Broadway Road Public Comments from Nov. 19, 2008 public meeting and from emails, phone calls and website between Nov. 19, 2008 and March 17, 2009 (punctuation and grammatical errors are not corrected)

- 1. Planning efforts: I believe projects on College Road and Rural road should be used as a blue print for this project since similar projects occurred there. Goals and objectives: I feel the committee has all ready included a great amount of goals and objectives. I know once the action team meets new ideas and objectives will come out of the meeting. Comments: I believe the engineers and the leaders of this project have included a vast amount of detail and work all ready. I feel I would greatly be an asset to this action team by being a supportive member not a detrimental member. I currently work as a Firefighter for the Phoenix Fire Department and have experience working on labor management committees. On these committees I have learned to accept peoples differences and views as a advantage for the group as whole. I feel this project affects me directly given that I live on the south side of Broadway on Broadway. I look forward to working on the group and you Mr. Yabes.
- 2. Planning efforts: Why just mill to rural! Broadway from Priest to Rural is one of the most unpleasant and dangerous segments of road in Tempe. There are several apartment complexes between Priest and Rural, which mean many people are living with the street's dangerous state everyday. Traffic is fast, side walks are skinny. It's very dangerous to walk, bike or drive on this part of Broadway. It's bad for everybody. Goals and objectives: Slow traffic. Broadway is one of the fastest streets in the tempe. Make the street more narrow. Too many cars use it as a alternative highway passage. Less cars means less traffic, less noise, less danger. If Broadway must remain a fast street, at least create a walkable/bikable component to the street. The sidewalks need more space separation from traffic with that kind of speed.
- 3. Mr. Yabes, I've read about the committee being formed to compile recommendations for changes to Broadway Road bike lanes, etc. I'm interested; I work in Tempe, but live in Phoenix. Am I still eligible? Thank you.
- 4. Add bus element.
- 5. Stop the College Ave Project. It is not needed.
- 6. Please fix the intersection at College and Encanto. It is dangerous turning onto Encanto from College. We want to be able to make this turn safely.
- 7. Where can I get details about what the plans are-drawings, etc. Also what is the status of the previous projects College Road calming and RR quiet zone?
- 8. I would like the wall on Broadway.

- 9. Great meeting, thank you!
- 10. Facilitate crossing of Broadway in between College and Rural approx at Sierra Vista.
- 11. Good Meeting Great staff team from the City of Tempe.
- 12. What ever is implemented should be aesthetic and pleasing to the eye from Broadway not just a flat barren Berlin-style wall installed. I would like to see an existing wall project that is similar in design to anything proposed. I recommend that the city use the wall on N 64th Street, between McDowell and Indian School as the minimum acceptable landscaped and aesthetic requirement for the proposed wall.
- 13. Planning efforts: I see no mention in the current Scope of Work of the mostdiscussed amenity (since about 1985) - a barrier wall along Broadway Road to protect adjacent mature single-family residential neighborhoods. On the north side there are 34 homes, on the south side there are 6 that face Broadway and 6 that face interior neighborhood streets. The neighbors' primary goal has always been protection for our neighborhoods from the noise, traffic, pollution, trash, safety from accidents along this major arterial street that is Broadway Road. The model for this masonry wall has always been the 8' landscaped masonry wall along Rural Road that protects all adjacent single-family residential neighborhoods from the railroad tracks south to U.S. 60. McClintock Drive also has similar masonry walls protecting the single-family residential neighborhoods along that major arterial. Goals and objectives: Comments: If this protection is not provided soon, the deterioration along Broadway Road will only continue to get worse. For example, of the 34 single-family houses along Broadway Lane. only a handful are still owner occupied, all the rest are rentals. Some are even vacant and have been for the 40+ years that we have lived here. The 2030 Tempe General Plan still shows the area along Broadway from Rural to Mill as residential. The politicians always claim that they want to "protect Tempe's neighborhoods". But if Tempe has any intention of keeping the quality of these older residential neighborhoods, they need to be protected from the deleterious effects of this major arterial street that carries not only passenger vehicles but also semi tractor trailers, big city buses, school buses, emergency vehicles, etc. We have personally witnessed the sad decline of housing and the increase of rentals along Broadway over the last 42 years, as well as numerous accidents that have resulted in cars crashing through our citrus "barrier" on the north side and/or actually crashing into living rooms on the south side.
- 14. My comment and basis for participation: What ever is implemented should be aesthetic and pleasing to the eye from Broadway not just a flat barren Berlinstyle wall installed. I would like to see an existing wall project that is similar in design to anything proposed. I recommend that the city use the wall on N 64th

Street, between McDowell and Indian School as the minimum acceptable landscaped and aesthetic requirement for the proposed wall.

- 15. In looking at the comments so far I am concerned that the concept that appears to be under consideration. Recently Apache was reduced from 3 lanes to 2. Like Broadway Road it is a major east / west route in this area. Broadway Road is not a 2 lane each way road either east or west of the area we are planning to rework. By reducing the traffic flow in both directions we are asking to greatly increase the cut through traffic both north and south of Broadway Road. As a member of the Daley Park action committee we spent a lot of time and effort trying to reduce the cut through traffic and the problems that it creates in our neighborhood. I think that what is being considered will hurt both my neighborhood and the one south of Broadway Road. In addition to these concerns I think that 2 other areas of concern need to be addressed. They are: What has the city of Tempe planned for an environmental study. With traffic flow reduced the time that heavy traffic both surrounds and cuts through our neighborhoods is going to increase both particulate and gaseous pollution. These are of great concern to all of us. With particulate pollution going above Federal standards a number of times each year this type of plan (altering traffic timing and flow this way) will very possibly make Tempe a target for federal sanctions including loss of funding for various purposes. A proper environmental study is costly and will likely make the project cost too much. Increasing cut through traffic and pollution will likely reduce the value of our houses. I think that Tempe will be liable for this. Running a plan such as this through a neighborhood committee may protect the city from liability from those who are on the committee and who approve the plan. It will probably not protect the city from liability to those who are on the committee but rejected the plan. Those who are not on the committee and who do not vote for the plan can still look to the city for compensation for their loss. That will also potentially make the city liable for similar actions in other neighborhoods. What we need to be looking at are ways to make Broadway Road capable of handling the same amount of traffic for its entire length through Tempe. That will reduce the tendency of cut through traffic to hurt our neighborhoods.
- 16. Among the appealing aspects of being a resident of (the Daley Park neighborhood of) Tempe are the high level of participation of neighbors in affairs relating to the neighborhoods, the very open lines of communication with City government, and the palpable concern that City Hall employees have for the welfare of Tempe's residents. We have owned a single family home on E. Solana Drive, just north of Broadway, since 2002. We have also put a big part of our retirement savings into improvements on this property. In considering the pros and cons of purchasing this property, the traffic noise from Broadway was a concern. However, we were told by several residents (and subsequently confirmed at City Hall) that the construction of a wall along this section of Broadway was funded, planned and should be complete 'in the near future'. Since then, we have come to realize that there is not just the

inconvenience/disturbance from traffic noise, but a danger of out-of-control vehicles leaving Broadway and damaging nearby properties. In the spirit of open communication, will you please tell us if there is any reason to delay the construction of the wall? As the quality of life in neighborhoods along Broadway will improve dramatically as a result of the wall, we are keen to see the project completed.

17. Gentlemen, I am writing as a member of the Broadway Road Action Team with a critical question that must be answered before we move further into the process. The question is aimed at the two of you because of your leadership positions and because the answers coming from staff are mixed and not clear at this point. Committee members were told by city staff members after our first meeting Tuesday that federal CMAC Broadway Road project funds cannot be used for construction of a protection wall. As a committee member, I am asking you to provide a legal opinion if this is the case and you understand that the wall is a critical component to making this project a success. Currently, staff is shying away from the most-discussed amenity (first considered in 1985) to protect our struggling single-family residential neighborhoods. On the north side there are 34 homes, on the south side there are 6 that face Broadway and 6 that face interior neighborhood streets between Mill and Rural Road. The primary goal has always been protection from noise, traffic, pollution, trash and safety from accidents along this major arterial street. In fact, none of us can fathom how these funds were accepted or even applied for if a wall is not part of the solution. The wall alone would have satisfied residents before \$3.3 million of taxpayer money is spent on beautification. The model for this masonry wall has always been an 8' landscaped masonry wall along Rural Road that protects all adjacent single-family residential neighborhoods from the railroad tracks south to U.S. 60. McClintock Drive also has similar masonry walls protecting the single-family residential neighborhoods along that major arterial. If this protection is not provided, the deterioration along Broadway Road will only continue to get worse. money will have been wasted and the only remaining owner-occupied homes along Broadway Lane will disappear. This is the only cure for the residential instability in these older neighborhoods. The 2030 Tempe General Plan still shows the area along Broadway from Rural to Mill as residential. The city has worked hard to protect Tempe's neighborhoods and in this case, there is no other way to accomplish that. As I told the committee Tuesday, Broadway Road is a "beast" that cannot be slayed but it could be tamed using the wall and the rubberized asphalt that Mr. Hallman helped place on the US 60. If Tempe has any intention of keeping the quality of these older residential neighborhoods, they need to be protected from the deleterious effects of this major arterial street that carries not only passenger vehicles but also semi tractor trailers, big city buses, school buses, emergency vehicles, etc. All of us have witnessed the sad decline of housing and the increase of rentals along Broadway over the last 42 years while the housing along Rural Road was stablized with a protection wall. If the wall is needed anywhere in the city, it is needed on Broadway Road and, in the opinion of many, it is unconscionable to do this project without giving maximum

protection of the neighborhood. What is the purpose of this project? It would seem carrying the wall around to Broadway gives more value to this community than improving pedestrian access. So Mr. Hallman, I call on your leadership skills once again and ask for a legal opinion in this matter. This committee should not be allowed to meet again until this matter is legally resolved. As always, I am appreciative of your time and your hard work on behalf of Tempe neighborhoods and its citizens. I agree with this Mayor that Tempe can solve its problems when we work together. Please let me know asap whether these funds are flexible and, if they are not, perhaps we have applied for, and accepted, the wrong federal grant.

Broadway Road Public Comments from March 14, 2009 community walk

Questions on form:

- 1) What existing elements on Broadway Road help define your community?
- 2) What elements on Broadway Road would you like to see remain or enhanced?
- 3) What needs to change to make Broadway Road a better street?
- 4) What amenities would you like to see on Broadway Road and how would these amenities benefit residents, businesses, pedestrians, cyclists and driver?
- 5) Do you know of examples of streets elsewhere that have amenities you would like to see on Broadway Road? Where and what are the amenities?

A.

- 1. The green tress and shrubs.
- 2. Limited access to neighborhoods is good.
- 3. Wider sidewalks and or bike lanes. Center turning lane may be could only be used when necessary, Otherwise it could be a median.
- 4. Protected bike lanes and sidewalks on both sides. We would be safer.

В.

- 3. Continuous sidewalk widths along entire length on both sides of street esp. s. side.
- 4, Yes, bus pullouts.
- 5. 64th Street n. of McDowell?

C.

1. Mini park n. side. S. end Sierra Vista N. Sight triangle + Ventura N @ Broadway. Rural Rd. Wall. S., Side + 6 foot sidewalk?

D.

1. There aren't any. The small side streets are what define the neighborhood. So providing more separation between broadway and the 4 lanes of broadway with a sound barrier would help greatly.

- 2. I would like to see the road separated from the community/neighborhood by a wall or sound barrier. This would allow broadway rd. to remain a major through st but keep the neighborhood quiet.
- 3. The separation between the st. and the communities to the north and south. I sound barrier or wall where the orange trees currently reside would improve the surrounding community drastically nicer.
- 4. A sound barrier or wall would keep noise out and allow bikers to ride without competing with traffic and pedestrians the same advantage.
- 5. Rural between Apache and Broadway was a sound barrier that greatly improves the quality of living for the surrounding houses.

Ε.

- 1. The residential component of single family dwellings. This is unique for Tempe.
- 2. Tress and greening in this section. It makes it more pleasant when walking and for cycling.
- 3. A recognition/statement with visual components that this section of Broadway Road is unique.
- 4. A gateway element at UPRR tracks and Rural Road marking limits of area. Wider sidewalks on south side with improved w/c ramps gentler slope,/straighter. Tress/shade elements. Diminishing of wide, straight level street to hopefully lessen speed of vehicles. Landscaped medians.

F. BROADWAY ROAD WALK

FEEDBACK FORM

1. Existing elements on Broadway that help define community - are unique or special:

The simple fact that this is the ONLY single-family residential neighborhood along a major arterial in Tempe.

North side:

- Broadway Lane provides safety of distance from Broadway Rd traffic
- Citrus barrier between Broadway Lane & Broadway Rd adds safety & distance
- Bikers, joggers & pedestrians prefer to use this lane versus the south side
- Mature trees, mostly well-maintained single-family homes EXCEPT from Ventura to Rural Rd which are mostly deteriorated, poorly maintained rentals or vacant - 34 single-family homes total on north side

South side:

- Sidewalk within inches 0; high-speed, noisy traffic, buses, trucks, etc.
- DriveWays open directly onto Broadway Rd at homes facing Broadway

- No room for bus pullouts
- Commercial & apartments near Rural and Mill
- Fraternity house, group home, townhouses
- Only 12 or 13 single-family homes east of College, many rentals; 6 face Broadway Rd

2. Elements to remain or be enhanced:

- KEEP Broadway Lane
- ENHANCE citrus barrier, replace with 8' landscaped masonry walls like along Rural Rd
- Use Broadway Lane as the bike lane

3. Changes to make Broadway Rd better: COMBINE WITH

- 4. Amenities to benefit residents, businesses, pedestrians, cyclists, drivers:
 - Changes & improvements must improve Broadway Rd for residents who live here 24/7 & have invested their lives & financial resources in their homes versus transitory drivers or commuters who pass through on their way to somewhere else
 - Residents, pedestrians & bikers alike all need the protection of a sound/safety/visual barrier from Broadway Rd in the form of a landscaped 8' masonry wall similar to Rural Rd - The difference from noisy Rural Rd (54,000 vehicles/day) to the quiet, green, well maintained streets behind (Solana, Granada) is striking
 - This new wall would define the neighborhood as residential, alert drivers this is a residential area, & encourage them to respect the residential character - Reduce speed limit to 35 mph, as at Tempe High School at Mill
 - Change 3/2 lanes to 2/2 lanes with a landscaped median
 - On south side, change orientation of driveways facing Broadway Rd to access off the alley instead & enhance each property facing Broadway wi 8' masonry walls on said properties

5. Examples of amenities:

 Best example of sound/safety/visual barrier wall along a major arterial to protect the adjacent residential neighborhood is the Rural Rd wall at the east end of the Daley Park neighborhood

CONCLUSION:

- Tempe General Plan: 2030 shows Broadway Road from Mill Ave to Rural Rd as remaining Residential
- However, without a physical protection barrier from traffic, noise, pollution, trash &
- accidents on Broadway Rd, this neighborhood will further decline from rentals, lack of maintenance, vacant properties, etc.

- Residents, bicyclists & pedestrians alike all need this protection
- It would be unconscionable to encourage more use by bikes & pedestrians & expose them to the dangers & numerous accidents along Broadway Rd without the above protection barrier of a sound/safety wall
- Any "improvements' to Broadway Rd must NOT leave us worse off than
 we are now. If we were to lose what little protection we have now (citrus
 trees) or even Broadway Lane, then we would not want this CMAQ
 project. (See letter to Mary O'Connor dated May 28, 2001)

Submitted by

G.

- 1. Trees, greenery, mid-century modern vibe.
- 3. Slow down traffic. There are no speed postings after the first 100 yards from Mill & Rural. The road is wide open and invites speeding. Max 35, speed cameras would help. Wall like the one on Rural might make Broadway Lane more livable; right now there are parts that look like a war zone. Sidewalks, where they exist, are way too narrow. Feels dangerous with cars zipping by at 60 MHP.
- 4. Wall like the one on Rural. Trees, landscaped median. Sidewalks wide enough to walk on. Consumer/pedestrian friendly business, like coffee shop. Enhanced neighborhood entrances. Other walls that look good: Priest north of University (w/speed cameras) & McAllister between 14th and 15th streets
- 5. 40th Street & Campbell/LGO neighborhood in Phoenix; 3rd Ave/ & Roosevelt in Phoenix both are nice neighborhoods that mix residential with commercial.

Н.

- 1. Want to retain the neighborhood appeal, older trees and vegetation with older houses, quietness, birds, etc.
- 2. Keep all or as much vegetation esp. trees as possible but not the ornamental oranges along Broadway Lane, but not trees with orange and yellow "balls" that are blooming now. Obviously the ranch houses along its path.
- 3. Reduce noise of vehicles. Reduce # of lanes (4 max) and put in median with vegetation (like Apache etc). Reduce speed limit to 35 mph max. Limit usage to cars/smaller delivery trucks, but no semis. Change over pavement to rubberized pavement to reduce noise.
- 4. Make it physically appealing to walk or cycle near landscaping tress, tress, trees. Eight foot wall to divide traffic and pedestrians safety, more appealing to walk (reduces noise) See wall along Rural as an example (between Broadway and RR tracks) It really makes a difference.
- 5. Eliminate the possibility of any vehicle crossing over onto Broadway Lane and into nearby people or houses.

Broadway Road Public Comments from March 18, 2009 public meeting and from emails, phone calls and website between March 18, 2009 until May 17, 2009

- 1. Whatever wall is install on Broadway Rd. needs to be nice looking and landscaped. I recommend that the wall on 64th Street between McDowell and Thomas be used as a minimum standard. Feel free to remove a lane from Broadway, but please do not reduce the speed limit any further. I propose that Broadway be closed between Mill and Rural Road and turned into a green park. If you're going to reduce traffic, go for the whole enchilada.
- 2. The open windows are nice but too noisy. Buses and lite rail are significant distractions. Every 60 seconds. Microphone helps but still the group struggles to hear.
- 3. Need: reduce traffic speed and rubberize street.
- 4. Close off south side lane (like Broadway Lane) to create frontage road for residents. But this won't work either since you would create a "choke' zone at Mill Ave. & Broadway.
- 5. Build the wall.
- 6. Thank you for your organization and help. We'll move forward more comments on web site.
- 7. 2 lanes, 35 speed limit
- 8. Keep Broadway Lane (on north side). Use Broadway Lane for bike lane. Landscaped wall for security/safety/visual. Sidewalk on Broadway Rd. side (on south side). Re-oriented drives to access alley. Walls on each property. Remove access @ St. Augustine. Convert to bus pullout. Eliminate bus stop @ Sierra Vista & alley (transients walk down alley)
- 9. Not enough time to ask questions. I don't agree with your traffic modeling there is a lot more traffic than what was shown. Basically it is grid lock at mid block (XXX E Broadway Lane) from 7 to 0 a.m. and gridlock from 4 to 7 p.m. Your examples of streetscape did not include 30,000 vehicles per day. Keep Broadway Lane. A wall (8'-0") is a must @ Broadway Lane.
- 10. Buffer wall between Broadway Lane and Broadway wherever possible.
- 11. Don't use textured median too noisy. Use rubberized asphalt.

- 12. Thanks for trying to improve/beautify Broadway. Turn houses facing the south side of Broadway backward to the alley behind them. Backing out toward Broadway is dangerous. Landscape the Broadway side of their houses to reduce noise, pollution and hazards.
- 13. Glad to have the effort and getting inpout from very thoughtful and some experienced residents professionals. Concerned about one way to incorporate bike paths safely. Any plan should have lots of trees. Good idea to have bike path on sidewalk side (north side). Separates pedestrians from traffic for safety by using part of Broadway Lane for new sidewalk.
- 14. Discussion group questions: Existing elements? I do not think there is anything special or unique about this segment of Broadway Rd. Elements to retain or enhance? Residential scale, greenery. What need changed? Everything! Pavement type, pedestrian comfort and circulation, landscaping. What amenities? Bus turn-in/right turn lane @ NEC of Broadway & College. Rubberized asphalt, 8' high wall @ north side of road. Examples of streets? I can't thin of any arterial street sin the Phx metro area that is green and pedestrian friendly. Let's be the first.
- 15.I believe that the wall would be the most significant improvement both from am aesthetic point of view and noise. An island with landscaping to shrink that turn lane and make the neighborhood more appealing.
- 16. Tree-lined median = good. Rubberized asphalt = much better. Noise wall = exponentially better. All of three above = best solution to noise problems. Please consider building noise wall on north side of Broadway. Answers to questions: 1. There is nothing, honestly, unique about Broadway Rd. 2. Would like for Broadway to remain a road. Other than that, nothing is really worth enhancing. 3. Less traffic. Slower traffic. Moore neighborhood friendly traffic. More neighborhood friendly businesses coffee shops. Fewer lanes. 4. Noise wall on north side. Benefits are obvious. Coffee shop or other neighborhood things. 5. 15th Street, 5th Street in Tempe, 40th Street in Phx. Roosevelt St. in downtown Phx.

Broadway Road Public Comments from May 18, 2009 public meeting and from emails, phone calls and website between May 18, 2009 and June 19, 2009

Questions from online comment form:

- 1. Please comment on the proposed design concept.
- 2. Which street configuration option would you prefer for Broadway Road between Rural and Mill?
- 3. Would you like to see a signalized pedestrian crossing at Sierra Vista?

- 4. Do you agree with the Action Team's recommendation that a study of Broadway Road from I-10 to Loop 101 regarding 2/2 lane configuration impacts be conducted?
- 1. Keep tree line on south side. Don't give the trees to Broadway Lane. If you do, then the north side is getting everything. Add ped-xing light at Sierra Vista. Important for the pedestrian character of Tempe. St. will also serve the hundreds of people who live on Granada in apts. Exploring reducing speed limit to 35 mph.
- 2. Do not want crossing at Sierra Vista = wall will limit mid road crossing.
- 3. On behalf of our family (myself, wife and 3 children ages 5, 3, 2 years) I strongly support the 2/2 concept. Action is needed. This is a special neighborhood and commands nothing less than best of this process.
- 4. 2/2 recommended concept looks great. Let's do it. Keep the crosswalk on Sierra Vista, too. Please don't let last minute nay sayers keep Broadway Road at 5 lanes. Ut needs to be 4 lanes. (would like wall to be 8')
- 5. I like the boulevard idea a lot. 2/2 preferred. Also like the idea of an additional crosswalk to connect north and south. Fewer lanes, more stops will slow traffic and help the street. Eventually pedestrian friendly businesses will be attracted to the area.
- 6. Prefer 3/2 concept. No additional crossings. Same speed limit as present. Either keep same or go to 1/1 lane and reducing traffic by decreasing lanes and/or increasing signal and/or decreasing speed limits will increase vehicle residence time and therefore pollution and noise. This would be counter to the whole point of the "beautification."
- 7. Leave crossing at Sierra Vista. 2/2 implement.
- 8. I like the two two with the center median. I don't think we need the pedestrian stop sign on Sierra Vista. The two two as is traffic with the wall and side walk/ bike lanes is ok but I would prefer the two two. One one would be best.
- 9. Pre meeting: I like figure 2/2. Pre meeting thoughts: Society needs to slow down. Also, instead of facilitating driving as quickly as possible, I am happy that you are considering the bike lane and sidewalk, I am proud that Tempe is a leader in these pro-pedestrian/bike initiatives. I have a care, but find that the light rail, bus, and esp. bike are much easier alternatives; saves money, and lets me relax (as opposed to racing in a car). 6:30: 2/2 recommended concept or mix use. Pro pedestrian light at Sierra Vista or pro pedestrian sign at crosswalk to clearly indicate that pedestrian has right of way. What I hope: Road design like this will promote more biking/walking.
- 10. Sierra Vista crossing is a good idea. Tom convinced me for the crossing. I think a 2/2 from 101 to I-10 should be future goal. The concept of a 6' walk at the property line, 11 Broadway lane, 6' planter space with a 8' high ??? wall and 5' bike lane on Broadway side is the only configuration that will work that can protect the neighborhood.

- 11. I think a pedestrian crossing at Sierra Vista has potential for being very dangerous even with a light. Definitely need a left turn crossing at Ventura.
- 12. 2/2 with median preferred because more residential character. 8' wall along n side to save our neighborhoods. Ped crossing at Sierra Vista (bus stop) good to enhance residential character and encourage ped and bikes (signalized). Lower speed limit to 35 mph (as around Tempe High) from Rural to Mill and enhance residential character. Note that this could be dangerous if drivers inattentive and/or speeding. Therefore, + 35 mph speed limit must go with crossing.

13. streettype0: Do not make any changes to the street configuration

sierravista: No study0: No

Comments: I would prefer not doing anything to Broadway because I feel that any excess government money should be spent on education, especially in light of the current economic situation. However, if this project has to happen, I prefer:

3/2 concept

No ped crossing

No change in speed limits

If traffic is slowed down due to reduced lanes and/or ped crossing and/or reduced speed limits, Broadway will become a parking lot. This would increase local pollution and noise, which entirely defeats the purpose of this project. I would recommend to either leave the street alone from a traffic-flow standpoint or go to a 1/1 lane configuration with a 25 mph speed limit. The 1/1 configuration would effectively make Broadway into a neighborhood street. In that case very little through traffic should be allowed. An idea would be to close Broadway off completely to through traffic as done at College and Apache or Ash and University. The 2/2 concept really benefits nobody. It will slow down traffic and will increase cut-through traffic, pollution and noise.

14. streettype0: Two lanes in each direction with a center median

sierravista: Yes study0: Yes

Comments: It is critical that there be some kind of barrier between road and bike/ped use. Stripes or mere indicators of a lane are useless, and don't protect bicyclists.

Shade should be for ped/bikes not for cars.

5 lanes is too much for a residential area.

Perhaps the center median is for the bus, borrowing from the light rail model?

15. streettype0: Two lanes in each direction with a center median

sierravista: No study0: No

Comments: I am in favor of the 2/2 recommended design with the landscaped wall, assuming that the wall has equal landscaping on both sides of it. The wall

must be landscaped on the Broadway side or it will look ghetto from the street side. If it looks as nice (or better, because we're Tempe) as 64th Street in Phoenix from the street, I'll be happy. I am not in favor of ANY further commercial development on Broadway between Rural and Mill. This should not be rezoned and allow any more ghetto businesses on the fringe of the residential neighborhood. We have enough abandoned dunkin donut buildings and check cashing places on the fringe of the neighborhood now.

16. streettype0: Two lanes in each direction with a center median

sierravista: Yes study0: Yes

Comments: I strongly prefer the 2/2 configuration!

17. streettype0: Two lanes in each direction with a center median

sierravista: Yes study0: No

Comments: We reside on the southern side of Broadway Road between College and Rural. I have read and looked at the proposed ideas for change. I think the best idea is the 2/2 idea with the center median. Also, for safety reasons, a wall should be constructed on the south side as well as the north side of Broadway. There is an alley that runs behind the homes on the south side that can be used to access the homes. Making the now backyards into a front access would not be a lot of work/money, and would be well worth it for safety reasons. Broadway Road is not a good road to pull in and out of directly from a residential driveway.

We have lived in this house for over 12 years and both travel to our jobs during peak rush hour times. We both take the two lane side in the am, and there is never a huge back-up or problem. The only reason there is ever a major back-up is if there is an accident, which would cause the same problem anywhere. Since a lot of business commuters leave work at all different times of the day, I don't think the absence of one lane on the south side will make much of a difference.

I also know that a reduction in speed would be necessary, especially with the addition of bike lanes. There are cars that stop at the light on College and drag race to Rural Road, which is very dangerous. Also, people by nature generally travel at about 5 miles over the speed limit, so if the speed limit is reduced by 5mph to 35, the average speed will be 40. Right now it is 40, and speeding is a major problem, especially in the evening. A lane reduction on the south side I believe, would also help this problem.

18. streettype0: Two lanes in each direction with a center median

sierravista: Yes study0: No

Comments: I have lived on the south side of Broadway Road for over 12 years. I think the 2/2 idea would work the best. Ideally, a frontage road on both sides of Broadway would be the most eye appealing and safest idea. Another choice would be to use the alley behind the homes on the south side as a front access,

making a wall along the south side of Broadway. Either way, a wall definitely needs to go up along both the north side and the south side for safety reasons among others. It is not a major cost to put up an eye appealing wall with some decorative landscape. Maybe some recycled artistic pieces could be incorporated into the wall for not only great eye appeal, but to go along with the wonderful artistic feel of this great community. It is not safe pulling out of a driveway directly onto Broadway Rd. A speed limit reduction needs to be enforced as well with the addition of bike lanes.

Broadway Road Public Comments from June 7, 2010 public meeting and from emails, phone calls and website between May 5, 2010 to Sept. 20, 2010

1. PLEASE READ THIS BEFORE YOU DECIDE TO REDO THE WHOLE STREET! I would like to introduce myself, I own a business right in front of Broadway and Mill for about 4 years now. I've heard about the Broadway project through Sue Taaffe. I've seen the design of the project and read the comments on the page and I've somethings to about the it. First, the team said they want to reduce traffic and reduce noise from the road. Can I said reality check? because you can't really do that, people have to understand from I-10 exiting on Broadway going east both side of the road is mostly businesses, until you get to College Ave, which there is frontage road for people to use. People have to go to lunch, have to go to work, and have to go home so how can you reduce noise and reduce traffic. I also believe closing a lane and building a median would make the traffic worst and more dangerous. The reason I said that is because a lot of car accidents involve a median; to make matter worse you are proposing a bicycle lane on this road knowing that the traffic here is extremely busy, you are jeopardizing people life when there is an accident. I don't know if any of you have done your research but Broadway and Mill is not a dangerous intersection in Tempe. Second, they said they want to install wall and adding landscape to the road because they want it to look nice and appealing. Well, I don't disagreed to beautify things as long as you not putting another person finance at stake. For example, how will you feel if your business is slow due to economy, but to make it more worst because you want to make things beautiful. Could you imagine when you put a wall or a median in the middle of that road, that people going west can not go to the center lane and turn into the plaza (S.E corner of Broadway and Mill the old Walgreen)? Don't you think all of our big tree will block of the signage of the plaza, and those signs are the first thing that people see? Do you know how much business an owner can loose because you want to beautify the road. The economy is hard and a lot of small business owners are struggling already so why make it more difficult for them so survive. Lastly, I understand that you want to make it more safe for people but I believe this is not the way to do it. To me, it sound like you want to make it look prettier for your neighborhood and to increase your house value. You don't want it for safety because the designs that I saw are not safe for people, it just jeopardize people life and make it inconvenient for people. I really hope you will reconsider this project, because, again, this is not an unsafe intersection in Tempe, and I've

done my research. If you truly want to make Tempe safe, I suggest that you put all the money that you about to waste into downtown Mill Ave because those streets are really dangerous, the bike lane mix with the traffic, that is a bad idea. I've had a lot of people who drive the bike and told me that they got hit by cars many times because of those bike lane on down town Mill Ave. We are not a rich state right now, we are in debt people, so please use our tax money wisely. Those money can put to great use at Kiwanas Park which desperately need to be renovated so it is more child friendly. We can also use that money for the homeless, for the children, or for the elderly. Even if I want to make things beautiful, I still have to be considerate of all the things and people that I'm affecting. Thanks, I hope you reconsider this.

2. Comment A from this person: I have had an opportunity to review the City's plans to install a landscaped median and other offsite improvements on Broadway Road. In my capacity as a Board Member for the Arc of Tempe, I have several concerns which I hope that you will consider prior to undertaking further commitment to the project: The proposed median restricts left-hand turns into The Arc of Tempe and all other properties along that stretch of Broadway Road, effectively forcing drivers to make a U-turn at College Avenue. College Avenue is a high-traffic pedestrian and bicycle corridor. U-turns are typically made at the end of a lagging left signal cycle, just as pedestrians are most likely to be entering the intersection. To knowingly increase the volume of U-turns at this particular intersection is unsafe. For vehicular traffic traveling westbound, the proposed median of trees blocks visibility of the addresses of all properties on the southern side of the street, while the sound wall blocks visibility of all properties on the northern side of the street. Frequent and visible street addresses provide drivers with important advance cues regarding their bearings, thereby allowing them to signal their intent to other drivers, make safe lane changes, brake safely, etc. Removing visible address markers may reduce safety. The Arc of Tempe owns the property located at 501 E. Broadway Road. The Arc of Tempe is a non-profit organization serving adults with developmental disabilities. The properties on Broadway Road is utilized as a recreation center for our 75+/- active participants. Due to current state budget cuts, we have seen a steady increase in our enrollment since the first of the year. We are currently stretched to nearly beyond capacity in our Broadway Road facility. It is possible that we may need to relocate to a larger building in the future. Our Broadway Road site is zoned RO (Residential Office), and could accommodate a variety of other prospective users. We are concerned, however, about its resale potential and value if its vehicular access and visibility are restricted. I is my opinion that this proposed landscape project may look pretty on paper, but actually has several serious effects on the safety of drivers and residents, as well an adverse impact as on property values for those sites fronting onto Broadway Road with a non-residential highest and best. I plan to be at the civic meeting on Monday June 7 to further voice my concerns regarding this proposed landscaped median, and I hope to see you there!

Comment B from this person: In my capacity as a Board Member for the Arc of Tempe, I was in attendance at the open forum meeting last evening regarding City's plans to install a landscaped median and other offsite improvements on Broadway Road. I was interested to hear the history of the project. It appears that while the City has been working closely for years with area residential property owners, it is only very recently that commercial property owners fronting onto Broadway Road have been included in the discussion. How has the City communicated with each property owner fronting on Broadway Road regarding the scope and timeframe of this project in order to allow for their feedback? Why weren't those most directly impacted by the improvements (i.e. the property owners fronting onto Broadway Road) included in the discussions from the start? Based on the comments I heard at the meeting, it is my understanding that it is the stated goal of the homeowners to the north of Broadway Road to reduce the amount of traffic currently cutting through their neighborhood via Ventura Drive. They hope that a restricted access median in Broadway Road is the means by which they can accomplish this goal. However, this vocal minority is attempting to simply reroute cut-through traffic from their neighborhood onto the streets of the neighborhood to the south of Broadway Road. Very specifically, it is their verbalized intent that traffic utilize Broadmoor Drive as a means of circumventing the proposed restricted access dilemma. Have the residents of Broadmoor Drive been polled about this proposed solution? Broadmoor is not a mid-mile arterial; its residents deserve the same right to quiet enjoyment as those on Ventura Drive. How can the City justify the sacrifice of one residential street over another? Especially at such a large taxpayer expense? Can a "smaller" solution be found to reduce cut-through traffic on Ventura Drive rather than restricting all left turns southbound from the median? Has the city considered speed bumps along Ventura Drive? Has the City considered posting a "No Left Turn" sign at the intersection of Broadway and Ventura, together with a period of aggressive enforcement? What other potential solutions have been discussed? I am pleased to hear that an alternative to the original restricted median plan is now being considered. The original plan restricted left-hand turns into The Arc of Tempe, effectively forcing drivers to make a U-turn at College Avenue. College Avenue is a high-traffic pedestrian and bicycle corridor. U-turns are typically made at the end of a lagging left signal cycle, just as pedestrians are most likely to be entering the intersection. To knowingly increase the volume of U-turns at this particular intersection is unsafe. The next U-turn option would be the intersection of Mill and Broadway, nearly 3/4 mile to the west, where U-turns are currently prohibited due to its location in a school zone (Tempe High School). If an alternate to the original restricted median plan is not adopted, how circuitous of a route are you requiring a driver to take to enter our site? What specific alternate route would be proposed for traffic approaching our site from the east? I ask that you consider the necessity of a left-turn access into The Arc of Tempe site. Many of our program participants utilize a Dial-A-Ride service, arriving from the east. The Dial-A-Ride drivers are not necessarily familiar with a "back route" to our facility, and would likely become lost if rerouted more than 3/4 of a mile out of the way in order to make a safe U-turn. As a former long-term resident of Tempe and graduate of ASU, I fully appreciate the necessity of shaded pedestrian sidewalks and bike lanes in Tempe, as proposed in either pending site plan. As a Board Member of the Arc of Tempe, which serves adults with developmental disabilities, I am eager to see that the new improvements will be in compliance with ADA standards, as some of our program participants arrive on foot or bicycle. I am concerned, however, that a small vocal minority of homeowners to the north of Broadway Road is attempting to redirect the scope of this valuable community project for a self-serving purpose, mindless of the adverse impact on the residential neighborhood to the south or the commercial corridor itself. As originally proposed, with a restricted-access median, the project simply shifts the cut-through traffic from Ventura Drive to Broadmoor Road, and creates safety issues relating to U-turns in order to access businesses along Broadway Road, and a diminution of utility and value for those commercial parcels. I hope that you will reconsider the initial plan for the proposed restricted-access median as it benefits fewer property owners than it harms.

Comment C from this person: Will email comments. Require access to businesses with frontage.

3. Comment A from this person: Honorable Mayor Hallman and fellow Council Members. We recently received the proposal for the Broadway Streetscape median project and met with Mr. Robert Yabes of the City Planning Department. While The Arc of Tempe is thrilled for the city to receive funding for this project, we have concerns about its impact on our program and the adults with developmental disabilities who are served by it. As the project stands, there would be no left turns into or out of our recreation center at 501 E. Broadway Road. Program participants traveling westbound on Broadway would be expected to make a U-Turn at College Avenue. Our program begins at 4 p.m. when eastbound traffic on Broadway is particularly heavy. We believe this represents a safety concern for our participants and their families. Additionally, with an increase of vehicles waiting to make U-turns at Broadway and College Avenue it is likely to be a traffic hazard for other motorists not to mention the danger it puts the bikers and pedestrians in that use College. The options for those wishing to head west from The Arc of Tempe drive are not much better. although the current crush of traffic in the area makes this task difficult at best, now. With no option to turn west onto Broadway, these vehicles would turn east to Rural and cut through the residential neighborhood south of Broadway Road. With no left-turn access to the property, we are also concerned that the value of this property will be diminished should The Arc of Tempe wish to sell it in the future. This lack of access would make it unappealing to both residential and business buyers. Last but not least, having a privacy wall blocking the addresses on the north side of Broadway and a tree lined median blocking the addresses of the south side of Broadway the visual clues a driver needs to find our property will be severely diminished. We do not believe The Arc of Tempe is alone in its concerns, and we invite you to attend the June 7th meeting regarding this project to hear the questions and comments of The Arc of Tempe and those of the businesses and families who are our neighbors on East Broadway Road. Thank you for your time and consideration.

Comment B from this person: Why build a wall that is not a sound wall? Huge issues with no left turns to businesses and properties on the s. side of Broadway. Forcing U-turns onto College – not safe. The people who live on Ventura do not want the residents who live in their neighborhood access?

Comment C from this person: Wow I am still reeling from the public meeting held June 7th. I am amazed that the Daily Park neighborhood has absolutely no regard for the neighborhood south of Broadway, the safety of bikers and pedestrians on College and have blinders on regarding where they have, of their own free will, bought houses! I like the idea of beautification on Broadway, I support a privacy wall on the north side of Broadway. I am questioning having a bike lane on Broadway. Personally I would never ride my bike down Broadway because 1) the traffic moves too fast 2)it is a major road which = Major Risk 3) In the big plan will bikers use a 1 mile stretch of bike path? I am absolutely against having a median down Broadway. It would do one of two things. 1) force people to do U turns at College which is one of the most heavily populated bike/pedestrian streets in the state. In my mind it is a fatality waiting to happen. 2) Force more traffic into the neighborhood south of Broadway which has 2 schools. By restricting the flow into the South of Broadway neighborhood traffic on Broadmor & College will have a huge increase. Is that how we want to treat our neighborhood? I would think that at least 1/2 of the congregation of the Door Church will be coming up Broadmor every Sunday. Last but not least, we have businesses on Broadway. They are on Broadway because it is a major street and gets a good traffic flow. Is it really right to cut the flow by 1/2 to these businesses? It limits the resale value of all these properties as well as limiting the viability of rental for commercial use.

4. Comment A from this person: We own the house at XXX South El Camino Drive (formerly known as XXX East Broadway Lane). It's at the corner of South El Camino and East Broadway Lane). We are delighted with the progress that has been made toward restructuring Broadway Avenue, particularly toward the building of a sound-wall between the neighborhood and what is a very busy arterial street. We have reviewed the drawings and are very pleased with what we see. The plans obviously reflect a lot of hard work and careful planning, which we greatly appreciate. We would like to offer a couple of suggestions that we think would make a very good project even better. First, the sound-wall appears to stop at the west side of South El Camino, exposing the residence on that corner -- and, indirectly, ours across the street -- to continuing noise that would waft in from beyond the end of the wall. Could the wall not continue to the alley that runs behind the houses on the west side of El Camino? We understand that access to the church on the Broadway and College should not

be restricted, but it appears to us that such an extension would allow room for drop-offs at the church while providing valuable noise shielding for the houses on that side of El Camino. We understand from Ernie Nickels that there has been some discussion of this, and we think it would be a very good idea. Second, our house now has a wall running along the property line on East Broadway Lane, and it appears that the new sidewalk would come right to the foot of that wall. We fear that the canyon created by the sound-wall and our wall would become both a heat trap on hot summer days and a year-round graffitists' heaven. Even as it is, we have to repaint our wall several times a year to cover up various expletives and gang symbols that have defaced it. Thus we wonder if, during construction of the new sidewalk, the city would consider 1) limiting the width of the sidewalk to four feet, since there is almost no pedestrian traffic along East Browadway Lane, or 2) leaving either a gap for plants between our wall and the sidewalk, or perhaps some openings in the sidewalk cement that could serve as planter boxes outside our wall. In other cities we have seen sidewalk openings two or three feet square covered with iron grates so as to allow plantings without creating pitfalls for pedestrians. If something like that could be done, we would be happy to plant and tend some climbing bushes (preferable with thorns, such as pyracantha) that would make the wall less graffiti friendly. Again, thank you for all your efforts on this, which we think has the potential to make Daley Park an even more desirable place to live.

Comment B from this person: June 22, 2010 Dear Sirs: We own the house at XXXX South El Camino Drive (formerly known as XXX East Broadway Lane). It's at the corner of South El Camino and East Broadway Lane. We are delighted with the progress that has been made toward restructuring Broadway Road, particularly toward the building of a sound-wall between the neighborhood and what is a very busy arterial street. We have reviewed the drawings and are very pleased with what we see. The plans obviously reflect a lot of hard work and careful planning, which we greatly appreciate. We would like to offer a couple of suggestions that we think would make a very good project even better. First, the sound-wall appears to stop at the west side of South El Camino, exposing the residence on that corner -- and, indirectly, ours across the street -- to continuing noise that would waft in from beyond the end of the wall. Could the wall not continue to the alley that runs behind the houses on the west side of El Camino? We understand that access to the church on the Broadway and College should not be restricted, but it appears to us that such an extension would allow room for drop-offs at the church while providing valuable noise shielding for the houses on that side of El Camino. We understand from Ernie Nickels that there has been some discussion of this, and we think it would be a very good idea. Second, our house now has a wall running along the property line on East Broadway Lane, and it appears that the new sidewalk would come right to the foot of that wall. We fear that the canyon created by the sound-wall and our wall would become both a heat trap on hot summer days and a year-round graffitists' heaven. Even as it is, we have to repaint our wall several times a year to cover up various expletives and gang symbols that have defaced it. Thus we wonder if, during

construction of the new sidewalk, the city would consider 1) limiting the width of the sidewalk to four feet, since there is almost no pedestrian traffic along East Broadway Lane, or 2) leaving either a gap for plants between our wall and the sidewalk, or perhaps some openings in the sidewalk cement that could serve as planter boxes outside our wall. In other cities we have seen sidewalk openings two or three feet square covered with iron grates so as to allow plantings without creating pitfalls for pedestrians. If something like that could be done, we would be happy to plant and tend some climbing bushes (preferable with thorns, such as pyracantha) that would make the wall less graffiti friendly. Finally, we understand that at the Monday, June 7, 2010 neighborhood meeting, the main point of contention was the proposal for a continuous landscaped median down the middle of Broadway Road. Apparently the businesses near Rural and others hope to retain the current 11- foot center turning lane. We strongly support the originally proposed 8-foot median, as that protects the residential character of the neighborhood and also protects Venura Ave. from left turns. Again, thank you for all your efforts on this, which we think has the potential to make Daley Park an even more desirable place to live. Note: This is a modified copy of an email we sent to Mr. Yabes prior to the June 7, 2010 neighborhood meeting. We hope our concerns were addressed at that meeting or during discussions still underway.

- 5. Keep landscape median. Relocate pedestrian walkway @ Sierra Vista Dr (no bus stop @ Sierra Vista cause of alley). Carry wall down toward Ventura.
- 6. Broadway Lane wall offset to allow landscape in sections one side then other. Central median enhances neighborhood character. Bikes on Broadway Lane better/safer than on Broadway Road (north side.)
- 7. Keep landscape median from Rural Rd. to Mill. Wall detail off-set to get landscape to grow. Otherwise, everything looks great.
- 8. Comment A from this person: Thanks for a great meeting. Please do not break the median at Broadway and Ventura, to protect Daley Park neighborhood to the north from traffic. Please leave in the median with trees and make it as long as possible to beautify the street. Please make the wall at Broadway's north side zig-zag to allow vegetation space alternately (even if the zigzag is only a few feet). I like Tom's solution of putting U-turn breaks in the median at a couple places along Broadway to give access to businesses—if that remains an issue.

Comment B from this person: June 18, 2010
Robert Yabes, Principal Planner, Project Manager, Transportation, Tempe Shelly Seyler, Head Traffic Engineer, Transportation, Tempe Sue Taaffe, Community Outreach Coordinator, Tempe Tom Hester, Senior Project Manager, Parsons-Brinckerhoff PlaceMaking

Dear Robert, Shelly, Sue, and Tom, I attended the June 7th public meeting for the Broadway Road Streetscape and Bike/Ped Improvement Project. I live in the Daley Park Neighborhood north of Broadway, between Rural and College. I am very, very thankful that the City will be improving the streetscape of Broadway Road soon. Here, I wish to comment on the project design from a "large picture" perspective, but also with awareness and sensitivity to the specific needs of the various land owners surrounding Broadway Road. My understanding from the City web site, the meeting, and talking with Action Team members and City Staff, is that the primary purpose of the project is to improve quality of life and livability in the Broadway Road area. This basic purpose the project shares with sister projects, including the College Avenue Traffic Calming Project, the Daley Park Traffic Calming Project, the Railroad Crossing Quiet Zone Project, and the Daley Park Redesign Project. The design for Broadway Road should coordinate closely with the goals and designs of these neighboring projects in substantially improving quality of life. Quality of life is the common denominator of each of the specific goals of the Broadway Road Improvement Project listed in the June 7th meeting presentation and developed by the Action Team and City Staff: reduce traffic noise, protect community character, improve safety, provide bike lanes, provide sidewalks, retain Broadway Lane, improve streetscape character, discourage cut-through traffic, and address congestion. The header of the 4th introductory slide to the Project at the meeting reads "Improves the Quality of Life" for the Community". The plan that Tom Hester and Shelly Seyler proposed to several of us at the end of the June 7th meeting, and which Tom reiterated to me over the phone last Monday, will greatly improve quality of life in the Broadway Road area as well as meet the specific project goals. A most fundamental feature of the plan is that Broadway would have a tree-lined median down its center from Mill to Rural, with an intersection at College and a few (2-4) breaks in the median for U-turns (and/or access to certain feeder streets), and tree-lined street sides. Such landscaping and traffic flow will:

- Protect the character of the community, which is very green with trees, including
 - coordinate with the green design of the Daley Park Improvement Project, in contrast to the current sunlight glare of open Broadway Road
 - coordinate with the green design of the College Traffic Calming Project
 - coordinate with the tree-lined boulevard look on adjacent Mill Avenue and Apache Boulevard by Grady Gammage Auditorium and adjacent Broadway Road east of Rural
 - create an integrated green Boulevard look to the whole the Mill,
 College, Apache, and Broadway area
- Reduce some cut-through traffic through neighborhoods south and/or north of Broadway Road, depending on where breaks in the median are located
- Reduce traffic noise through vegetation sound absorption

 Improve traffic flow and reduce congestion by limiting cross-lane left turns and U turns to a few designated locations.

Plans for the greater community good often require all or some parties to put aside some of their personal self-interests and think about the benefits they will receive by being a part of an improved whole. I was disappointed at the June 7th meeting to see a few neighbors thinking only about their own interests and not the larger picture of community. Placing a median down Broadway with breaks only at a few locations will mean that some home owners and clients of businesses along Broadway will sometimes have to make U-turns a few yards away from their desired destinations to reach them. In the case of small feeder streets that may be cut off (e.g., Sierra Vista, Ventura, La Rosa, and/or Granada), it will mean that home owners north and south of Broadway will sometimes have to make U-turns to reach their homes. If left turns in and out of Ventura are blocked by the median, it may mean a small increase in local residential traffic to the home owners living along Encanto Drive, both by Daley Park and east of Ventura (where I live), because Encanto is the only other street through the neighborhood with in-out access. (Some Daley Park residents who enter/exit the neighborhood at Ventura will choose to make U turns on Broadway instead of entering/exiting via Encanto.) These are small and occasional inconveniences in driving patterns compared to the total improved quality of life (beauty, less cut-through traffic, less noise, better traffic flow) that all in the community will receive through the design Tom and Shelly have proposed. If each property owner along Broadway insisted they have full, two-directional access to their property, there would be no median whatsoever, and none of the several improvements to the community it would bring. I wish to emphasize that the access to residences and businesses by the proposed plan would be fully in line with the access that is already standard along adjacent sections of Broadway from Rural to Price Road, which have center medians with trees. There are 21 apartment complexes (100s of residents) and businesses along this two-mile stretch of Broadway that have direct access from only one direction along Broadway and that require U-turns by residents and clients. I attach the list of residences and businesses. I urge City Staff and Parsons-Brinckerhoff to retain the treed median from Mill to Rural, with just a few breaks in the median for Uturns and/or access to certain feeder streets – for the larger community good, and to synergize the effects of the College Avenue Traffic Calming Project, the Daley Park Traffic Calming Project, the Railroad Crossing Quiet Zone Project, the Daley Park Redesign Project, and adjacent boulevard-like streets that already exist. I thank you for all that you are doing for the neighborhoods around Broadway Road. Respectfully yours,

Businesses and Apartment Complexes on Broadway from Rural Road to Price Road with Entry from Only One Direction Directly (U Turn for Other Direction) *Broadway Road South Side*

Higgin Botham Associates
Rialto Apartments
Coronado Apartments (east end)
Country Club Apartments (1917)

Corporate Job Bank (1955) NAI Horizon (1969) Centrado Apartments (center and east end) Broadriver Plaza II Office Building Broadriver Plaza III Office Building Child Care and Preschool Broadway Road North Side **CSL Plasma** Hand Car Wash (1016) Office Building (1232) Haven Luxury Apartments Sunrise Preschools **Dunn Edwards Paints** AutoHaus International Public Storage (1910) Willow Creek Apartments **Shannon Drive Apartments** Villa Real Apartments

- 9. This is idiotic and highly detrimental to local businesses. You will destroy our family business, Sanchez Eye Care, of over 55 years. This move is the epitome of idiocracy within Arizona government. I am only 17 and I know this is flat-out idiotic, you need to halt this project and bury it. People have managed to get by for over 50 years, Tempe does not need to create a maelstrom of economic distress with this construction. I am all for the progression of Tempe, but this is the not the correct path to progression, instead, it leads to destruction.
- 10. This is not progress. The traffic will be more hazardas. This is total dysfunctional to function.
- 11. Understanding the needs for compromises. I'd like to see the following characteristics in the final solution. Double left turn maintained at all locations that need access in both directions. Undulatry wall plan; metic. Willing to entertain co-use bike land along Broadway Lane. Bus pullout in both directions at College.
- 12. Would like to see turn lane onto Encanto Lane form Broadway. Leave existing access driveways to property from Broadway. Replace existing vegetation as needed.

- 13. Bike lane at Mill and Broadway ??? Ever consider ??????? McClintock ??? the apartments on ??? and the taxis that use the Arc as well as the Arc vans and cars of staff.
- 14. Median is a bad idea; it limits access to businesses and will cause a dimanition of value. The wall does not create a better sound barrier than the current orange trees. Is the city willing to pay property owners under Prop 207 for loss of value?
- 15. Please do not let a vocal minority of business interests interfere with neighborhood improvement project. Keep the wall and extend it west toward the bank the same distance as the orange trees are now. Please do not let this opportunity get away because of nay-sayers who may not even live in the neighborhood. This is an opportunity for change and improvement. Please move ahead.
- 16. Comment A from this person: Will we have bike riders brave enough to ride with trucks and cars on Broadway? Please consider the Arc Recreation Center as different than your typical business the participants arrive by dial a ride and taxi and same with wheelchair accessible vans.

Comment B from this person: Last night I attended the meeting concerning the Broadway Rd project. late last night it came to me that no one every shared were the additional land would come from for the expansion of Broadway. I believe it will come from those property owners on the south side of Broadway. May that is why the idea of a bike path on the north side of Broadway has been dropped. From comments during the meeting it was very clear that those on the north side did not want any changes to any portion of the plan. Maybe it is time to consider "what is good for the north side of Broadway is good for the south side of Broadway." Please consider building a wall on the north side or taking down the wall on the south side. A bike path in only one direction is not proper.... have one on each side of Broadway.... in with the traffic. If the people on the southside can pull into a traffic lane on Broaway... than the people on the north side should be able to pull into a traffic lane. The elimination of the lane would provide expansion that has been planned. By the way, on the original "residence planning group" did you have people from each side of Broadway equally represented? Thank you for allow me this opportunity to share suggestions that impact all equally.

- 17. We like the ideas, but would like to see a sound wall on the south side.
- 18. If a wall will not decrease sound, why not use solid planting instead? Median plants would be more aesthetic, allow for sight of oncoming traffic where turn

lanes are placed, and provide more absorption of impact if a vehicle crashed into it.

- 19. I think a cement/solid median is a bad idea for all business up and down Broadway. Keep the trees in place that are mature. Do not rip those out.
- 20. Excellent.
- 21. Sheet attached. Suggestion: Remove third eastbound lane. Will be bale to keep median and bicycle lanes. Build wall and landscaping along Broadway Lane.

May 10,2010

To: City of Tempe

From: Dr. George M. Sanchez 535 East Broadway Road

Tempe

Re: Broadway Road Project

Attn: Sue Taaffe & Roft Yabe?

I have received the Conceptual Plan for East Broadway Road and have some concerns about the planned design. Broadway Road is and will continue to be a major road for east/west travel for local residents and non-local residents.

The planned changes do not reduce nor change the east/west traffic lanes. The planned median removes a functional lane that allows access to residences and businesses on the north and south sides of Broadway, while the planned changes will not allow turns into streets north of Broadway except for westbound traffic and will not allow access to resident driveways, streets such as La Rosa nor to my office location except for eastbound traffic.

Access to my office will be possible only from the west. Patients attempting to reach my office from East Tempe or farther east will not even be able to turn south on La Rosa to keep appointments. This will create hardships for my patients and be detrimental to my practice and livelihood. To ask patients coming for eyecare from the east to detour south at Rural and Broadway, circle around south to some E/W street, then north to Broadway on College or Mill Avenue then travel east on Broadway to enter my office parking lot will be very unreasonable, and could create more traffic and safety problems.

In the over forty years that I have been at this location there have been very few accidents due to traffic using the median lane for access or turns. In fact, trees in a median on a road with the amount of traffic on Broadway may present even more of a safety hazard.

Would this concept even be considered on Rural Road between Broadway and Southern? I don't think so, and it should not be at this stage of consideration for Broadway Road. These proposed changes will not only be detrimental to my patients and livelihood, but will surely decrease the

the future value of my property as an office location.

Please consider our concerns. My family and I have invested most of our adult lives to helping to make the City of Tempe the desirable City that it is, and have always tried to be supportive of issues and projects when called upon, and will continue to do so when we feel they are in the best interests of the community.

Sincerely,

Dr. and Mrs. George M. Sanchez

copy: Mayor and City Council

Added: May 20, 2010

Sue Taaffe and Robert Yates from the Public Works Department met with me in my office this morning to discuss the proposed changes or Broadway Road, and to listen to concerns that I have about how the proposed changes will affect access to my property at La Rosa and Broadway.

According to them, neighbors on the north side of Broadway had approached the city with their concerns about vehicle traffic, bicycles and noise among other complaints. I suggested to Ms. Taaffe and Mr. Yabe that a wall along Broadway Lane would perhaps be sufficient so minimize noise and satisfy their main complaint, but was told that city funds were not available for such a wall. Yet, as I understand, federal and city funds will be available for the project.

In addressing my concerns about the restricted access to my office from the east, I was told that patients and traffic coming from the east on Broadway could proceed to the College Avenue intersection where they would be allowed to make a U-turn and then proceed east to reach my office. I expressed concern that this would create a very dangerous traffic situation and not a feasible turn to make at that intersection. Hopefully, changes can be made which will result in an improvement that will be acceptable and beneficial to the resident of the city.

- 22. On the Design concept as of May 5, 2010 the "La Rosa and Rural area" section shows a 90' curved median. I wanted to see if that can be shortened to about 25'and increase the double yellow line from 200' to 265' in order to still provide access to the commercial properties for westbound drivers. Westbound Drivers will not be able to make a U-Turn at South Granda Drive since the island prevents it, therefore it is crucial for the tenants at 711 E. Broadway (currently Little Caesars)to be able to have westbound traffic access their driveway across the double yellow
- 23. I want to be assured that we won't be assessed a property fee to pay for the wall along Broadway Lane. When this idea was approached originally, the assessment was going to be \$7000 for each property along Broadway Lane, and \$2500 for each property on Bonita (for the section between College and Encanto) That was in the 80's. What would it be in today's dollars? I don't want to have to pay to lose 10 feet of my yard, and have no parking at all for guests.
- 24. It seems to be a good start to helping preserve the deteriorating properties along Broadway Road from Rural to Ventura. I approve wholeheartedly, although the home on the NW corner of Ventura seems to be exposed to the traffic (unchanged). Good job Action Committee.
- 25. The Broadway Road Plan at the vicinity of Sierra Vista-Ventura appears to incorrectly show the driveway entrance into Broadway Townhomes (455 E. Broadway) aligned with the alley to its west, instead. Unless, a formal driveway cut is proposed for the alley, which does not make sense. A major concern is the proposed Plan will eliminate the ability to make a left turn onto Broadway Road from the Townhomes. Also, since no "indent" was shown, will the Plan also eliminate the existing east-bound Bus Stop that is located immediately east of the alley, fronting the Townhomes?
- 26. Very nice design. It is about time. I think Broadway Rd could be on par with Apache Blvd in time.
- 27. I would like to comment on the proposed median that is being considered for Broadway Road from Rural to Mill. I have lived in the eastern portion of the Daley Park neighborhood for over 20 years. It is my understanding that some residents feel that there is a good deal of cut through traffic. I spend time daily in and out of the neighborhood at different times of day and must respectfully disagree with that assessment. I also feel that restricting lefthand turns into Ventura will hamper the ability for EMT or fire from easy access. There are a number of elderly residents in the neighborhood that would be adversely effected by this. A median would also restrict lefthand turns into several business's such as the ARC and Dr. Sanchez' optometry practice and would also restrict access for residents south of Broadway. Arc vans and transports would be unable to access the facility from the east. I also hope that any work on improvements would not result in a bottle neck of traffic on Broadway between Mill and Rural.

If a median could be built that allows left turn access in both directions on Broadway could be designed, I would be more inclined to support such a project but I cannot support a median project without left turn access. Thank you for your time.

Broadway Road Public Comments from Oct. 20, 2010 public meeting and from emails, phone calls and website between Sept. 21 until Oct. 31, 2010

- 1. The median in front of my offices at 535 E. Broadway will prohibit access to my office for traffic coming from the east valley (which will impact my business). We have considered alternatives presented at the meeting with staff. Please consider our request that the median be removed and a left turn lane be allowed onto my parking lot. The median could present a safety problem. It will create a safety hazard that is not there now. U-turn if suggested will create an additional safety concern that doesn't presently exist. Please don't create a problem where none exist. Thank you. This was granted to our neighborhood to our west and we should get the same treatment.
- 2. This will be an incredible improvement to Broadway Rd.! All aspects of this design look to be a tremendous answer to a whole host of problems associated with this stretch of road. A project like this really illustrated the forward thinking of Tempe. I could have never imagined that the day would come when it would be safe to ride a bike down Broadway. The question is, can the improvement that this represents be leverages as justification for future funding of continuing this same road design east to McClintock and Country Club Way? A comment on the signaling crossing: aside from providing easier access to a bus stop I don't expect it to be heavily used by pedestrians who would feed in or out of the neighborhood south of Broadway, since today there isn't significant pedestrian traffic. I can't wait to start biking on the new stretch of road!
- 3. No solid median at Ventura Dr.! The plan overall looks good. I like the trees on the south side of Broadway Rd. Suggest Chihuahuan Bauhinia tree, small tree for median. The art panels are a GREAT idea! Crosswalk at Sierra Vista is ok with me.
- 4. At Sierra Vista, crosswalk- maintain 8' wall as far east to alley west of Ventura. Continue 8' wall past Sierra Vista Dr. and more crosswalk further east (like on Rural Rd. pedestrian cut off). Prefer median to flow past Ventura but I'm also sensitive to businesses on south side.
- 5. Favor right-in, right-out at Ventura but can live with current presentation showing median. Question- 8' sidewalk north side with Broadway Lane. In BRAT meetings this was to be 6' to allow another 2' for Broadway Lane to

- be 12' is only 10'. Let's move ahead with this scheme of wall, median, etc. because this is a residential area in the middle of a freeway! Student parking in Daley Park lot generates cut three traffic. Thank you to the city staff Robert and Shelly and to consultant Tom Hester for you incredible patience with Daley Park for so many years!
- 6. "If you build it, they will com" Good Work! Thanks. I like Ventura Dr. option to extend median.
- 7. Previous meetings the B.L. sidewalk was 6' not 8"! Broadway Ln. can 12'! Let's go with the original option. Is the crosswalk at Sierra Vista necessary? Are the people going to Daley Park or to ASU? Why can't the crosswalk at Sierra Vista be located on the east side of S. V. instead of the west? The crosswalk if located on the east could terminate in the little green space. Also, the 8' wall can be extended further east.
- 8. I don't like the long median. It should be broken down.
- Keep Ventura open that car may turn into Ventura and into the Arc of Tempe. Do not do "Alternative B". Eliminate Broadway Lane- this (unable to read the remainder of comments).
- 10. The "new addition" of the median to limit turns onto Ventura is a huge problem. If this ends up in the final plan, I fear the Arc @ 501 E. Broadway will have to oppose the whole project. It's for residents of Tempe and I drive or bike down Rural everyday. I like most of the improvements you are suggesting. No alternative C- no extension of median by Ventura.
- 11. Great work in general. Went to skeptic to positive. We strongly prefer the first design at Ventura- leaving freedom to turn all ways. We believe the extending and U-turns are costly and dangerous. We think the pedestrian crossing is, on balance a good idea.
- 12. Ventura median please keep it open this meeting seemed totally for the neighborhood north of Broadway. At the last meeting many of us expressed concerns about turning left going west and apparently no thought was given to that. Please _____ to entrance to the Arc (501 @ Broadway). No alternative C, no extension of median.
- 13. Make sure the sidewalk on the north side is 6' feet not 8'. I would like to light at Sierra Vista.
- 14. Thank you for your planning and consideration of the neighborhood! I have one main concern with the plan: the median in front of Ventura Dr. restricting access to the neighborhood, which already has restricted access. Currently making a left turn at Ventura is not problematic and it

- would further reduce access for emergency vehicles. Please remove this concept from the design. Also, I appreciate the ped. crossing at Sierra Vistal
- 15. I support the project as a whole. I appreciate the fact the first raised median east of Mill was not extended so as to block a left turn onto Encanto Dr.
- 16. Looks good. Suggesting thicker section of asphalt to prevent rutting and breakdown, at stop lights and turning sections, or use concrete. You can see breakdown currently.
- 17. Tree height on south Broadway at Mill west. Seem to be much too large. Would tend to block the tenants signs from view from Broadway. Would hope to use lower shrubs to be able to see tenant business to the south.
- 18. Think public art would be more favorable along pedestrian sidewalks than in the center median, where people can interact with it and lighting would have a nice effect of breaking up along monotonous sidewalk. Think changing texture or color of paving at bike lanes is a fantastic idea, in helping avoid accidents. Quiet asphalt is a great idea too, in minimizing noise. Planting variety is nice and diverse and regionally-appropriate. Wall design is uninventive and needs uniqueness (example: more texture, variation in materials, details from local buildings that could be referenced, etc.) In favor of crossing at Sierra Vista Dr. Pavers around College Ave intersection is good for biker safety. Preserving existing landscape is favorable, as well. Thank you!
- 19. Will Broadway be "restricted" during its renovation? Do you have plans for an extension from Mill to Hardy in the future?
- 20. There WILL be an opening in the median at Ventura Drive. Having a solid median was never part of the previous design discussions and serves no useful purpose whatsoever to the Daley Park neighborhood to the north. This amounts to half a street closure at Ventura Drive. A full street closure at Ventura was proposed previously and was met with near complete opposition by Daley Park Neighborhood residents. The only pressing traffic issue within the neighborhood is from westbound traffic from Broadway cutting through the neighborhood to College Avenue. A solid median does absolutely nothing to mitigate this. Left turns in and out of the neighborhood at Ventura Drive was never, and is not now, an issue. The solid median only prevents Daley Park residents, and their friends and families from efficient access and egress to and from the homes in the neighborhood, 3/4 of which are east of Ventura Drive. The solid median will only increase traffic along Encanto Drive between Ventura Drive and College Avenue. This was a major issue for the proposed full street

- closure at Ventura Drive, especially for the homeowners on that street, and just one reason why that idea was soundly defeated. The solid median is a non-starter and should be removed from the design never to be heard from again. Failure to do so may result in the mobilzation of the neighborhood residents to get it removed, as was done to defeat the street closure idea.
- 21. I think the proposed design, palette and wall treatment looks great and will dress up the proposed area
- 22.I like it. But, I think the wall might look better if, instead of two heights, there were 3-5 heights and the transition was a little more gradual. Or, if something were sitting on the lower height wall where it joins from the higher wall. Like a wrought iron emblem representing (or naming) that neighborhood (Daley Park, University Estates). Soften the transition from low to high wall.
- 23. Thanks for the chance to comment. I guess it's pretty well accepted that bicycliists and their lanes should be right next to cars, but we do not have any noise protection in that location. As a bike commuter, I have two main concerns--safety and noise, which has a really big health impact. I wish the design put the bicyclists on the quiet side of the wall. Also, that route on Broadway is already pretty safe, but there is an extremely unsafe stretch of road westbound on Southern between the canal-Southern intersection and the Country Club-Southern intersection. This seems like a potentially high-bike-traffic length of road, but I have heard Tempe residents say they would never bike commute to MCC because of the danger. What is the reason that Southern is not getting some attention?
- 24. I am distressed to learn that the most current proposal does not include a median left-turn lane into The Arc of Tempe. As a Board Member for The Arc of Tempe, I have previously written to the City of Tempe my many concerns regarding the issues posed by the lack of a left-turn median into our facility. Of particular concern to me is the fact that the developmentally disabled population served by our non-profit charity is heavily reliant on Dial-a-Ride services. Drivers for Dial-a-Ride will have a very difficult time accessing our facility via the circuitous re-route required by the lack of a left turn opportunity into our property. I ask that you please reconsider the potential for a left-turn median curb cut before the plans are finalized and the construction project begins. THANK YOU!
- 25. I respectfully ask you to reconsider the previously proposed "cut out" in the median in front of The Arc of Tempe, 501 E. Broadway. My sister, who is a participant there, has mobility impairments and her transportation will have great difficulty entering and exiting The Arc without the "cut out".
- 26. Overall I like the design and I love the possible addition of art to the road. The biggest problem I have was at the meeting a secondary design was submitted that blocked any left hand turns into and out of our property at 501 E. Broadway (across from Ventura) This causes a hardship for The Arc of Tempe and our population of developmentally disabled teens and adults. We serve the developmentally disabled community with a

- recreation program. It runs from 4pm-8pm and a majority of our participants come on Dial-a-Ride. These vans are large and it is not safe or reasonable to expect them to do a U turn on Broadway at rush hour. By not allowing them access into our property via a left turn it will force them into the neighborhood south of Broadway. These vans are louder than a car and heavier so there will be more noise and wear and tear on the neighborhoods south of Broadway. I cannot understand or support a plan that puts our most vulnerable population into an unsafe situation. On a personal note, it is unreasonable that the vocal part on the neighborhood north of Broadway doesn't want traffic into their neighborhood but are willing to send that same traffic down someone else's street at the tax-payers' expense.
- 27. As a part of the project, a pedestrian crosswalk and light across Broadway Road is proposed at Sierra Vista Drive. It was proposed by the architectural planning firm with the thought of "providing greater connection between the neighborhoods North and South of Broadway", we were told at the October 20th information meeting in downtown Tempe. While the proposed crosswalk and light were well intended by the architectural planning firm, there are two down-sides that were not considered in their design: (1) Sierra Vista north of Broadway aligns almost directly with McAllister Alley, on the west side of Daley Park. This alley is already used by some faculty, staff, and students of ASU within Daley Park Neighborhood as a path to get to ASU. The crosswalk and light at Sierra Vista would open the path to additional pedestrians and bicyclists living south of Broadway, with the potential for increasing such traffic through Daley Park Neighborhood and along McAllister alley by many times the current number. As you know, increasing throughneighborhood bicycle and pedestrian traffic is not healthy for any neighborhood—a problem that policemen have repeatedly told Daley Park Neighbors at our community meetings. Increasing auto, bicycle, and pedestrian traffic through a neighborhood increases its crime rates—a well established urban pattern. Likewise, it is not healthy to the safety of the users of Daley Park, itself, next to McAllister alley. (2) The proposed crosswalk and light would naturally reduce traffic flow effectiveness along Broadway Road. As a neighborhood, we are well aware that congestion along Broadway Road, particularly in the a.m., causes westbound cars to cut through our neighborhood on Ventura, and then on Encanto to College. Adding another crosswalk and light on Broadway Road at Sierra Vista would aggravate the problems of west-bound a.m. traffic backup on Broadway and cut-through traffic in Daley Park Neighborhood that already exist and that has been documented over the past 4 years by street traffic studies in our neighborhood. I oppose the crosswalk and light at Sierra Vista for the safety and quality of life of Daley Park neighbors and users of Daley Park, itself. Thanks for reading this and listening. May your day be a good one. Part II of Comments: October 27, 2010 Robert Yabes, Principal Planner, Project Manager, Transportation, Tempe Shelly Seyler, Head

Traffic Engineer, Transportation, Tempe Sue Taaffe, Community Outreach Coordinator, Tempe Tom Hester, Senior Project Manager, Parsons-Brinckerhoff PlaceMaking Dear Robert, Shelly, Sue, and Tom, I attended the October 20th public meeting for the Broadway Road Streetscape and Bike/Ped Improvement Project. I live in the Daley Park Neighborhood north of Broadway, between Rural and College. Thank you very much for all the hard work you have done in creating the designs you presented and in considering the various opinions of residents and businesses on both sides of Broadway Road. I think the compromise to have a few openings in the median at north-south cross-streets is a good one. It will allow the beautiful landscaping now existing on Mill and by Grady Gammage, and planned for College Avenue, to be continued on Broadway Road, creating a wonderful continuum of tree-lined streets in the area. It will also allow easy access to neighborhoods north and south of Broadway, and businesses along Broadway, usually by direct access and occasionally by U-turns just a short distance from residential and business entries. I support the continuous median across Ventura in order to keep the vegetated median look in that section of Broadway close to Rural. If the median were broken at Ventura, the guarter mile closest to Broadway would be largely barren of vegetated median. Below, I reproduce the bulk of a letter that I sent to you earlier, which pertains to the median design from the "large picture" perspective of Broadway, College, Mill, and Apache, but also with awareness and sensitivity to the specific needs of the various land owners surrounding Broadway Road. In essence, I support the street design at large that was proposed at the Oct. 20th meeting, and the continuous median at Ventura, My understanding from the City web site, the meeting, and talking with Action Team members and City Staff, is that the primary purpose of the project is to improve quality of life and livability in the Broadway Road area. This basic purpose the project shares with sister projects, including the College Avenue Traffic Calming Project, the Daley Park Traffic Calming Project, the Railroad Crossing Quiet Zone Project, and the Daley Park Redesign Project. The design for Broadway Road should coordinate closely with the goals and designs of these neighboring projects in substantially improving quality of life. Quality of life is the common denominator of each of the specific goals of the Broadway Road Improvement Project listed in the June 7th meeting presentation and developed by the Action Team and City Staff: reduce traffic noise, protect community character, improve safety, provide bike lanes, provide sidewalks, retain Broadway Lane, improve streetscape character, discourage cut-through traffic, and address congestion. The header of the 4th introductory slide to the Project at the meeting reads "Improves the Quality of Life for the Community". The design presented on October 20th, with the continuous median at Ventura, will greatly improve quality of life in the Broadway Road area as well as meet the specific project goals. A most fundamental feature of the plan is that Broadway would have a tree-lined median down

its center from Mill to Rural, with an intersection at College and just a few breaks in the median for U-turns and/or access to cross-streets), and treelined street sides. Such landscaping and traffic flow will: Protect the character of the community, which is very green with trees, including coordinate with the green design of the Daley Park Improvement Project. in contrast to the current sunlight glare of open Broadway Road coordinate with the green design of the College Traffic Calming Project; coordinate with the tree-lined boulevard look on adjacent Mill Avenue and Apache Boulevard by Grady Gammage Auditorium and adjacent Broadway Road east of Rural; create an integrated green Boulevard look to the whole the Mill, College, Apache, and Broadway area; Reduce some cut-through traffic through neighborhoods south and/or north of Broadway Road, depending on where breaks in the median are located; Reduce traffic noise through vegetation sound absorption; Improve traffic flow and reduce congestion by limiting cross-lane left turns and U turns to a few designated locations. Plans for the greater community good often require all or some parties to put aside some of their personal self-interests and think about the benefits they will receive by being a part of an improved whole. I was disappointed at the June 7th meeting and again at the October 20th meeting to see a few neighbors thinking only about their own residence or business interests and not the larger picture of community. Placing a median down Broadway with breaks only at a few locations will mean that some home owners and clients of businesses along Broadway will sometimes have to make U-turns a few yards away from their desired destinations to reach them. If left turns in and out of Ventura are blocked by the median, it may mean a small increase in local residential traffic to the home owners living along Encanto Drive, both by Daley Park and east of Ventura (where I live), because Encanto is the only other street through the neighborhood with in-out access. (Some Daley Park residents who enter/exit the neighborhood at Ventura will choose to make U turns on Broadway instead of entering/exiting via Encanto.) These are small and occasional inconveniences in driving patterns compared to the total improved quality of life (beauty, less cut-through traffic, less noise, better traffic flow) that all in the community will receive through the design proposed on October 20th. If each property owner along Broadway insisted they have full, two-directional access to their property, there would be no median whatsoever, and none of the important improvements to the community it would bring. I wish to emphasize that the access to residences and businesses by the proposed plan would be fully in line with the access that is already standard along adjacent sections of Broadway from Rural to Price Road, which have center medians with trees. There are 21 apartment complexes (100s of residents) and businesses along this two-mile stretch of Broadway that have direct access from only one direction along Broadway and that require U-turns by residents and clients. I attach the list of residences and businesses. I urge City Staff and Parsons-Brinckerhoff to retain the treed median from Mill to Rural, with

just a few breaks in the median for U-turns and/or access to cross-streets, and to make the median continuous at Ventura – for the larger community good, and to synergize the effects of the College Avenue Traffic Calming Project, the Daley Park Traffic Calming Project, the Railroad Crossing Quiet Zone Project, the Daley Park Redesign Project, and adjacent boulevard-like streets that already exist on Mill and by Grady Gammage. I thank you for all that you are doing for the neighborhoods around Broadway Road. Respectfully yours, Businesses and Apartment Complexes on Broadway from Rural Road to Price Road with Entry from Only One Direction Directly (U Turn for Other Direction) Broadway Road South Side Higgin Botham Associates Rialto Apartments Coronado Apartments (east end) Country Club Apartments (1917) Corporate Job Bank (1955) NAI Horizon (1969) Centrado Apartments (center and east end) Broadriver Plaza II Office Building Broadriver Plaza III Office Building Child Care and Preschool Broadway Road North Side CSL Plasma Hand Car Wash (1016) Office Building (1232) Haven Luxury Apartments Sunrise Preschools Dunn Edwards Paints AutoHaus International Public Storage (1910) Willow Creek Apartments Shannon Drive Apartments Villa Real Apartments

- 28. I am not in favor of a traffic light at Sierra Vista and Broadway. Although I can see that it might help those living south of Broadway, I feel it would add to the congestion in the Daley Park neighborhood and cause more cars to cut through the neighborhood to avoid stopping at the light. That would be four traffic lights in a one mile stretch of Broadway and that is just not necessary. As I recall one of the reasons for closing off Sierra Vista from Broadway years ago was the added congestion, not only of cars but bikes. Thanks for the opportunity to voice my opinion.
- 29. As a resident of the Daley Park Neighborhood north of Broadway, I do not support the proposed addition of a pedestrian crosswalk across Broadway Rd at Sierra Vista Dr. We already have a significant amount of crime in the area and late-night drunk and disorderly pedestrians (specifically on Sierra Vista Dr) who disturb residents. The addition of a crosswalk at Sierra Vista will only increase unwanted pedestrian traffic in the neighborhood and aggrevate these problems. I encourage the committee to remove the proposed pedestrian crosswalk from the plan.
- 30. I believe it is extremely important that the proposed Broadway Road project contain a break in the median in front of The Arc of Tempe's recreation center located at 501 E. Broadway Road. As currently presented such a cut-out is incorporated into the plans, and it should remain part of the overall design. Without this break in the median, the individuals with developmental disabilities who utilize the life-enhancing services of the Arc of Tempe will have their safety placed at risk as they attempt to enter and exit the facility. Safety should be a paramount priority in such circumstances, and I strongly oppose any effort to eliminate the

- cut-out. For the safety of The Arc of Tempe's participants, please leave the cut-out and median break in the plans!
- 31. Please reconsider putting a cutout in front of the ARC building in Tempe. Many of our residents have special needs and go to this building on a regular basis. The cutout would provide a safer entry and exit for these residents and I would appreciate your consideration of this option.
- 32. Thank you for all your work on making Broadway Road nicer and safer. I like the median concept and the wall but am sorry that the wall cannot be tall in all sections. It seems to defeat the purpose for those who live closer to Broadway. My main concern is the crosswalk. I have always felt that a crosswalk is a death trap, giving pedestrians a false sense of security about crossing a busy road. People cut across now but they tend to be very careful because they do not expect cars to stop for them. Broadway is not a local road where drivers may get used to looking for crossers at certain places. It is a major thoroughfare with drivers from all over the east valley. They will not be used to looking for pedestrians at a crosswalk with no light and also there are many speeders on Broadway. I have no problem with people being funneled onto one street I live on Sierra Vista and I like pedestrian traffic in the neighborhood. I just worry that drivers are not trained to look for pedestrians and do not take crosswalks all that seriously. I think it is an accident waiting to happen.
- 33. Concern: on planning documents that I can access on-line, the north side of Broadway is labeled as having a median/wall. It has been understood by residents that this is to be a wall and NOT a median. Is this assured?
- 34.I don't think that there should be another cross walk put in between College and Rural. This would congest traffic further around the light and force more vehicles to take short cuts through the neighborhood. Additionally, the extra foot traffic in the middle of the neighborhood would be unwelcome. Also, in the median. I do not want it so that we can't turn left onto ventura from broadway or out of ventura onto broadway. We already can't turn left out of on onto encanto from rural. this would be too much of a hassle.
- 35.I certainly & totally oppose a crosswalk at Sierra Vista off of Broadway. It is not a smart idea for many reasons, mainly making more traffic into our neighborhood when impatient drivers cut through on Ventura. Already have lights at Rural & College & don't need another something like a crosswalk to hinder main traffic east/west on main thoroughfare Broaday.
- 36. The proposed crosswalk at Sierra Vista off of Broadway seems to be another "not thought out" proposal. We want our area to be as quiet as possible. Also can forsee traffice on Broadway being hindered by yet another stopping point with a crosswalk when there are lights at College & Rural. I am totally voting aginst this proposal and hope the planners pay attention to concerned residents in this area.
- 37. I am opposed to the crosswalk on Sierra Vista and Broadway. Thank you.
- 38. I am opposed to the crosswalk on Broadway and Sierra Vista. Thank you.

- 39. Im against the Sierra Vista road, and Im against the Broadway median, because its already difficult enough to get to encanto with no left turns from Rural.
- 40. I like most of the project's design concept, except the inclusion of a pedestrian crosswalk crossing Broadway at Sierra Vista. This crosswalk would have the effect of being another bottleneck to rush hour traffic on Broadway Road. Its location near an existing intersection (College Avenue), makes it an unnatural place for motorists to expect a crossing. Also, as a pedestrian-only crossing, it would be less conspicuous than a regular motor traffic crossing. As an unnaturally placed, less conspicuous crossing, it would be inherently more accident-prone. As a pedestrian I would feel unsafe using such a crossing. (I have seen how badly they work in other cities.) Motorists will have to anticipate less attentive drivers stopping suddenly in heavy traffic. This is the stuff of fenderbenders.
- 41.I do not want a pedestrian crosswalk across Broadway at Sierra Vista. Tempe installed a similar one across Rural road at Vista Del Cerro. Motorists frequently ran the light at that pedestrian crossing until people got used to its presence. The mere presence of a traffic light and stripped walkway does not make a pedestrian crossing safe. We have to recognize Broadway carries an extremely high volume of traffic, especially at rush hour. No pedestrian crossing on Broadway Road is safe, other than those at major intersections. Please drop the proposed pedestrian crossing at the unsafe Sierra Vista location.
- 42.1 am concern about limiting access to Ventura Dr to be a right turn in and out only. This will increase traffic on other entrance/exit venues in the neighborhood, namely College/Encanto and Encanto/Rural entrance. Residence who lives east of Ventura Dr, while: - coming home from Southeast / Southwest, will have to enter via College & Encanto Dr (by Daley Park) Residence who lives on Ventura Dr, while: - coming home from Southwest direction, will have to enter via College Rd. - coming from North-East, will now enter from Rural/Encanto, or drive to College & Encanto Residence who lives on Ventura (and close to Ventura exit) and need to go east on Broadway, now will exit via Encanto/Rural. Residences living on Vista del Cerro, who needs to go east onto Broadway Rd, have to exit via Encanto/Rural only. I can go on and add other examples. The point is, we are increasing traffic to College/Encanto and Encanto/Rural access. I live on Encanto Dr, near Encanto/Rural entrance. We have already heavy enough traffic on our side, with many speeding cars coming from Rural. Adding more traffic into this area is definitely not a good idea. We have few neighbors with children on this street. I would like to think this is a family friendly neighborhood that will provide a nice safe place for our children. Please reconsider this plan. I and my family are opposed to putting left turn restriction onto Ventura Drive because it will increase traffic to our street. If adding the median will restrict left turn in and out of Ventura, we also oppose to the median on Broadway road near Ventura Dr. thank you.

- 43. I am concerned that there has been a proposal to have a continuous median that restricts traffic to cross Broadway at Ventura road. Such a restriction would limit traffic to right turns only at Ventura and Broadway. This fact would increase traffic flow at the remaining exit and entry corridors. As one of the residents along an existing corridor, I do not wish to see this additional traffic. Although pedestrian access should be encouraged throughout the city, I am also concerned that the pedestrian crossing at Sierra vista would increase theft, vandalism and other crimes from traffic passing through to other destinations.
- 44. I do not like the idea of a crosswalk on Broadway road going on to Sierra Vista, for security reasons and more traffic on Sierra vista which would include late night walkers, do like the idea of a wall
- 45. I do not think the cross walk at Sierra Vista and Broadway is a good idea because it would make a passage way of cut through pedestrian traffic down Sierra Vista and down the alley over the rail road tracks to ASU. This could lead to vandalism and theft. It would also cause cars to cut through on Ventura, Encanto and College. Cars speeding through the neighborhood make noise and are dangerous. It would be contrary to what we have already been trying to change with the proposed modifications to Encanto.
- 46. I'm against the crosswalk at Sierra Vista because this causes the stopped cars to start cutting through our neighborhood at Ventura which is exactly what we are against. I know you are thinking about safety for the crossers too, but I already see stopped traffic cutting through the neighborhood and people have to keep their children inside for fear of them getting hit, and it's harder to back out of their drive ways too. Right now, many people cross at College and Broadway so we need to direct them there.

47.

October 14, 2010

City of Tempe P.O. Box 5002 Tempe, AZ 85280

Attn: Public Works Department

I have reviewed the final design concept for the Broadway Road Project and was disappointed that the final design does not consider the concern expressed at the last public meeting, and that is that patients coming to my office from east Broadway will not have access to my parking lot at 535 East Broadway Road.

I don't understand why the business property adjacent to the west is being provided access with left turn lanes while my request for access has been ignored..

I suggest that the median with accent shrubs in front of my office be replaced with a properly designed left turn lane.

I have been in business at this location since 1973, much longer than ANY other business on East Broadway Road. I believe I deserve at least equitable consideration to my request, and that to deny access for patients coming to my office from the east will be detrimental to my practice and livelihood.

I expressed these concerns with your staff at an earlier meeting at my office. Based on the final design concept presented, my concerns have been ignored, and any further meeting should not be necessary.

19/15/10 Will meetas schedulep Monday @ 11:15a

Dr. George M. Sanchez

Dr. George M Sanchez 535 E Broadway Rd. Tempe, Arizona 85282 Ph. # 480-966-7256

END