorts and Casino – Santan Mountain, has recently been constructed on the southeast corner of Hunt Highway and Gilbert Road and opened to public. It also has plans for future expansions with hotels. This development is anticipated to impact the traffic patterns, which will need to be analyzed with respect to bicycle and pedestrian movements along the corridor. Both traffic calming measures and treatments that separate vehicular and bike traffic are also needed.

The corridor study was proposed to be prepared in Project Assessment (PA) format. Associated with the PA format, utility review and requirements for additional right-of-way (ROW) are to be conducted. A high level concept plans/15% level and associated cost are also included with the scope for this PA.

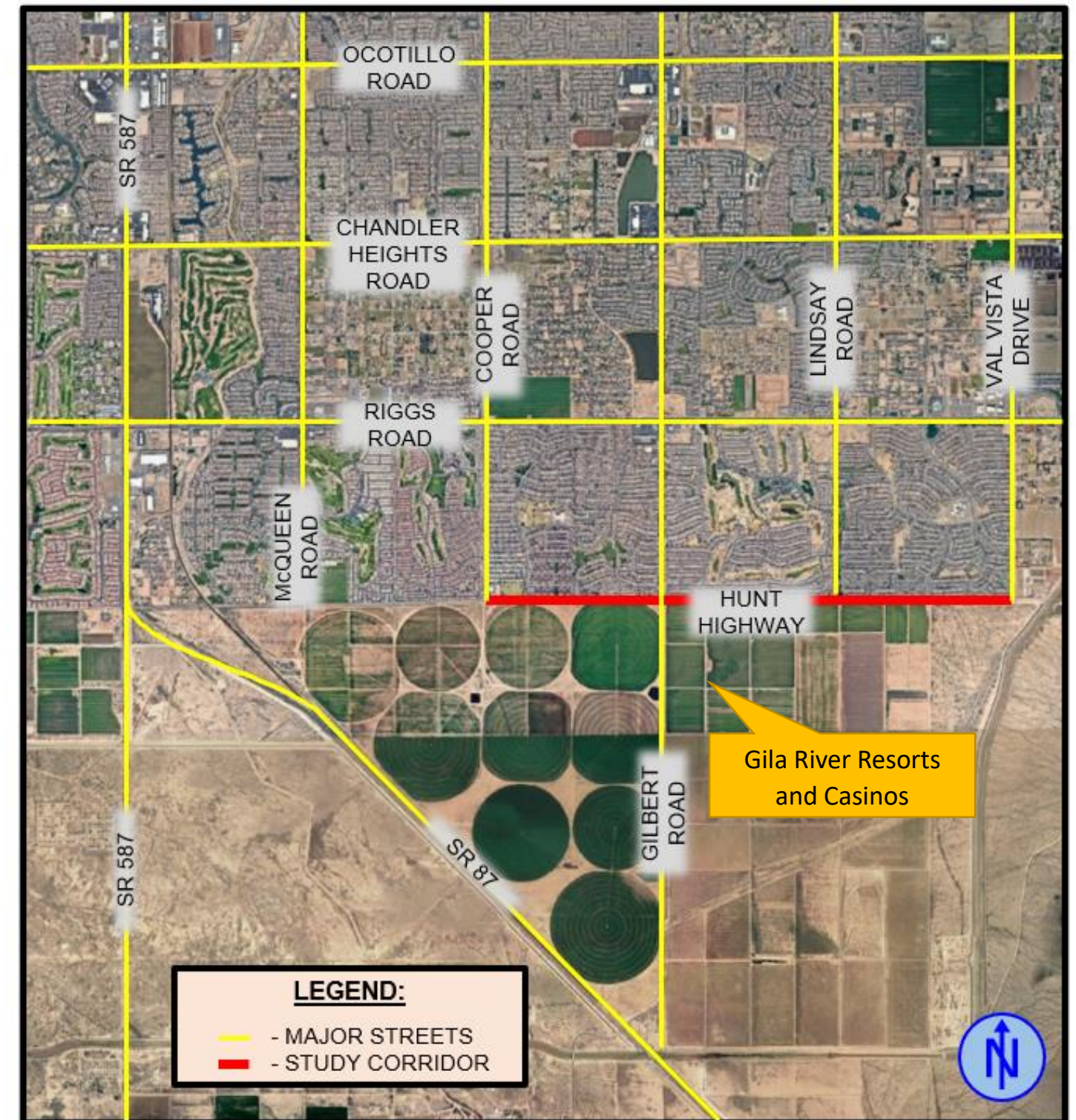


Figure 1. Project Vicinity Map

2. PROJECT AREA

The project area on the Hunt Highway is defined by Cooper Road on the west and Val Vista Drive on the east. The corridor is approximately 3 miles long (15,581 feet to be precise). There are existing sidewalks and streetlights along the north side of Hunt Highway. **Figure 2** below shows the project corridor map. The goal of this project is to assess the existing conditions and provide dedicated bicycle paths and methods of calming existing traffic to improve safety.



Figure 2. Project Corridor Map (Yellow Highlighted Area shows the Project Corridor)

3. EXISTING CONDITION

3.1. Transportation Network

Hunt Highway is an east-west aligned Collector Street, per City of Chandler Transportation Master Plan, 2019 Update. Based on ADOT/MAG Transportation Data Management System (TDMS - <https://mag.public.ms2soft.com/tcds/tsearch.asp?loc=Mag&mod=>). Hunt Highway carries approximately 1,750 to 6,200 vehicles per day (vpd). Per the volume data, Hunt Highway has significantly more traffic west of Gilbert Road than east of Gilbert Road.

Hunt Highway currently is a 2-lane roadway (one lane in each direction) with a two-way-left-turn-lane (TWLTL) at the center. There are existing bike lanes along both north and south side of Hunt Highway. Sidewalk is present along the entire project corridor. The sidewalk width varies from 5 feet to 6 feet. Between Cooper Road and Gilbert Road, the sidewalk is mainly detached, while west of Gilbert Road to Val Vista Drive, the sidewalk is mostly attached.

Gilbert Road is a north-south aligned arterial roadway. The Hunt Highway at Gilbert Road is a signalized intersection provides access to the newly constructed casino located south of Hunt Highway.



Figure 3. Hunt Highway Facing East, East of Gilbert Road



Figure 4. Hunt Highway Facing West, West of Gilbert Road



Figure 6. Gilbert Road at Hunt Highway Intersection Signal Construction Zone, March 2023



Figure 5. Existing Utility Cabinets along North side of Hunt Highway



Figure 7. Existing T-Intersection being Converted to 4-legged Intersection at Santa Rita, East of Gilbert Road



Figure 8. Casino on GRIC Reservation



Figure 10. East End of Hunt Highway



Figure 9. East End of Hunt Highway, Zoomed View

3.2. Drainage

Drainage catch-basin outlets exit along the corridor for proper drainage (refer to [Figure 11](#)). No drainage modeling or studies were scoped or performed as part of this study. However, the stakeholders: City of Chandler and GRIC personnel let the study team know about drainage issues on the corridor. Per the stakeholders, a separate drainage study was performed by another consultant as part of a separate effort which would improve drainage situations on the corridor. Refer to GRIC and City of Chandler for the drainage report.



Figure 11. Existing Drainage Catch Basin Outlet

3.3. Traffic Data

Existing traffic data was collected at the following two locations along the Hunt Highway study corridor:

- Hunt Highway, west of Gilbert Road
- Hunt Highway, east of Gilbert Road

Traffic data were collected before and after the start of the operation of the nearby GRIC casino located on the southeast corner of Hunt Highway and Gilbert Road. Both weekday and weekend 48-hour counts were collected, and analyzed, on the following days:

Pre-Casino Operation:

- Wednesday, December 7, 2022
- Thursday, December 8, 2022
- Saturday, December 10, 2022
- Sunday, December 11, 2022

Post-Casino Operation:

- Wednesday, October 18, 2023
- Thursday, October 19, 2023
- Saturday, October 21, 2023
- Sunday, October 22, 2023

3.3.1. Traffic Volume

Traffic Volume data was analyzed, and 24-hour volume classification was determined for weekday and weekend conditions for each location. Figure 12 and Figure 13 represent pre-casino and post-casino volume trends on Hunt Highway, west of Gilbert Road for weekdays and weekend, respectively. Figure 14 and Figure 15 show pre-casino and post-casino volume trends on Hunt Highway, east of Gilbert Road for weekdays and weekend, respectively. Overall, the casino added approximately 1,200-1,500 vehicles per day depending on day of week. Table 1 shows the volume comparison between pre-, and post-casino conditions.

Table 1. Volume Comparison

	PRE-CASINO			POST-CASINO			PERCENT CHANGE
	DAY	DATE	NO. OF VEH	DAY	DATE	NO. OF VEH	
Hunt Highway, West of Gilbert Road	SAT	12/10/2022	4,382	SAT	10/21/2023	4,722	7.76%
	SUN	12/11/2022	1,892	SUN	10/22/2023	3,901	106.18%
	WED	12/7/2022	5,163	WED	10/18/2023	5,356	3.74%
	THURS	12/8/2022	5,371	THURS	10/19/2023	5,141	-4.28%
Hunt Highway, East of Gilbert Road	SAT	12/10/2022	4,862	SAT	10/21/2023	5,906	21.47%
	SUN	12/11/2022	3,828	SUN	10/22/2023	5,001	30.64%
	WED	12/7/2022	6,360	WED	10/18/2023	7,163	12.63%
	THURS	12/8/2022	6,481	THURS	10/19/2023	7,328	13.07%

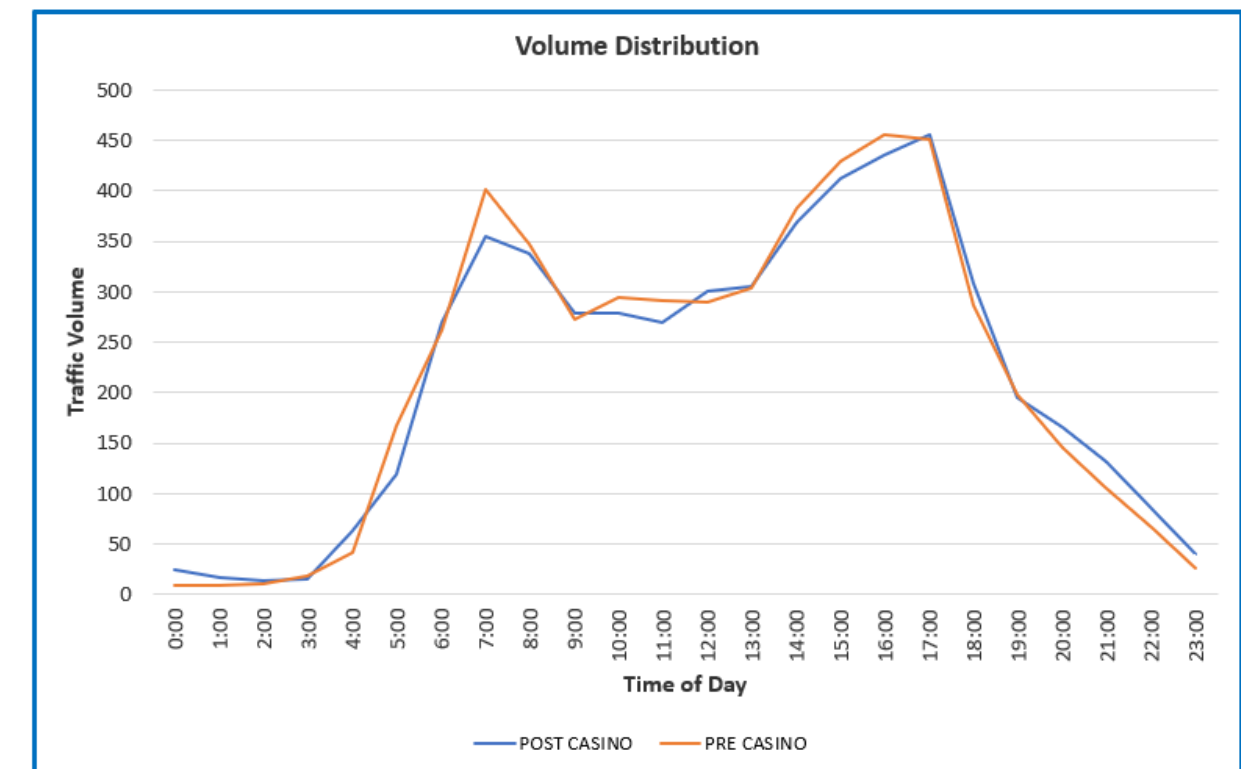


Figure 12. Weekday Volume Trend on Hunt Highway, West of Gilbert Road

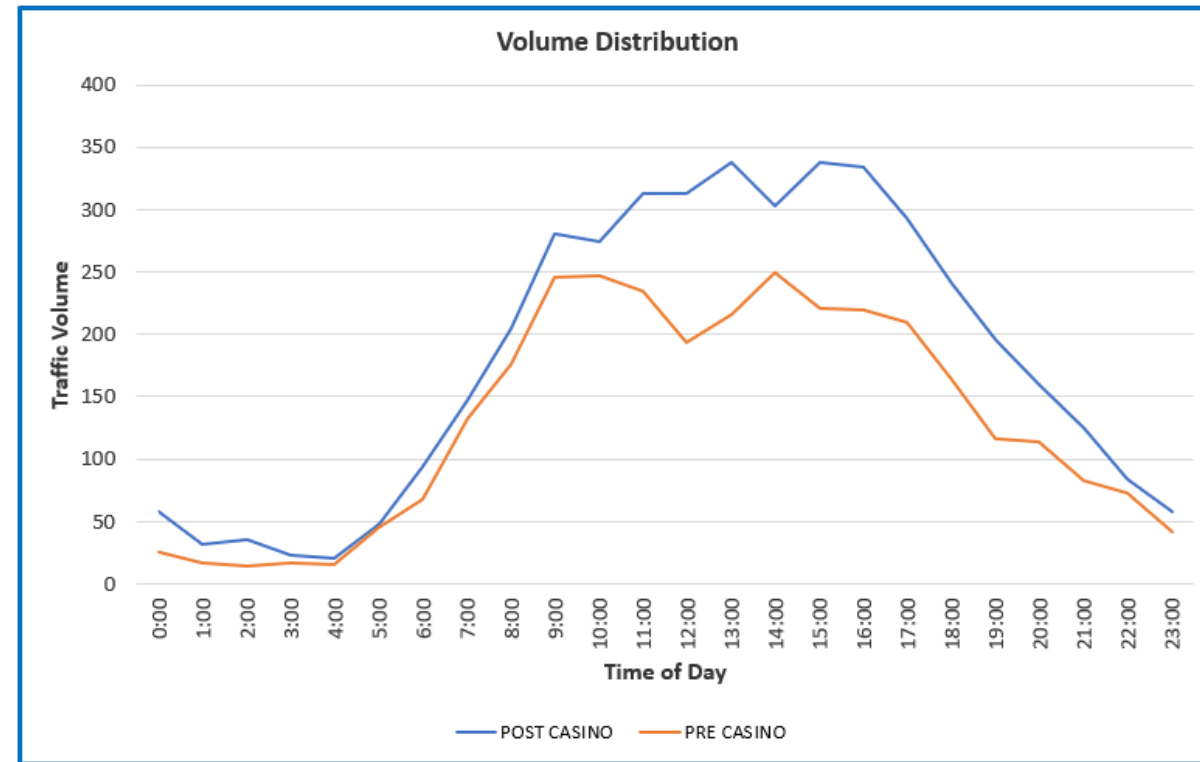


Figure 13. Weekend Volume Trend on Hunt Highway, West of Gilbert Road

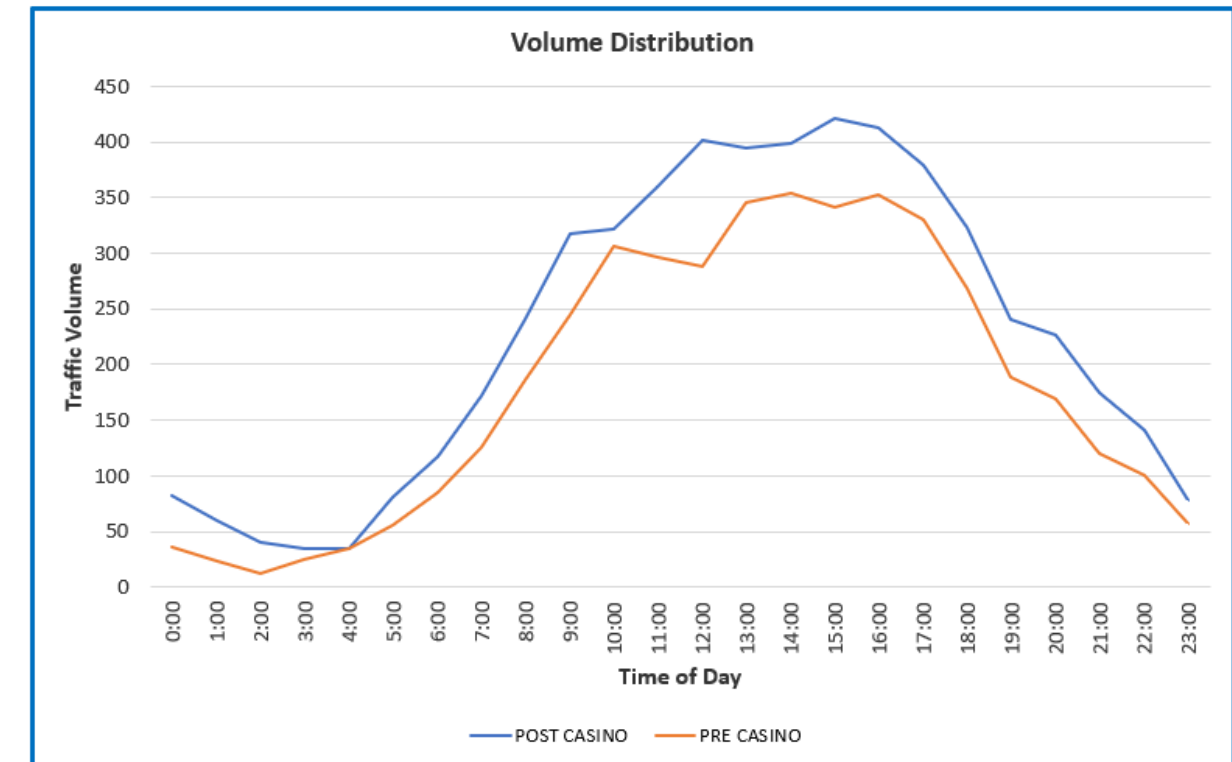


Figure 15. Weekend Volume Trend on Hunt Highway, East of Gilbert Road

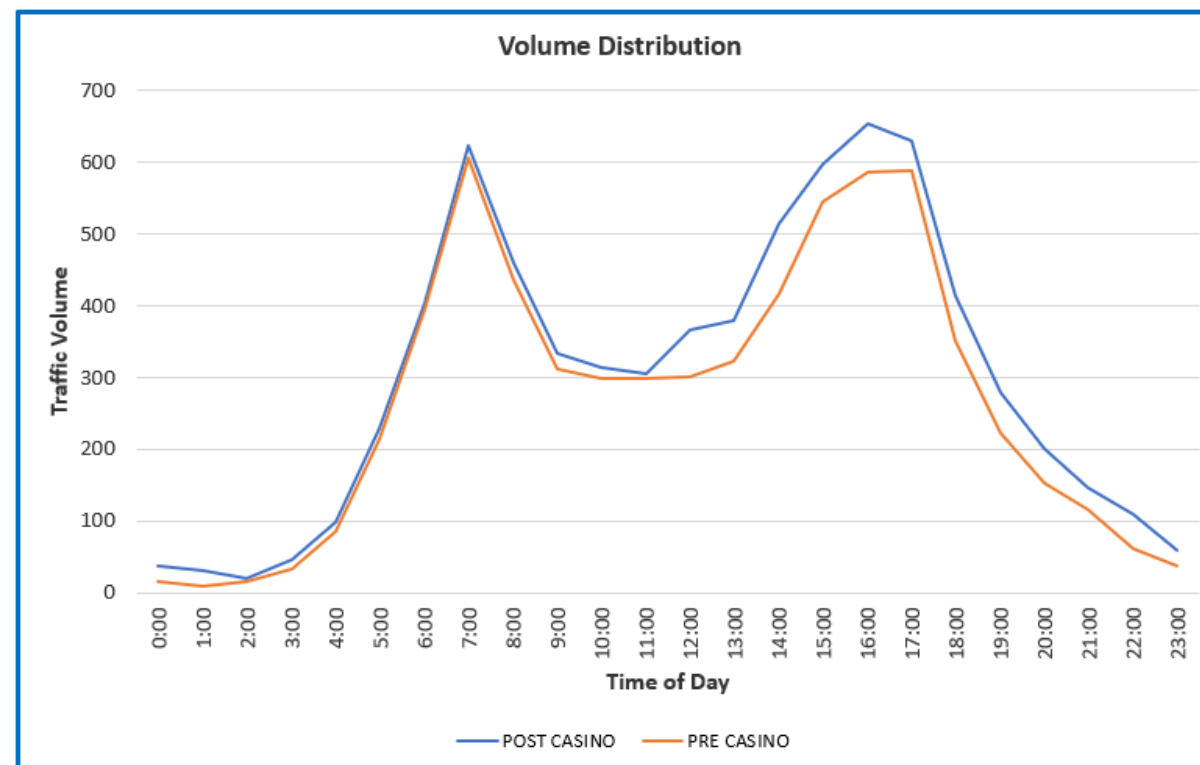


Figure 14. Weekday Volume Trend on Hunt Highway, East of Gilbert Road

3.3.2. Traffic Speed

Speed data was collected at two locations (Hunt Highway, west of Gilbert Road and east of Gilbert Road) for a period of 48-hours during the weekdays and weekends. Data was collected both before and after casino began operation. The data collection dates are as follows:

Pre-Casino Operation:

- Wednesday, December 7, 2022
- Thursday, December 8, 2022
- Saturday, December 10, 2022
- Sunday, December 11, 2022

Post-Casino Operation:

- Wednesday, October 18, 2023
- Thursday, October 19, 2023
- Saturday, October 21, 2023
- Sunday, October 22, 2023

The posted speed in the corridor is 45 miles per hour (MPH). After reviewing the collected speed data, the team found that generally, most people are driving above the speed limit. Overall, speeding is an issue along the corridor.

Refer to [Figure 16](#) and [Figure 17](#) for 85th percentile speed, and Pace and Mode speed, respectively for west of Gilbert Road during the weekday. Data collected in 2023.

Refer to [Figure 18](#) and [Figure 19](#) for 85th percentile speed, and Pace and Mode speed, respectively for east of Gilbert Road during the weekend. Data collected in 2023.

The 85th percentile speed during weekdays is 55 MPH and it increases to 57 MPH during the weekends. For the brevity of the report, only a few speed charts are presented in the body of the report. The rest of the speed charts and raw speed data are included in the appendix.

It is noted that approximately 12% drivers were driving over 65 mph on this 45-mph roadway. Refer to [Figure 20](#) for a scattered plot for individual speed data collected at west of Gilbert Road on Hunt Highway. It is also noted that speeding issue is the main cause of the to recent fatal crash in the study corridor. Refer to [Crash Analysis](#) section for more information.

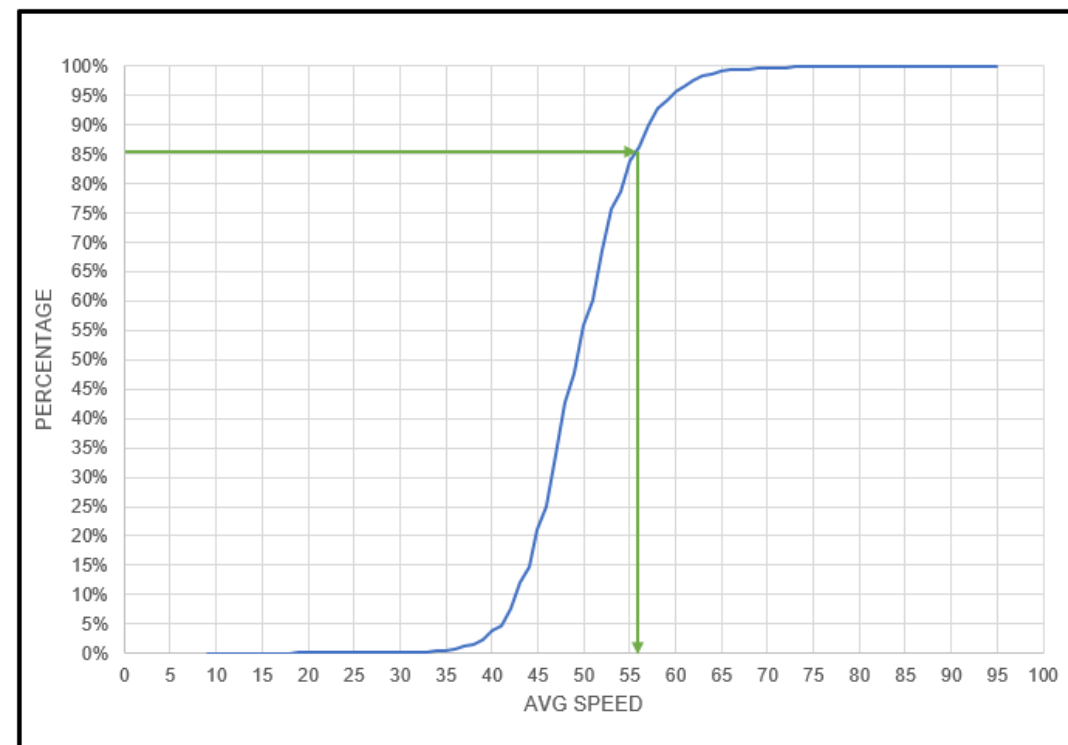


Figure 16. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekday Data on Hunt Highway West of Gilbert Road (Year 2023)

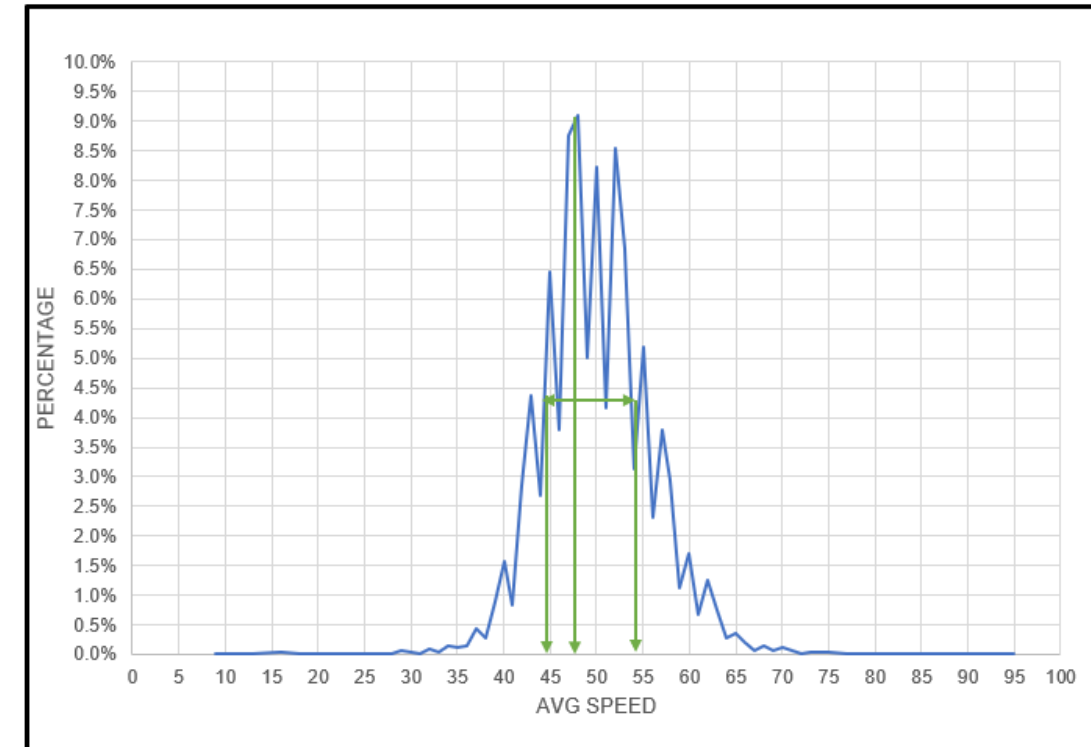


Figure 17. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekday Data on Hunt Highway West of Gilbert Road (Year 2023)

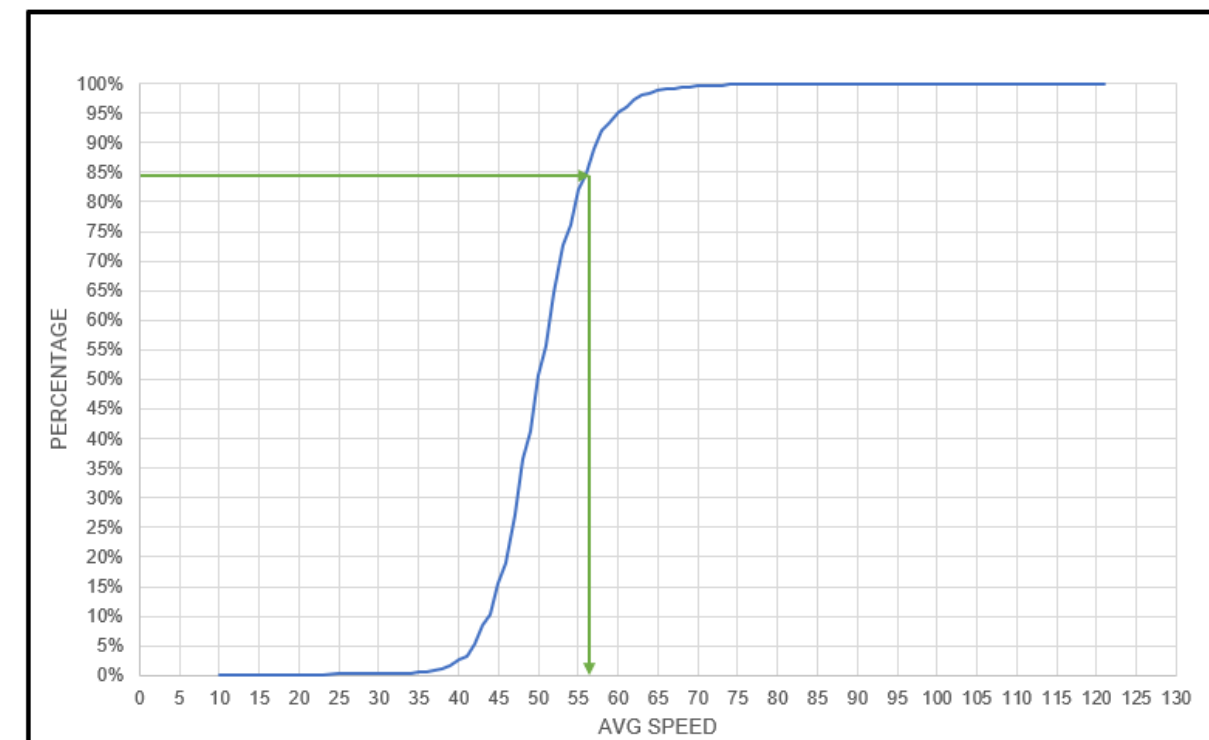


Figure 18. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekend Data on Hunt Highway East of Gilbert Road (Year 2023)

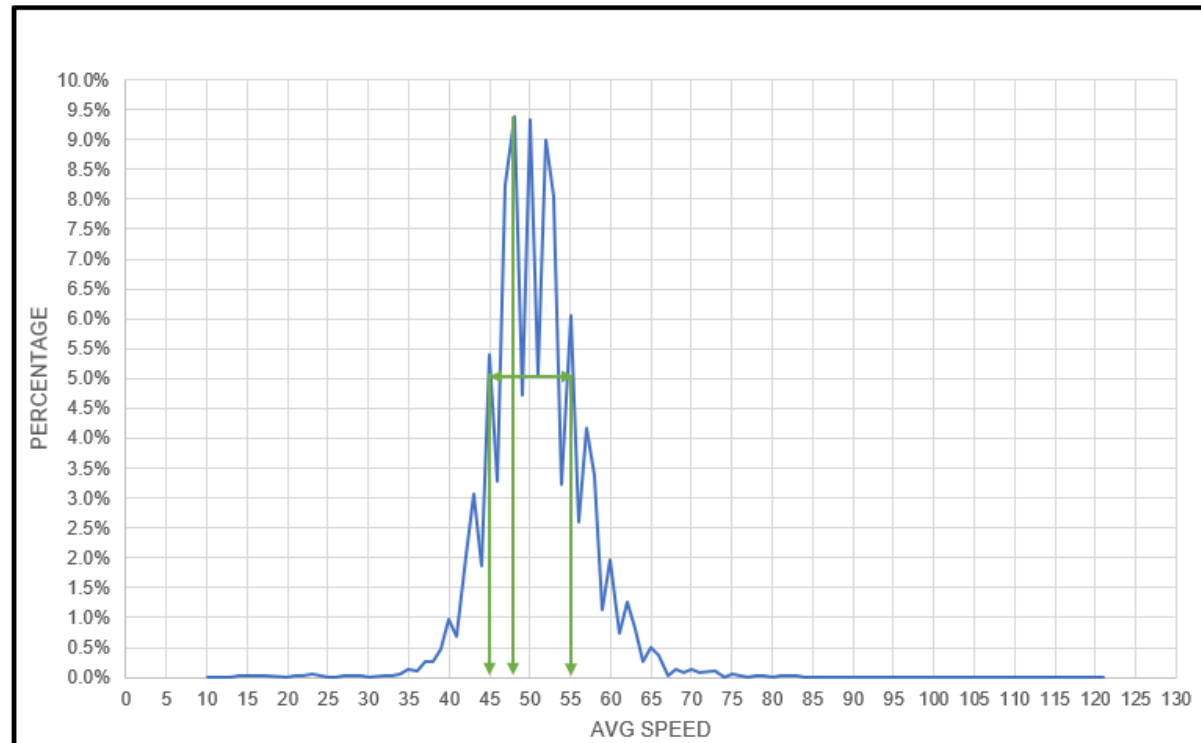


Figure 19. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekend Data on Hunt Highway East of Gilbert Road (Year 2023)

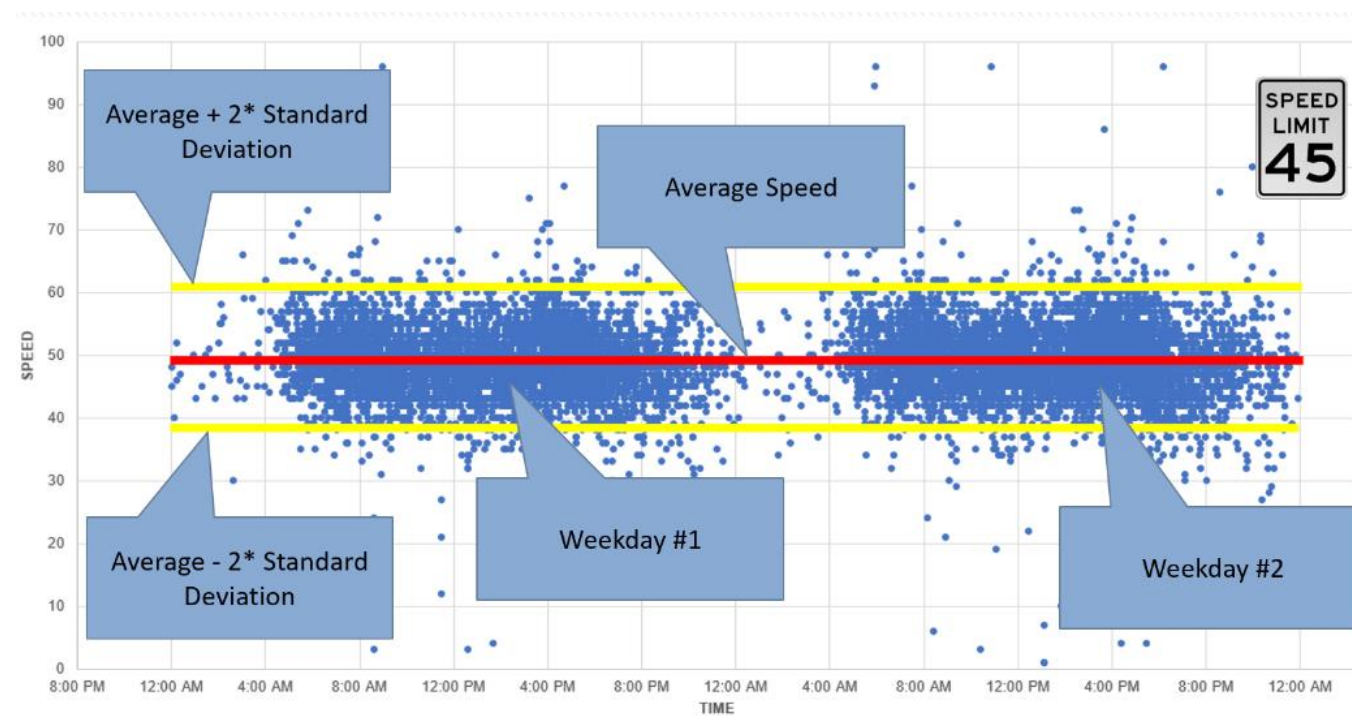


Figure 20. Scattered Plot of Speed Data, West of Gilbert Road, Weekday (Year 2022)

3.3.3. Crash Analysis

The project team obtained 5 years of crash data from Arizona Department of Transportation (ADOT) (2017-2021). There were 18 crashes over this 5-year period, including one fatal crash involving a bicyclist. another fatal crash occurred on the corridor in 2022.

Refer to [Figure 21](#) for the locations of crashes along the corridor, and [Figure 22](#) for the locations of bike-pedestrian related crashes. The detailed crash data is shown in the [Appendix](#). Refer to ADOT crash database data dictionary for the definitions of the attributes presented in the detailed crash tables.

3.4. Land Use Characteristics

The land use surrounding the corridor is residential. Hunt Highway marks the southern border of Chandler. The Gila River Indian Community (GRIC) land is along the south of the Hunt Highway corridor. The GRIC-owned land within the project limits consists of is undeveloped agricultural parcels. However, there is a casino south of the study corridor, as mentioned before, and a planned hotel will be constructed in near future next to the casino.

4. PROJECT ASSESSMENT

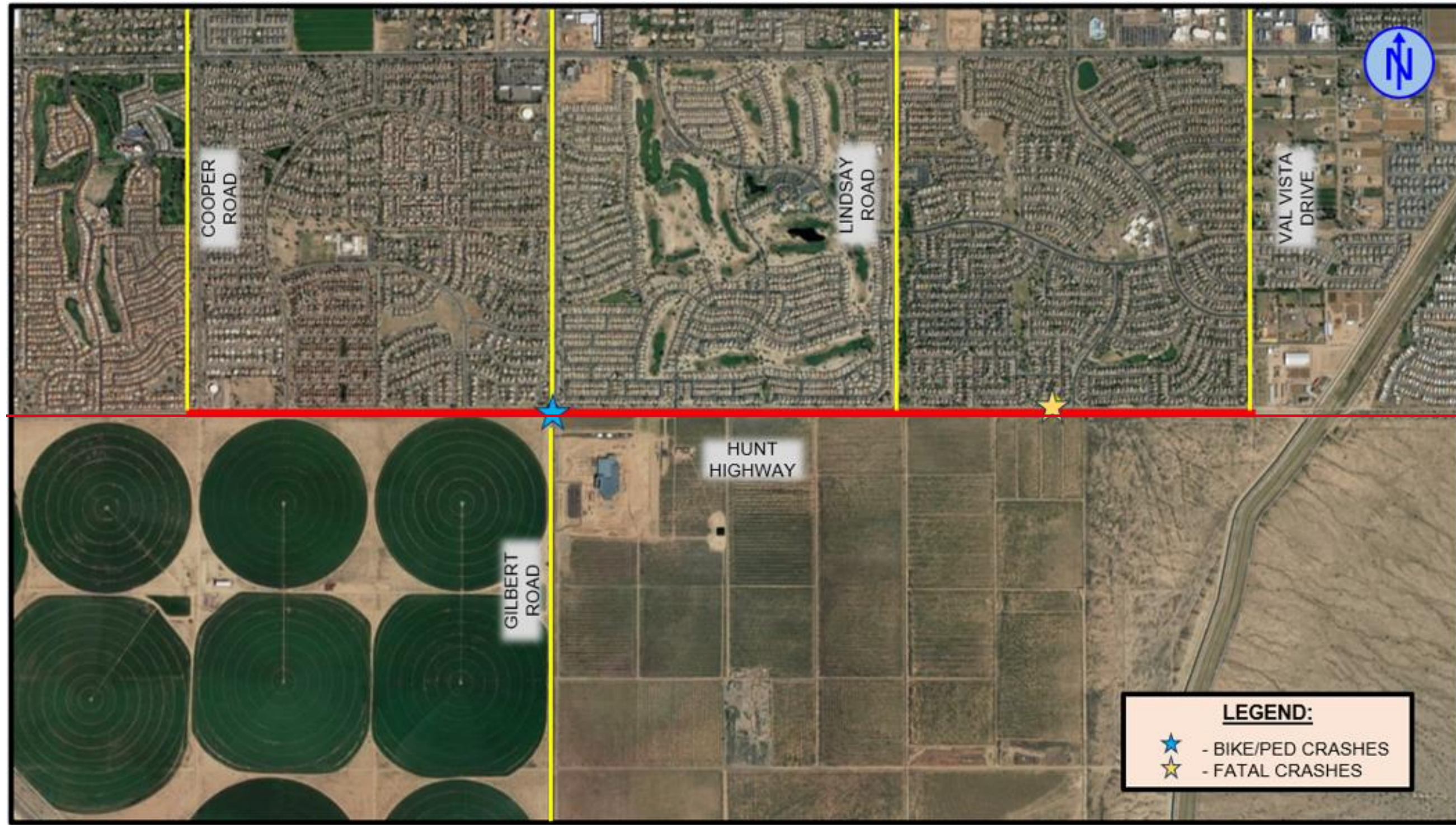
4.1. Right-of-Way (ROW)

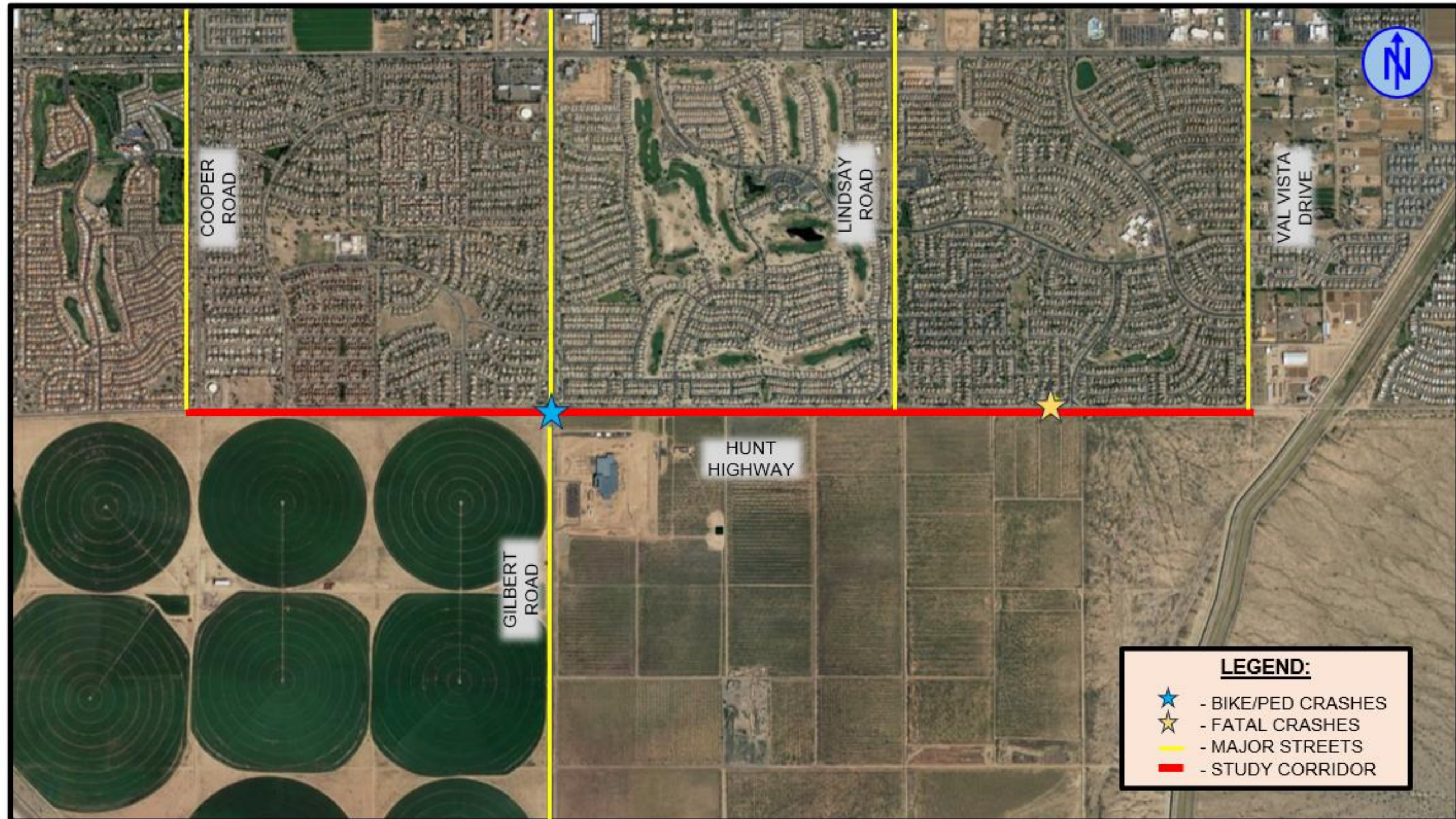
A topographic survey was performed at the very beginning of the project which was followed by a right-of-way (ROW) mapping effort. Refer to [Appendix](#) for the ROW maps. The existing ROW along the study corridor of Hunt Highway varies from 55 feet to 70 feet, with a small portion of Hunt Highway between Lindsay Road and Pearl Drive having existing 62 feet ROW. [Figure 23](#) shows a cross-section with ROW and utilities.

At a stakeholder meeting in the early stages of this project, it was mentioned that the parcels along south of Hunt Highway are owned by several community members on the reservation rather than owned by the GRIC itself which makes it complicated to purchase any ROW. Additionally, overhead electric line goes along the south side as well. Any ROW acquisition along the south side of the corridor will not be feasible due to these two major elements. Furthermore, there are built out subdivisions along northside of the corridor where acquisition of ROW is challenging. Therefore, it was decided that the existing face of curbs will be kept untouched and develop potential alternatives to fulfill the study objectives. However, if any ROW easement is needed for any sidewalk widening effort that could be explored and documented for the city to consider and plan accordingly to carry forward into future final design.



Figure 21. Crashes along Hunt Highway Study Corridor (18 crashes in last 5 years)





Note: Yellow color represents major streets and red color shows the study corridor.

Figure 22. Bike-Pedestrian Crashes along Hunt Highway Study Corridor

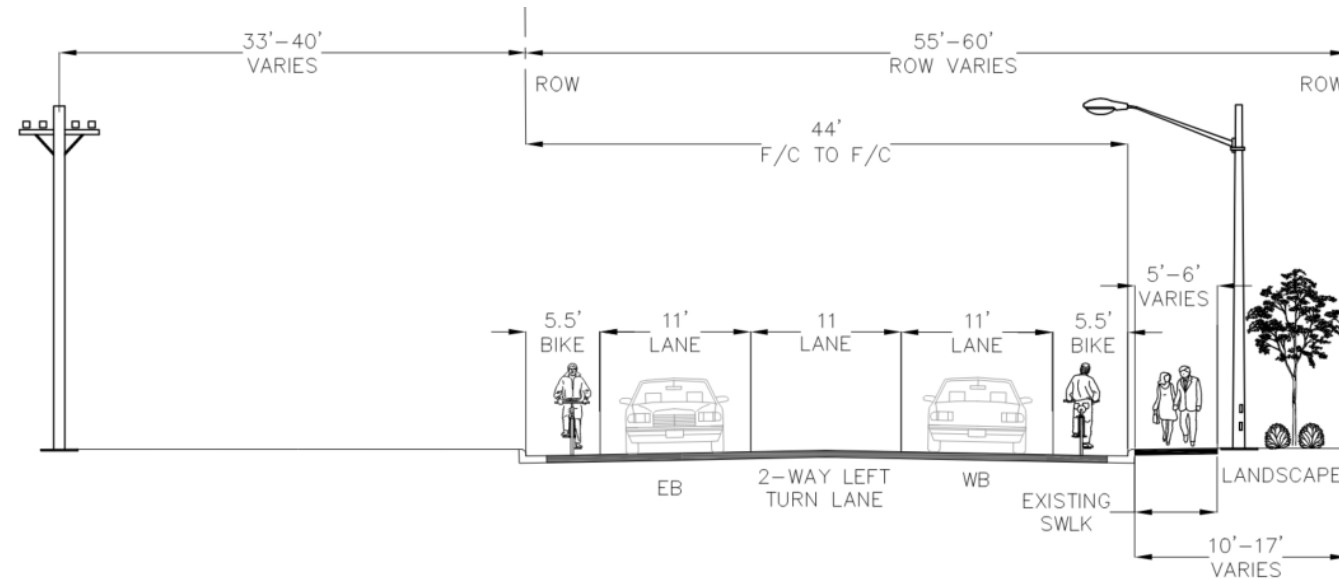


Figure 23. Existing ROW and Utilities along Hunt Highway Study Corridor

4.2. Design Alternatives

The design alternatives for the Hunt Highway corridor were prepared on the basis of the existing conditions, safety issues, study objectives, topographic survey, and ROW constrains. The study team developed a series of alternatives aimed to calm traffic and enhance the protection of bicyclists along the study corridor.

A roundabout has been identified as a potential option at major intersections which are still unsignalized. AutoTURN speed profile was drawn to identify if additional ROW acquisition is needed. From the preliminary high-level analysis, it is found that no additional ROW acquisition is needed at the major intersection for installing roundabouts as traffic calming. Refer to [Figure 24](#) for a sample analysis screenshot at Lindsay Road and Hunt Highway intersection. It is also noted that attendees at the public meeting supported roundabout option at major intersections as a traffic calming tool.

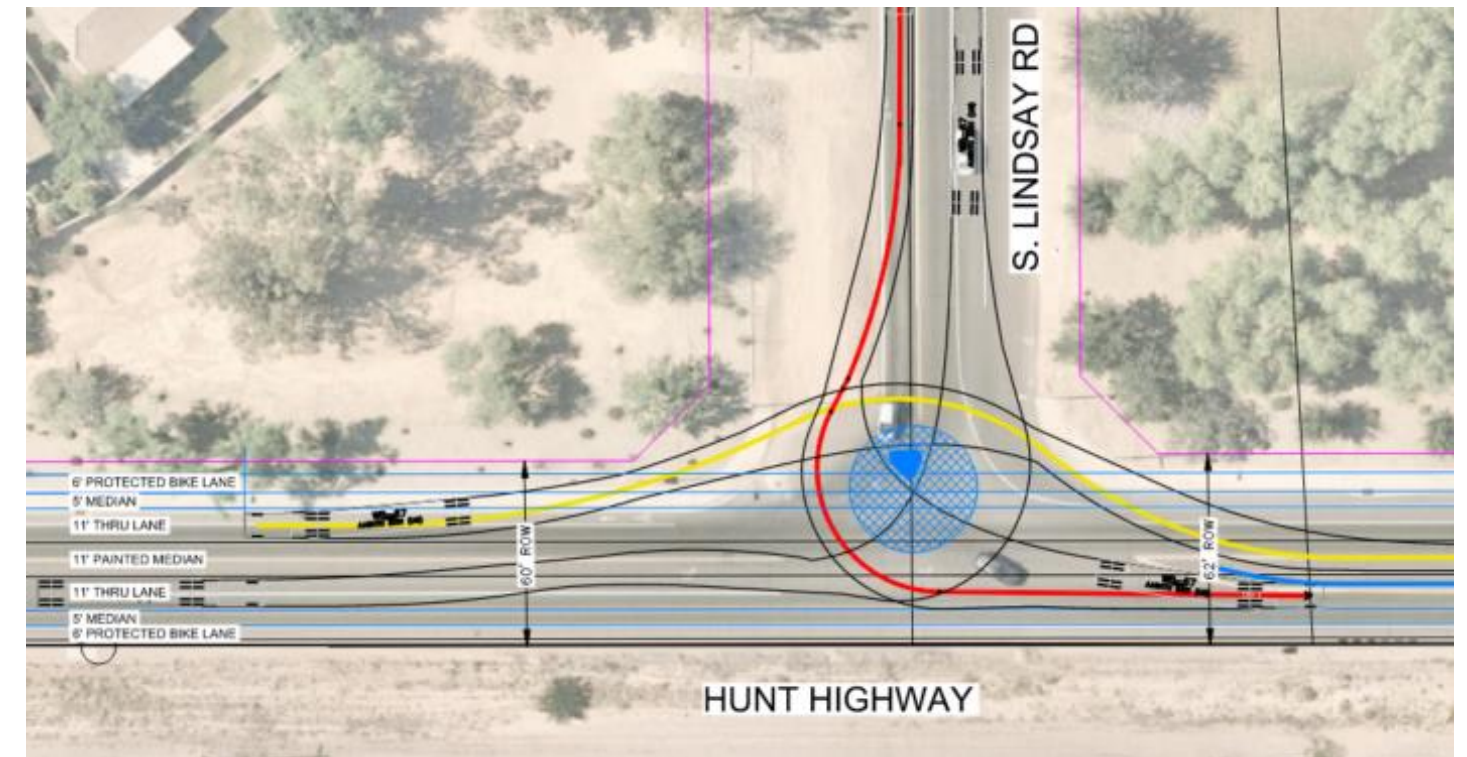


Figure 24. AutoTURN/Speed Profile for Potential Roundabout Options at Major Intersections

Additionally, solar powered dynamic speed feedback signs are considered as traffic calming tools. Furthermore, narrowing down the travel lanes and creating tunnel vision is necessary to passively slow down the drivers. From a pool of solutions, the following three design alternatives carried forward to be included into this PA report for considerations in final design:

- ❖ Shared Use Path
- ❖ Protected/Separated Cycle Track
- ❖ Protected/Separated Bike Lanes

The following sections describe details about each of the alternatives. It is noted that shared use path can be used as an addition to the other two alternatives.

4.2.1. Shared Use Path

There is existing sidewalk along the north side of Hunt Highway within the project limits. The sidewalk is mostly detached west of Gilbert Road and mostly attached east of Gilbert Road. The existing width is approximately 5 to 6 feet. The shared-use path will incorporate the existing sidewalks (which will be retained), and new or widened sidewalks will be added either to the south or north of the existing sidewalk as needed. The average width of the shared use path varies from 10 to 12 feet. Next to streetlight poles with attached existing sidewalks, the proposed sidewalk was tapered along the north side of the pole before seamlessly reconnecting with the existing sidewalk. This design ensures the protection of the current streetlight poles. The roadway was also modified to contain an 18 to 20-foot-wide median containing landscaping, replacing the existing two-way-left-turn-lane. The west leg of the intersections has an acceleration lane for southbound left-turning vehicles. Also, the intersections include an eastbound left-turn lane. Refer to [Figures 25 to 27](#) for

typical cross-sections for this alternative. Refer to [Appendix](#) for the conceptual/15% plan for the shared use path design alternative.

It is noted that shared use path design alternative requires sidewalk ROW at several places outside of existing ROW. If a sidewalk goes outside of existing ROW, the City will need to include that area as new ROW so it can be maintained in the future. When "easements" are mentioned, it is anticipated that the City of Chandler will have a maintenance agreement with the subdivision. Additionally, several streetlight poles would also need to be relocated which is not shown in the conceptual plan set but is recommended in the final design stage.

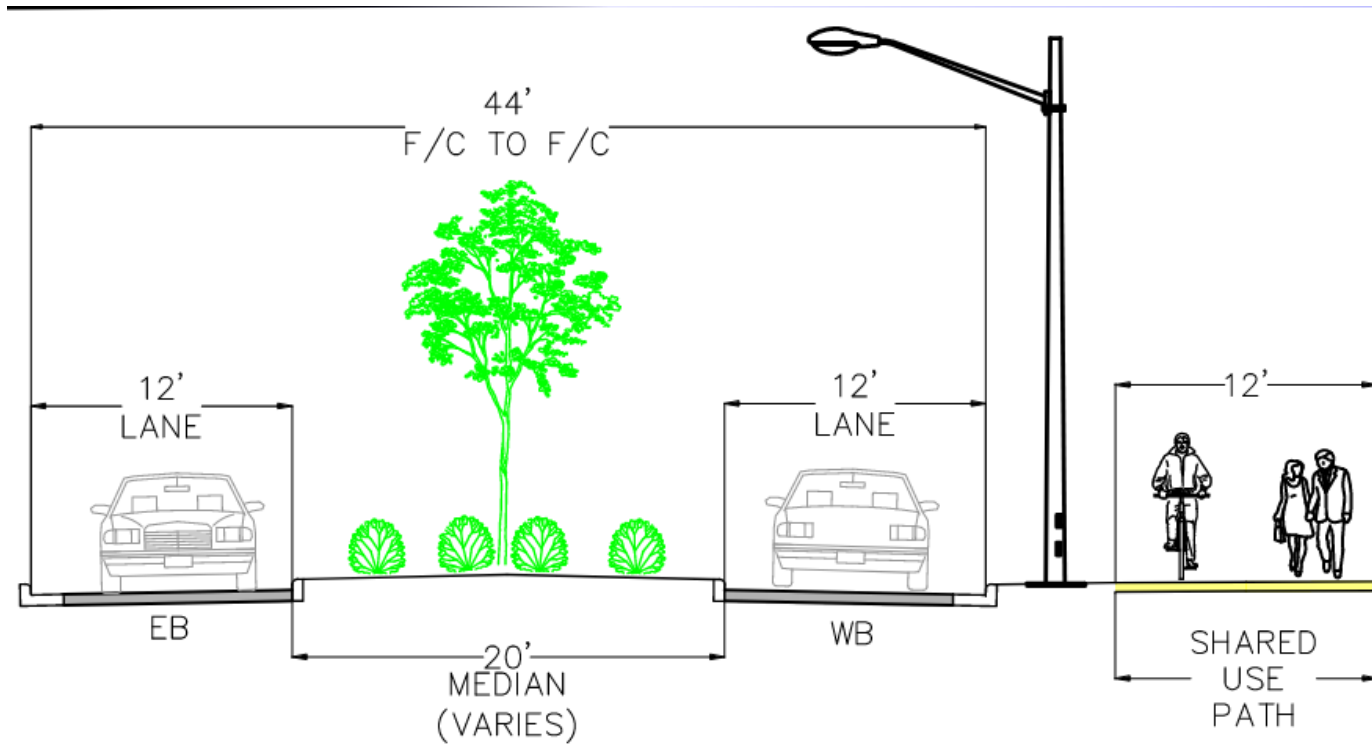


Figure 25. Shared Use Path Alternative Cross Section with Detached Sidewalk

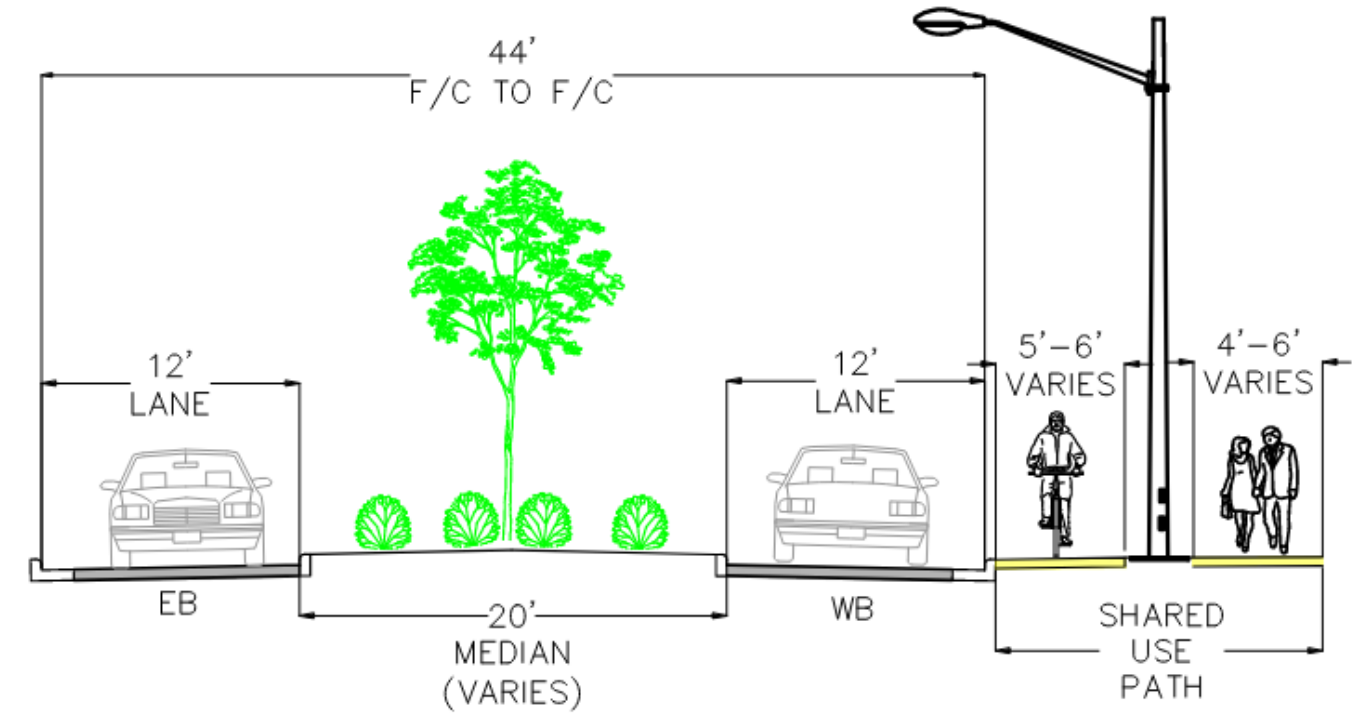


Figure 26. Shared Use Path Alternative Cross Section with Attached Sidewalk

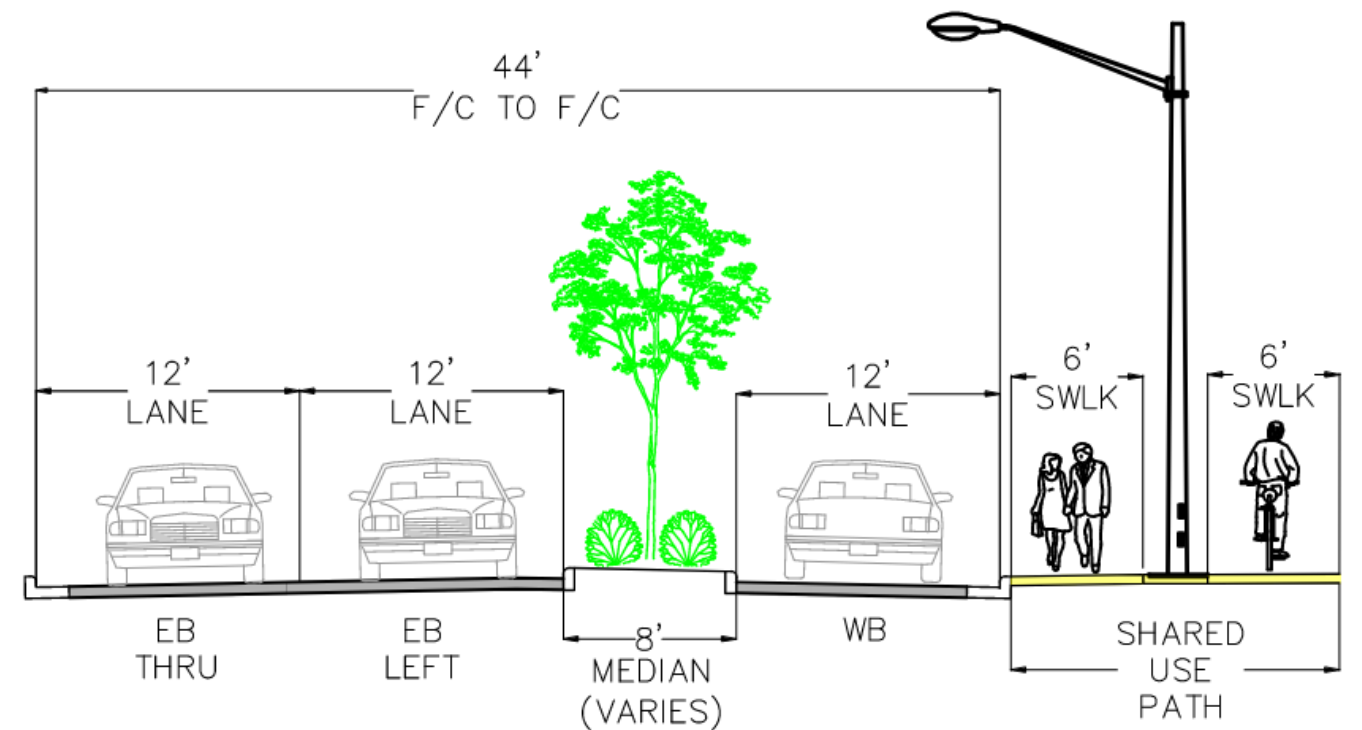


Figure 27. Shared Use Path Alternative Cross Section at Intersection

4.2.2. Protected/Separated Cycle Track

This alternative includes a proposed cycle track along the north side of Hunt Highway, which would be protected and separated from vehicular traffic via a raised median. The cycle track will be 11 feet wide (5.5 feet in each direction). Along the roadway segments, the median varies from 8 to 9 feet wide, and decreases to 1 foot at the intersections to allow for exclusive left turn lanes. Flexible markers are proposed to protect the cycle track at the intersection. The intersections along the corridor will contain an eastbound left-turn lane. Refer to [Figure 28](#) to [Figure 30](#) for typical cross sections for this alternative.

It is noted that shared use path can be used as an addition to protected/separated cycle track alternative. Furthermore, if cost saving measures are needed for this cycle track option, the City may consider pre-cast concrete curbs in place of a median. Public outreach revealed that both casual recreational and confident bikers use this corridor for biking. The shared use path will provide safety space for the casual bikers whereas the confident bikers can continue using the protected cycle track. Although one of the project constraints was to fit improvements within the existing curb-to-curb space, this alternative could be improved by widening the roadway near intersections.

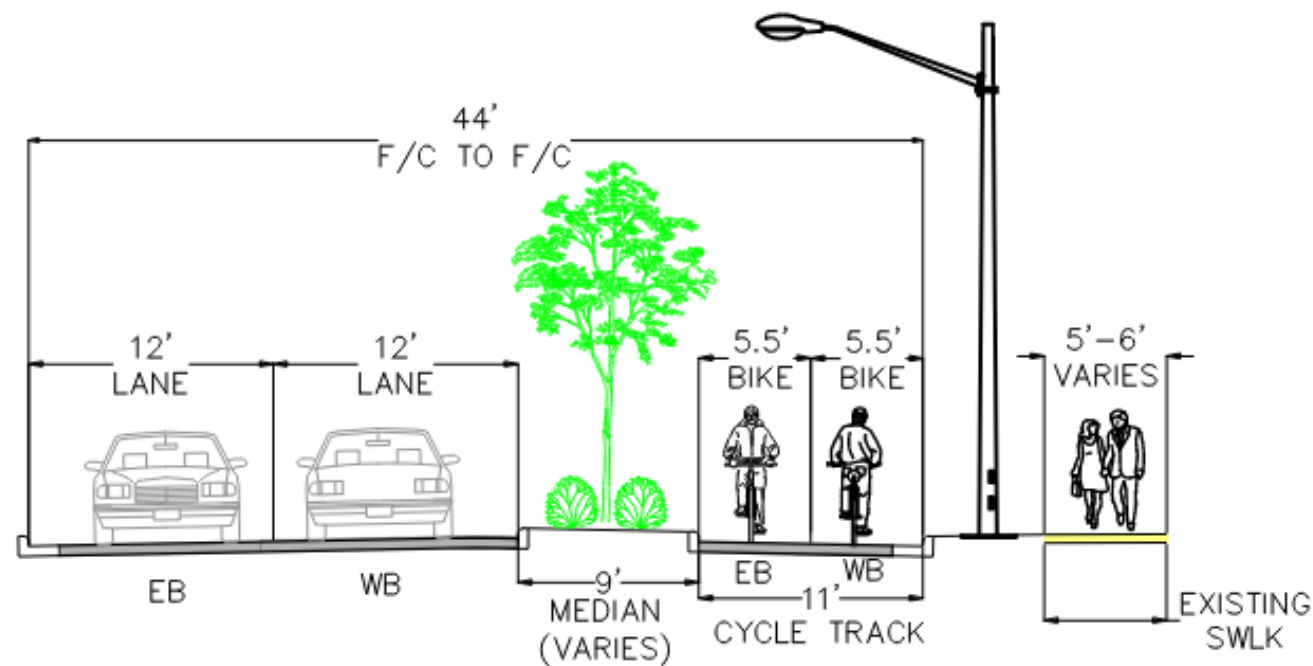


Figure 28. Protected/Separated Cycle Track Alternative Cross Section with Detached Sidewalk

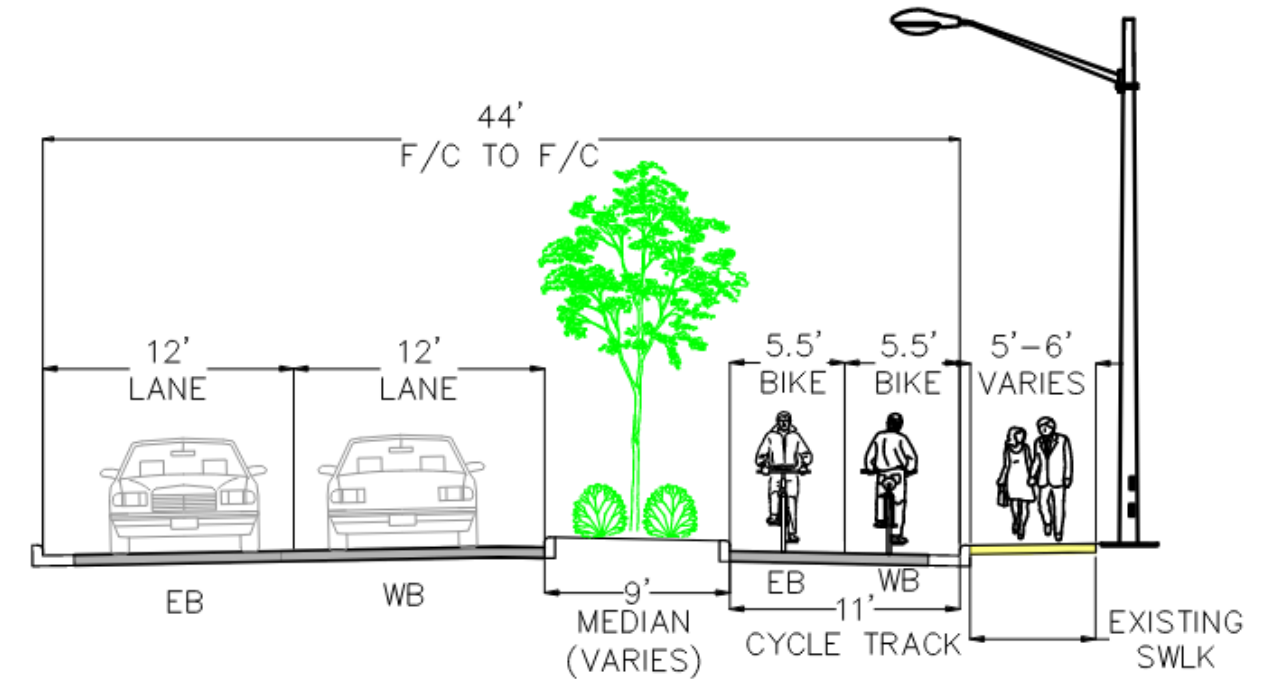


Figure 29. Protected/Separated Cycle Track Alternative Cross Section with Attached Sidewalk

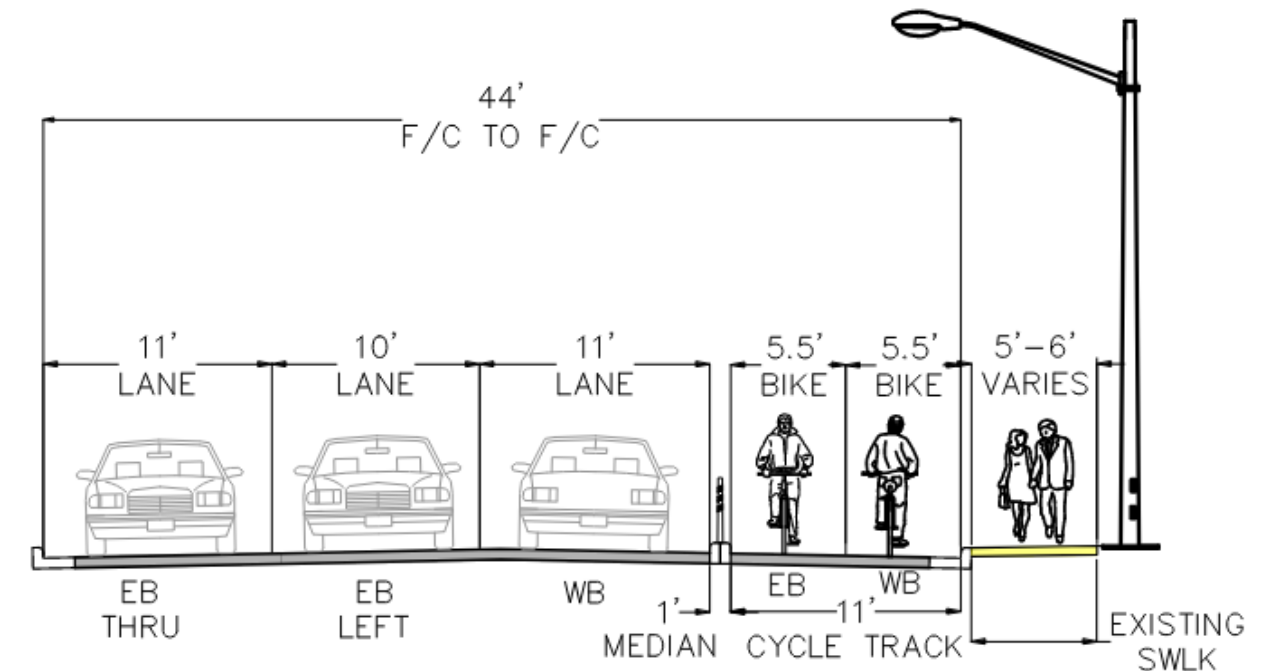


Figure 30. Protected/Separated Cycle Track Alternative Cross Section at Intersection

4.2.3. Protected/Separated Bike Lanes

This alternative includes protected bike lanes along the north and south sides of Hunt Highway. The protected bike lanes are proposed to be 6 feet in width along the roadway segments, reducing to 5.5 feet at the intersection. The bike lanes will be separated from vehicular traffic by raised median with landscaping or pavers. The medians are anticipated to vary from 4 feet to 2 feet, as needed. At intersections, flexible markers are proposed to protect the bikes from vehicular through traffic. This alternative also includes an eastbound left-turn lane at each major intersection. Refer to [Figure 31](#) to [Figure 33](#) for typical cross sections for this alternative.

It is noted that the shared use path can be used as an addition to the protected/separated bike lane alternative. Furthermore, if cost saving measures are needed for the protected bike lane option, the City may consider pre-cast concrete curbs in place of a median. As previously mentioned, public outreach revealed that both casual recreational and confident bikers use this corridor for biking. The shared use path will provide safety space for the casual bikers whereas the confident bikers can continue using the protected cycle track. Although one of the project constraints was to fit improvements within the existing curb-to-curb space, this alternative could be improved by widening the roadway near intersections.

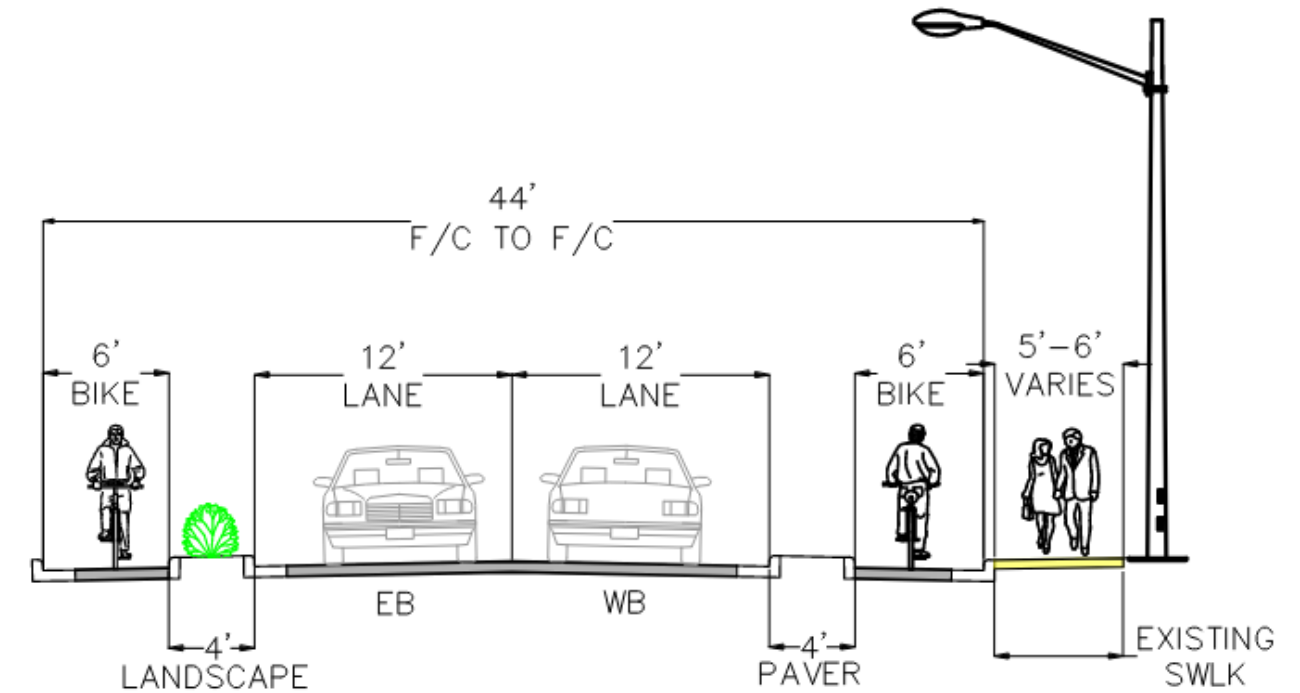


Figure 32. Protected/Separated Bike Lane Alternative Cross Section with Attached Sidewalk

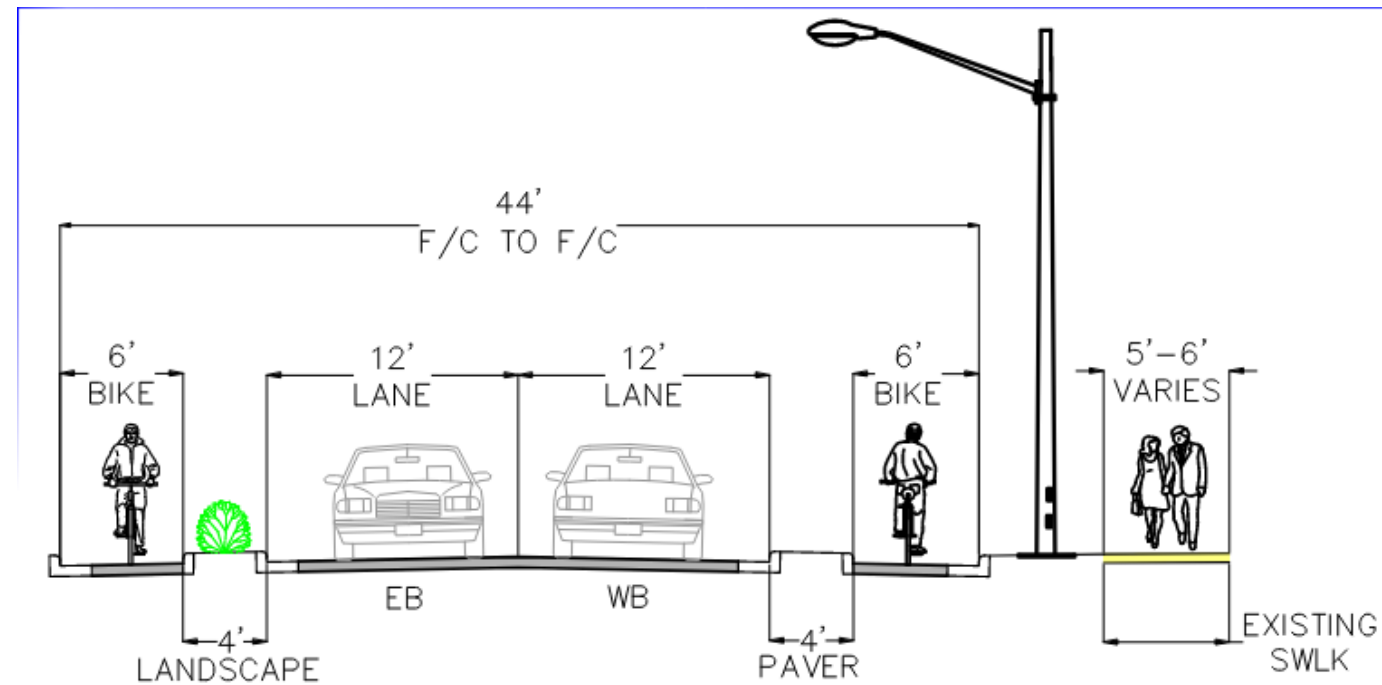


Figure 31. Protected/Separated Bike Lane Alternative Cross Section with Detached Sidewalk

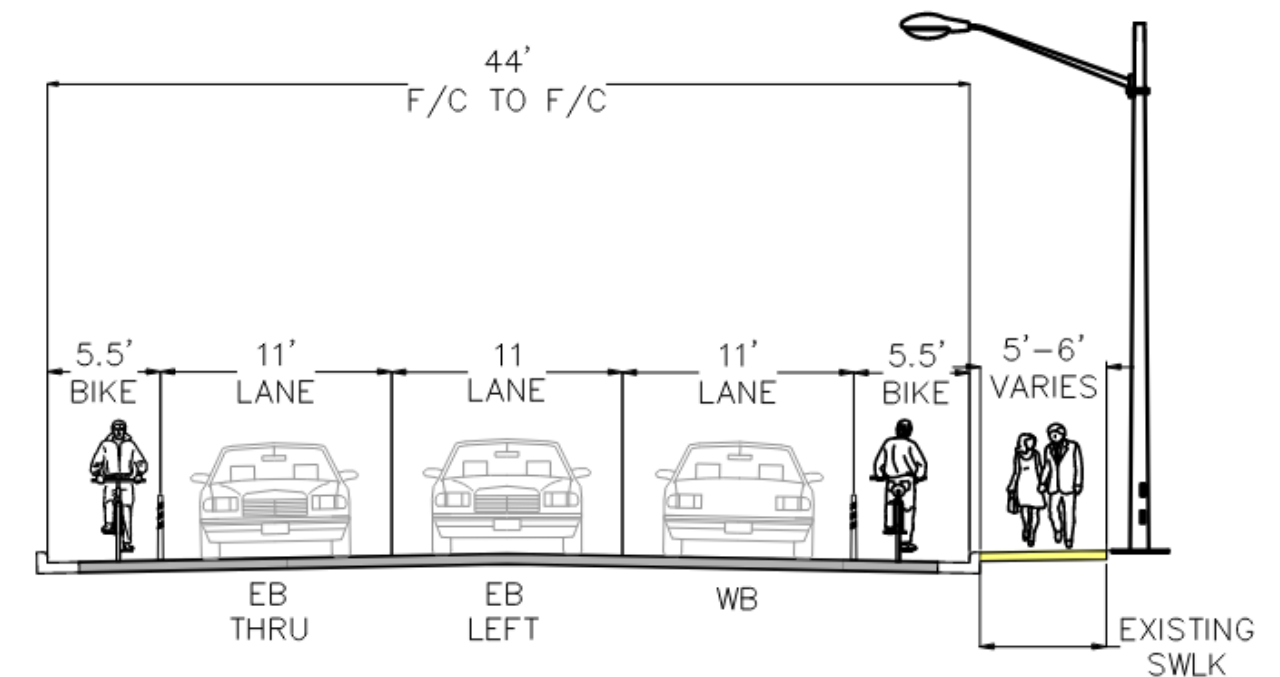


Figure 33. Protected/Separated Bike Lane Alternative Cross Section at Intersection

4.3. Conceptual/15% Plan & Cost Estimates

The team identified major construction items based on the high level conceptual/15% plan for the proposed alternatives of the shared-use path, cycle track, and protected/separated bike lanes on Hunt Highway from Cooper Road to Val Vista Drive. The total cost by different line items including construction and design cost. The team also added a contingency to capture uncertainties such as costs of ROW easements, and variations in material costs. The line items used for this planning level budgeting cost estimates are as follows:

- ❖ Concrete sidewalk
- ❖ Single curb, MAG 222 type "A"
- ❖ Single curb, MAG 222 type "A"
- ❖ Median demolition
- ❖ Median nose transition, MAG 223
- ❖ Sidewalk ramp, (MAG)
- ❖ Detectable warning surface
- ❖ White striping
- ❖ Yellow striping
- ❖ Traffic signs
- ❖ Pavement signs
- ❖ Dynamic speed feedback sign
- ❖ Raised median
- ❖ Decomposed granite
- ❖ Demolition and landscape restoration
- ❖ Shrubs 1 gal
- ❖ Shrubs 5 gal
- ❖ Trees 15 gal
- ❖ Catch basin, mag 531 (v=8' or less)
- ❖ Mobilization (10% of construction subtotal)
- ❖ Construction Management (12% of construction subtotal)
- ❖ Construction Surveying (1% of construction subtotal)
- ❖ Construction As-Builts (0.25% of construction subtotal)
- ❖ Traffic Control (10% of construction subtotal)
- ❖ SWPPP (0.50% of construction subtotal)
- ❖ Uniformed Off-Duty Law Enforcement Officer
- ❖ Design (Lump Sum)
- ❖ Contingency (25% of Design and Construction cost - as the estimate is based on conceptual design)

It is noted that costs for roundabout installations of any improvements at intersections are not included in this budgetary planning level cost estimates. The estimated costs are as follows:

- ❖ Shared used path - Approximately \$9,473,800
- ❖ Protected/separated cycle track - Approximately \$9,727,600
- ❖ Protected/separated bike lane - Approximately \$15,416,600

Table 2 shows the cost for each line item and the assumptions on the costs.

4.4. Performance Indicators/Preferred Alternative

The following list of performance measures was identified to compare the relative performance of the three design alternatives. A measles chart was prepared for visual purposes to show relative performance where each full circle, half circle, and empty circle show the condition being most favorable, somewhat favorable, and not at all favorable, respectively, in the measles chart. Refer to Figure 34 for the measles chart.

- ❖ Bike/Ped Safety
- ❖ Vehicular Safety
- ❖ Traffic Calming
- ❖ User Expectations
- ❖ Emergency Vehicle Operations
- ❖ Drainage Impact
- ❖ Constructability
- ❖ Environmental impact
- ❖ Irrigations
- ❖ Right-of-Way
- ❖ Construction Cost
- ❖ Community Acceptance (refer to the Community and Stakeholder Engagement section for details)

Table 2. High Level Budgetary Cost Estimates for Project Planning/Programming Purposes

Line Items	Unit	Unit Cost (\$)	Quantity			Total Amount (\$)		
			Shared Use Path	Protected Separated Cycle Track	Protected Separated Bike Lane	Shared Use Path	Protected Separated Cycle Track	Protected Separated Bike Lane
Mobilization (10% of construction subtotal)	LS	-	-	-	-	\$ 512,896.00	\$ 526,695.50	\$ 836,038.00
Construction Management (12% of construction subtotal)	LS					\$ 615,475.20	\$ 632,034.60	\$ 1,003,245.60
Construction Surveying (1% of construction subtotal)	LS	-	-	-	-	\$ 51,289.60	\$ 52,669.55	\$ 83,603.80
Construction As-Builts (0.25% of construction subtotal)	LS	-	-	-	-	\$ 12,822.40	\$ 13,167.39	\$ 20,900.95
Traffic Control (10% of construction subtotal)	LS	-	-	-	-	\$ 512,896.00	\$ 526,695.50	\$ 836,038.00
SWPPP (0.50% of construction subtotal)	LS	-	-	-	-	\$ 25,644.80	\$ 26,334.78	\$ 41,801.90
CONCRETE SIDEWALK	SF	\$ 23.00	90,750	EXISTING SIDEWALK	EXISTING SIDEWALK	\$ 2,087,250.00	-	-
SINGLE CURB, MAG 222 TYPE "A"	LF	\$ 40.00	24,900	-	-	\$ 996,000.00	-	-
SINGLE CURB, MAG 222 TYPE "A"	LF	\$ 150.00	-	27,500	46,600	-	\$ 4,125,000.00	\$ 6,990,000.00
MEDIAN DEMOLITION	LF	\$ 5.00	-	27,500	46,600	-	\$ 137,500.00	\$ 233,000.00
MEDIAN NOSE TRANSITION, MAG 223	EA	\$ 1,000.00	23	12	43	\$ 23,000.00	\$ 12,000.00	\$ 43,000.00
SIDEWALK RAMP, (MAG STD DET)	EA	\$ 5,000.00	27	-	-	\$ 135,000.00	-	-
DETECTABLE WARNING SURFACE	SF	\$ 55.00	270	-	-	\$ 14,850.00	-	-
WHITE STRIPING	LF	\$ 2.00	3,600	3,100	12,400	\$ 7,200.00	\$ 6,200.00	\$ 24,800.00
YELLOW STRIPING	LF	\$ 2.00	5,150	50,100	37,400	\$ 10,300.00	\$ 100,200.00	\$ 74,800.00
TRAFFIC SIGNS	LS	\$ 1.00	10,000	30,000	20,000	\$ 10,000.00	\$ 30,000.00	\$ 20,000.00
PAVEMENT SIGNS	LS	\$ 1,000.00	-	24	24	-	\$ 24,000.00	\$ 24,000.00
DYNAMIC SPEED FEEDBACK SIGN	LS	\$ 10,000.00	8	8	8	\$ 80,000.00	\$ 80,000.00	\$ 80,000.00
RAISED MEDIAN	SF	\$ 5.00	224,750	102,250	91,400	\$ 1,123,750.00	\$ 511,250.00	\$ 457,000.00
DECOMPOSED GRANITE	SY	\$ 5.00	24,972	11,361	10,156	\$ 124,860.00	\$ 56,805.00	\$ 50,780.00
DEMOLITION AND LANDSCAPER RESTORATION	LF	\$ 5.00	90,750	-	-	\$ 453,750.00	-	-
SHRUBS 1 GAL	EA	\$ 15.00	-	-	5,000	-	-	\$ 75,000.00
SHRUBS 5 GAL	EA	\$ 40.00	-	1,000	-	-	\$ 40,000.00	-
TREES 15 GAL	EA	\$ 60.00	450	-	-	\$ 27,000.00	-	-
CATCH BASIN, MAG 531 (V=8' OR LESS)	EA	\$ 6,000.00	6	24	48	\$ 36,000.00	\$ 144,000.00	\$ 288,000.00
Uniformed Off-Duty Law Enforcement Officer						\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
Total Construction Cost Only						\$ 6,889,984.00	\$ 7,074,552.31	\$ 11,212,008.25
Design (Lump Sum)						\$ 688,998.40	\$ 707,455.23	\$ 1,121,200.83
Contingency (25% of Design and Construction cost - as the estimate is based on conceptual design)						\$ 1,894,745.60	\$ 1,945,501.89	\$ 3,083,302.27
Sub-Total						\$ 9,473,728.00	\$ 9,727,509.43	\$ 15,416,511.34

Design Alternative	Performance Indicators												Score W/O Community Input	Score W/ Community Input
	Bike/Ped Safety	Vehicular Safety	Traffic Calming	Users Expect.	Emrg. Veh Operations	Drainage Impact	Constructa-bility	Environ-mental	Irrigations	Right-of-Way	Cost	Community Acceptance		
Alternative 1 - Shared Use Path	Most Favorable	Most Favorable	Most Favorable	Somewhat Favorable	Somewhat Favorable	Most Favorable	Most Favorable	Most Favorable	Not At All Favorable	Somewhat Favorable	Most Favorable	Somewhat Favorable	8.5	9
Alternative 2 - Protected/Separated Cycle Track	Most Favorable	Somewhat Favorable	Most Favorable	Somewhat Favorable	Most Favorable	Somewhat Favorable	Somewhat Favorable	Most Favorable	Somewhat Favorable	Most Favorable	Most Favorable	Most Favorable	8.5	9.5
Alternative 3 - Protected/Separated Bike Lanes	Most Favorable	Somewhat Favorable	Somewhat Favorable	Most Favorable	Most Favorable	Somewhat Favorable	Most Favorable	Most Favorable	Most Favorable	Most Favorable	Somewhat Favorable	Not At All Favorable	9	9

Legend

- Most Favorable
- Somewhat Favorable
- Not At All Favorable

Figure 34. Design Alternative Comparative Measles Chart

5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

5.1. Community Survey/Feedback

Both online survey and in-person public meeting were arranged to engage the community on this project. In the online community survey, 238 members from the community responded and shared their inputs with the project team. The survey was open from October 23 through November 15, 2023. The survey results are included in the [Figures 35 to 40](#).

The first question shows that about 78% of respondents live in the area. About 18% use Hunt Highway for recreational bike riding ([Figure 35](#)). Most respondents are interested in biking but have safety concerns, but there are also some confident cyclists responding to the survey as well ([Figure 36](#)). People who took the survey like the corridor for three major elements: great neighborhoods, bikeability, and for the easy drive ([Figure 37](#)). The three biggest concerns expressed in the survey are high speeding, distracted driving, and unsafe biking conditions. The least popular answer is that Hunt Highway is perfect the way it is ([Figure 38](#)). As far as improvements go, the three most popular survey choices are the three bike enhancement concepts, with the protected cycle track option being the most preferred option. Enhanced lighting and traffic calming are the next two most common suggested improvements ([Figure 39](#)). Finally, most respondents use Hunt Highway via car, but about 20% of respondents bike, and just under 9% walk along the corridor ([Figure 40](#)).

The in-person attendees appreciated the City’s effort and MAG’s support to improve safety on this corridor. The attendees supported the roundabout option at major intersections for traffic calming. Additionally, they indicated a preference for narrow vehicular lanes and expressed a desire to see both the shared-use and protected/separated cycle track design alternatives considered and carried forward in the final design and construction phases. Refer to [Figures 41 and 42](#) for pictures form the in-person public meeting.

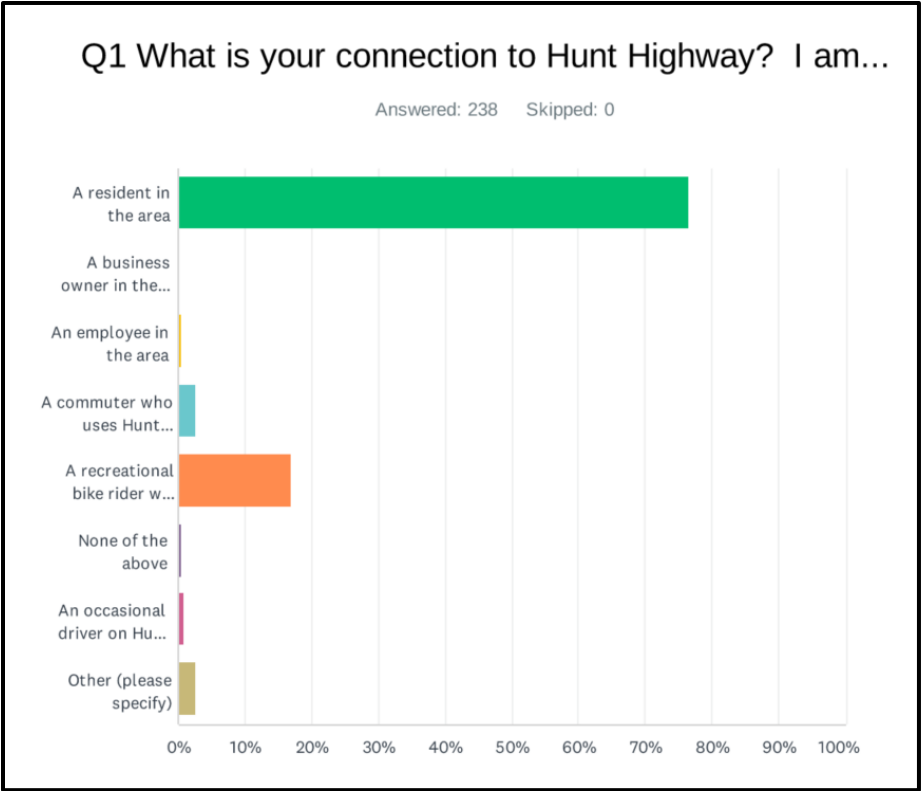


Figure 35. Online Survey Question 1 on Their Relations to the Corridor

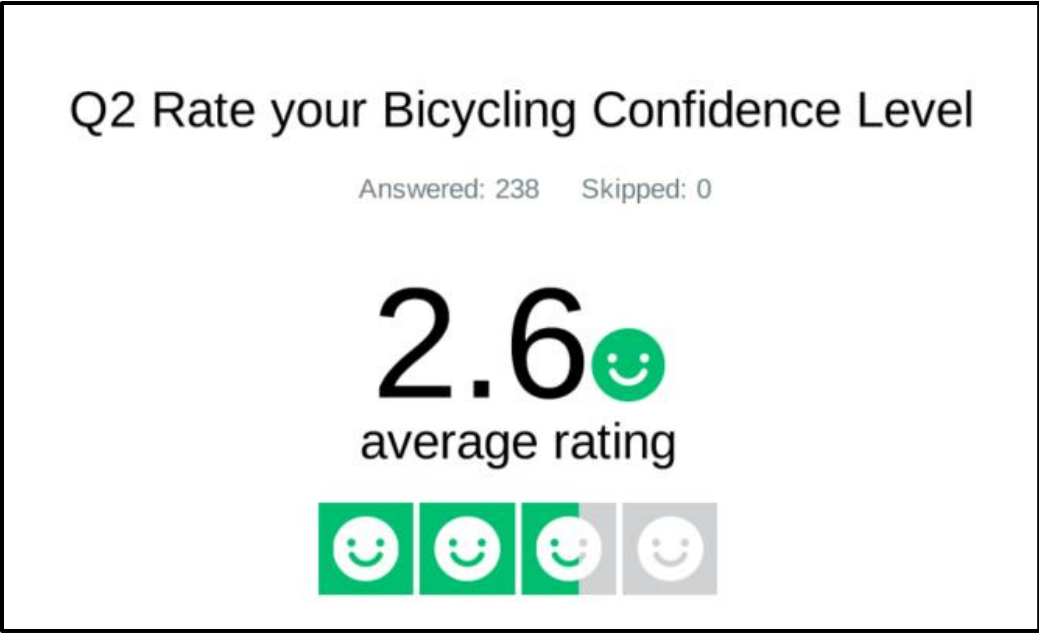


Figure 36. Online Survey Question 2 on Their Biking Confidence Level

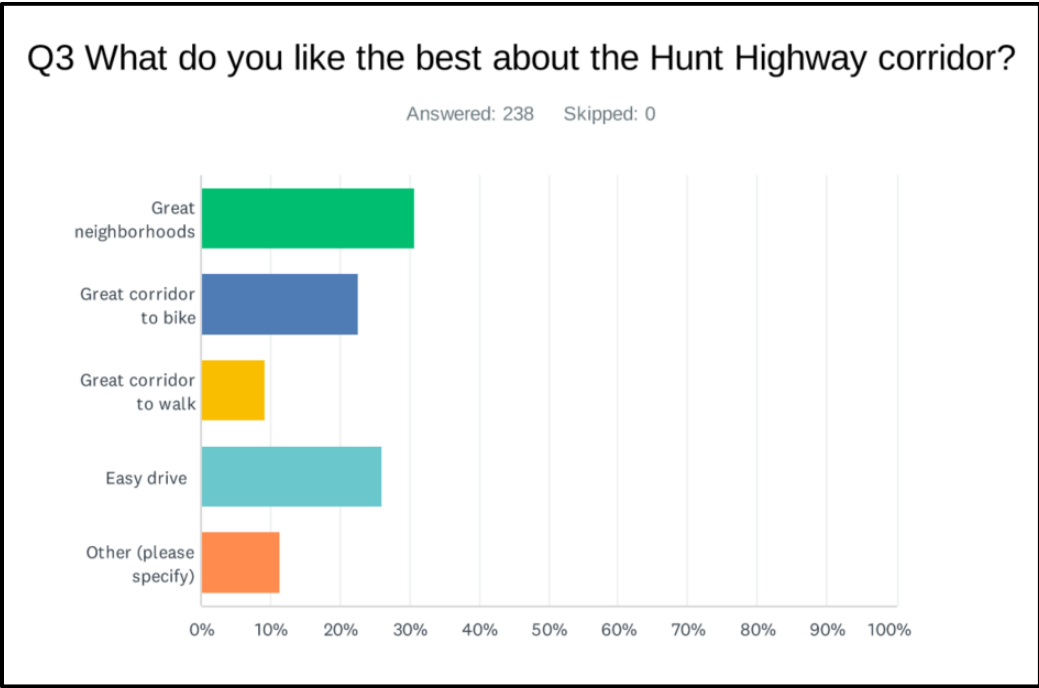


Figure 37. Online Survey Question 3 on Their Existing Perception

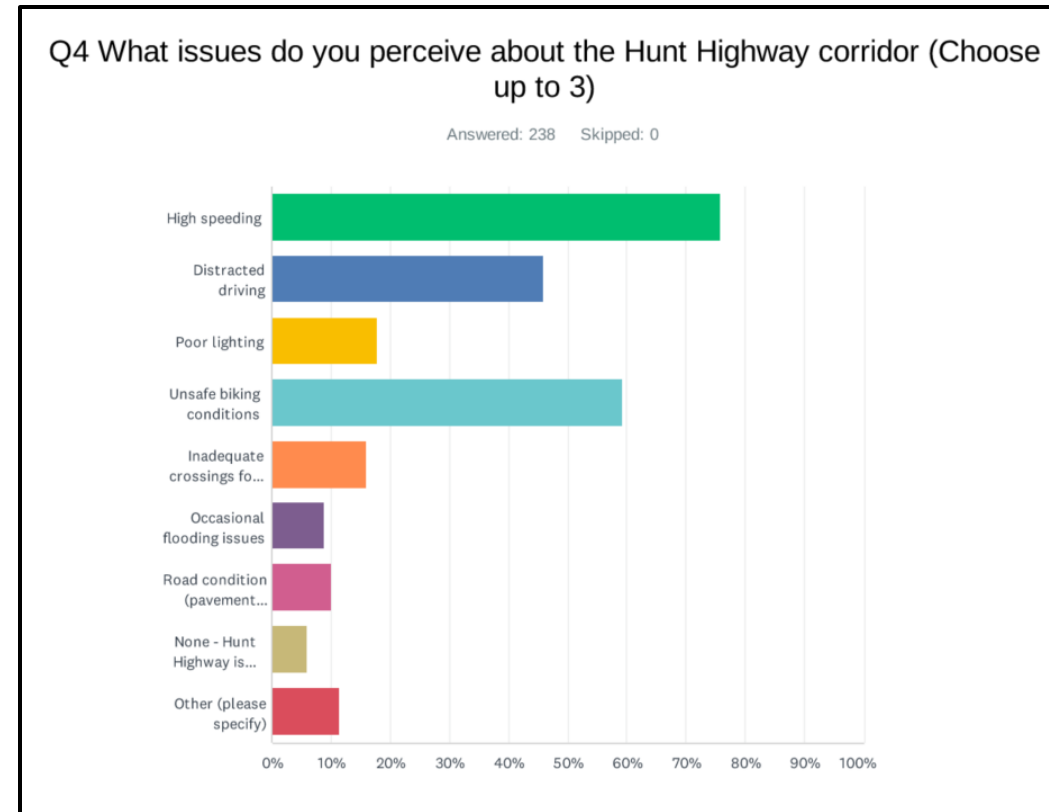


Figure 38. Online Survey Question 4 on Perceived Issues

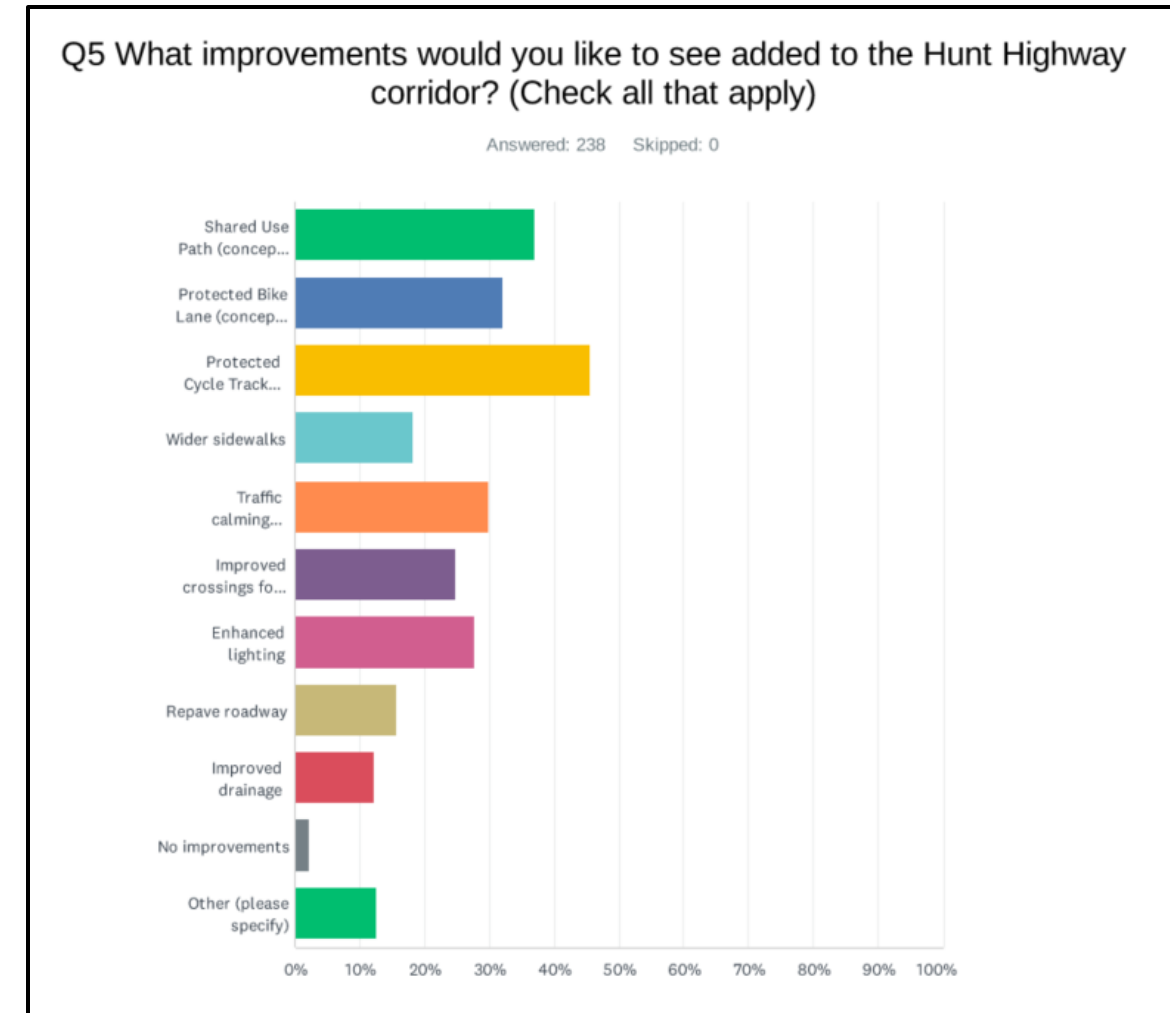


Figure 39. Online Survey Question 5 on Preferred Improvements

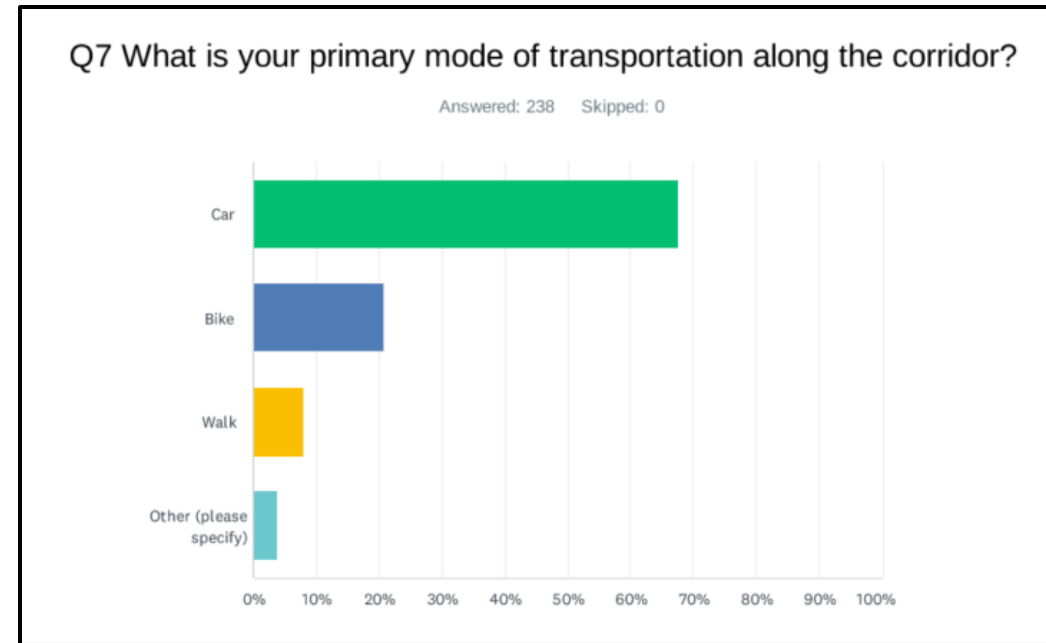


Figure 40. Online Survey Question 7 on Primary Mode



Figure 42. Council Member Jane Poston at the Public Meeting



Figure 41. Consultant PM, Presenting at the Public Meeting

5.2 Stakeholders Feedback

Representatives from GRIC and Town of Gilbert were informed about the study. Two stakeholder meetings were arranged during the study period: the first meeting information about the scope and plan and the second meeting presented the findings.

Both agencies appreciated the efforts and commended the study team after reviewing the design alternatives. The agencies also suggested that the city should pursue this project for final design and construction based on the public and community input and realizing the importance of this small corridor in enhancing the quality of life for the community in this neighborhood. The Town of Gilbert indicated that they do have a project to extend Hunt Highway east of Val Vista Drive to connect through to Higley Road.

APPENDICES

TRAFFIC DATA & SPEED CHARTS

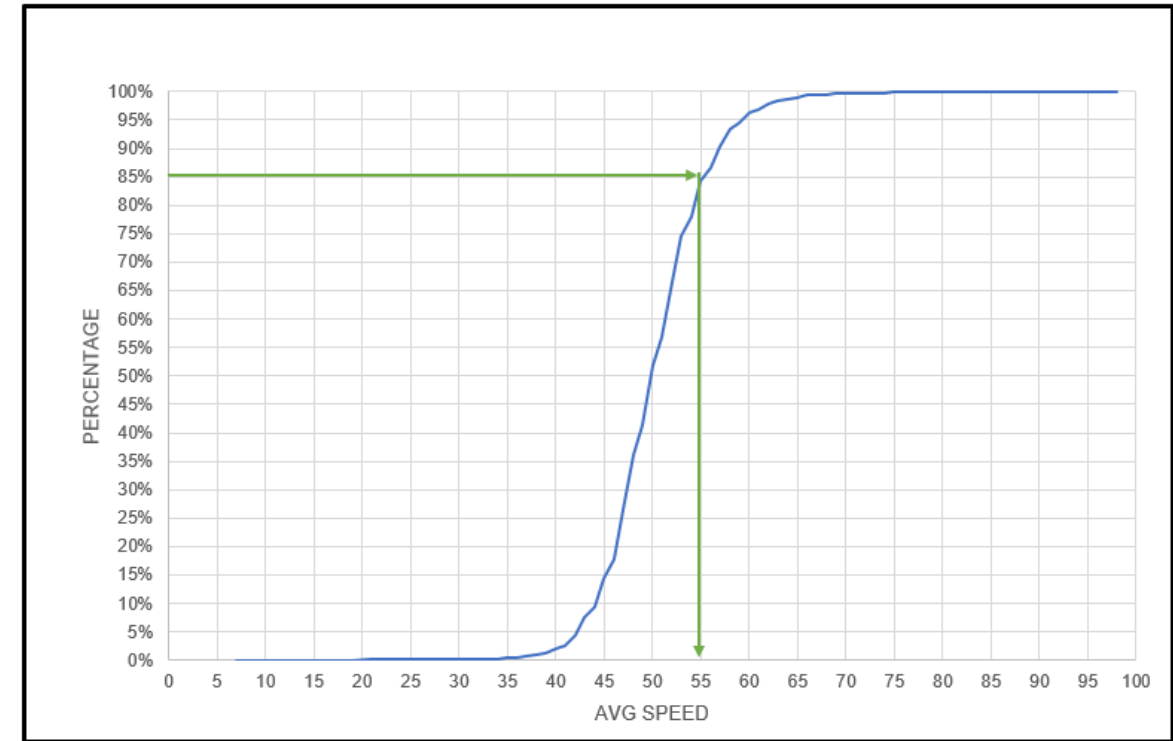
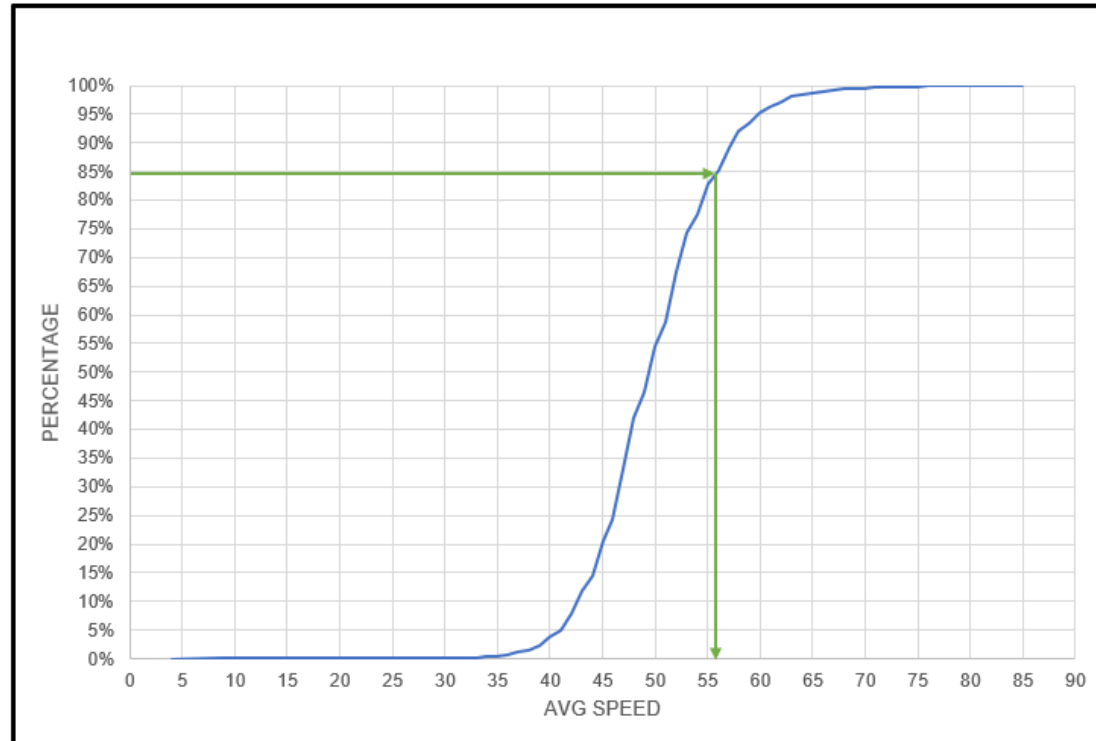


Figure 1. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekend Data on Hunt Highway West of Gilbert Road (Year 2023)

Figure 3. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekday Data on Hunt Highway East of Gilbert Road (Year 2023)

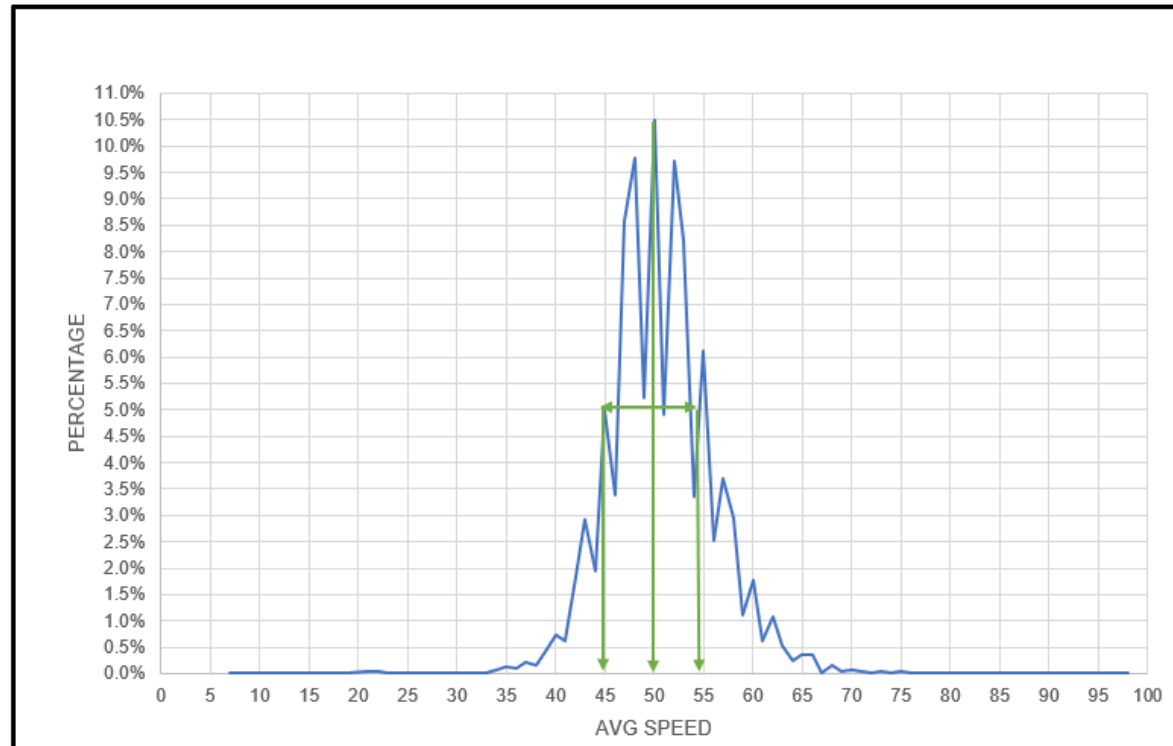
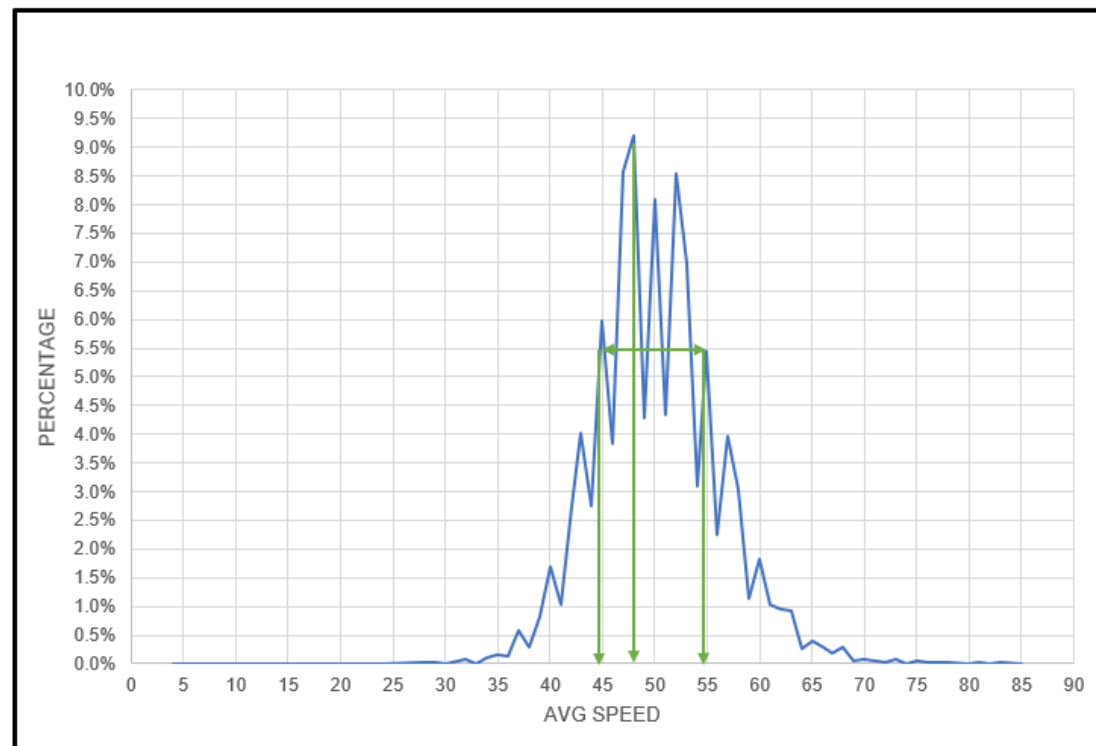


Figure 2. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekend Data on Hunt Highway West of Gilbert Road (Year 2023)

Figure 4. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekday Data on Hunt Highway East of Gilbert Road (Year 2023)

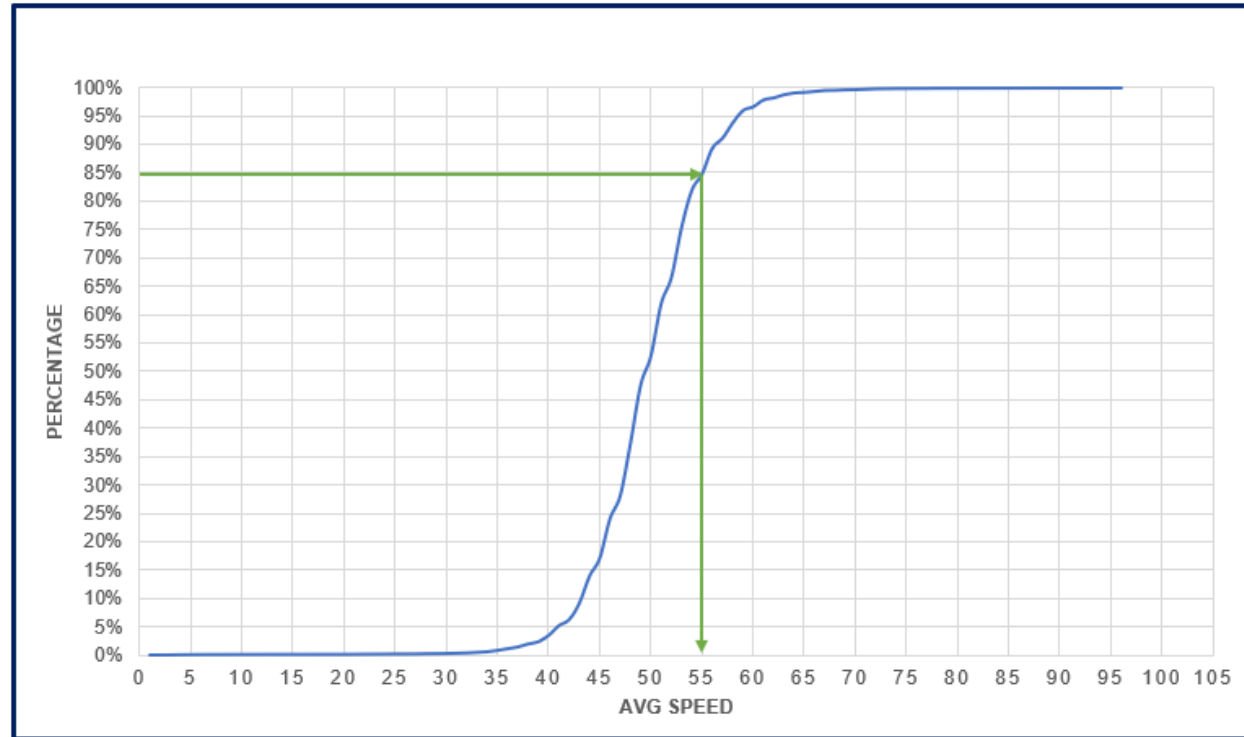


Figure 5. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekday Data on Hunt Highway West of Gilbert Road (Year 2022)

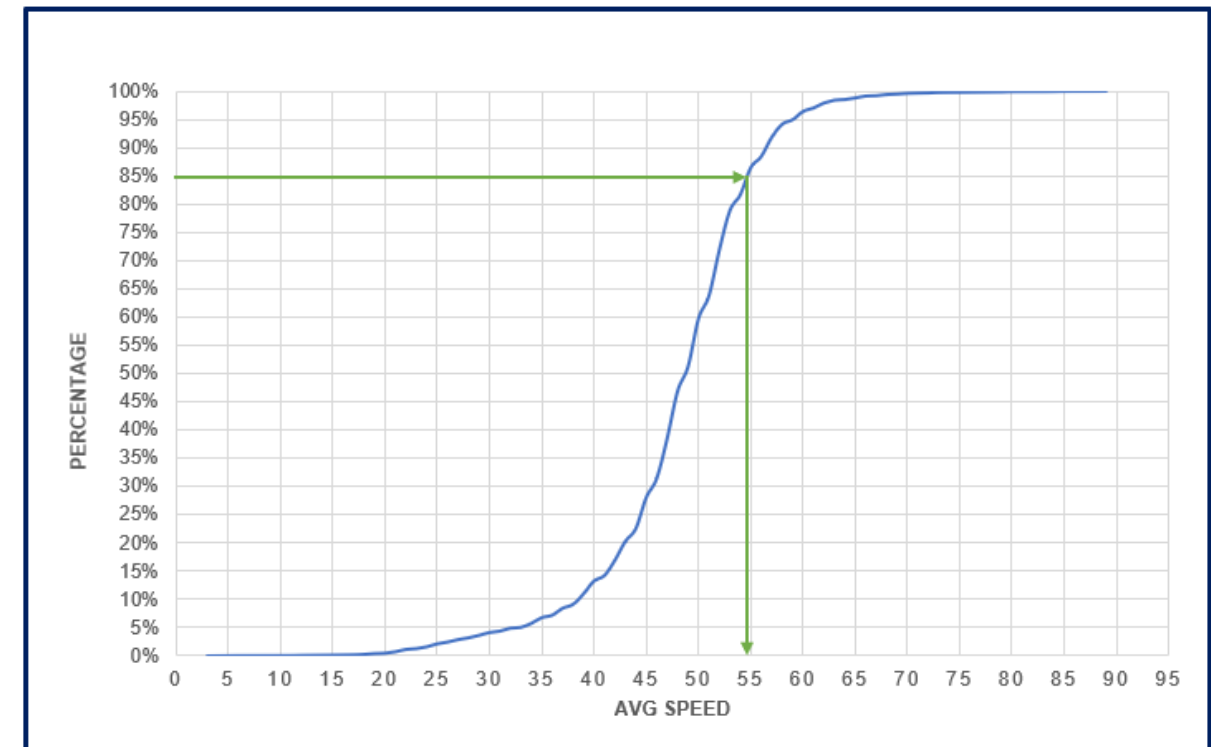


Figure 7. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekend Data on Hunt Highway West of Gilbert Road (Year 2022)

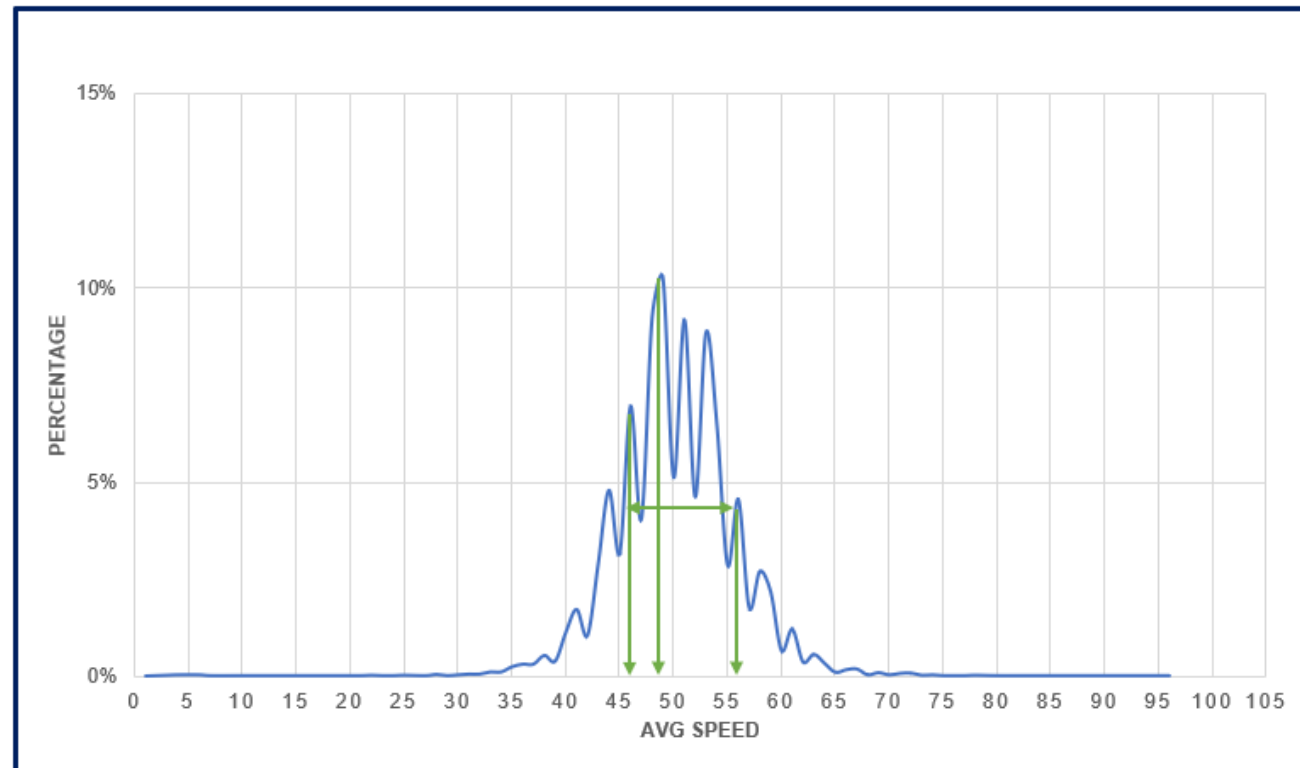


Figure 6. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekday Data on Hunt Highway West of Gilbert Road (Year 2022)

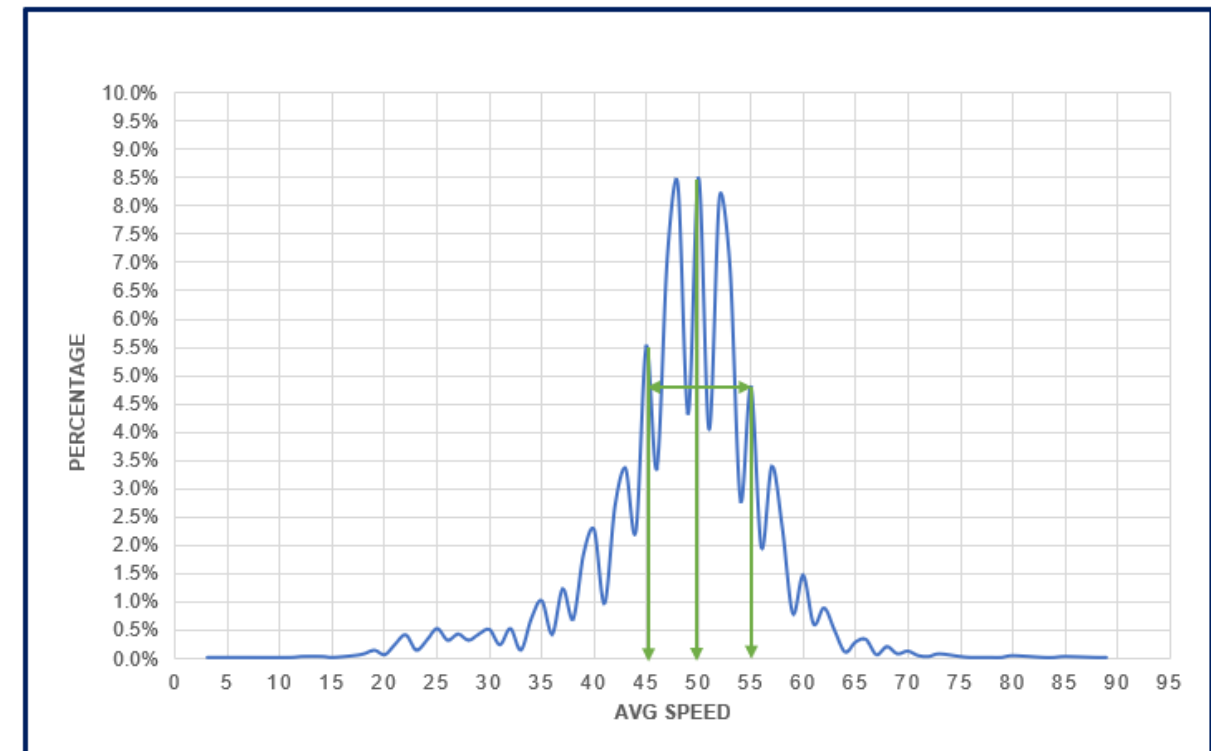


Figure 8. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekend Data on Hunt Highway West of Gilbert Road (Year 2022)

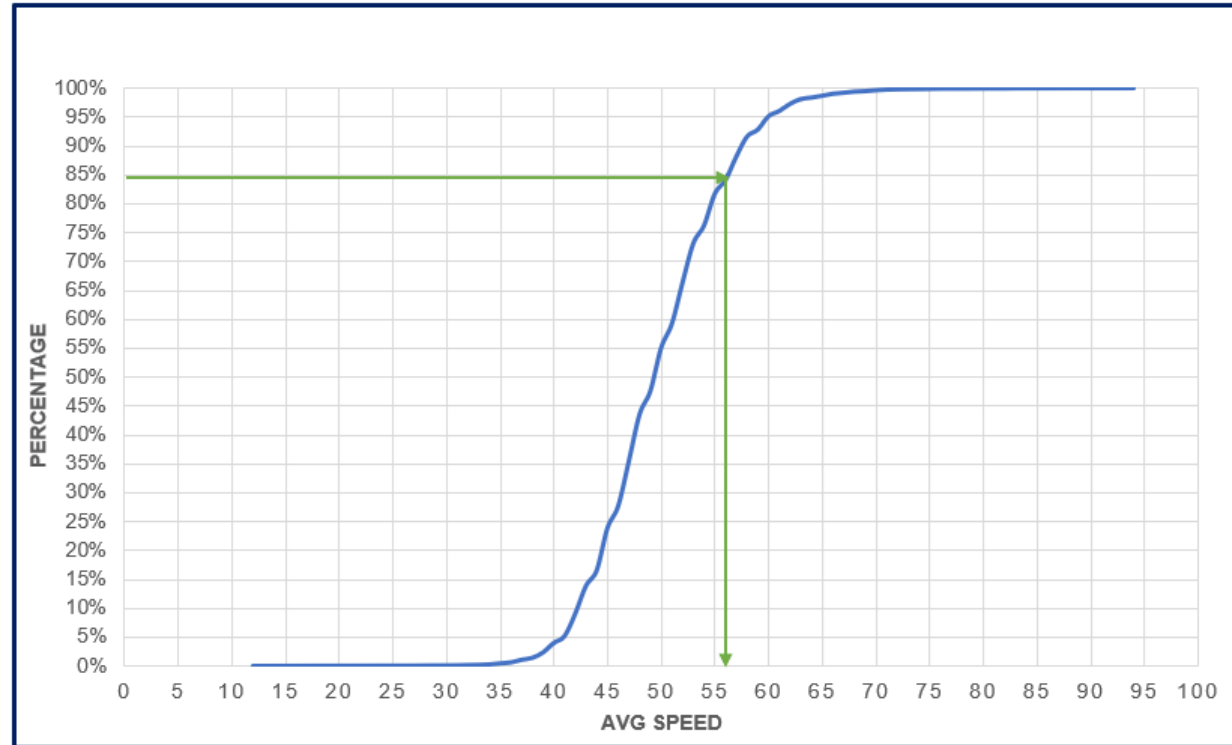


Figure 9. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekday Data on Hunt Highway East of Gilbert Road (Year 2022)

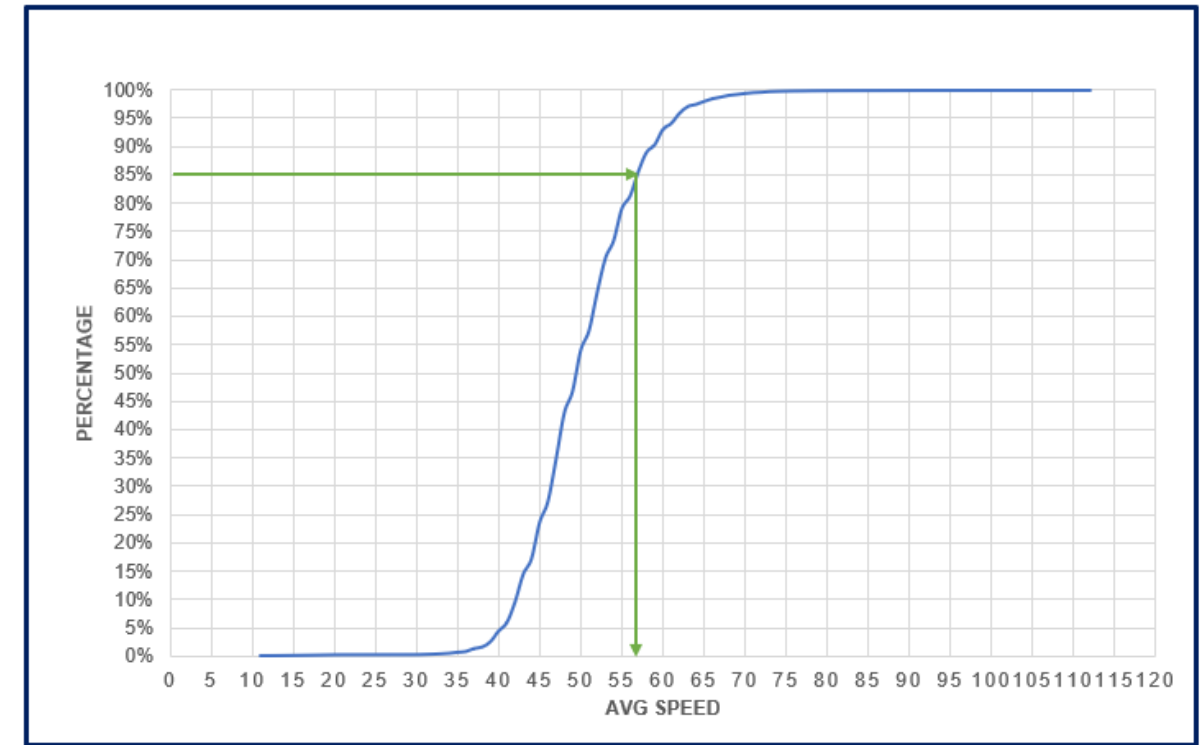


Figure 11. Cumulative Speed Distribution and 85th Percentile Speed – 48-Hour Weekend Data on Hunt Highway East of Gilbert Road (Year 2022)

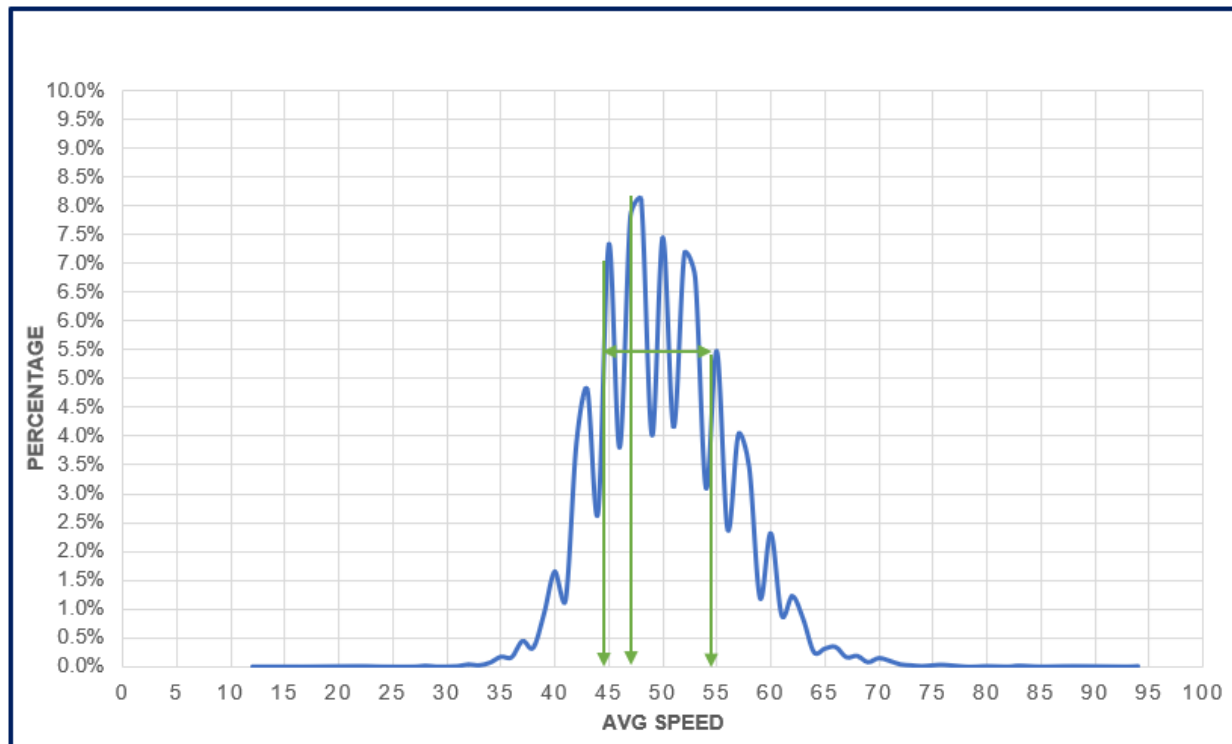


Figure 10. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekday Data on Hunt Highway East of Gilbert Road (Year 2022)

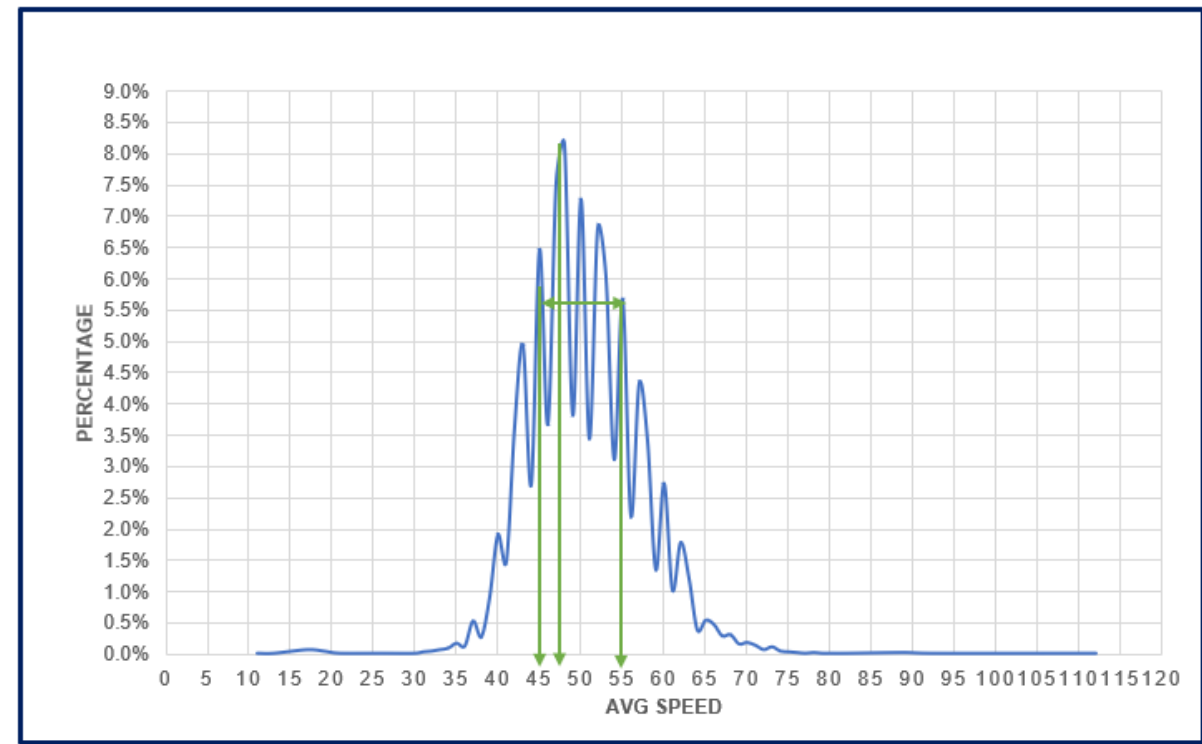


Figure 12. Speed Distribution, and Pace and Mode Speed – 48-Hour Weekend Data on Hunt Highway East of Gilbert Road (Year 2022)

CRASH DATA

IncidentID	Microfilm	ADOTReceivedDate	Status	DataConv2008Flag	IncidentDate	IncidentDateTime	IncidentYear	IncidentMonth	IncidentDayOfWeek	IncidentHour	OfficerNcic	OfficerId	FileNumber	ExtendedNcic	DamageOverLimitFlag	PhotosTakenFlag	PhotographerName
3214680		4/13/2017 0:00	200		1/28/2017 0:00	1/28/2017 20:29	2017	1	7	20	705		1711481	705			
3234223		6/1/2017 0:00	200		3/10/2017 0:00	3/10/2017 2:37	2017	3	6	2	705		1728582	705			
3267420		9/7/2017 0:00	200		5/13/2017 0:00	5/13/2017 16:55	2017	5	7	16	705		1758551	705			
3291682		11/9/2017 0:00	200		7/12/2017 0:00	7/12/2017 16:19	2017	7	4	16	705		1786239	705			
3329127		2/8/2018 0:00	200		9/29/2017 0:00	9/29/2017 9:58	2017	9	6	9	705		17120433	705			
3329141		2/8/2018 0:00	200		9/1/2017 0:00	9/1/2017 15:44	2017	9	6	15	705		17120992	705			
3393828		7/26/2018 0:00	200		3/29/2018 0:00	3/29/2018 13:45	2018	3	5	13	705		18037700	705			
3401886		8/20/2018 0:00	200		8/19/2018 0:00	8/19/2018 1:43	2018	8	1	1	700		IR18024585	705			
3474553		2/5/2019 0:00	200		9/1/2018 0:00	9/1/2018 21:27	2018	9	7	21	705		18108484	705			
3484229		2/11/2019 0:00	200		9/23/2018 0:00	9/23/2018 19:19	2018	9	1	19	705		18118109	705			
3485540		3/4/2019 0:00	200		10/18/2018 0:00	10/18/2018 10:34	2018	10	5	10	705		18128596	705			
3491959		3/25/2019 0:00	200		11/19/2018 0:00	11/19/2018 4:33	2018	11	2	4	705		18141970	705			
3495584		4/15/2019 0:00	200		12/12/2018 0:00	12/12/2018 16:24	2018	12	4	16	705		18151667	705			
3638137		3/31/2020 0:00	200		12/10/2019 0:00	12/10/2019 7:53	2019	12	3	7	705		19148291	700			
3678239		7/30/2020 0:00	200		2/28/2020 0:00	2/28/2020 20:12	2020	2	6	20	705		20025416	705			
3680560		8/20/2020 0:00	200		3/17/2020 0:00	3/17/2020 11:52	2020	3	3	11	705		20032999	705			
3729401		12/31/2020 0:00	200		5/9/2020 0:00	5/9/2020 9:02	2020	5	7	9	705		20049886	705			
3781085		6/10/2021 0:00	200		12/18/2020 0:00	12/18/2020 18:07	2020	12	6	18	705		20132856	705			

IncidentID	PhotographerID	PhotographerAgency	InvestigatedAtSceneFlag	DateTimeInvestigated	CollisionManner	LightCondition	FirstHarmfulEvent	FirstHarmfulLocation	TotalUnits	TotalMotorists	TotalNonMotorists	TotalInjuries	TotalFatalities	TotalMotoristsInjuries
3214680					1	5	35		1	1	0	0	0	0
3234223					1	4	42		1	1	0	1	0	1
3267420					4	1	16		2	3	0	0	0	0
3291682					6	1	16		2	3	0	0	0	0
3329127					2	1	18		2	1	1	1	0	0
3329141					2	1	16		2	3	0	1	0	1
3393828					2	1	16		2	2	0	2	0	2
3401886					1	4	49		1	2	0	0	0	0
3474553					2	4	16		2	4	0	2	0	2
3484229					5	5	16		2	4	0	4	0	4
3485540					1	1	33		1	1	0	0	0	0
3491959					1	4	33		1	1	0	0	0	0
3495584					3	1	16		2	2	0	2	0	2
3638137					4	1	16		2	2	0	0	0	0
3678239					4	4	16		2	2	0	2	0	2
3680560					4	1	16		2	3	0	2	0	2
3729401					97	1	18		2	2	1	0	1	0
3781085					2	4	16		2	2	0	0	0	0

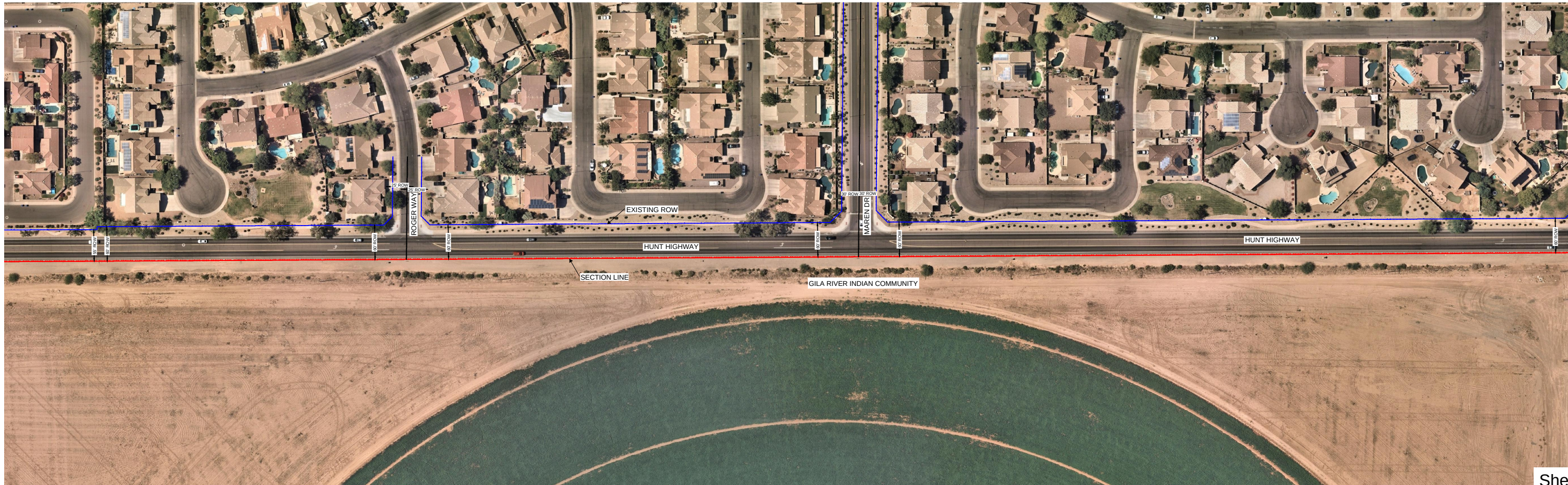
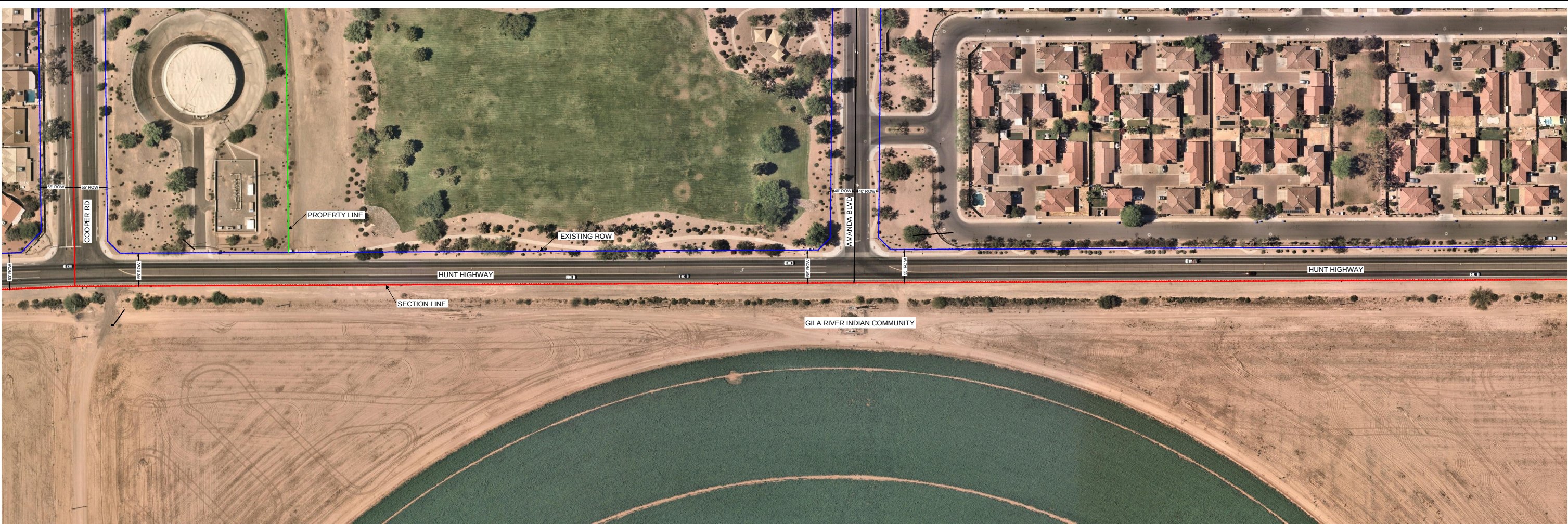
IncidentID	TotalNonMotoristsInjuries	TotalMotoristsFatalities	TotalNonMotoristsFatalities	InjurySeverity	MedicalTransportFlag	FatalAccidentFlag	TowAwayFlag	NscReportable	SchoolBusRelatedFlag	WorkZoneRelatedFlag	WorkersPresentFlag	AlcoholInvolvementFlag
3214680	0	0	0	1		0	0		0	0	0	1
3234223	0	0	0	2		0	1		0	0	0	1
3267420	0	0	0	1		0	0		0	0	0	0
3291682	0	0	0	1		0	0		0	0	0	0
3329127	1	0	0	4		0	0		0	0	0	0
3329141	0	0	0	3		0	1		0	0	0	0
3393828	0	0	0	3		0	1		0	0	0	1
3401886	0	0	0	1		0	1		0	0	0	1
3474553	0	0	0	3		0	0		0	0	0	0
3484229	0	0	0	3		0	1		0	0	0	0
3485540	0	0	0	1		0	0		0	0	0	1
3491959	0	0	0	1		0	1		0	0	0	0
3495584	0	0	0	3		0	1		0	0	0	0
3638137	0	0	0	1		0	1		0	0	0	0
3678239	0	0	0	3		0	1		0	0	0	0
3680560	0	0	0	3		0	1		0	0	0	0
3729401	0	0	1	5		1	1		0	0	0	0
3781085	0	0	0	1		0	0		0	0	0	0

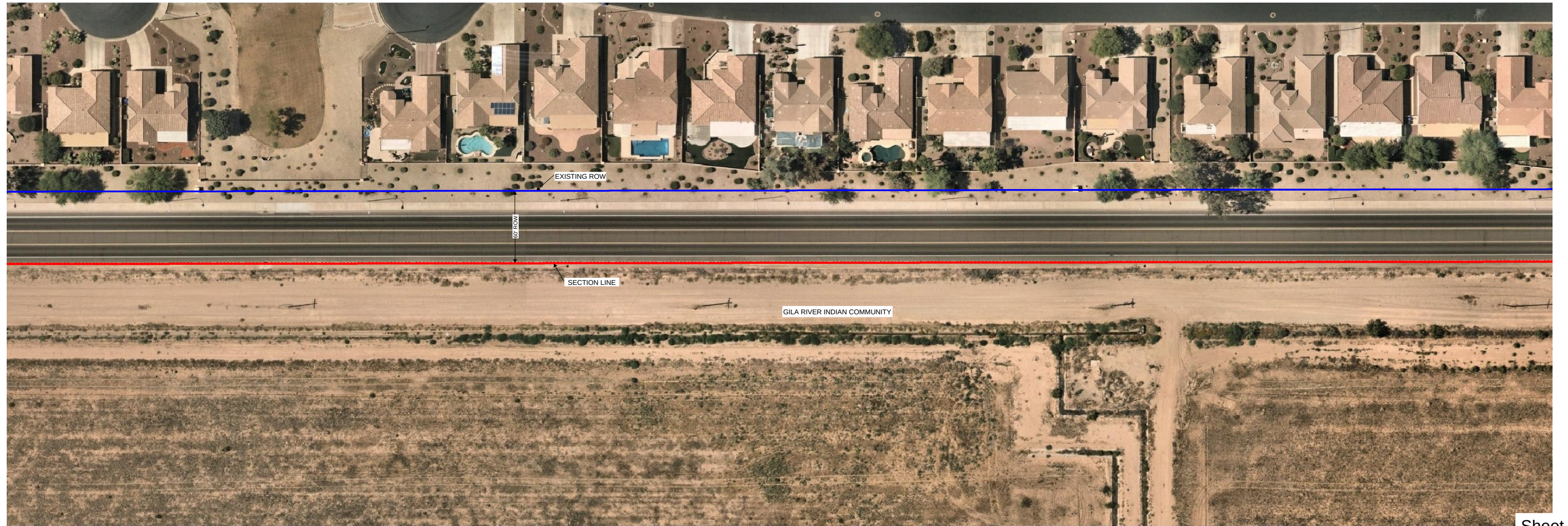
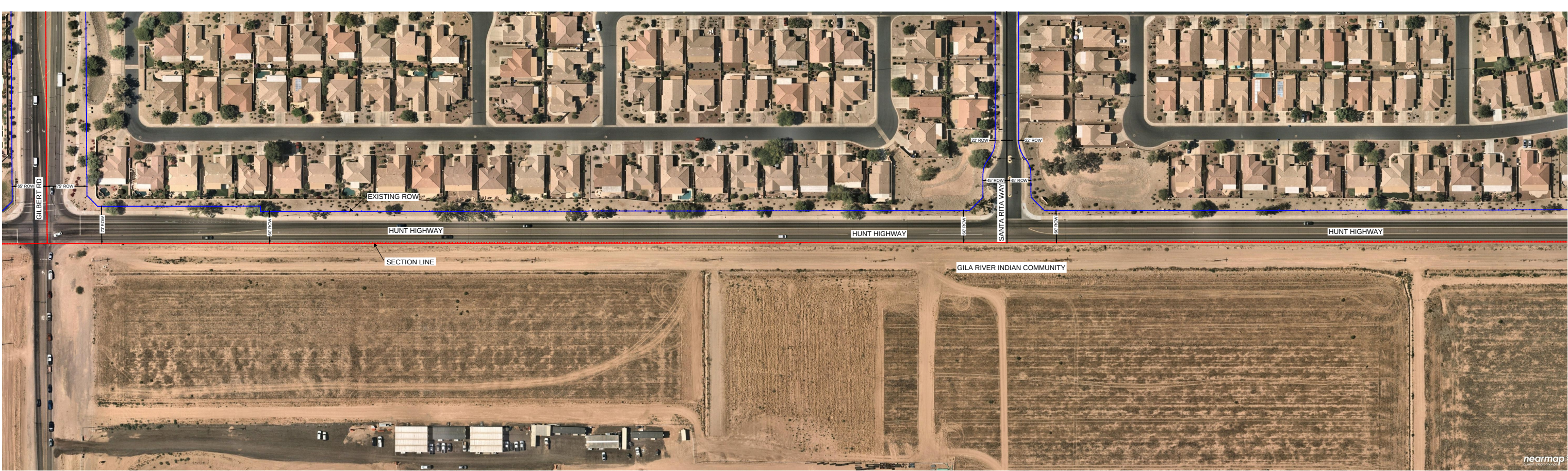
IncidentID	DrugInvolvementFlag	HazardousFlag	HitAndRunFlag	RouteName	CrossingFeatureName	Offset	OffsetMeasuredFlag	OffsetUnit	MPNum	MPOffset	CityId	CountyId	StateId	StateCode	CountryCode	Latitude	Longitude
3214680	0		0	07 HUNT HWY	Val Vista Dr	0	0	0	0	0	38	13	3	AZ		33.20477709	-111.7553876
3234223	0		0	07 HUNT HWY	Val Vista Dr	-15	0	0	0	0	38	13	3	AZ		33.20477594	-111.7554365
3267420	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20474782	-111.7892366
3291682	0		1	07 HUNT HWY	Val Vista Dr	0	0	0	0	0	38	13	3	AZ		33.20477709	-111.7553876
3329127	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20475292	-111.7892475
3329141	0		0	07 HUNT HWY	Lindsay Rd	0	0	0	0	0	38	13	3	AZ		33.20475643	-111.7726235
3393828	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20475292	-111.7892475
3401886	0		0	07 HUNT HWY	Val Vista Dr	0	0	0	0	0	38	13	3	AZ		33.20478219	-111.7553985
3474553	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20474782	-111.7892366
3484229	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20474782	-111.7892366
3485540	0		1	07 HUNT HWY	Amanda Blvd	0	0	0	0	0	38	13	3	AZ		33.20470989	-111.8021698
3491959	0		1	07 HUNT HWY	Val Vista Dr	0	0	0	0	0	38	13	3	AZ		33.20477709	-111.7553876
3495584	0		0	07 HUNT HWY	Lindsay Rd	0	0	0	0	0	38	13	3	AZ		33.20475133	-111.7726126
3638137	0		0	07 HUNT HWY	Maren Dr	25	0	0	0	0	999	13	3	AZ		33.20473313	-111.793401
3678239	0		0	07 HUNT HWY	Val Vista Dr	0	0	0	0	0	38	13	3	AZ		33.20477709	-111.7553876
3680560	0		0	07 HUNT HWY	Amanda Blvd	15	0	0	0	0	38	13	3	AZ		33.20470992	-111.8021209
3729401	0		0	07 HUNT HWY	Hillcrest Dr	-301	0	0	0	0	38	13	3	AZ		33.20474813	-111.7649933
3781085	0		0	07 HUNT HWY	Gilbert Rd	0	0	0	0	0	38	13	3	AZ		33.20474782	-111.7892366

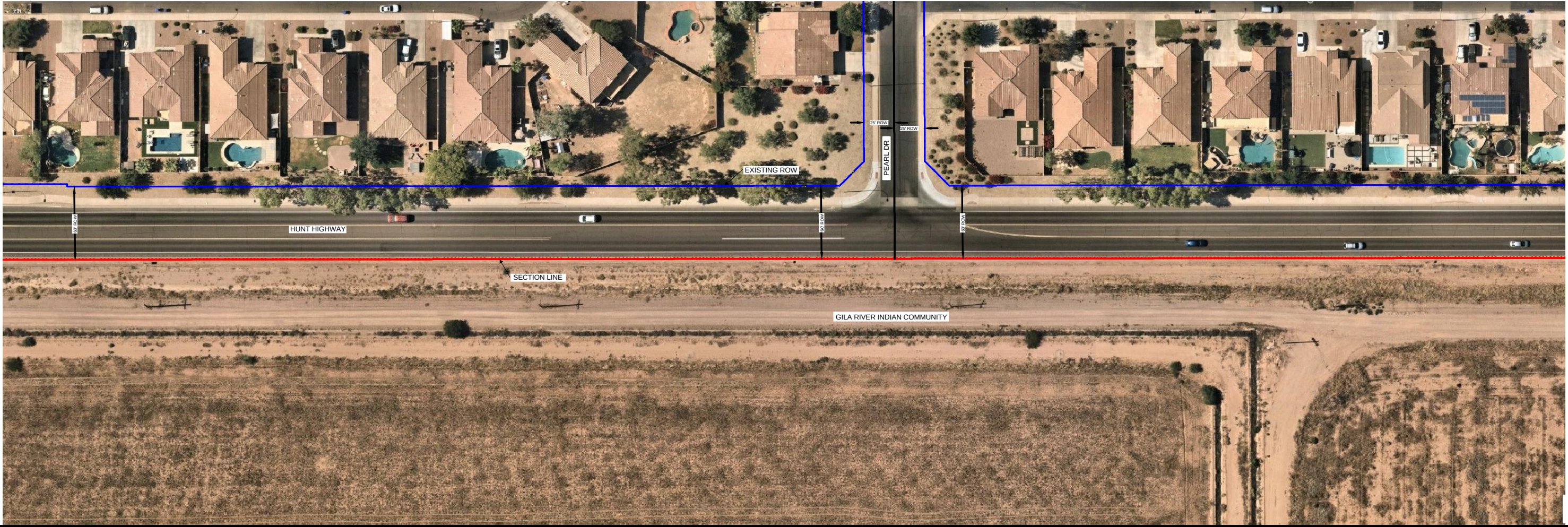
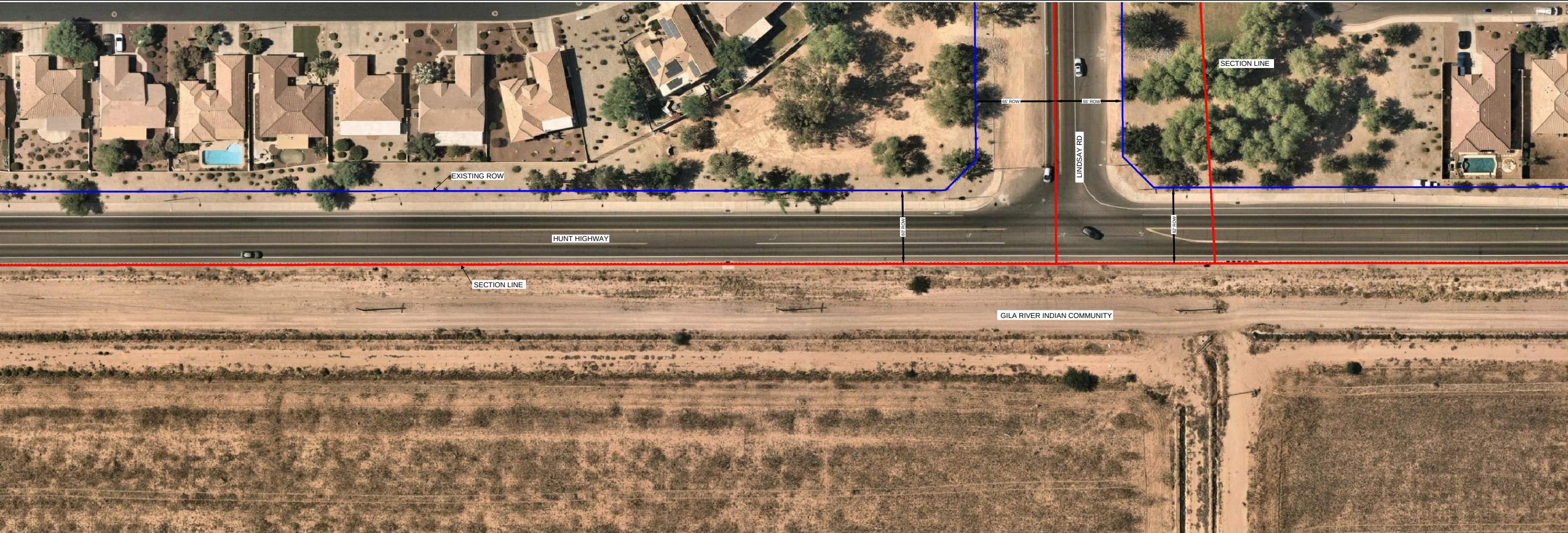
IncidentID	ValidLocationFlag	LocationToolVersion	HESIntersectionFlag	IntersectionFlag	IntersectionRouteID	IntersectionATISCode	TrafficWayType	IntersectionType	JunctionRelation	Weather	PropertyDamageOwnerCode	PropertyDamageDescCode	OffsetDirection
3214680	1			1			2	2	2	1			0
3234223	1			1			2	2	2	1			4
3267420	1			1			2	1	12	1			0
3291682	1			0			2	0	0	1			0
3329127	1			1			99	1	11	1			0
3329141	1			1			2	2	11	1			0
3393828	1			1			4	255	201	1			0
3401886	1			1			2	255	204	1			0
3474553	1			1			4	255	202	1			0
3484229	1			1			2	255	202	1			0
3485540	1			1			99	255	203	1			0
3491959	1			1			2	255	203	1			0
3495584	1			1			99	255	203	1			0
3638137	1			1			3	255	206	8			2
3678239	1			1			2	255	206	1			0
3680560	1			1			4	255	206	1			2
3729401	1			0			2	0	0	1			4
3781085	1			1			99	255	201	1			0

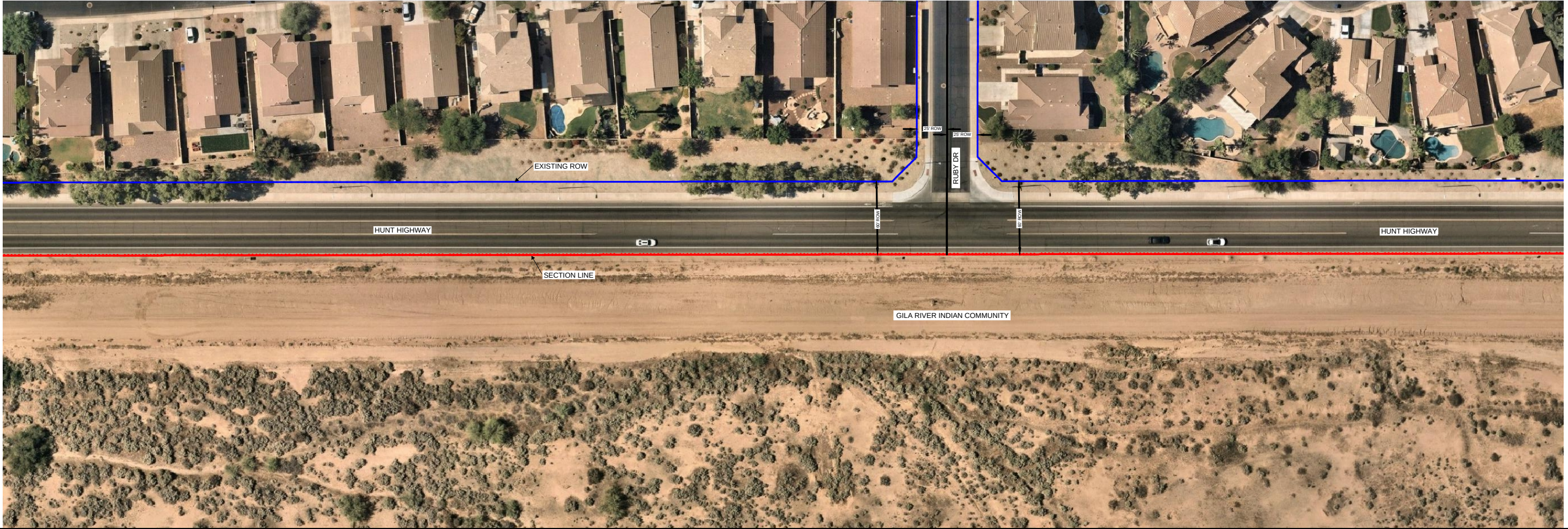
IncidentID	SecondaryCrashFlag	GeocodeOnRoad	GeocodeCrossingFeatureName	GeocodeOffsetInMiles	X	Y	GeocodeOnRoadRouteId	CrossingFeature
3214680	0	Hunt Hwy	Val Vista Dr	0	749332.8845	802071.3953	07 HUNT HWY	07 VAL VISTA DR
3234223	0	Hunt Hwy	Val Vista Dr	-0.00284091	749317.9134	802070.9528	07 HUNT HWY	07 VAL VISTA DR
3267420	0	Hunt Hwy	Gilbert Rd	0	738979.6877	802046.4606	07 HUNT HWY	07 GILBERT RD
3291682	0	Hunt Hwy	Val Vista Dr	0	749332.8845	802071.3953	07 HUNT HWY	07 VAL VISTA DR
3329127	0	Hunt Hwy	Gilbert Rd	0	738976.3376	802048.3117	07 HUNT HWY	07 GILBERT RD
3329141	0	Hunt Hwy	Lindsay Rd	0	744061.0256	802056.1847	07 HUNT HWY	07 LINDSAY RD
3393828	0	Hunt Hwy	Gilbert Rd	0	738976.3376	802048.3117	07 HUNT HWY	07 GILBERT RD
3401886	0	Hunt Hwy	Val Vista Dr	0	749329.5358	802073.2457	07 HUNT HWY	07 VAL VISTA DR
3474553	0	Hunt Hwy	Gilbert Rd	0	738979.6875	802046.4606	07 HUNT HWY	07 GILBERT RD
3484229	-1	Hunt Hwy	Gilbert Rd	0	738979.6875	802046.4606	07 HUNT HWY	07 GILBERT RD
3485540	-1	Hunt Hwy	Amanda Blvd	0	735023.875	802028.0866	07 HUNT HWY	07 AMANDA BLVD
3491959	0	Hunt Hwy	Val Vista Dr	0	749332.8844	802071.3952	07 HUNT HWY	07 VAL VISTA DR
3495584	-1	Hunt Hwy	Lindsay Rd	0	744064.375	802054.3343	07 HUNT HWY	07 LINDSAY RD
3638137	-1	Hunt Hwy	Maren Dr	0.004734848	737705.9404	802039.5909	07 HUNT HWY	07 MAREN DR
3678239	0	Hunt Hwy	Val Vista Dr	0	749332.8844	802071.3952	07 HUNT HWY	07 VAL VISTA DR
3680560	-1	Hunt Hwy	Amanda Blvd	0.002840909	735038.8349	802028.1153	07 HUNT HWY	07 AMANDA BLVD
3729401	0	Hunt Hwy	Hillcrest Dr	-0.057007576	746394.835	802056.4632	07 HUNT HWY	07 HILLCREST DR A
3781085	-1	Hunt Hwy	Gilbert Rd	0	738979.6875	802046.4606	07 HUNT HWY	11 GILBERT RD

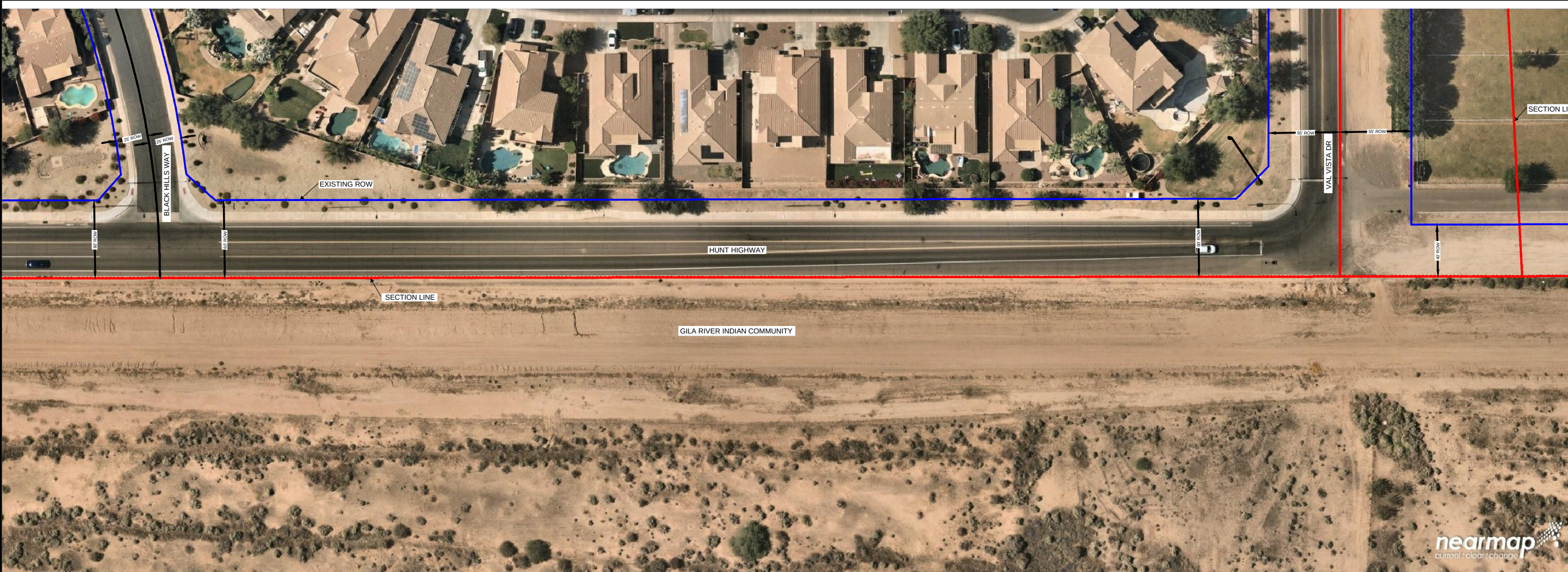
Right-Of-Way (ROW) Map





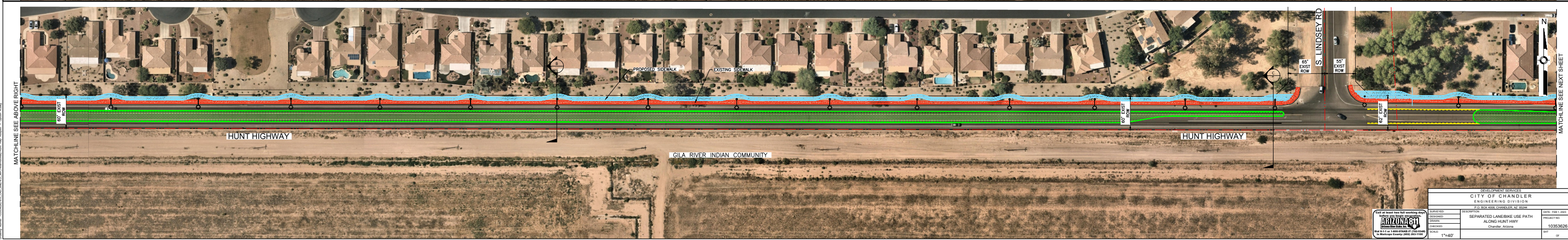
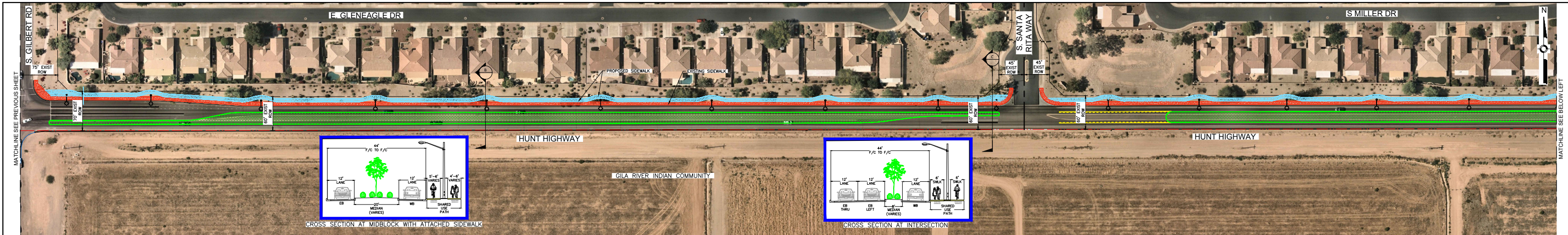
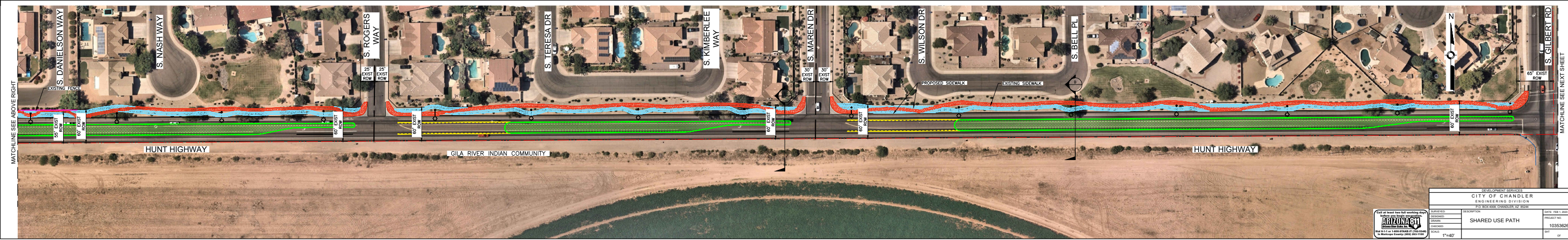
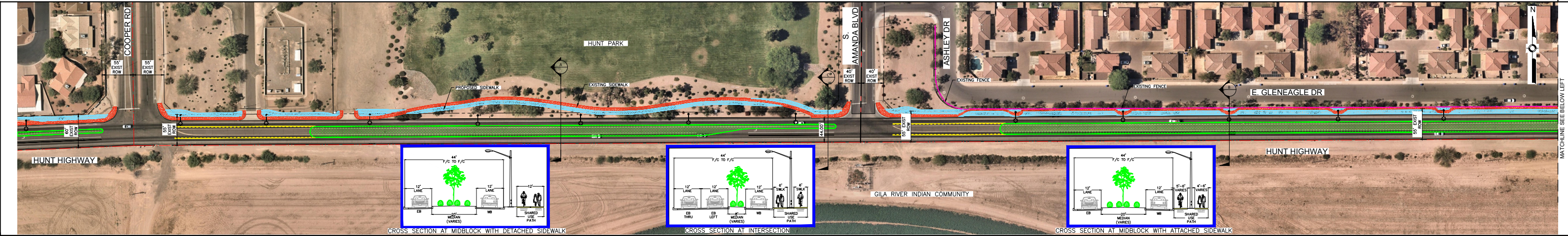






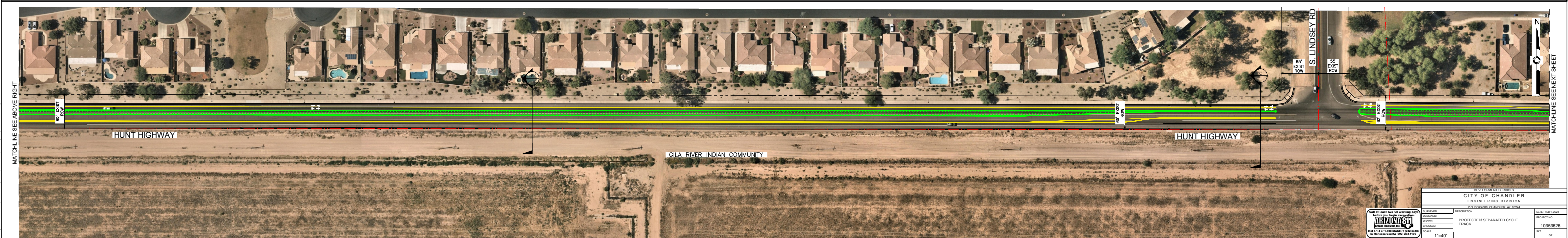
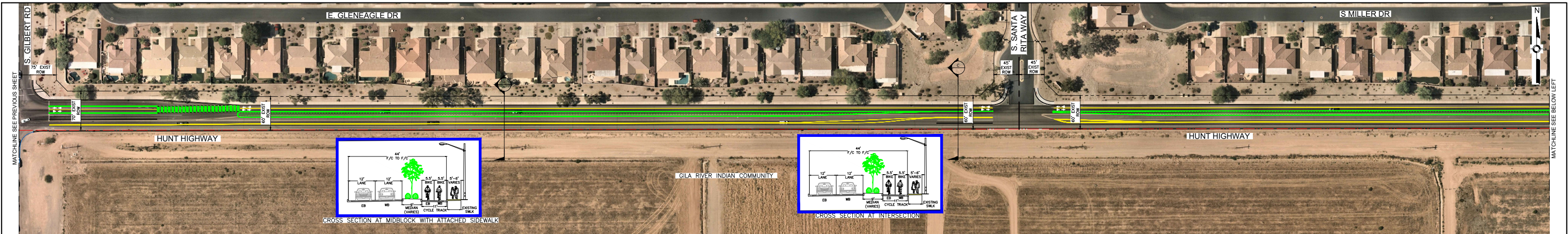
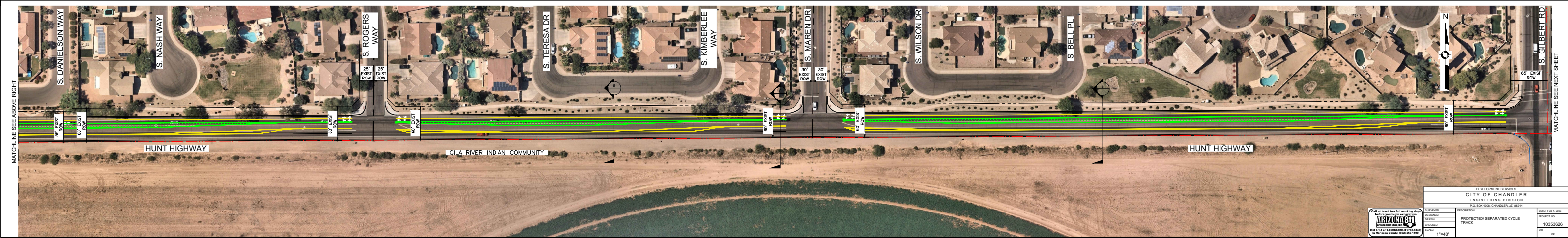
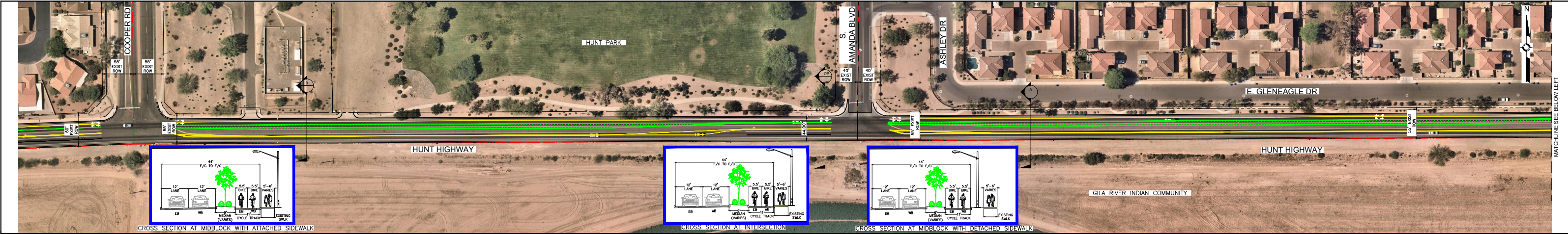
Concept Level/15% Plan

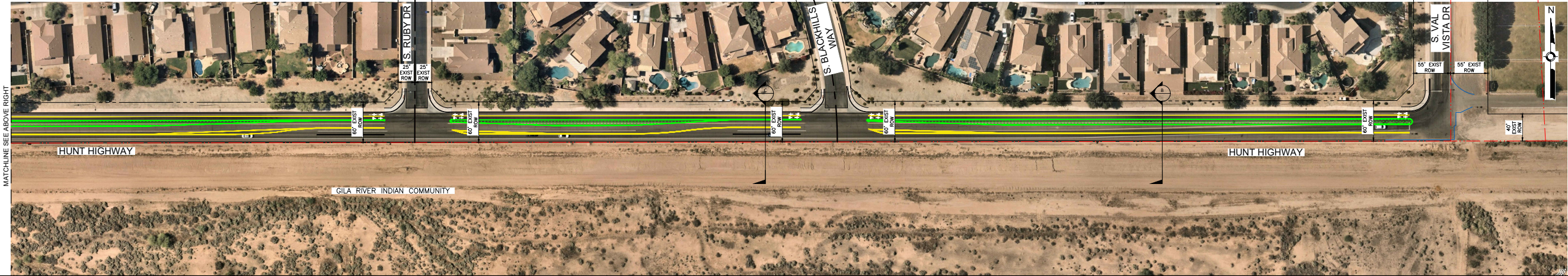
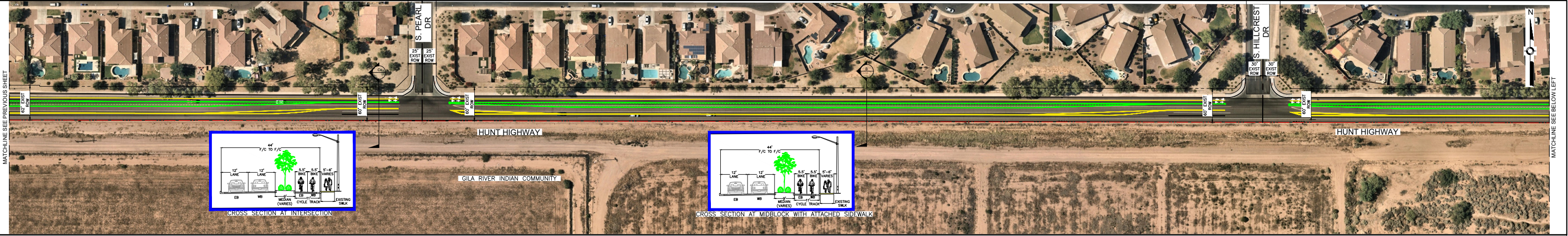
Shared Use Path



 Call us between two full working days, before you begin excavation. ARIZONA 800 Where You Save Time Real 8-5-1 or 408-528-8777 (TOLL-FREE) in Western Europe: 0052 93 51100		DEVELOPMENT SERVICES CITY OF CHANDLER ENGINEERING DIVISION I.P.O. BOX 6006, CHANDLER, AZ 85244	
		PROJECT NO. _____ DATE: FEB 9, 2023	
		PROJECT NO. _____	
		PROJECT NO. _____	
SURVEYED _____ DESCRIPTION _____ PLANNED _____ EXISTING _____ DRAINAGE _____ UTILITIES _____ SCALE: 1"=40'		SHARED USE PATH 10353626 SHEET _____ OF _____	

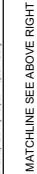
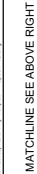
Protected/Separated Cycle Track





DEVELOPMENT SERVICES			
CITY OF CHANDLER			
ENGINEERING DIVISION			
1000 W. CHANDLER AVENUE, SUITE 200			
DESIGNED BY	DESCRIPTION	DATE	10/1/2021
DRAWN BY	PROTECTED/SEPARATED CYCLE TRACK	PROJECT NO.	10353626
CHECKED BY		SHEET	OF
SCALE	1"=40'		

Protected/Separated Bike Lane



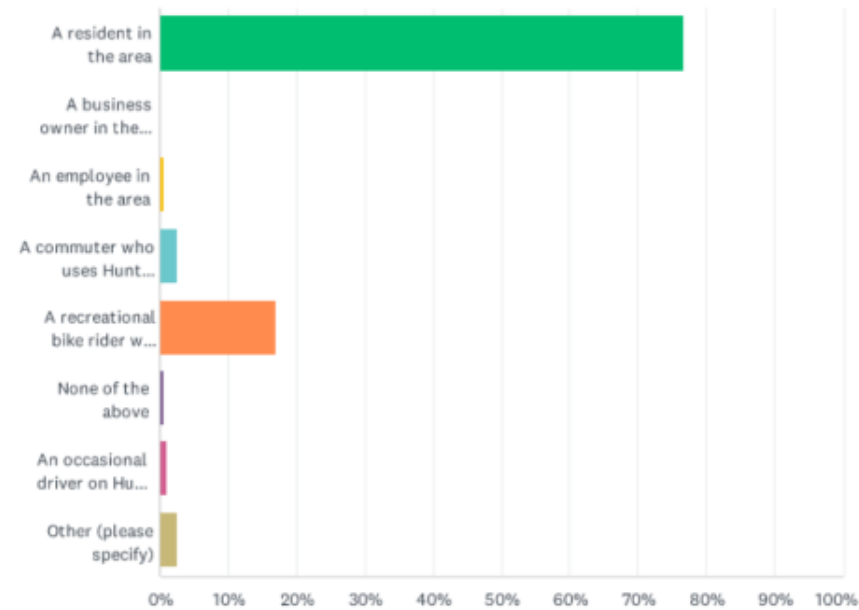
Call us at least two full working days before you begin excavation. ARIZONA Trenchless Pipe Repair, Inc. 800-875-1144 or 480-875-0744 (Toll Free) in Maricopa County: (602) 263-9108	DEVELOPMENT SERVICES CITY OF CHANDLER ENGINEERING DIVISION P.O. BOX 4008, CHANDLER, AZ 85244		
	SURVEYED	DESCRIPTION	DATE: FEB. 1, 2005
	DESIGNED	PROTECTED/ SEPARATED BIKE LANE	PROJECT NO.
	DRAWN		10353626
	CHECKED		
SCALE:	1"=40'	SHEET	OF

ONLINE SURVEY DATA

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q1 What is your connection to Hunt Highway? I am...

Answered: 238 Skipped: 0



ANSWER CHOICES		RESPONSES	
A resident in the area		76.47%	182
A business owner in the area		0.00%	0
An employee in the area		0.42%	1
A commuter who uses Hunt Highway		2.52%	6
A recreational bike rider who uses Hunt Highway		16.81%	40
None of the above		0.42%	1
An occasional driver on Hunt Highway		0.84%	2
Other (please specify)		2.52%	6
TOTAL			238

#	OTHER (PLEASE SPECIFY)	DATE
1	Back yard abuts to Hunt Hwy	11/10/2023 3:11 PM
2	And a resident.	11/2/2023 2:49 PM
3	Resident and cyclist who uses Hunt Highway	10/26/2023 12:28 PM
4	None	10/26/2023 10:38 AM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

5	I walk Hunt Hwy almost daily	10/24/2023 5:21 PM
6	Live directly off it	10/23/2023 6:28 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q2 Rate your Bicycling Confidence Level

Answered: 238 Skipped: 0

2.6
average rating



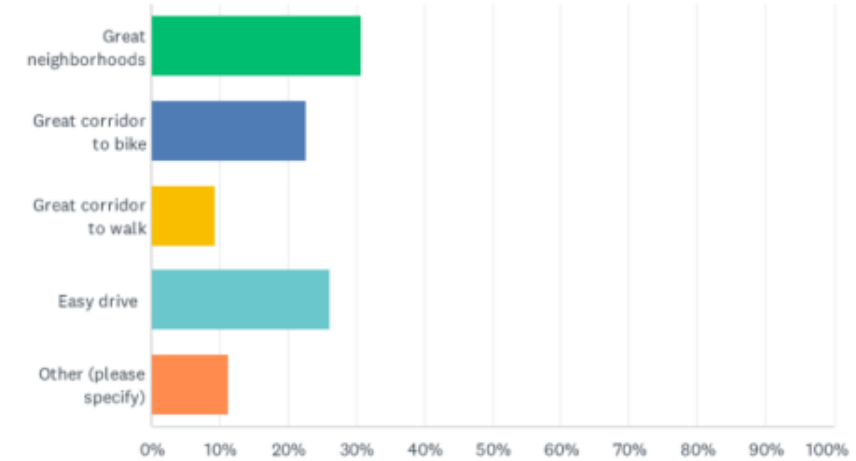
	I DON'T BIKE AND DON'T PLAN TO	I AM INTERESTED IN BIKING BUT HAVE SAFETY CONCERNS	CASUAL BICYCLIST AND SOMEWHAT CONFIDENT	HIGHLY CONFIDENT	TOTAL	WEIGHTED AVERAGE
	17.23% 41	32.35% 77	23.53% 56	26.89% 64	238	2.60

3 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q3 What do you like the best about the Hunt Highway corridor?

Answered: 238 Skipped: 0



ANSWER CHOICES	RESPONSES
Great neighborhoods	30.67% 73
Great corridor to bike	22.69% 54
Great corridor to walk	9.24% 22
Easy drive	26.05% 62
Other (please specify)	11.34% 27
TOTAL	238

#	OTHER (PLEASE SPECIFY)	DATE
1	Unsafe due to the vehicles over 5 ton constantly driving on a road that is illegal for these vehicles (mainly trucks) and never enforced.	11/13/2023 2:53 PM
2	closest way from my house to other places	11/11/2023 6:13 PM
3	It is Closest entrance/exit from my development.	11/11/2023 8:06 AM
4	Quite local street	11/10/2023 5:59 PM
5	Dangerous do to excessive fast truck traffic	11/10/2023 3:11 PM
6	Less traffic and very few driveways.	10/28/2023 7:15 AM
7	Nothing - I won't ride on it as-is	10/27/2023 11:17 PM
8	Only two traffic lights makes easy drive	10/27/2023 9:35 AM
9	Short cut with one traffic light at Gilbert Td	10/26/2023 4:13 PM
10	The view	10/26/2023 2:44 PM

4 / 18

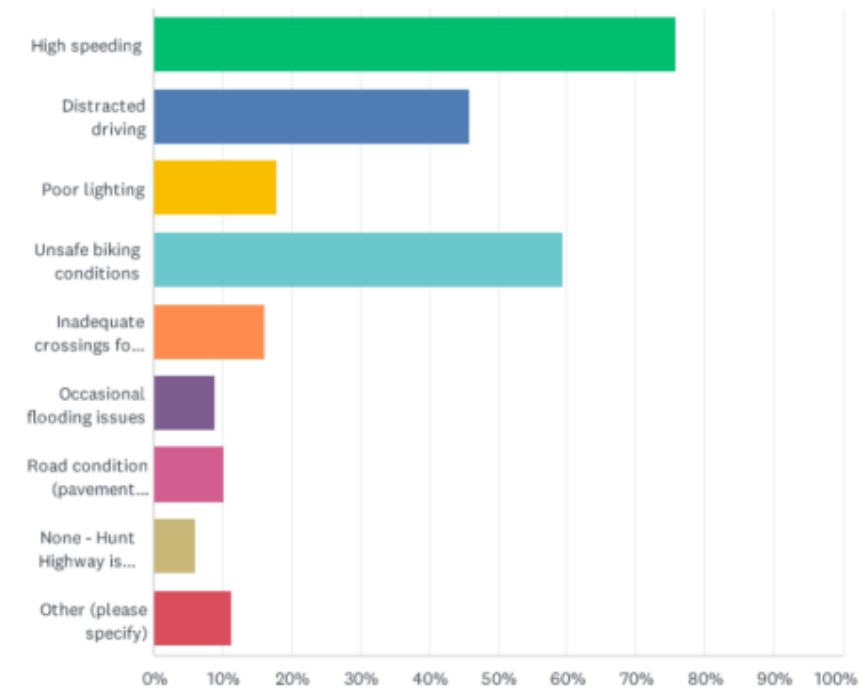
Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

11	Low traffic	10/26/2023 12:28 PM
12	Away from roads	10/26/2023 11:59 AM
13	Easy access from Val Vista to Arizona Ave without all the traffic on Riggs	10/26/2023 10:54 AM
14	Up until the casino it has been quieter with less traffic. I like taking hunt highway over Riggs.	10/26/2023 10:39 AM
15	None	10/26/2023 10:38 AM
16	its okay	10/26/2023 8:34 AM
17	great coridor to run - close proximity to home	10/25/2023 9:28 PM
18	Less traffic	10/25/2023 7:06 PM
19	Quiet	10/25/2023 5:12 PM
20	Bike, Run or walk, great coridor	10/25/2023 2:03 PM
21	Great neighborhoods and easy drive	10/25/2023 2:02 PM
22	all of the above, except cycling can be dangerous.. My wife prohibits me from road cycling on Hunt HWY since a cyclist died a few years ago	10/25/2023 1:17 PM
23		10/25/2023 7:49 AM
24	Landscape and backdrop	10/24/2023 6:42 PM
25	I do not like or dislike the Hunt Highway coridor.	10/24/2023 4:17 PM
26	Nice ride with lots of nature and it used to be quiet	10/24/2023 6:22 AM
27	It used to be quiet	10/23/2023 6:28 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q4 What issues do you perceive about the Hunt Highway corridor (Choose up to 3)

Answered: 238 Skipped: 0



ANSWER CHOICES	RESPONSES
High speeding	75.63% 180
Distracted driving	45.80% 109
Poor lighting	17.65% 42
Unsafe biking conditions	59.24% 141
Inadequate crossings for bikes and pedestrians	15.97% 38
Occasional flooding issues	8.82% 21
Road condition (pavement issues, striping, etc.)	10.08% 24
None - Hunt Highway is perfect the way it is	5.88% 14
Other (please specify)	11.34% 27
Total Respondents: 238	

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

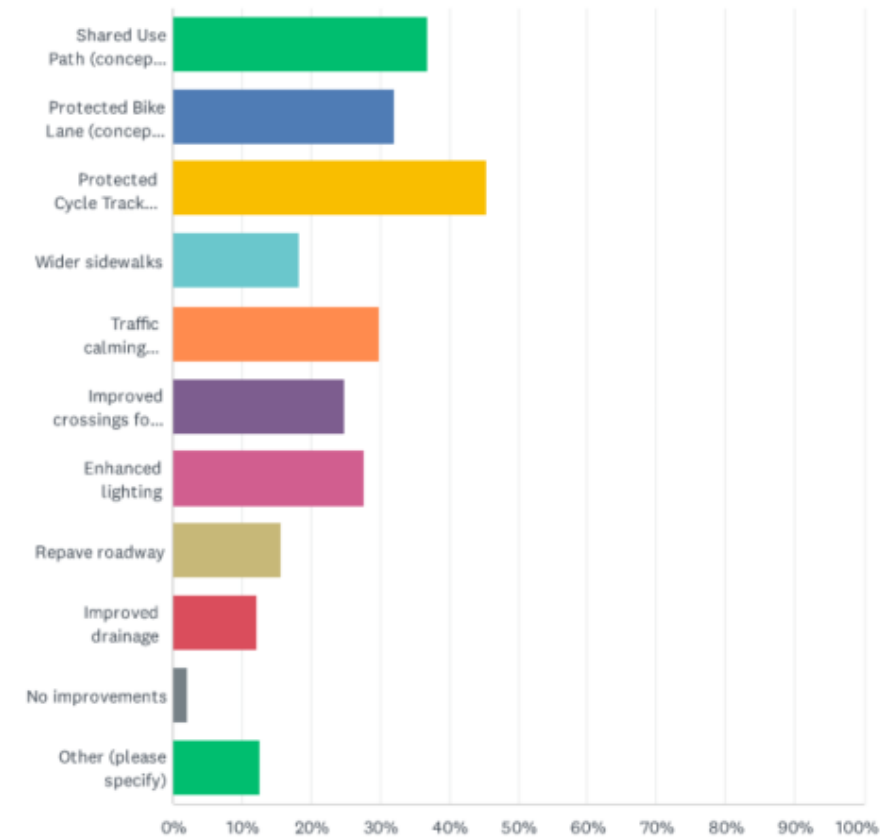
1	No enforcement of the 5 ton limit, mainly trucks.	11/13/2023 2:53 PM
2	TOO MANY SEMI-TRUCKS ILLEGALLY USING HUNT HWY	11/11/2023 8:11 AM
3	Lots of truck traffic over the 5 ton limit	11/11/2023 8:06 AM
4	Trucks over 5T & careless bike & drunk drivers (casino)	11/10/2023 5:59 PM
5	Excessive truck traffic and speeding	11/10/2023 3:11 PM
6	Safety	11/3/2023 11:35 AM
7	Casino traffic	11/3/2023 4:53 AM
8	I witnessed a bike fatality on Hunt about 3 years ago.	11/2/2023 2:49 PM
9	Overweight trucks	11/2/2023 11:30 AM
10	UGLY!!!	10/28/2023 2:42 PM
11	Car racing late at night	10/27/2023 10:03 AM
12	Love this road but tight for cyclist in some areas	10/27/2023 9:35 AM
13	So much theft on that side of neighborhoods	10/26/2023 7:18 PM
14	Racing	10/26/2023 4:13 PM
15	Emergency vehicle access to the neighborhood, inadequate turning lanes to turn into the neighborhoods.	10/26/2023 2:44 PM
16	racing/running of stop sign at val vista/Hunt	10/26/2023 12:57 PM
17	Single lane slow drivers	10/26/2023 11:59 AM
18	High winds cause large tumble weeds from reservation to cross roads, distract drivers & damage cars	10/26/2023 10:54 AM
19	Slow Drivers	10/26/2023 10:53 AM
20	It's fine as is but if I were a bike rider I would be a bit nervous. Could use some roadwork attention but it works.	10/26/2023 10:41 AM
21	just widen the right lane for cyclists. Easiest solution, least costly	10/26/2023 8:34 AM
22	Too much construction	10/25/2023 5:12 PM
23	Needs to have a police presence	10/25/2023 2:57 PM
24		10/25/2023 7:49 AM
25	Pavement is terrible	10/24/2023 8:40 AM
26	Security concerns with criminals entering through the reservation. Intoxicated drivers exiting the casino.	10/23/2023 7:55 PM
27	Casino traffic increasing exponentially	10/23/2023 6:28 PM

7 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q5 What improvements would you like to see added to the Hunt Highway corridor? (Check all that apply)

Answered: 238 Skipped: 0



8 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

ANSWER CHOICES	RESPONSES	
Shared Use Path (concept shown in diagram)	36.97%	88
Protected Bike Lane (concept shown in diagram)	31.93%	76
Protected Cycle Track (concept shown in diagram)	45.38%	108
Wider sidewalks	18.07%	43
Traffic calming elements	29.83%	71
Improved crossings for bikes and pedestrians	24.79%	59
Enhanced lighting	27.73%	66
Repave roadway	15.55%	37
Improved drainage	12.18%	29
No improvements	2.10%	5
Other (please specify)	12.61%	30
Total Respondents: 238		

#	OTHER (PLEASE SPECIFY)	DATE
1	We don't advise bikes on Hunt Hwy when a cement truck or an 18 wheeler are right beside you	11/13/2023 2:53 PM
2	Golf cart path	11/12/2023 9:49 AM
3	RESTRICT SEMI-TRUCKS FROM USING HUNT HWY. START TICKETING THEM AND POST BETTER SIGNS AT VAL VISTA	11/11/2023 8:11 AM
4	Enforcement of speed and over sized trucks	11/11/2023 8:06 AM
5	Traffic diverters at Cooper and Lindsay	11/10/2023 5:59 PM
6	Ban trucks over 5 tons	11/10/2023 5:09 PM
7	Enforce weight limits	11/10/2023 3:11 PM
8	More trees/and decor to block the reservation	10/28/2023 2:42 PM
9	Traffic cameras	10/27/2023 2:23 PM
10	Speeding deterrents	10/27/2023 10:03 AM
11	Not just poor patch jobs west of McQueen	10/27/2023 9:35 AM
12	Better turning lanes into the neighborhoods. More than one lane in either direction to allow passing or slowing/ emergency vehicle access.	10/26/2023 2:44 PM
13	lower speed limit/enforcement	10/26/2023 12:57 PM
14	Solid fence along reservation to prevent tumble weeds & block water plant from view	10/26/2023 10:54 AM
15	I checked a couple above but it works as is.	10/26/2023 10:41 AM
16	Make it look nicer police to stop the raceway starting 9pm	10/26/2023 10:38 AM
17	Prevent loitering and speeding	10/26/2023 10:24 AM
18	just widen it for cyclists	10/26/2023 8:34 AM
19	More shrubbery to keep existing neighborhoods quiet	10/25/2023 5:12 PM
20	Police presence for drag racing	10/25/2023 2:57 PM
21	No improvements, but if you choose to do improvements then a shared use pathway	10/25/2023 2:02 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

22	If an improvement is to be done, the shared, protected bike path is the best solution. Protected lanes leads to accidents from distracted drivers, which obviously take place considering how many Impact Mark Star are on the southern shoulder. together is the most reasonable use given that emergency vehicles often use hunt highway to access parts of neighborhoods not easily accessed from Riggs.	10/25/2023 1:33 PM
23	Get rid of all the landscaping plants that use water and die every year - make room for activity	10/25/2023 1:32 PM
24		10/25/2023 7:49 AM
25	Install sidewalks all the way on both sides of road. Also create the bike path as a dirt path for runners	10/25/2023 6:53 AM
26	Dedicated bike/walk path on south side would be most beneficial with limited cross streets	10/24/2023 7:46 PM
27	This survey question is broken	10/24/2023 9:12 AM
28	Who pays for this project	10/24/2023 6:22 AM
29	I really don't want any but if I had to pick...	10/24/2023 6:21 AM
30	I would personally like to see Hunt Hwy between Gilbert and Val Vista closed entirely to traffic	10/23/2023 6:28 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q6 Please share any additional thoughts you have related to the Hunt Highway project corridor.

Answered: 74 Skipped: 164

#	RESPONSES	DATE
1	Noise from Motorcycles and trucks	11/14/2023 12:38 PM
2	Enforce the 5 ton limit and the safety of the bikes greatly improve.	11/13/2023 2:53 PM
3	We don't bicycle on bike paths next to traffic lanes in Chandler because of distracted driver and the potential of being hit from behind. If Hunt Highway is improved with protected bike and walk lanes we would plan to use it frequently for exercise.	11/12/2023 7:14 AM
4	I hope the projected cycle track option allows for adequate turn lanes.	11/11/2023 6:13 PM
5	STOP SEMI-TRUCK AND OVERWEIGHT TRUCKS FROM USING HUNT HWY BETWEEN VAL VISTA AND MCQUEEN. POST SIGN AT RIGGS AND VAL VISTA THAT SEMI-TRUCKS NOT ALLOWED ON HUNT HWY.	11/11/2023 8:11 AM
6	Any reduction of easement on the North Side adjacent to the residential developments is unacceptable just to give the few bike riders better access	11/11/2023 8:06 AM
7	Have PD enforce speeding and overweight trucks (per ADOT CPD can enforce). Eliminate 3 of the 7 street lights at Gilbert/HH. Coordinate w/ MCDOT re truck wt limit and extending these improvements to McQueen since the new subdivision in Chandler.	11/10/2023 5:59 PM
8	I have lived and biked in the area since 2001. I have seen the growth and huge traffic increase. This is needed. The greenery aspect will build usage and community. Check what Tucson has done and impact.	11/10/2023 4:17 PM
9	I live in the far South West Corner of Sun Groves. I run, bike and drive on Hunt. I never feel unsafe, but do keep to the sidewalk. The traffic has increased slightly after the Casino, but is still light on non rush hour time. The light at Gilbert has actually been a nice improvement. We do have young children as well, so having that shared path would be great. Not sure that center aisle is necessary though if it removes the critical turning lanes. I would suggest expanding the sidewalk into that shared pathway which I have seen work great in big cities like NY, but not include that large center divider as there is plenty of room and never feel like cars on the other side are threatening. If anything enhance the shared use path and spruce up the South side of the street more with bushes. The casino is already planting trees on their side of the property, so a great opportunity to enhance the side even more! More than happy to discuss this in greater detail at any time! Best of luck with the project!	11/8/2023 10:01 PM
10	I am very excited to be able to bike ride or walk do the new casino. Right now it's too unsafe to do that.	11/7/2023 2:52 PM
11	I drive Hunt at least twice a day, to and from work, and see an average of one cyclist per trip, max. I think a shared use path should be more than sufficient, and two dedicated cycling lanes overkill. I think there is greater danger in not having separation between oncoming traffic.	11/7/2023 6:41 AM
12	Speeding is a constant issue along Hunt Highway as well as cars passing other cars over the double yellow line. Reckless driving is also a problem along Hunt Highway.	11/6/2023 4:30 PM
13	Whatever could be done to calm traffic and make it less of a path to the casino	11/3/2023 4:53 AM
14	Question 2 wouldn't let me choose only the second option.	11/2/2023 2:49 PM
15	With increased Casino traffic, would definitely like a safer corridor for everyone.	11/2/2023 11:30 AM
16	None	10/29/2023 1:42 PM
17	Don't put in 4' landscape. The shrubs will just die out over time. Put in the 9' or larger landscape and do trees not shrubs. Also narrow drive lanes to 11' and you get cheap traffic calming.	10/28/2023 7:15 AM

11 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

18	Too many speeding cars, especially nights and weekends	10/27/2023 2:23 PM
19	Prevention of flooding, blowing debris from reservation onto roadway and landscaping, speed abatement and more oversight by law enforcement around cars racing late at night. It's not a drag way.	10/27/2023 10:03 AM
20	I drive and cycle hunt frequently. I never ride hunt heading East as that side has had the most accidents with cyclists. Additionally as a cyclist I do not suggest mixed use path as myself and many other cyclist ride at 20mph or faster on hunt and that would pose a danger to walkers or runners. Lastly if this is implemented it needs to go the full length from Val Vista to Dobson.	10/27/2023 9:49 AM
21	Hunt Highway(particularly between Val Vista and Cooper or McQueen) seems like a perfect place to add a protected cycle track to encourage neighbors to cycle with less safety concerns. Several bicyclists have been injured or killed since we have lived down here. We support protecting everyone who uses Hunt Highway whether for driving, biking, or running/walking. Encouraging Chandler residents to be more active by providing them safe passage would be incredible.	10/26/2023 8:52 PM
22	I use sidewalks cause bike lanes are dangerous	10/26/2023 8:27 PM
23	Theft on that and vandalism on that side of neighborhoods	10/26/2023 7:18 PM
24	A golf cart lane would be great to have as we have a lot of neighbors who use golf carts which take up the entire sidewalk on Hunt Highway.	10/26/2023 7:09 PM
25	I do not currently bike on Hunt because it is terrifying. I would if I had a dedicated bike path!	10/26/2023 5:34 PM
26	We don't need landscaping we need a better thought out design	10/26/2023 2:44 PM
27	I think that we should just not limit it from val vista to McQueen ...	10/26/2023 2:22 PM
28	Please allow vehicle to pass. Do not separate vehicle lanes with a median!!!	10/26/2023 2:10 PM
29	I feel Hunt Hwy is good the way it is. It is easy to go around cyclists	10/26/2023 1:21 PM
30	Sad to have all this traffic with the new casino	10/26/2023 1:03 PM
31	there is significant speeding and reckless driving at Hu t and Val vista	10/26/2023 12:57 PM
32	Na	10/26/2023 12:26 PM
33	Thank you for your consideration with regards to our safety!	10/26/2023 12:21 PM
34	Continue to enforce the rule to keep heavy load/large vehicles off Hunt	10/26/2023 11:51 AM
35	Police presence 9pm-2am it is a race track so add speed bumps -	10/26/2023 10:38 AM
36	Changing Hunt Highway is not necessary. It is no longer the scenic ride it was ten years ago. It is unnecessary to add more landscape that needs to be watered when Arizona is in a drought.	10/26/2023 10:30 AM
37	Changing the road would be a waste of money. No other road in the area has any of these types of bike lanes.	10/26/2023 10:25 AM
38	N.a	10/26/2023 10:02 AM
39	Shared use is the worst. Best is just have a wide the right lane for cyclists and marking on the pavement.	10/26/2023 8:34 AM
40	I am a resident of Sun Groves and have noticed an increase of traffic and speeding on Lindsay & Val Vista to and from Hunt Highway.	10/25/2023 10:18 PM
41	Hunt highway is dangerous. On more occasion than 1 cars are speeding due to lack of stop signs. The speeding starts on Val vista and flows into highway. My kids ride their bikes back there to friend's houses and the sidewalk is the only way to go. would e-bikes be allowed on the bike paths? Right now they use the sidewalk as the bike lanes are too dangerous.	10/25/2023 8:40 PM
42	Speed cameras	10/25/2023 8:17 PM
43	Casino has increased traffic.	10/25/2023 7:22 PM

12 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

44	A protected bike lane is overdue. Hunt highway is behind my backyard and I'm an active cyclist. After my friend was hit and killed by a distracted driver I do not ride in hunt highway. That's very disappointing since it's one of the main reasons I moved to my neighborhood.	10/25/2023 7:00 PM
45	People travel at such high speeds it's very unsafe	10/25/2023 5:33 PM
46	Please DO NOT add traffic calming!	10/25/2023 4:08 PM
47	It would be fine if the speeding and drag racing were controlled	10/25/2023 2:57 PM
48	We had a shared use path where we used to live and they are frankly dangerous. Pedestrians do not stay to the right and cyclists have to dodge them. Overall I feel safe biking on Hunt Highway. The lack of consistent bike lanes on Lindsay Road is a much bigger problem.	10/25/2023 1:34 PM
49	On Hunt Highway, Lindsay Road needs sidewalks going both north and south up to Riggs Road	10/25/2023 1:34 PM
50	Maintaining a passing lane would be an important aspect for long-term use of hunt highway. Sacrificing road space to bicycles is a bad idea. Using some of the existing Greenbelt at the south edge of neighborhoods and negotiating with reservation officials to add bike paths to the developing resort to the south, would be a more prudent approach.	10/25/2023 1:33 PM
51	I have run countless miles down on Hunt Hwy over the past decade. HOA is constantly replacing plants down along the road that use water and end up dying every year. I always thought have more paths for activities would be such a better use of the space, a crushed minus path for walkers/runners & a paved path for wheels. Cars race down that road though for sure, so that has ALWAYS been a concern but even more so now. People from our own neighborhood are doing it.	10/25/2023 1:32 PM
52	I like all the ideas and anyone of them would be a major improvement.	10/25/2023 1:17 PM
53	An additional light at Lindsey would improve safety	10/25/2023 1:05 PM
54	The protected cycle track is my preference but any of the 3 suggested enhancements would be welcomed.	10/25/2023 9:12 AM
55	Pleaeer consider the variety of cyclists, those riding 10mph, and those riding 25mph, they should not use the same lanes and runners should never be in a bike lane	10/25/2023 8:22 AM
56		10/25/2023 7:49 AM
57	Need running paths that are dirt	10/25/2023 6:53 AM
58	No	10/24/2023 7:49 PM
59	As Chandler and surrounding areas continue to grow at exponential rates introducing significant additional traffic and road users, there seems to be a very clear lack or regard around safety for all other road users except vehicles. I would not normal say this but it is very needed here for more red light traffic cams, speed bumps, speed limit reductions, heavier fines for speeding	10/24/2023 6:42 PM
60	In the median, landscape, paver and cycle track areas add cutouts as well as sunken landscape basins. Having permeable surfaces with native vegetation will drastically improve flood mitigation. If you must have raised curbs add curb cutouts. I also like the cycle track plan I just wonder about future uses of the other side of the vehicle traffic in the future.	10/24/2023 4:17 PM
61	The "protected cycle track" would be ok on the south side but not the north. The problem with those is that bikes are traveling against the flow of traffic, which is dangerous at intersections where cars cross the path.	10/24/2023 12:56 PM
62	Please pick up the pace. I thought Frye Road was getting protected bike lanes? You guys do these surveys and then nothing happens. Mesa, Queen Creek and Gilbert all have better biking infrastructure than Chandler. It's embarrassing.	10/24/2023 12:30 PM
63	Please leave it alone. it works fine now.	10/24/2023 11:32 AM
64	Make hunt highway look beautiful. All we see are those ugly farms.	10/24/2023 9:15 AM
65	Just replace the pavement. Not enough bicyclists to justify expense of the proposed reconstruction.	10/24/2023 8:40 AM
66	In addition to the cycling improvements I would also like to see only native plants used for the	10/24/2023 7:50 AM

13 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

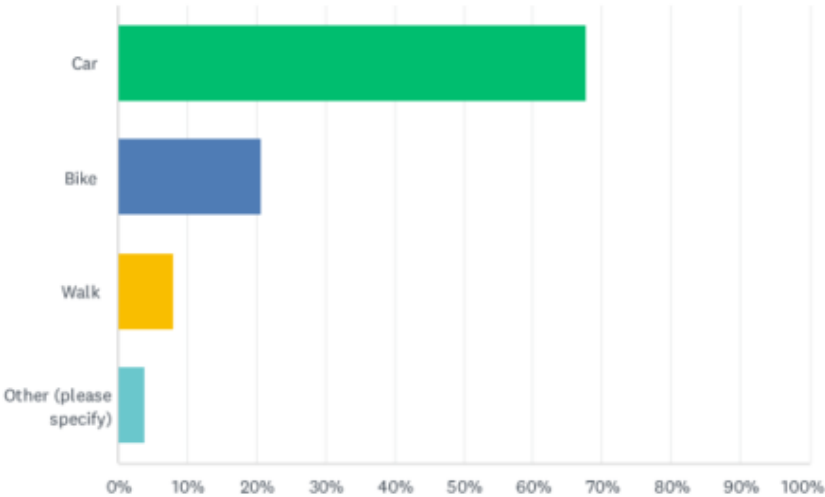
	landscaping. This would help save on water use and maintenance. I would also like to see the city take the National Wildlife Federation's Monarch pledge and commit to planting native milkweed as well to help restore monarch butterfly habitat.	
67	Hunt HYWY should not be improved. Make everyone use Riggs rd to get to casino	10/24/2023 6:22 AM
68	I don't want additional traffic to my neighborhood	10/24/2023 6:21 AM
69	With the addition of the casino, I am scared of drunk drivers or distracted drivers.	10/24/2023 5:13 AM
70	Stop speeding	10/24/2023 5:00 AM
71	Security concerns with criminals entering from the reservation. Intoxicated drivers exiting the casino.	10/23/2023 7:55 PM
72	I like the idea of protected bike infrastructure and traffic calming. I like anything that will keep it from being a pseudo freeway like Riggs. Hopefully eventually something connecting Hunt to the North for bikes can happen.	10/23/2023 7:33 PM
73	Since the idea of the casino was born, the city of chandler has denied that widening of hunt would take place. The gric has made our view hideous and has deliberately placed a service entrance opposite Solera's entrance. We now have to put up with truck noise that we didn't have to previously. Doing anything to increase TRAFFIC on Hunt is in direct opposition to caring about our community.	10/23/2023 6:28 PM
74	Please extend this all the way to McQueen	10/23/2023 6:12 PM

14 / 18

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q7 What is your primary mode of transportation along the corridor?

Answered: 238 Skipped: 0



ANSWER CHOICES	RESPONSES
Car	67.65% 161
Bike	20.59% 49
Walk	7.98% 19
Other (please specify)	3.78% 9
TOTAL	238

#	OTHER (PLEASE SPECIFY)	DATE
1	Car as of now but we would bike more if it was improved.	11/12/2023 7:14 AM
2	None right now	10/27/2023 11:17 PM
3	Car, bike, 125cc scooter.	10/27/2023 3:10 PM
4	All of the above.	10/26/2023 2:10 PM
5	None	10/26/2023 10:38 AM
6	Motorcycle	10/26/2023 8:33 AM
7	Running	10/25/2023 2:03 PM
8	Motorcycle/car	10/25/2023 1:33 PM
9	Use it only to exit my neighborhood	10/23/2023 6:28 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

Q8 If you would like to be updated about the project, please enter your email below.

Answered: 107 Skipped: 131

#	RESPONSES	DATE
1		11/14/2023 12:38 PM
2		11/13/2023 2:53 PM
3		11/12/2023 9:49 AM
4		11/12/2023 7:14 AM
5		11/11/2023 8:11 AM
6		11/11/2023 8:06 AM
7		11/11/2023 8:01 AM
8		11/10/2023 5:09 PM
9		11/10/2023 3:11 PM
10		11/8/2023 10:01 PM
11		11/7/2023 2:52 PM
12		11/7/2023 6:41 AM
13		11/6/2023 7:11 PM
14		11/6/2023 4:30 PM
15		11/6/2023 11:50 AM
16		11/2/2023 3:02 PM
17	et o	11/2/2023 2:49 PM
18		11/2/2023 11:30 AM
19		11/1/2023 9:02 PM
20		10/29/2023 10:19 AM
21		10/28/2023 2:42 PM
22		10/28/2023 7:15 AM
23		10/28/2023 6:31 AM
24		10/27/2023 7:00 PM
25		10/27/2023 4:31 PM
26	m	10/27/2023 3:10 PM
27		10/27/2023 2:23 PM
28		10/27/2023 10:03 AM
29		10/27/2023 9:49 AM
30		10/27/2023 7:18 AM
31		10/27/2023 7:14 AM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

32		10/26/2023 8:45 PM
33		10/26/2023 8:27 PM
34		10/26/2023 5:58 PM
35		10/26/2023 5:46 PM
36		10/26/2023 5:34 PM
37		10/26/2023 4:13 PM
38		10/26/2023 2:44 PM
39		10/26/2023 2:22 PM
40		10/26/2023 1:21 PM
41		10/26/2023 12:57 PM
42		10/26/2023 12:36 PM
43		10/26/2023 12:23 PM
44		10/26/2023 11:51 AM
45		10/26/2023 11:51 AM
46		10/26/2023 11:48 AM
47	m	10/26/2023 11:26 AM
48		10/26/2023 11:25 AM
49		10/26/2023 10:52 AM
50		10/26/2023 10:41 AM
51		10/26/2023 10:39 AM
52		10/26/2023 10:38 AM
53		10/26/2023 10:33 AM
54		10/26/2023 10:02 AM
55		10/26/2023 8:33 AM
56		10/26/2023 8:33 AM
57		10/26/2023 4:19 AM
58		10/25/2023 10:18 PM
59		10/25/2023 9:45 PM
60		10/25/2023 8:17 PM
61	gmail.com	10/25/2023 7:06 PM
62		10/25/2023 7:00 PM
63		10/25/2023 5:33 PM
64		10/25/2023 5:12 PM
65		10/25/2023 4:26 PM
66		10/25/2023 4:08 PM
67		10/25/2023 3:29 PM
68		10/25/2023 3:03 PM
69		10/25/2023 2:22 PM

Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive

70		10/25/2023 2:09 PM
71		10/25/2023 2:03 PM
72		10/25/2023 2:02 PM
73		10/25/2023 1:41 PM
74		10/25/2023 1:34 PM
75		10/25/2023 1:34 PM
76		10/25/2023 1:33 PM
77		10/25/2023 1:32 PM
78		10/25/2023 1:17 PM
79		10/25/2023 10:53 AM
80		10/25/2023 9:12 AM
81		10/25/2023 8:52 AM
82		10/25/2023 7:49 AM
83		10/25/2023 7:21 AM
84		10/24/2023 6:42 PM
85		10/24/2023 6:38 PM
86		10/24/2023 6:38 PM
87		10/24/2023 5:21 PM
88		10/24/2023 4:23 PM
89		10/24/2023 3:41 PM
90		10/24/2023 3:08 PM
91		10/24/2023 1:25 PM
92		10/24/2023 12:56 PM
93		10/24/2023 12:30 PM
94		10/24/2023 11:35 AM
95		10/24/2023 11:32 AM
96		10/24/2023 9:15 AM
97		10/24/2023 9:12 AM
98		10/24/2023 8:58 AM
99		10/24/2023 8:05 AM
100		10/24/2023 7:50 AM
101		10/24/2023 6:22 AM
102		10/24/2023 6:21 AM
103		10/24/2023 5:13 AM
104		10/23/2023 10:09 PM
105		10/23/2023 7:33 PM
106		10/23/2023 6:28 PM
107		10/23/2023 6:12 PM

Hunt Highway Traffic Calming and Separated Bike Lanes Study Open House Thursday, November 2, 2023, 4:30 – 6 p.m. MEETING SUMMARY

Attendees:

Nancy Jackson, City of Chandler Transportation Planning Coordinator
Sheri Passey, City of Chandler Management Assistant
Raistlin Snow, City of Chandler, Intern
Jennifer Honea, City of Chandler Public Information Officer
Alyssa Siqueiros, City of Chandler
Sanjay Paul, HDR Consulting
Five employees from HDR Consulting
Kevin Bailey, – 85249 - Resident
Richard Becker, – 85249 – Resident
Jeff Hough, Dr, Resident
Jane Poston, Council Member (arrived after presentation and public comments)

Staff/ Consultant Presentation:

Nancy Jackson, Transportation Planning Coordinator began the meeting with a brief overview of the study which included the study area, the purpose of the meeting and the funding and status of study. The study is in the exploratory phase and no funding source is currently available. We want to engage the public to gain a better understanding of the interest in this project. The project may not proceed if there is a lack of interest. Should public interest wish to proceed, Hunt Highway will need some improvements such as repaving. After her overview she turned the time over to Sanjay Paul, Consultant to complete the presentation. Mr. Paul went through the presentation describing the three different enhancement concepts. After the presentation he asked Ms. Jackson to review some survey results. Ms. Jackson reviewed some of the survey statistics and encouraged attendees to complete the study or encourage others to do so. She again clarified there is not funding for this project at this time and that we would have to seek grants and other funding sources and opened it up to comments and/or questions.

Questions/ Discussion:

Rick Becker asked about the roundabouts shown in presentation. Will they be installed at the major intersections? Mr. Paul's response was they could be considered at Lindsay and Cooper – just none at the collector streets or Gilbert Rd due to the traffic control signal.

Jeff Hough asked how to take the survey. He likes the idea of doing something – especially concerning safety - more specifically biking. He likes Option #1. He is also open to the roundabouts due to their slowing nature. He liked Option #3 but had a problem with part of the design (couldn't hear his comment).

Kevin Baily asked what kind of funding can G.R.I.C. provide? He also informed staff that on the Hunt Highway Study Area poster showing the bike path that on the bike lane/path west of Lindsay on Mountain Blvd does not go through due to private property which has a locked gate on it.

The three attendees like the idea of roundabouts to slow traffic but not completely stop it.

One attendee submitted a Comment Card (attached).

Comment Card

Hunt Highway and Separated Bike Lane Study
Public Meeting
Thursday, November 2, 2023



Thank you for attending tonight's open house. Please take a few moments to complete this comment card.

What comments/suggestions would you like to provide the project team related to the project?

SOMETHING NEEDS TO BE DONE ON THE HUNT HIGHWAY CORRIDOR TO BOTH REDUCE SPEED & MAKE IT SAFER FOR RECREATION. ALTHOUGH I PREFER OPTION 3, ANY OPTION WILL IMPROVE THE CORRIDOR.
AS FAR AS FUNDING SOURCES MAG GRANTS & INDIAN GAMING. SHARED REVENUES SHOULD BE PURSUED. CIP FUNDING IS GOING TO BECOME MORE COMPETITIVE DUE TO THE LOSS OF THE RENTAL TAX & ASSOCIATED CUTS THAT WILL ACCOMPANY IT.

(Please use back of card to continue comments)

Please provide your contact information (optional - if you would like updates on the study):

Name: KEVIN BAILEY Phone: [REDACTED]

Address: [REDACTED], CHANDLER, AZ 85249

Email address: [REDACTED]

ALSO, PLEASE CONSIDER EXTENDING THIS PROJECT TO ARIZONA AVE.

~ End of the Project Assessment (PA) Report
Hunt Highway: Traffic Calming and Separated Bike Lanes: Cooper Road to Val Vista Drive ~

