City of Chandler Sidewalk Gap Analysis

January 2025

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1.0 Introduction

1.1 Purpose of Study

This study involves an evaluation of the city of Chandler's sidewalks infrastructure, beginning with an inventory of existing sidewalks and right-of-way widths. Gaps in the sidewalk network were identified to assess where connectivity was lacking. Data collection and public outreach efforts were critical in gathering input from residents and stakeholders to inform the City's priorities for sidewalk improvements. Based on findings from this study, recommendations will be developed to address gaps in the sidewalk network.

The City of Chandler's new sidewalk gap mapping tool is designed to assist in enhancing the accessibility and connectivity of the community. The tool allows for a comprehensive view of the city, identifying where sidewalks currently exist and where gaps are present. Visualizing the sidewalk availability throughout the City of Chandler allows residents, planners, and policymakers to see the existing sidewalk network and where improvements can be made. The tool supports safety and accessibility while also encouraging feedback towards improving the current sidewalk network.

1.2 Public Outreach

The City of Chandler held a survey to assess the current sidewalk network in the city. Residents were asked to answer questions regarding gaps in sidewalks or shared-use paths and how they use the sidewalk network. Once the gaps are identified, the City of Chandler can analyze the data to help decide how to prioritize sidewalk network improvements. In addition to the survey, a mobile app was provided that allowed users to upload images of sidewalk gap locations such as the ones shown above. Responses to the survey included several common themes such as lack of sidewalks in specific locations, narrow sidewalk width, safety concerns, accessibility issues, and connectivity problems. Survey results are displayed in Appendix A.

1.3 Sidewalk Gap Mapping Tool Features

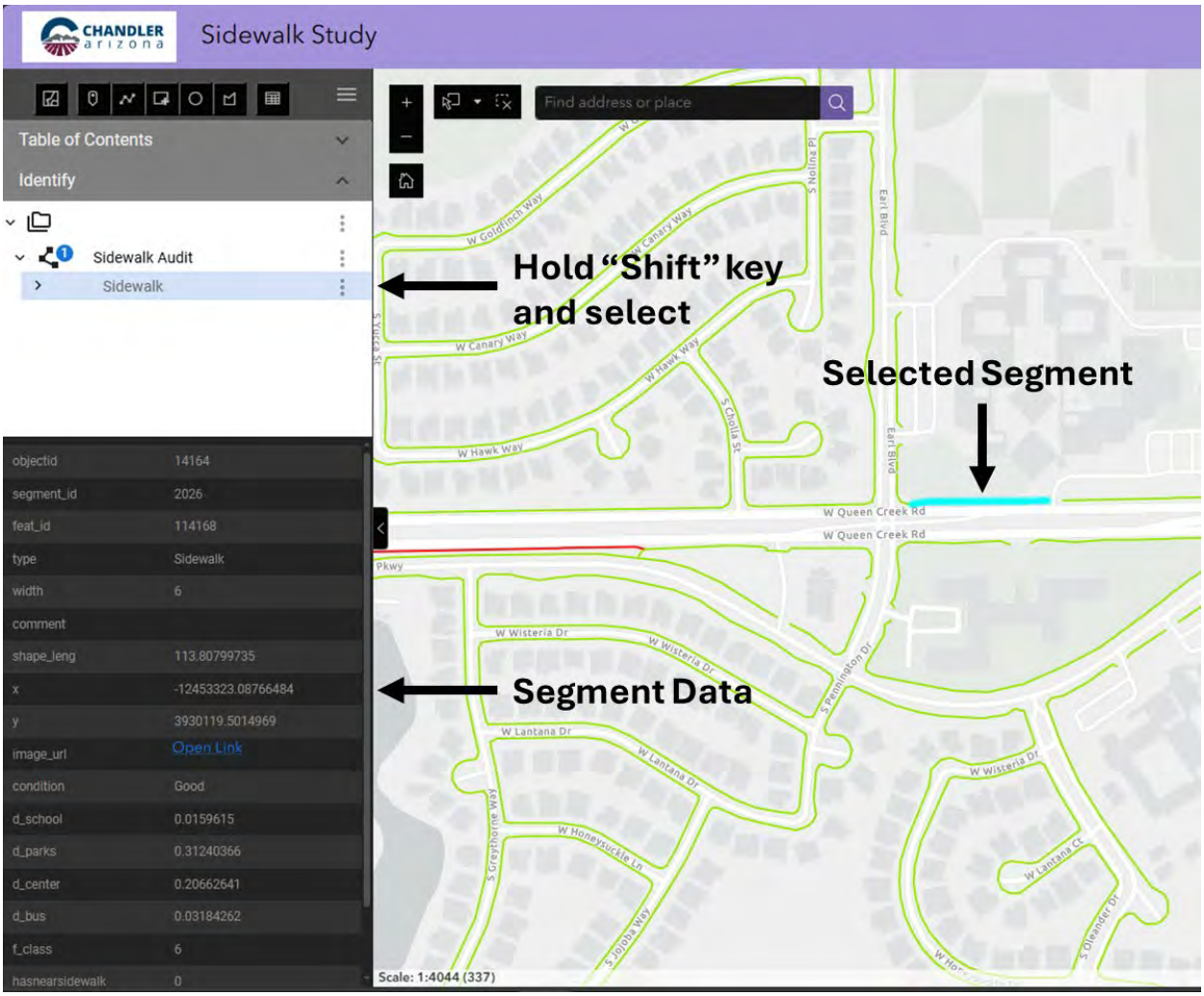
The tool features a map of the city with several features such as sidewalks, parcels, schools, parks, and other activity centers. Any of these features can be toggled on or off using the layers on the left side of the screen. Green lining marks where sidewalks currently exist and red lining indicates where there are no sidewalks present. The need for sidewalk improvements can easily be understood by identifying where the red lining is located. For example, red lining near schools, parks, or activity centers indicates that there is a GAP or no sidewalk present and the city can access the need for sidewalk and prioritize infrastructure in those areas based on the proximity to features within the city with higher pedestrian activity.

2.0 Sidewalk Gap Mapping Tool Tutorial

The sidewalk gap mapping tool for the City of Chandler maps the existing sidewalks and sidewalk gaps throughout the city. The tool presents an easy and effective way to visualize the locations in need of sidewalk improvements in the city. The list of layers seen in Table 1 located on the left side of the tool and can be toggled according to the user's preference.

Specific sidewalk segments can be selected by clicking the segment on the map. Data for the segment can be viewed by holding down the "Shift" key and clicking on "Sidewalk" in the "Identify" tab on the left. Segment data includes width of the sidewalk (in feet), length (in meters and feet), distance to the nearest school/park/activity center (in miles), and more. The process is demonstrated in Figure 1.

FIGURE 1: SEGMENT DATA EXAMPLE



The basemap can be changed using the basemap gallery button in the top right corner of the tool. To print the map to a PDF file, the hamburger menu button at the top of the tool can be selected and then the "Map Contents" will generate the file. The process for printing the map to a PDF file is displayed in Figure 2.

FIGURE 2: PRINT TO PDF FILE EXAMPLE

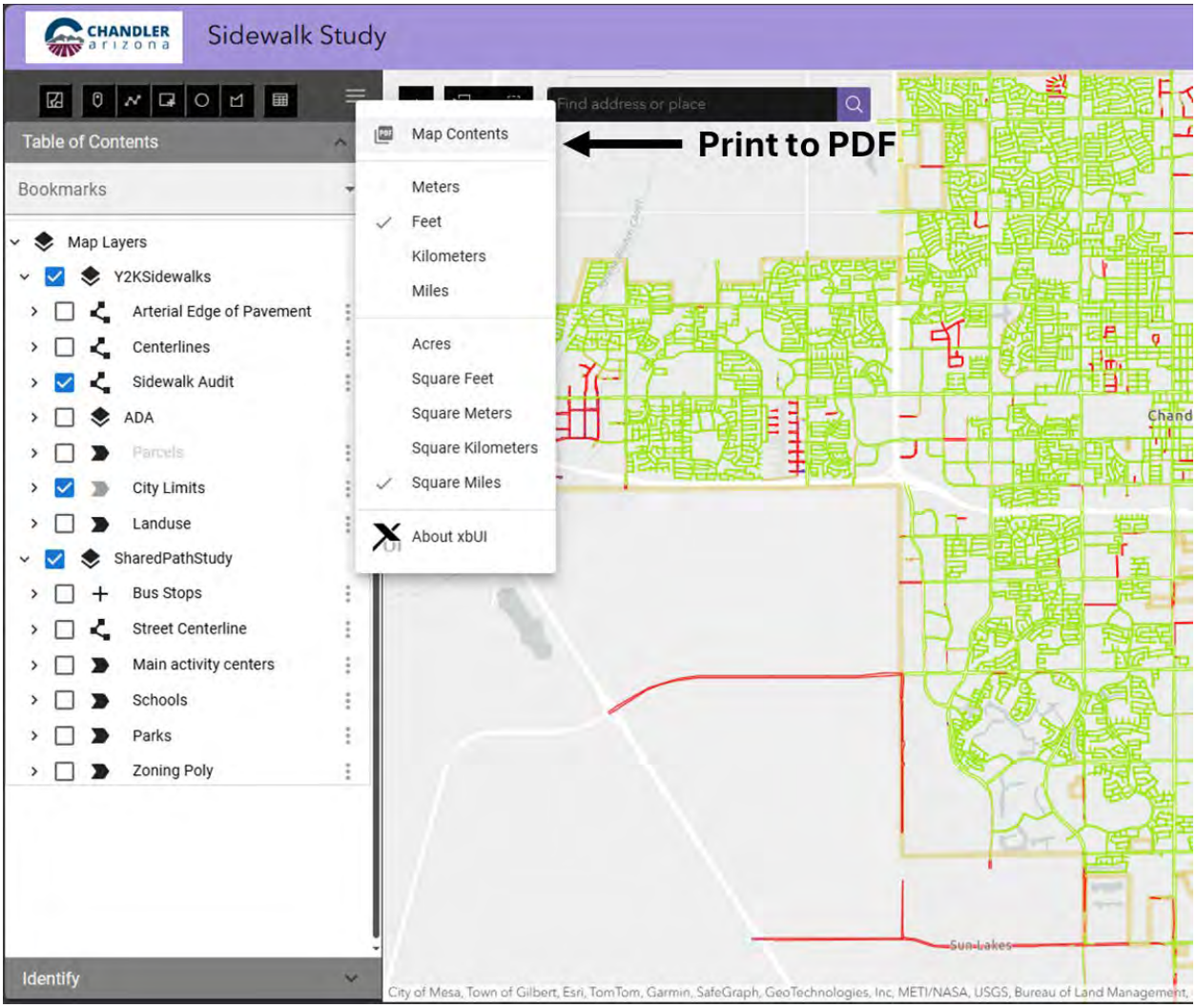


TABLE 1: DATA INVENTORY FOR SIDEWALK GAP MAPPING TOOL

Field #	Field Name	Description
1	City Limits	Boundaries of the City of Chandler
2	Arterial Edge of Pavement	Outermost boundary of the paved surface on an arterial roadway
3	Sidewalk Audit	A collection of all the sidewalks and sidewalk gaps that were inventoried in the City of Chandler
4	Sidewalk	Existing sidewalks
5	No Sidewalk	Sidewalk gaps
6	No Sidewalk with Adjacent	Sidewalk gaps with sidewalk present on other side of roadway
7	Driveway	Driveways with no sidewalks
8	Centerlines	Lines that mark the middle of a roadway
9	Arterial	High-capacity roadways designed for longer travel distances and major traffic flow
10	Collector	Medium-capacity roadways that gather traffic from residential or local streets and direct it to arterial roadways
11	Residential	Low-capacity roadways primarily found within neighborhoods and residential communities
12	Fed_State	Roadways managed by federal or state agencies, often including highways, interstates, and some major arterials
13	Private	Roadways not maintained by public authorities but instead by private entities

14	Parcels	Defined land units or plots
15	Landuse	Type of use for parcels
16	ADA	Collection of data associated with Americans with Disabilities Act (ADA) guidelines
17	ADA Failure	Locations where ADA guidelines or standards are not met
18	ADA Sidewalk	Sidewalks that meet ADA
19	ADA Slopeline	Slopes or grades of sidewalks that meet ADA guidelines
20	ADA Ramp	Ramps that meet ADA guidelines
21	ADA Depressed Curb Drwy	Driveways with a lowered curb between the sidewalk and street that meet ADA guidelines
22	Bus Stops	Transit (TN) Bus Stop Point
23	Main Activity Centers	Key areas where people gather for various activities
24	Schools	School parcels
25	Parks	Park parcels

3.0 Data Inventory & Analysis

This technical memorandum provides an overview of the sidewalk availability in the City of Chandler. Sidewalk location and lengths were collected on all roadway classifications throughout the city. Parcels for locations where pedestrian activity is high such as schools, parks, and activity centers were identified and inventoried in the tool. The purpose of the analysis is to review the existing sidewalks to determine if there is enough coverage for notable locations where pedestrian activity is high, such as schools, parks, and major activity centers.

The City of Chandler has just over 1,450 miles of sidewalks. Approximately 58% of these sidewalks are present on local roadways, as outlined in the following tables and shown in the subsequent figures. The roadways with sidewalks were the starting point of inventory and analysis. Table 1 explains the data collected through the inventory process that is housed in the sidewalk gap mapping tool.

TABLE 2: MILEAGE OF SIDEWALKS AND SIDEWALK GAPS

Roadway Type	Total Amount of Sidewalks (Miles)	Total Amount of Sidewalk Gaps (Miles)	% of Sidewalk Gaps
Major Arterial	222	16	7%
Collector	264	43	14%
Local	837	33	4%
Cul-de-sac	128	13	9%
Total	1,451	105	7%

Numbers are rounded to nearest mile.

TABLE 3: MILEAGE OF SIDEWALK GAPS IN PROXIMITY OF SCHOOLS

	Distance to a School		
Roadway Type	Sidewalk Gaps within ¼-mile (miles)	Sidewalk Gaps within ½-mile (miles)	Sidewalk Gaps within 1 mile (miles)
Major Arterial	2.1	3.7	10.2
Collector	5.0	12.6	33.6
Local	7.8	16.6	24.5
Cul-de-sac	2.3	4.2	9.9
Total	17.2	37.1	78.2

Numbers are rounded to nearest tenth of a mile.

Table 4: Mileage of Sidewalk Gaps in Proximity of Parks

	Distance to a Park		
Roadway Type	Sidewalk Gaps within ¼-mile (miles)	Sidewalk Gaps within ½-mile (miles)	Sidewalk Gaps within 1 mile (miles)
Major Arterial	1.9	6.2	14.4
Collector	12.1	21.9	36.7
Local	8.5	16.6	28.5
Cul-de-sac	3.3	7.7	11.0
Total	25.8	52.4	90.6

Numbers are rounded to nearest tenth of a mile.

Table 5: Mileage of Sidewalk Gaps in Proximity of Activity Centers

	Distance to an Activity Center		
Roadway Type	Sidewalk Gaps within ¼-mile (miles)	Sidewalk Gaps within ½-mile (miles)	Sidewalk Gaps within 1 mile (miles)
Major Arterial	7.0	8.8	10.0
Collector	24.0	28.8	34.0
Local	10.7	14.9	23.4
Cul-de-sac	3.4	4.9	9.4
Total	45.1	57.4	76.8

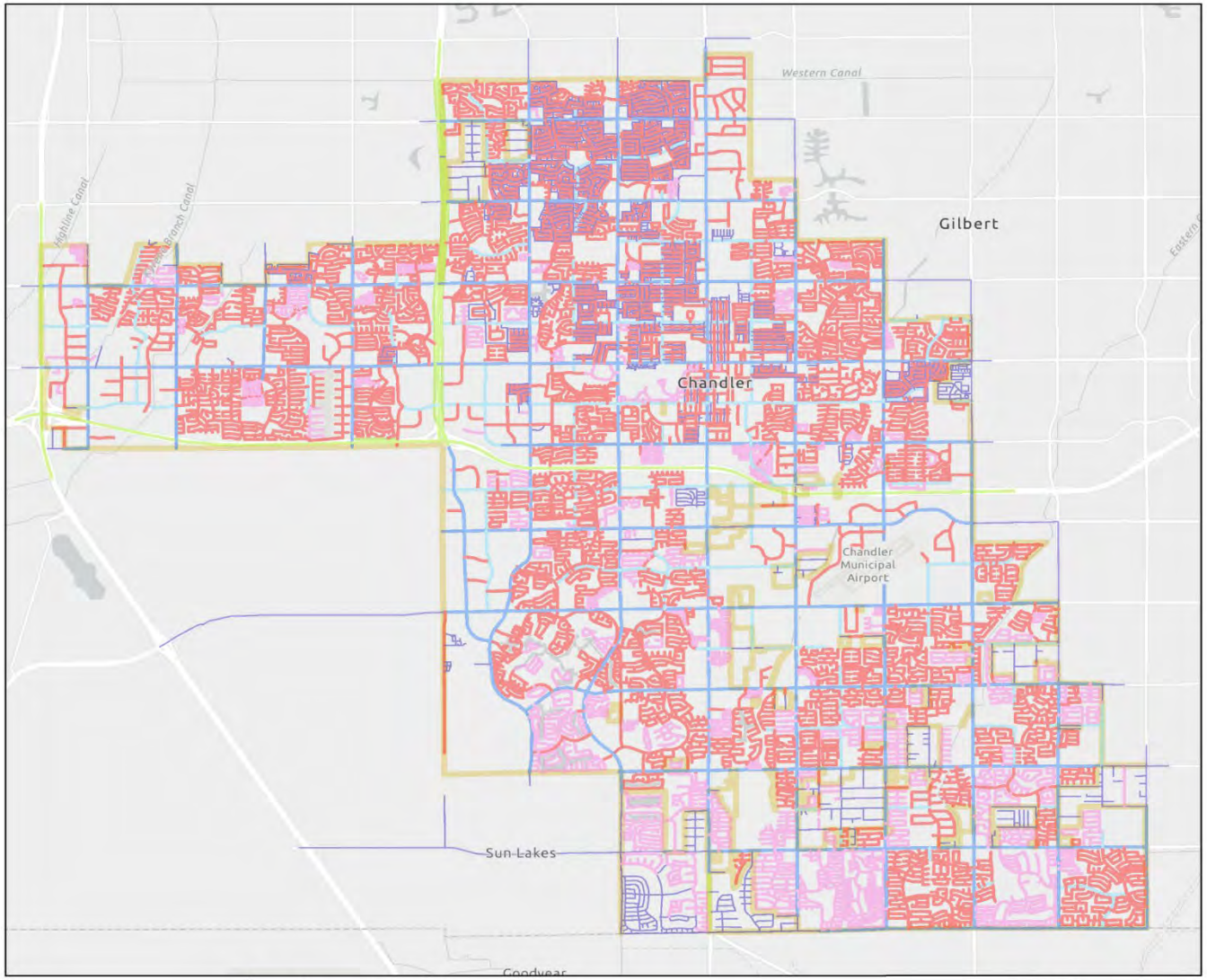
Numbers are rounded to nearest tenth of a mile.

Table 6: Mileage of Sidewalk Gaps in Proximity of Bus Stops

	Distance to a Bus Stop		
Roadway Type	Sidewalk Gaps within ¼-mile (miles)	Sidewalk Gaps within ½-mile (miles)	Sidewalk Gaps within 1 mile (miles)
Major Arterial	7.2	9.0	12.5
Collector	16.5	26.8	37.7
Local	14.2	23.7	30.9
Cul-de-sac	3.4	9.4	11.9
Total	41.3	68.9	93.0

Numbers are rounded to nearest tenth of a mile.

FIGURE 3: ROADWAY CLASSIFICATION MAP



November 18, 2024

Centerlines
- Arterial
- Collector
- Residential
- Fed_State
- Private
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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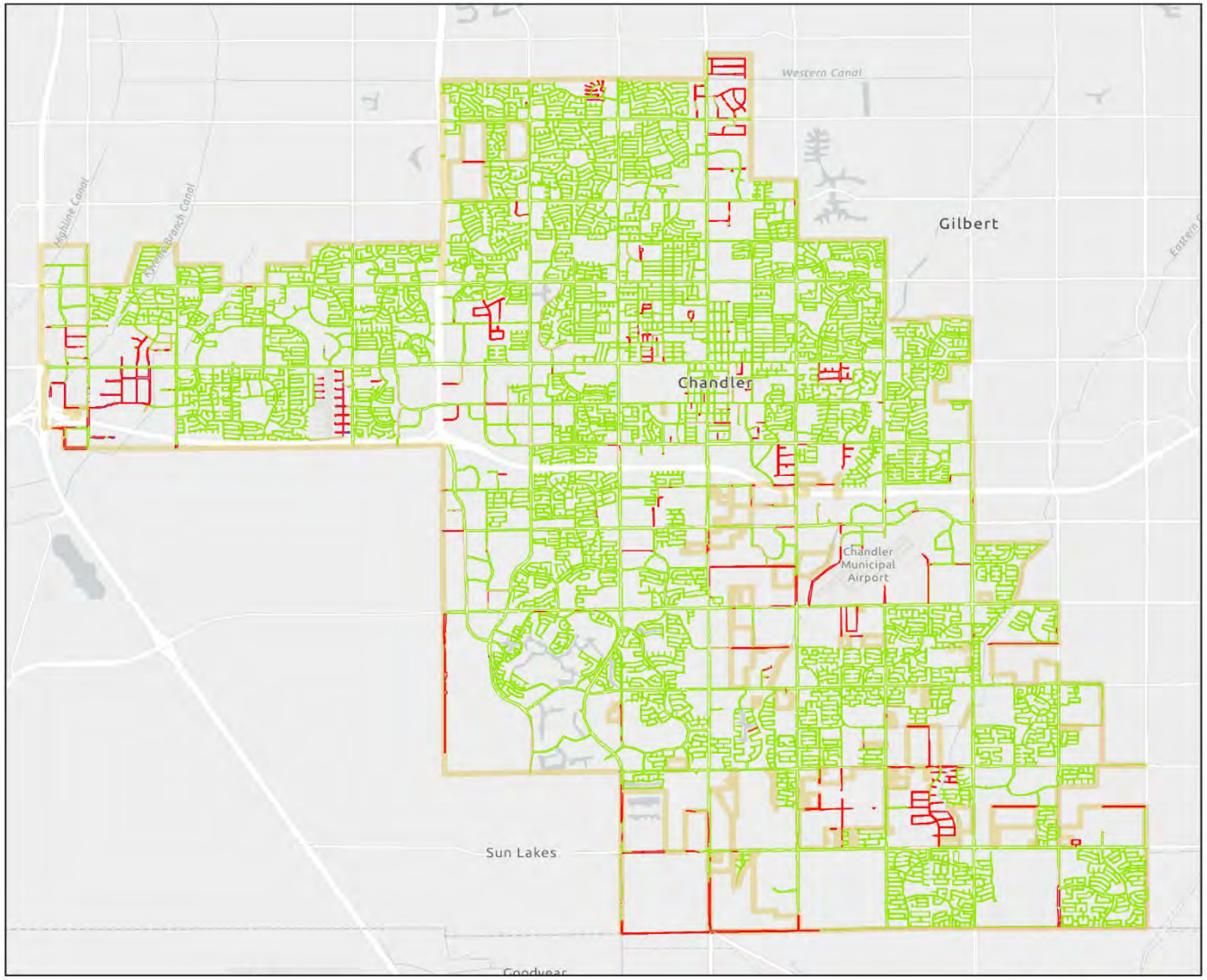
FIGURE 4: EXISTING SIDEWALK AVAILABILITY MAP



November 18, 2024

Sidewalks

Driveway

No Sidewalk

No Sidewalk with Adjacent

Sidewalk

City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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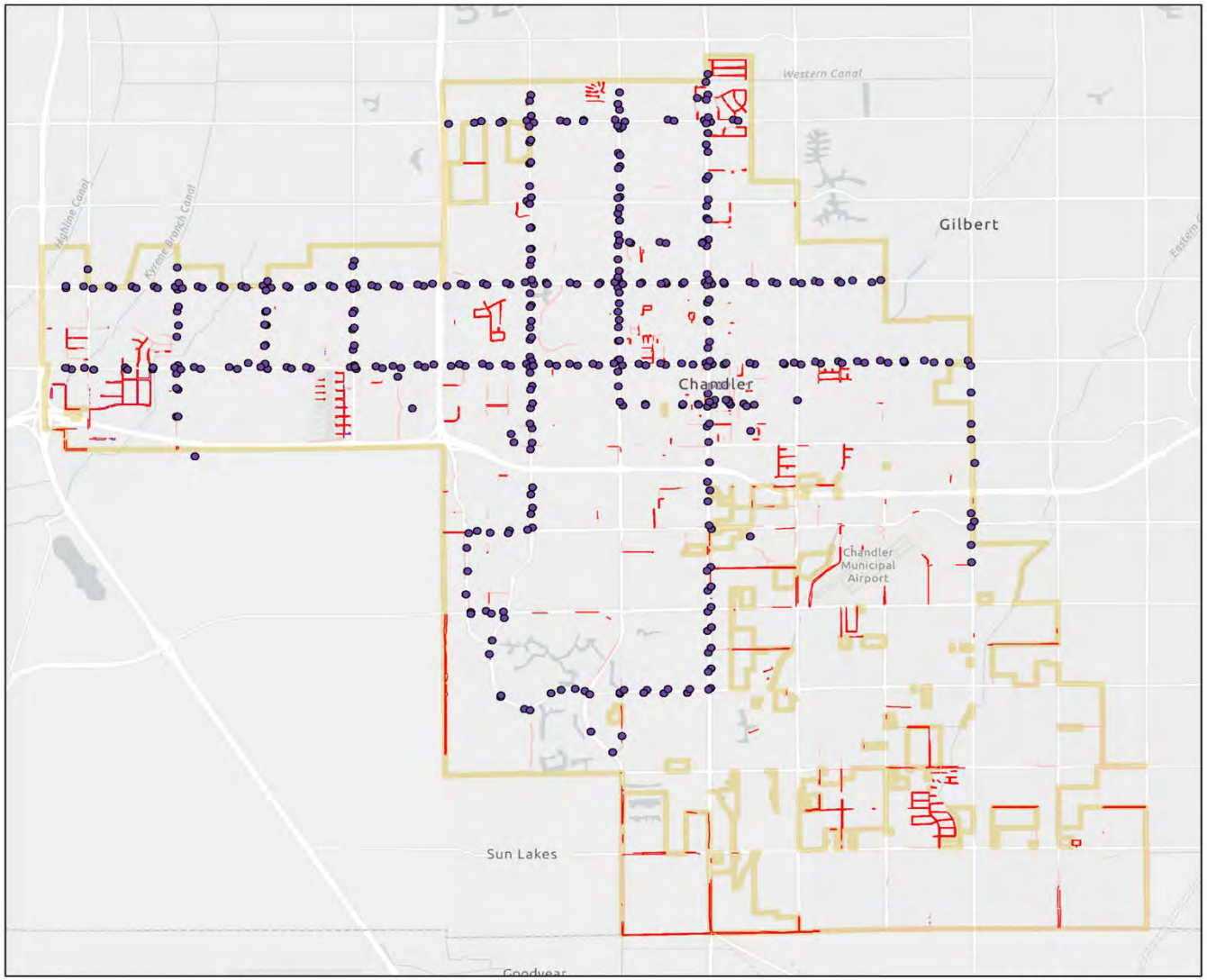
FIGURE 5: SIDEWALK GAPS IN PROXIMITY TO BUS STOPS



November 18, 2024

Sidewalks
- Driveway
- No Sidewalk
- No Sidewalk with Adjacent
- Bus Stops
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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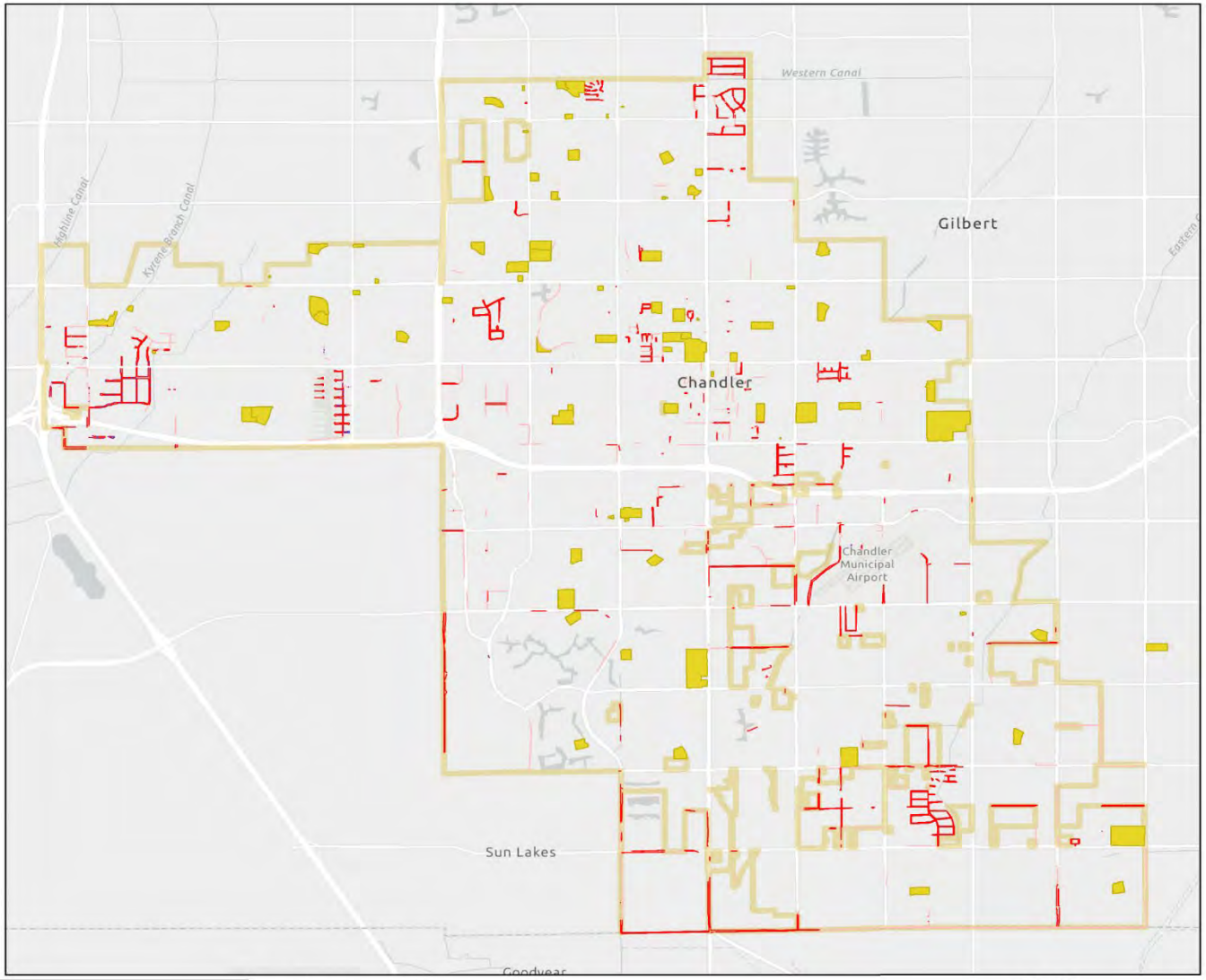
FIGURE 6: SIDEWALK GAPS IN PROXIMITY TO SCHOOLS



November 18, 2024

Sidewalks
- Driveway
- No Sidewalk
- No Sidewalk with Adjacent
- Schools
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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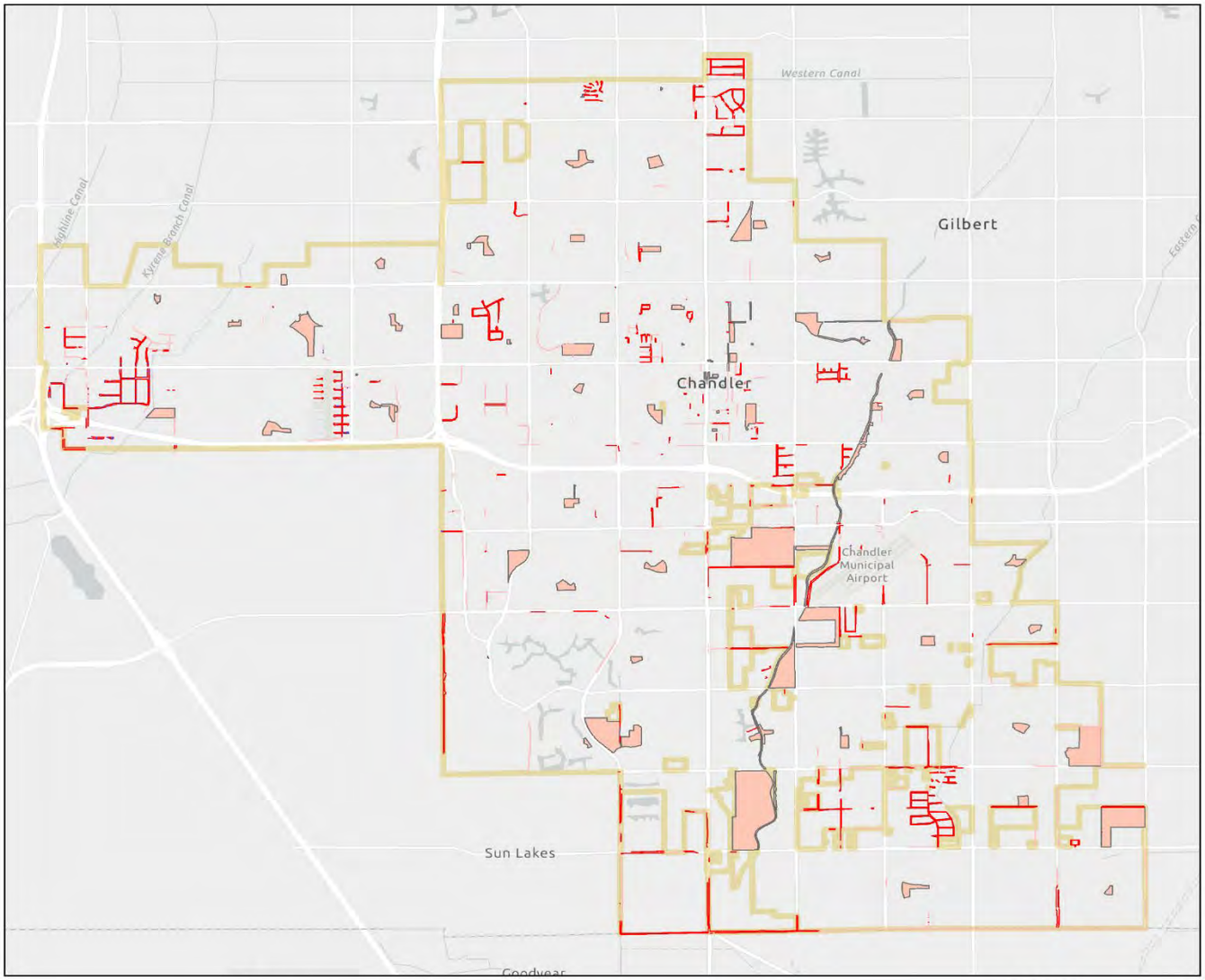
FIGURE 7: SIDEWALK GAPS IN PROXIMITY TO PARKS



November 18, 2024

Sidewalks
- Driveway
- No Sidewalk
- No Sidewalk with Adjacent
- Parks
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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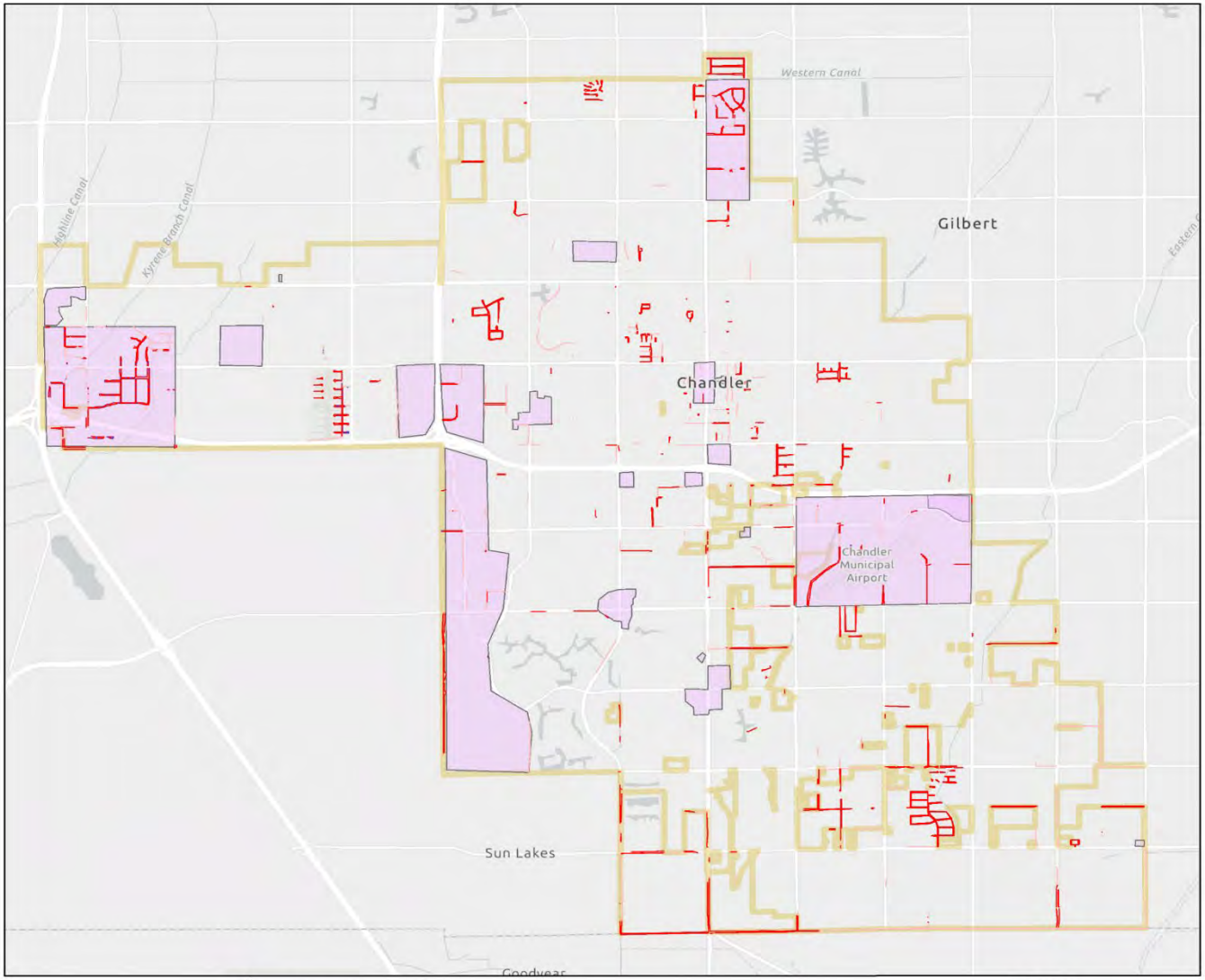
FIGURE 8: SIDEWALK GAPS IN PROXIMITY TO ACTIVITY CENTERS



November 18, 2024

Sidewalks
- Driveway
- No Sidewalk
- No Sidewalk with Adjacent
- Main activity centers
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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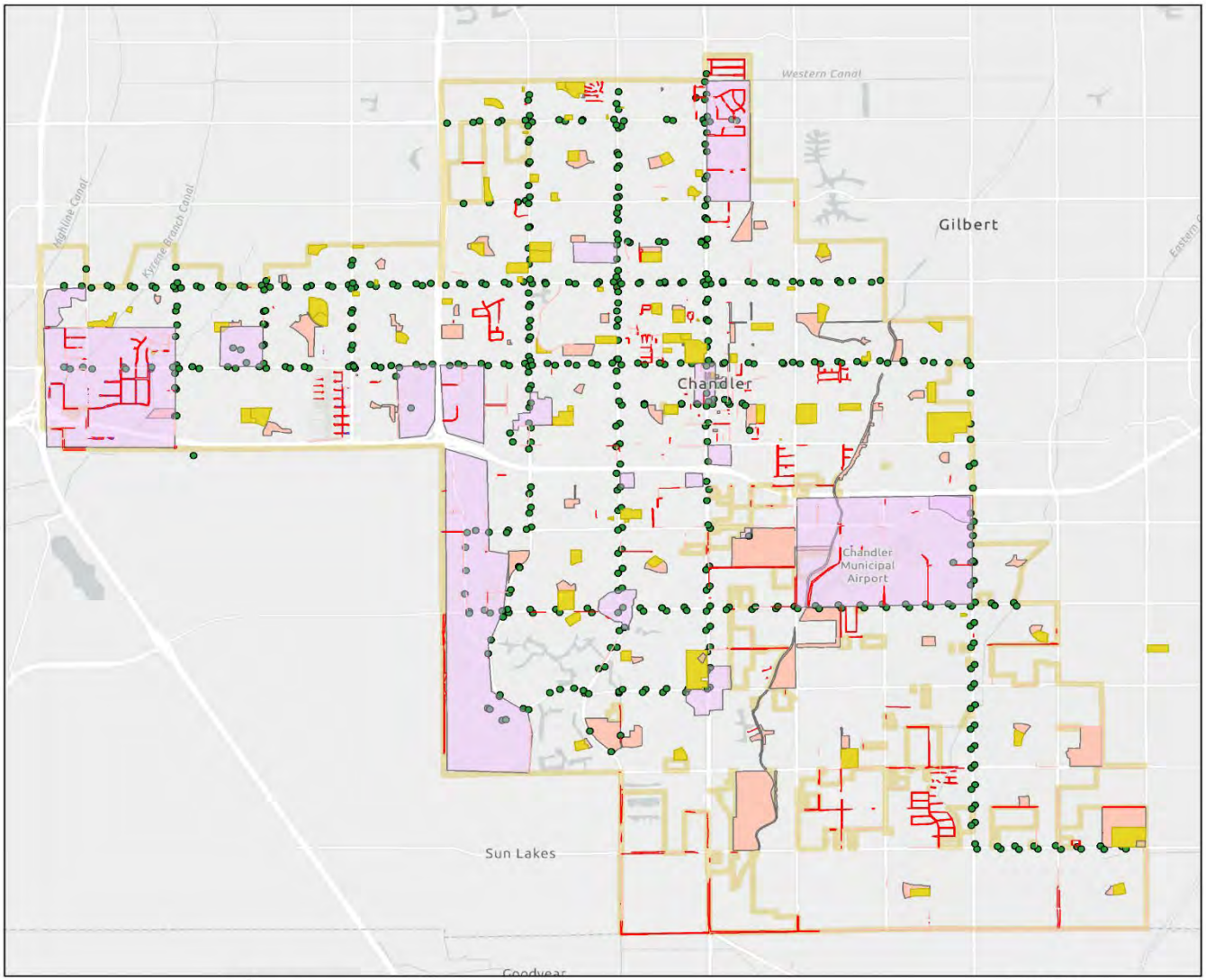
FIGURE 9: SIDEWALK GAPS IN PROXIMITY TO BUS STOPS, SCHOOLS, PARKS, AND ACTIVITY CENTERS



November 18, 2024

Sidewalks
- Driveway
- No Sidewalk
- No Sidewalk with Adjacent
- Main activity centers
- Schools
- Bus Stops
- Parks
- City Limits

1:104,002

0 0.75 1.5 3 mi

0 1 2 4 km

City of Mesa, Town of Gilbert, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

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4.0 Key Observations

The City of Chandler's sidewalk gap mapping tool plays an important role in identifying locations where sidewalk improvements can be made. The tool helps city planners and developers identify gaps in the existing sidewalk network, enabling them to prioritize areas that need sidewalk improvements. By providing a clear map of these gaps, it supports efforts to create a more connected, pedestrian-friendly network, which enhances safety and accessibility for pedestrians.

Bus Stops

At and near bus stops, it is important that sidewalks are present to allow pedestrians easy access to the transit network. For example, there is a bus stop on the east side of Arizona Avenue approximately ¼-mile north of Queen Creek Road as shown in **Figure 1**. There is a sidewalk gap at the bus stop that is approximately a ¼-mile long on Arizona Avenue from Canary Street to Ryan Road. A segment such as this would be a good candidate for sidewalk improvements given that it connects to the transit network and the surrounding sidewalk network.

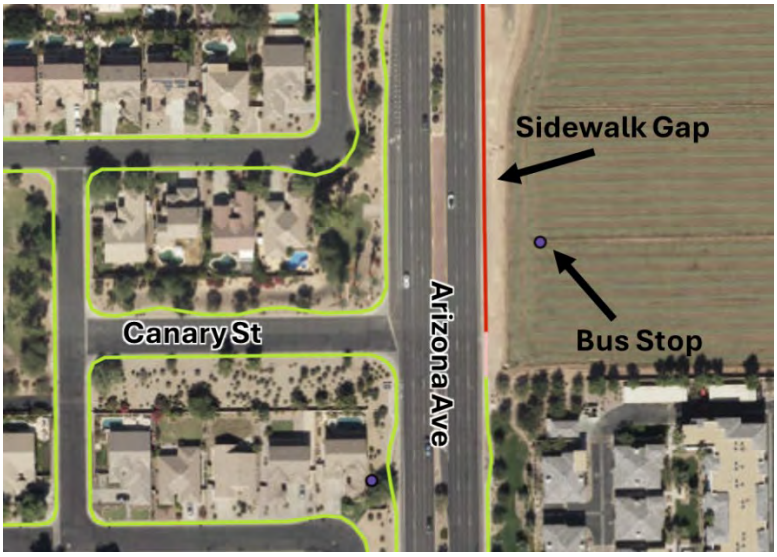


FIGURE 10: SIDEWALK GAP AT BUS STOP NEAR MCQUEEN ROAD AND QUEEN CREEK ROAD

Residential Areas

Throughout the City of Chandler, residential neighborhoods usually have sidewalks on both sides of the street. However, there are a few that were not designed with sidewalks in mind such as the Circle G Riggs Ranch residential community, which does not have sidewalks throughout its entirety as displayed in **Figure 11**. Areas like these lack sidewalks for a variety of reasons, ranging from technical challenges to aesthetic considerations. Installing new sidewalks might not be effective given the massive undertaking it

would require in this area. The front yards of residents would need to be reconstructed throughout the entire neighborhood, and it is unlikely that residents would want such complications.

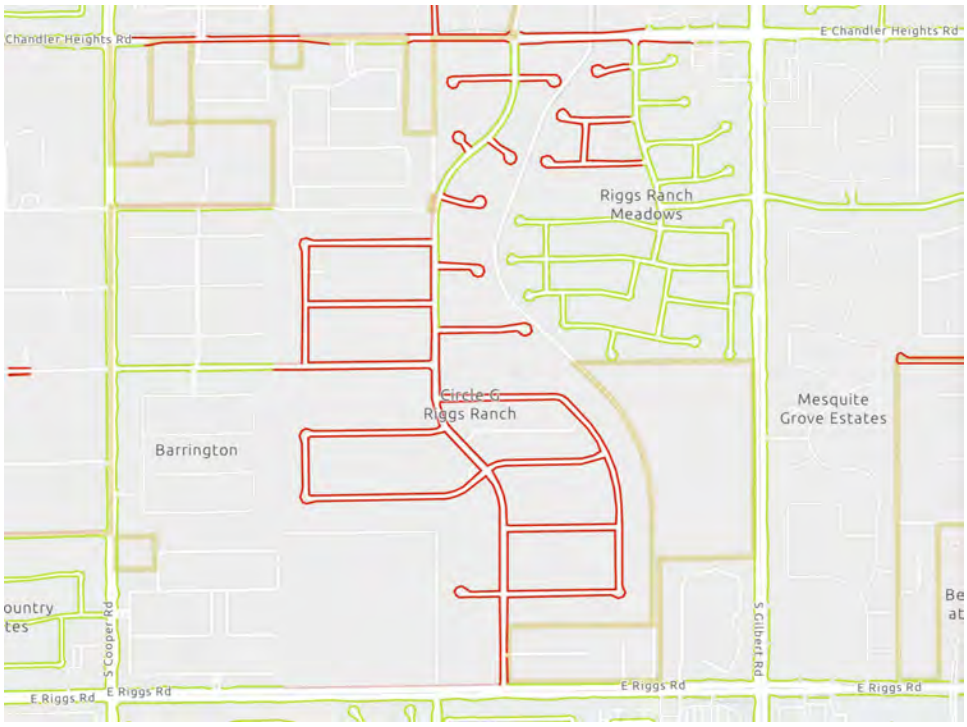


FIGURE 11: SIDEWALK GAPS AT THE CIRCLE G RIGGS RANCH RESIDENTIAL COMMUNITY

Schools/Parks/Activity Centers

A well-connected sidewalk network around schools is essential for ensuring safe travel for students and other pedestrians. Filling in sidewalk gaps near schools is especially impactful, as these areas experience frequent foot traffic. For example, there are some gaps in the sidewalk network near Hartford Sylvia Encinas Elementary School. Given the proximity to the school, this would be an ideal location to install new sidewalks and improve the sidewalk network for the surrounding area. The same guidelines can be used for other locations where pedestrian activity is high such as parks and activity centers.

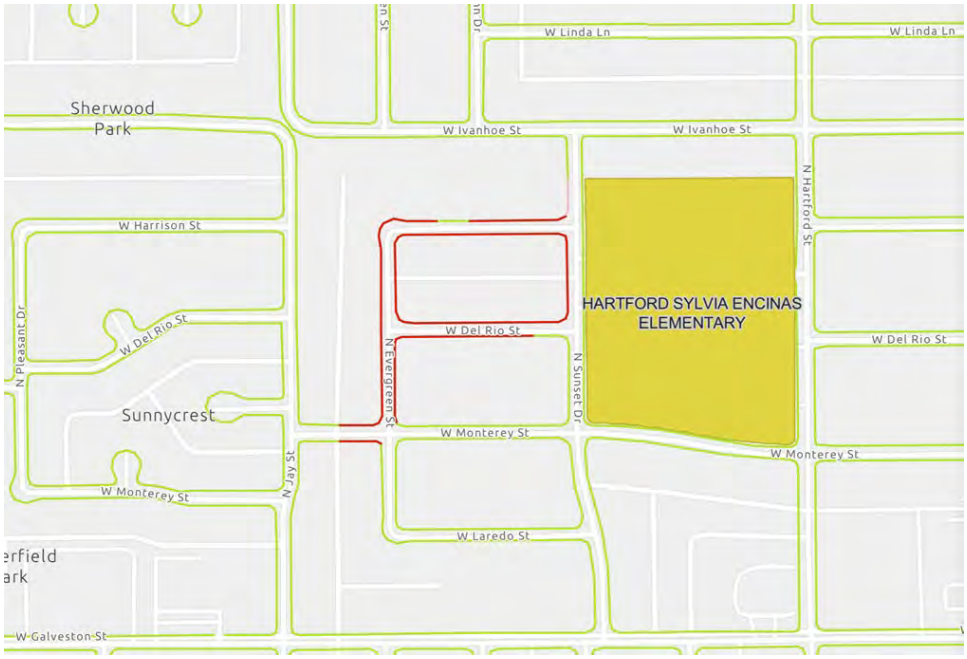


FIGURE 12: SIDEWALK GAPS NEAR HARTFORD SYLVIA ENCINAS ELEMENTARY SCHOOL

Industrial/Employment Areas

Sidewalks are not consistently available throughout Chandler's industrial areas. Due to the nature of industrial land use, pedestrian infrastructure is often overlooked during the development of these areas. In areas such as these, the implementation of new sidewalks should be considered on a case-by-case basis depending on various circumstances. For example, if there is an isolated gap and a new sidewalk would connect it to the existing sidewalk network, it could provide significant value. The sidewalk gap in an industrial area (shown as “Employment”) shown in **Figure 13** is a good candidate for sidewalk improvements, given that it is a relatively short and isolated gap that would directly connect to the surrounding sidewalk network.

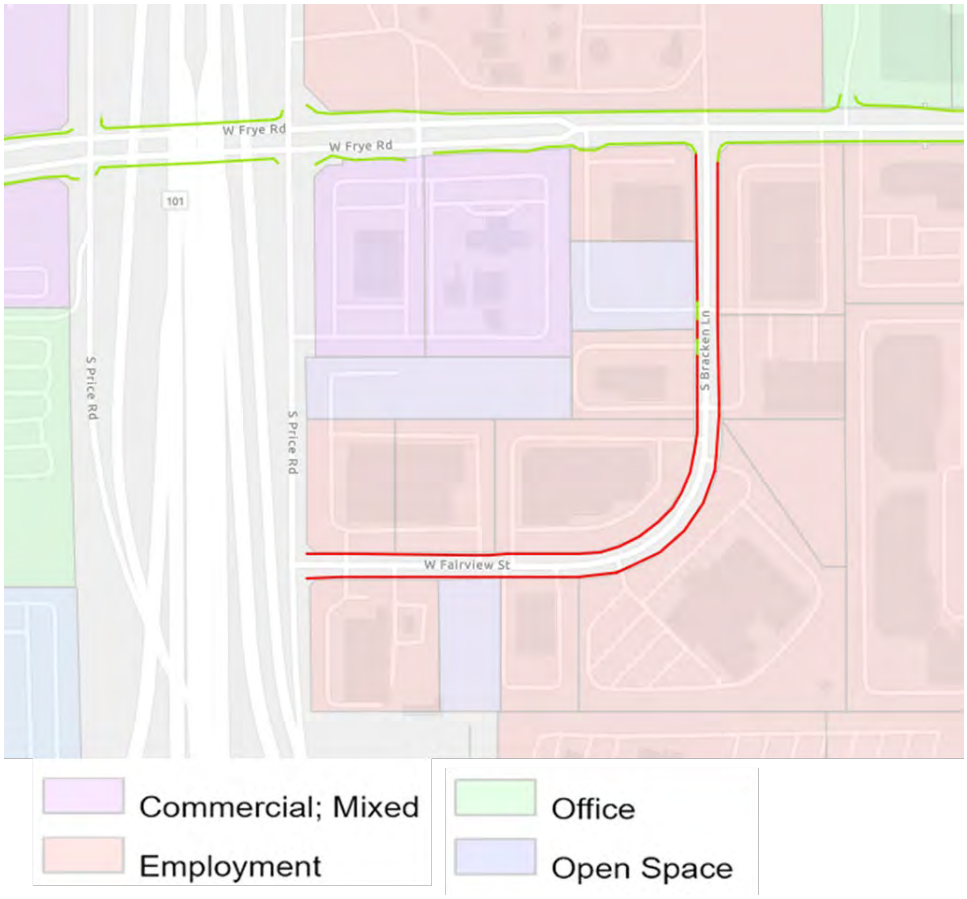


FIGURE 13: SIDEWALK GAP IN THE INDUSTRIAL AREA NEAR FRYE ROAD AND PRICE ROAD

5.0 Recommendations

Based on the preliminary analysis from the City of Chandler's sidewalk gap mapping tool, several recommendations and guidelines have been identified for implementing new sidewalks in areas with gaps. Installing sidewalks in key locations with high pedestrian activity will improve the overall sidewalk network throughout the city of Chandler.

Overall, the sidewalk gap mapping tool should be used to assess locations on a case-by-case basis. Isolated gaps that connect existing sidewalks should be prioritized over areas with large stretches of continuous gaps. Gaps near or at bus stops should be filled in with new sidewalks so people can easily access the transit network of Chandler. Near schools, sidewalks should be installed where there are gaps to increase connectivity and the safety of school-goers. Similarly, isolated gaps near parks and activity centers would be ideal locations for new sidewalks due to high pedestrian activity. Sidewalk gaps in residential areas would require further coordination with homeowners associations and residents in order to install new sidewalks. For new industrial developments, it is recommended that the city coordinate with developers to see if a sidewalk should be installed. Public complaints of sidewalk gaps should be considered in assessing where new sidewalks should be installed.

The following guidelines are recommended:

- Require private development to construct sidewalks for all new construction and for any improvements to existing development that include exterior site improvements such as building expansions/ relocations and/ or parking lot reconstruction/ expansion.
- Private development within established industrial/ employment areas will be exempt from sidewalk improvements if:
    - There are no sidewalks on adjacent developed property for any new sidewalks to connect to, and development is at least 700' from a bus stop (as measured by potential pedestrian route if sidewalk network were completed), or
    - Sidewalk construction would necessitate right-of-way acquisition by private developer, or
    - Sidewalk construction would result in utility relocation, or
    - Sidewalk construction would result in mature tree removal
- All private development within established industrial/ employment areas are required to construct any missing sidewalks on adjacent arterial street frontage, regardless of the above exemptions.
- The city should construct sidewalks in areas they are missing, prioritizing the following conditions:
    - Developed areas that have gaps and would otherwise have a complete/ nearly complete sidewalk network
    - Residential and commercial areas

- Areas near parks, schools, or transit stops
- Providing sidewalks on at least one side of the road where sidewalk is currently missing on both sides of road
- Areas where the city has received public requests for sidewalk to be constructed
- Areas without utility or street light relocations or other physical or right-of-way constraints that could result in costly construction efforts
- Improvements should be prioritized first on arterial streets and then on collector streets, with local street improvements having lower priority

- The city should not proactively construct sidewalks in established industrial/ employment areas or rural residential areas where sidewalks do not exist throughout all or most of the development.

Appendix A: Survey Results

1450 E Germann Road

Anderson Boulevard & Tulsa Street

Hartford St & Chandler Boulevard

The City of Chandler held a survey to assess the current sidewalk network in the city. Residents were asked to answer questions regarding gaps in sidewalks or shared-use paths and how they use the sidewalk network. Once the gaps are identified, the City of Chandler can analyze the data to help decide how to prioritize sidewalk network improvements.

Responses to the survey included several common themes such as lack of sidewalks in specific locations, narrow sidewalk width, safety concerns, accessibility issues, and connectivity problems. Multiple locations were identified that lack proper sidewalks, forcing pedestrians to navigate dirt paths or unsafe areas. Narrow sidewalks were described as causing congestion, particularly near schools during drop-off and dismissal times. Several responses noted safety issues due to a lack of crosswalks, curb ramps, or bike lanes, especially at busy intersections or near schools. Locations without adequate ramps or crossings make it difficult for people using bicycles, wheelchairs, or strollers to navigate. The responses highlighted areas where sidewalks abruptly end or don't connect to other infrastructure, such as paths to parks, grocery stores, or bus stops. The limits of the study area was also questioned, as they do not reach the downtown area of Chandler.

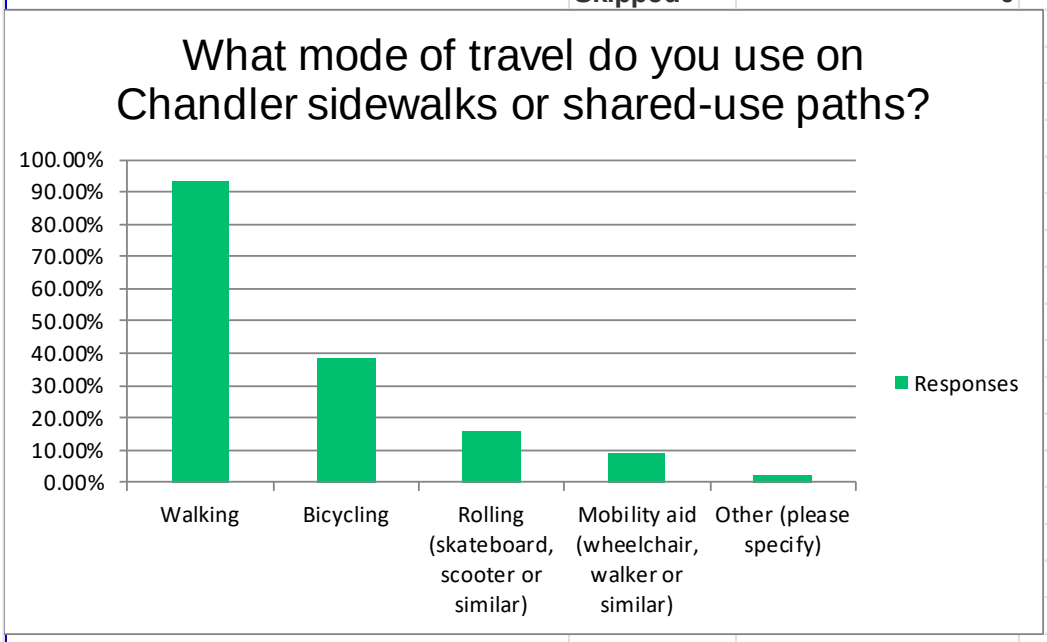
In addition to the survey, a mobile app was provided that allowed users to upload images of sidewalk gap locations such as the ones shown above.

Question No.1

Chandler Sidewalk Survey

What mode of travel do you use on Chandler sidewalks or shared-use paths?

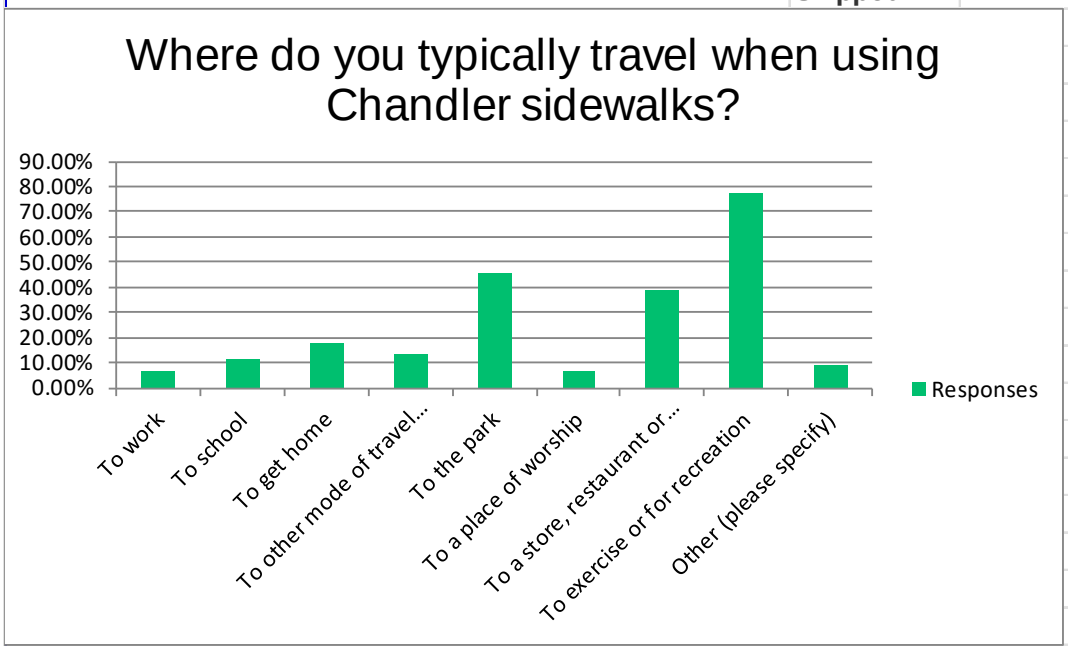
Answer Choices	Responses	
Walking	93.18%	41
Bicycling	38.64%	17
Rolling (skateboard, scooter or similar)	15.91%	7
Mobility aid (wheelchair, walker or similar)	9.09%	4
Other (please specify)	2.27%	1
	Answered	**44**
	Skipped	**0**



Respondent ID	Response Dat	Other (please specify)	Tags
118651767355	Jul 19 2024 0	Kids in wagon/stroller	

Question No.2

Chandler Sidewalk Survey		
Where do you typically travel when using Chandler sidewalks?		
Answer Choices	Responses	
To work	6.82%	3
To school	11.36%	5
To get home	18.18%	8
To other mode of travel (bus, Chandler Flex, rideshare stop or si	13.64%	6
To the park	45.45%	20
To a place of worship	6.82%	3
To a store, restaurant or other place of business	38.64%	17
To exercise or for recreation	77.27%	34
Other (please specify)	9.09%	4
	Answered	**44**
	Skipped	**0**



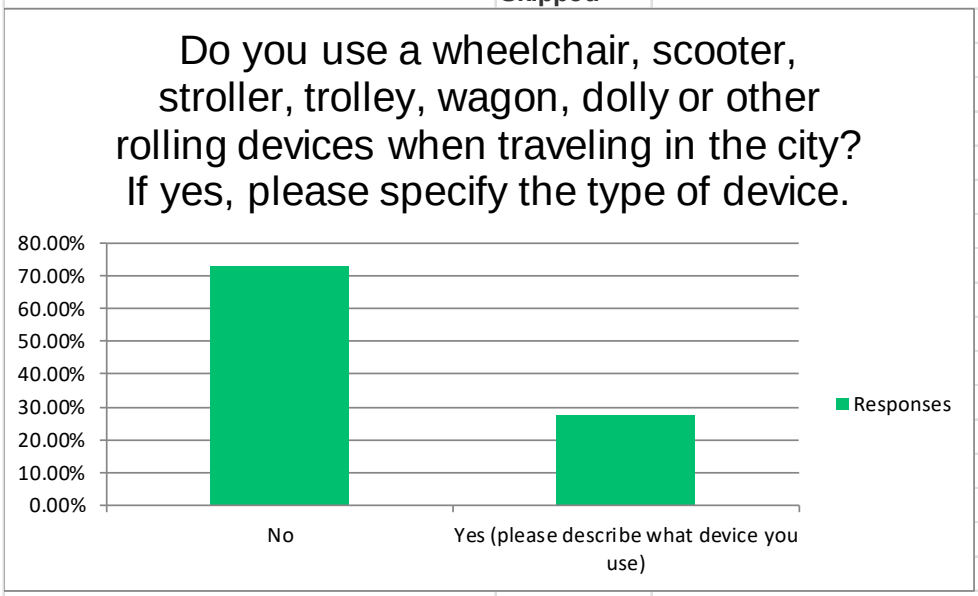
Respondent ID	Response Date	Other (please specify)	Tags
118665620499	Aug 08 2024 10:01 AM	To Waymo pickup range	
118661462840	Aug 02 2024 10:34 AM	among neighrborhoods or near canal for morning dog walks (2.5 mi radius from Cooper/Chandler)	
118653408383	Jul 22 2024 04:36 PM	see	
118653145498	Jul 22 2024 11:04 AM	During TNR projects	

Question No.3

Chandler Sidewalk Survey

Do you use a wheelchair, scooter, stroller, trolley, wagon, dolly or other rolling devices when traveling in the city? If yes, please specify the type of device.

Answer Choices	Responses	
No	72.73%	32
Yes (please describe what device you use)	27.27%	12
	Answered	**44**
	Skipped	**0**



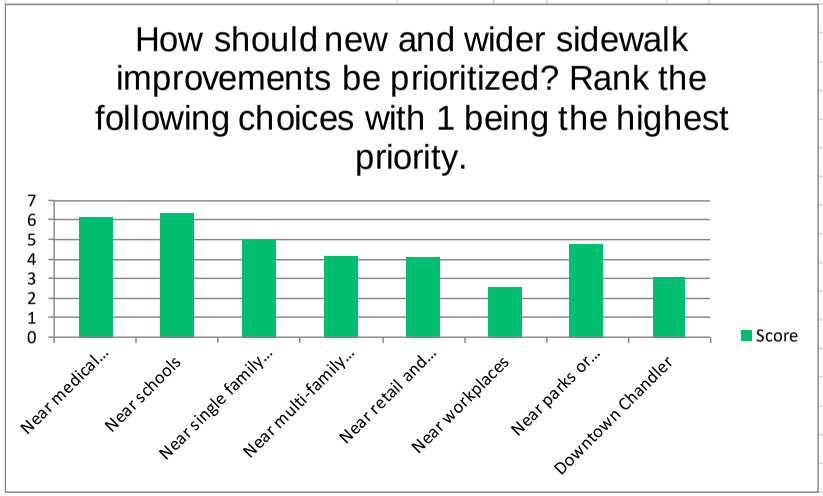
Respondent ID	Response Dat	Yes (please describe what device you use)	Tags
118683788819	Sep 03 2024 (	Trailer attachment for bicycle	
118662561566	Aug 04 2024 :	stroller and wagon	
118662024298	Aug 03 2024 :	dolly, wagon, bicycle	
118661410809	Aug 02 2024 (	scooter and skateboard	
118659382402	Jul 30 2024 0	Stroller	
118655901145	Jul 25 2024 0	3 wheel trike	
118653408383	Jul 22 2024 0	Stroller	
118653244527	Jul 22 2024 1	Wagon	
118653217161	Jul 22 2024 1	Wheelchair for my daughter	
118652033658	Jul 20 2024 0	Kid stroller	
118652014316	Jul 20 2024 0	WHEEL CHAIR,	
118651767355	Jul 19 2024 0	Wagon and stroller	

Question No.4

Chandler Sidewalk Survey

How should new and wider sidewalk improvements be prioritized? Rank the following choices with 1 being the highest priority.

	1		2		3		4		5		6		7		8		Total	Score
Near medical facilities	27.27%	12	27.27%	12	15.91%	7	6.82%	3	11.36%	5	6.82%	3	2.27%	1	2.27%	1	44	6.11
Near schools	31.82%	14	25.00%	11	13.64%	6	13.64%	6	6.82%	3	9.09%	4	0.00%	0	0.00%	0	44	6.34
Near single family home neighborhoods	13.64%	6	9.09%	4	25.00%	11	18.18%	8	9.09%	4	6.82%	3	9.09%	4	9.09%	4	44	4.98
Near multi-family residential buildings	6.82%	3	4.55%	2	4.55%	2	27.27%	12	20.45%	9	18.18%	8	13.64%	6	4.55%	2	44	4.18
Near retail and restaurants	2.27%	1	6.82%	3	11.36%	5	11.36%	5	31.82%	14	13.64%	6	22.73%	10	0.00%	0	44	4.05
Near workplaces	4.55%	2	2.27%	1	2.27%	1	0.00%	0	4.55%	2	25.00%	11	31.82%	14	29.55%	13	44	2.52
Near parks or recreational areas	6.82%	3	22.73%	10	20.45%	9	11.36%	5	2.27%	1	11.36%	5	13.64%	6	11.36%	5	44	4.75
Downtown Chandler	6.82%	3	2.27%	1	6.82%	3	11.36%	5	13.64%	6	9.09%	4	6.82%	3	43.18%	19	44	3.07
																	Answered	**44**
																	Skipped	**0**



Question No.5

Chandler Sidewalk Survey

Please provide any other comments about Chandler's sidewalks here:

Answered	**17**
Skipped	**27**

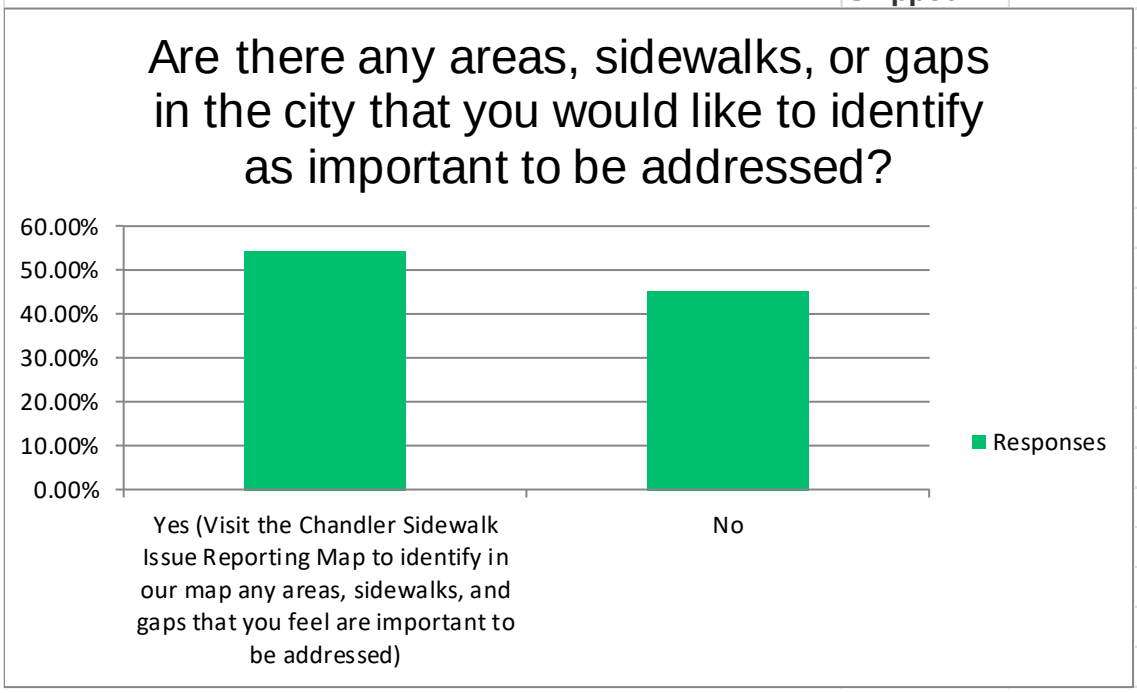
Respondent ID	Response Date	Responses	Tags
118683788819	Sep 03 2024 05:28 PM	Add sidewalks and bikelanes on BOTH sides of Arizona Ave	
118670074550	Aug 14 2024 03:43 PM	Tyson Manor- all of a sudden - no more sidewalks	
118665620499	Aug 08 2024 10:01 AM	Sun Lakes should not be forgotten, folks. We pay a lot of taxes. We need sidewalk to Snedigar Park, and also to Arizona Ave.	
118662923769	Aug 05 2024 09:57 AM	Use the most modern, sustainable, durable materials for all hard surfaces	
118662561566	Aug 04 2024 11:04 PM	Walking down Country Club/Arizona Ave is dangerous, cars speed and as a pedestrian you are feet from vehicles driving 50 to 60 miles an hour. The design of the road must change to provide better accessibility for all. Traffic calming, road diet, reduction of stroads, improved mobility, whatever you want to call it, it needs to be implemented sooner rather than later. Making sure all of our sidewalks and protected bike lanes have tree coverage will greatly benefit the high temps we experience.	
118661462840	Aug 02 2024 10:34 AM	Almost all of ones I've walked on have been in great shape (lived in Chandler since 2011). This is a good reminder to use teh appt oreport crackes/dangersous parts. Sometimes though it's hard to know if a public area is city owned, HOA managed, business responsibiltiy, etc.	
118661379768	Aug 02 2024 08:46 AM	The neighbors in my neighborhood park their vehicle half on the sidewalk blocking our path	
118659852741	Jul 31 2024 10:46 AM	Sidewalk needed on north side of Germann east of Hartford St.	
118656620843	Jul 26 2024 11:21 AM	need to identify where motorized scooters and e bikes can ride.... right now walkers and runners are at risk	
118653262278	Jul 22 2024 01:00 PM	Would love more sidewalks that have a barrier between the sidewalks and a busy street. Also wider sidewalks near schools!!	
118653217161	Jul 22 2024 12:15 PM	N/A	
118652014316	Jul 20 2024 05:06 AM	parklane and common needs to be a priority. many people in street trying to get to the safeway with no sidewalk	
118651835195	Jul 19 2024 05:00 PM	There is no sidewalk crossing at San Tan Street and Cooper. Residents of Tradition East cannot safely/easily cross the street because the sidewalks on both sides of the street are curbed. The canal is right across the street when traveling from west to east on the city sidewalk that runs parallel, and just north of, San Tan Street. It doesn't make sense because, not only is there not a traffic light or crosswalk, there is a raised median that blocks foot/wheeled traffic flow from one side of the street to the other.	
118651831804	Jul 19 2024 04:50 PM	There is no sidewalk on the west side of Hartford north of Chandler Blvd. Many people walk that area.	
118651767355	Jul 19 2024 02:13 PM	The biggest problem in our neighborhood is that vehicles parked in private driveways extend out over the sidewalk so that we have to go into the roadway to pass.	
118649265815	Jul 16 2024 01:27 PM	need to be flat and wide	

Question No.6

Chandler Sidewalk Survey				
If you would like to be updated about the project, please enter your email belo				
Answered	**18**			
Skipped	**26**			
Respondent ID	Response Date	Responses	Tags	
118670074550	Aug 14 2024 03:43 PM	Kate@guruward.com		
118669948794	Aug 14 2024 12:37 PM	JBGRAHAM121@GMAIL.COM		
118665620499	Aug 08 2024 10:01 AM	americanjazz@aol.com		
118662561566	Aug 04 2024 11:04 PM	Kellie.Alto@gmail.com		
118662024298	Aug 03 2024 12:18 PM	rossiec@icloud.com		
118661462840	Aug 02 2024 10:34 AM	moondust516@gmail.com		
118661379768	Aug 02 2024 08:46 AM	lily.longacre@gmail.com		
118659852741	Jul 31 2024 10:46 AM	shark413@cox.net		
118659382402	Jul 30 2024 07:40 PM	Jessica.r.aaron@gmail.com		
118657247635	Jul 27 2024 07:03 PM	seth.vangelder2@gmail.com		
118656794218	Jul 26 2024 04:28 PM	ritaggph@gmail.com		
118653217161	Jul 22 2024 12:15 PM	Ryanballway@gmail.com		
118652669981	Jul 21 2024 09:48 PM	coffeekylej@gmail.com		
118652014316	Jul 20 2024 05:06 AM	gjesper@cox.net		
118651835195	Jul 19 2024 05:00 PM	jryalls@yahoo.com		
118651831804	Jul 19 2024 04:50 PM	w.bales@cox.net		
118649267415	Jul 16 2024 01:29 PM	TEST		
118649265815	Jul 16 2024 01:27 PM	nancy.jackson@chandleraz.gov		

Question No.7

Chandler Sidewalk Survey		
Are there any areas, sidewalks, or gaps in the city that you would like to identify as important to be addressed?		
Answer Choices	Responses	
Yes (Visit the Chandler Sidewalk Issue Reporting Map to identify i	54.55%	24
No	45.45%	20
	Answered	**44**
	Skipped	**0**



Sidewalk e racker

Photos

mage : 4

Comments

he word clo d req ire a lea 20 an wer o how.

Response	Count
hi i acro he ree from a ci y park. he in er ec ion i f lly developed b no idewalk?	1
here i no idewalk cro ing a San an S ree and Cooper. Re iden of radi ion Ea canno afely/ea il y cro he ree on foo or ing a wheeled mechani m ch a a bicycle, ka eboard, or wheelchair. No only i here no raffic ligh or cro walk, he idewalk on bo h ide of he ree are c rbed, and here i al o a rai ed median. Given he heavy raffic on Cooper, he e impedimen make i nearly impo ible o afe ly cro he ree o go o he canal from he ci y idewalk ha r n parallel o, and j nor h of, San an S ree . P ing in median and idewalk ramp on each ide of he road wo ld make i m uch ea ier and afer.	1

There is n si e k t this c ti n here I put the marker. I see pe p e trying t n vig te the irt n it u be nice t h ve si e k	1
The si e k brupt y en s n the est si e f An ersen B v - cr ss fr m Tu s in the An ersen Springs neighb rh . It is n t p ssib e t k fr m vest n r un t Penningt n n the est si e f the street s there is n si e k p st Tu s . It u be nice t be b e t k t the p st ffice r the Bright Beginni ngs sch fr m vest n ith ut h ving t k ng the street n p tenti y get hit by c r. Th nk y u f r king int this. (PS: I've been resi ent f An ersen Springs since 1992)	1
S uth si e f viney r .	1
si e k n est si e f b sh (Sne ig r P rk) ....en s fr m bus st p t fu t n r nch b u ev r ..... ???	1
Si e k n S uth si e nee s t be i er. High use t sch r p ff n ismiss . C rs p rk n pen rs here. Definite y i er si e ks nee e	1
N rth si e f Germann e st f H rtf r St	1
I see pe p e fr m sunup t p st sun n king n H rtf r t r Ch n er B v . (ess pe p e k in th e he t) but sti most every y. There re n si e ks s uth f Erie n the est si e. There's si e k n the e st si e fr m Erie t Detr it. It's high tr ffic re hich u benefit fr m si e ks f r pe p e king t the bus st p just est f H rtf r n Ch n er B v .	1
I NEEED TO TALK ON MY ROLERBALDES OR RIDE IN THE STREET BECAUSE THERE IS NO SIDEWA LK HERE.	1
Cr ssb n ne use nee si e k in kerby est tes	1

A few years ago, there was a survey regarding a bi e path along Frye Road from the anal to downtown Ch andler but I don't have any updates on that. It would be safe to have a urb along the path to prote t the bi y lists/pedestrians. A painted white line will not stop vehi les from oming on to the bi e/pedestrian lane. A bridge rossing the main roads su h as Cooper/Chandler and Germann/M cQueen will be safe for everyone as those are busy paths near the interse tions and is used frequently by bi y les and pedestrians.

Answered: ipped: 2