



Smith Road Design – Apache Blvd. to Rio Salado Pkwy. Public Input Survey December 2022

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I. Background

Tempe has developed design concepts for roadway improvements that add dedicated bike lanes and remove parking along Smith Road between Apache Boulevard and Rio Salado Parkway. The objective is to enhance visibility, bicycle and pedestrian safety in the project area, include pavement markings and signage for bike lanes, upgrade sidewalks, bus shelters, ADA ramps/driveway improvements, landscaping and lighting. This project will result in a mile of improvements along Smith Road.

Two public meetings were held on Dec. 9. One at the Cameron Maker Space at 2062 E. Cameron Way at 9 a.m. and one at the Escalante Community Center at 2150 E. Orange St. at 5:30 p.m. A survey was available online at tempe.gov/Forum from Dec. 9 through Dec. 19, 2022, to gather feedback on the proposed designs. Over the month of December this survey received a total of 173 visitors and 108 responses.

II. Outreach

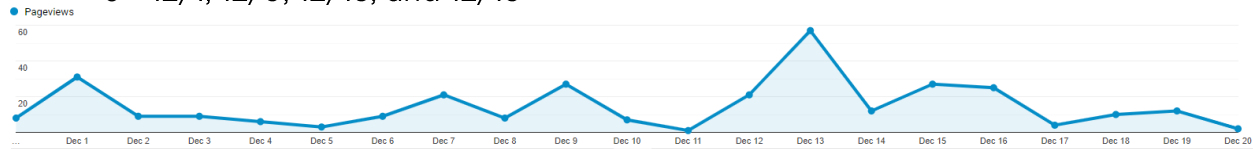
Several methods were used to provide information to the public and stakeholders regarding the project, meeting and opportunities for input.

[Project Webpage](#)

The project [webpage](#) was updated continuously and included information about the project, the date and access information for the public meeting and online comment information. From Nov. 30 – Dec. 20, the website had 309 views.

Top Sources:

- Direct
- Google
- Mailchimp
- Open Town Hall
- Signals AZ
- Spikes:
 - 12/1, 12/9, 12/13, and 12/15



Social Media, Eblasts and Press Release



- 12/1/22 – Public Meeting
 - Reach: 1,011 | Engagements: 38
- 12/03/22 – Final Call for Feedback
 - Reach: 361 | Engagements: 0



- 12/1/22 – Public Meeting
 - Impressions: 990 | Engagements: 19
- 12/8/22 – Day of Meeting Reminder
 - Impressions: 600 | Engagements: 5
- 12/13/22 – Public Input Reminder
 - Impressions: 552 | Engagements: 16



- 12/1/22 – Public Meeting
 - Impressions: 1,343 | Engagements: 5
- 12/13/22 – Public Input Reminder
 - Impressions: 1,173 | Engagements: 1



- 12/1/22 – News Release
 - 2,992 emails sent, 37.4% open rate, 1.3% click rate
- 12/5/22 – Tempe This Week
 - 7,984 emails sent, 39.7% open rate, 4.8% click rate
- 12/12/22 – Tempe This Week
 - 7,985 emails sent, 39.9% open rate, 5.2% click rate
- 12/13/22 – Input Reminder
 - 2,990 emails sent, 35.1% open rate, 2.1% click rate

Yard Signs

Yard signs with meeting and comment information were placed in Alegre and Escalante Parks.

Direct Mailer

Two bilingual direct mailers were sent to all businesses, property owners and residents near the Smith Road improvement project. The boundaries were Tempe Town Lake to the north, Apache Boulevard to the south, Price Road to the east, and McClintock Drive to the west. The first direct mailer included a brief overview of the project and details on how to attend the public meeting and provide comments. The second direct mailer was a reminder to provide comments.

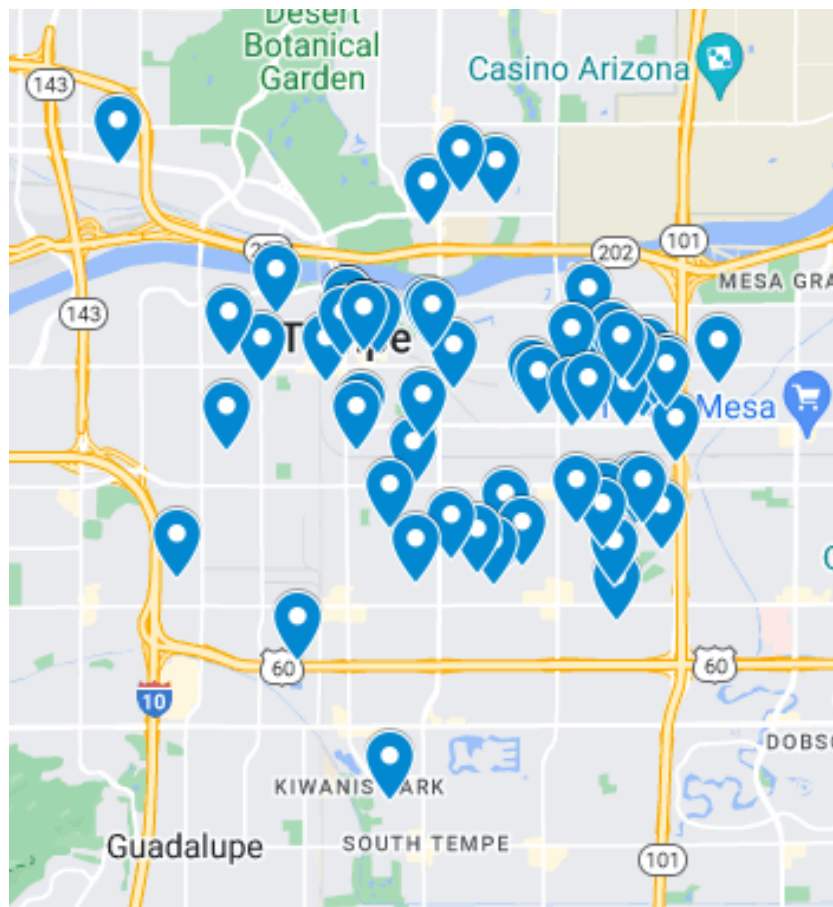
Emails

A notification email was sent to Tempe Forum subscribers, neighborhood contacts, relevant Boards and Commissions and previous participants in Smith Road outreach inviting them to attend the meeting or to comment online.

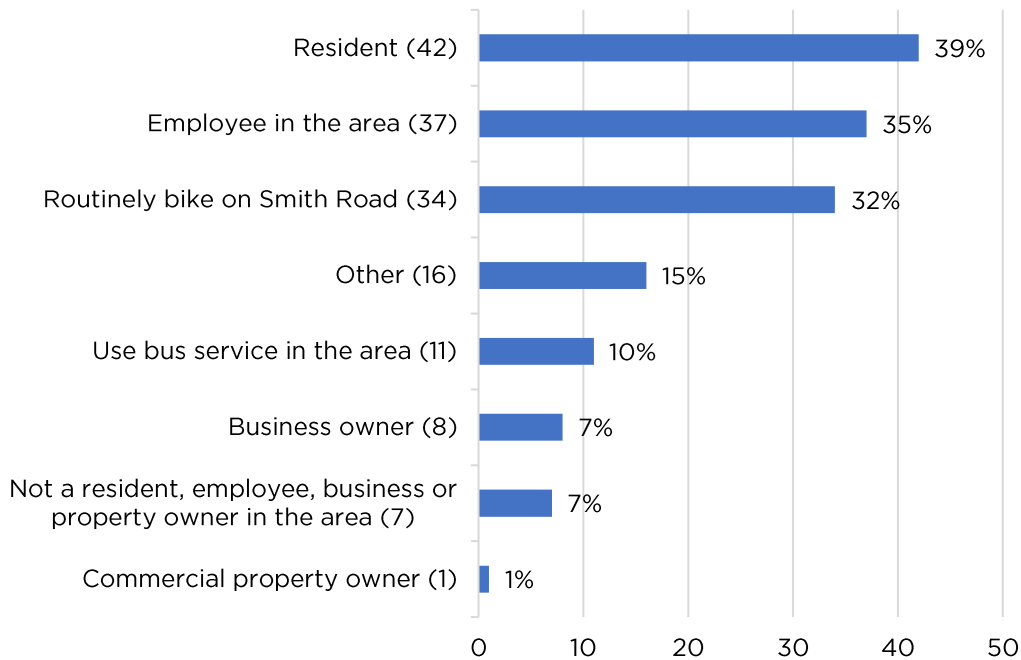
III. Survey Results

The survey was available online at tempe.gov/Forum from Dec. 9 through Dec. 19, 2022 to gather feedback on the proposed designs.

42 respondents provided an address with approximately 79% in Tempe.



1. What is your connection to Smith Road? Check all that apply.



Respondants:

Other:

- Commercial Real Estate Broker
- I also routinely drive on Smith Road
- Mgr in retail there
- Advocate for persons with disabilities
- Close by in the neighborhood
- Consultant that works on projects in the area.
- Drive through that area
- I lived in the Escalante Neighborhood for 28 years, this would be great for them. Also, now I live almost directly south of there off of Country Club in Shalimar. Still ride up there a lot.
- My company Culdesac is headquartered in Tempe, and I have visited the area.
- Other
- Vendor at a local market weekly
- Would like to bike there but it lacks protected infrastructure
- Family of 4 - in area 25+ years
- Small Business Advocate
- Co-chair of Alegre Neighborhood Assoc, which is bordered by Smith Rd.
- Regular patron of Tempe Marketplace

2. Please share your feedback related to the plans for Smith Road improvements

1. A protected bike lane is essential as drivers are often distracted, and not driving the speed limit. Biking is growing form of transportation. It's imperative that bikers are protected and given safe corridors in order to support this growing form of transit.
2. A protected bike lane should be added to the Smith Road proposal to ensure the safety of kids who ride bikes to and from Thew Elementary School and nearby Escalante Park.
3. A protected bike lane would greatly improve the experience and safety of cyclists, enhancing Tempe's diversity and drawing more people to live in walkable areas. It would also improve the experience of drivers so they don't have to be worried about accidentally harming any cyclists in the confusion that can result from having to drive across a bike lane into a parking area.
4. A wide multiuse path that provides cyclist a safe place to ride is important for this corridor. The lack of a safe north/south connection to link important designations (light rail, to the Rio Salado Trail, Tempe Market Place and Culdesac) creates a significant barrier to being able to utilize alternative transportation. If a grade separated bike lane/multiuse path isn't going to be incorporated, driving speed needs to be addressed and additional elements that slow traffic and make it safe to ride a bike needs to be incorporated. As a mom that rides bike with my kids, it is important that I feel safe to ride. A bike lane in the roadway doesn't make me feel safe. Additional landscaping, especially trees would be nice and support this infrastructure being used year round.
5. add protected bike lane, too dangerous currently!
6. Am very interested in this proposal and would love a bike lane here!
7. As a frequent biker on Smith, it's clear the road is plenty wide enough for the amount of car traffic it gets. What would be great is to take a little of that width to make a separated, protected bike lane so cyclists can feel as safe as drivers.
8. As a top city of cycling, I think Tempe has shown the will and the know how to raise the bar for what's possible for a bike lane on Smith. Specifically, I'd love to be able to get from Apache to Tempe Marketplace via a protected lane (not just paint) and with some additional shade along the way for year-round use. This would invite many more people to walk and ride this important connecting route. Thank you for your consideration.
9. As a top city of cycling, I think Tempe has shown the will and the know how to raise the bar for what's possible for a bike lane on Smith. Specifically, I'd love to be able to get from Apache to Tempe Marketplace via a protected lane (not just paint) and with some additional shade along the way for year-round use. This would invite many more people to walk and ride this important connecting route. Thank you for your consideration.
10. Be bold. Show the people of Tempe that safety is a priority"" make it a fully protected bike lane and pedestrian path. This is a side street, there is no reason for it to have three car lanes.

11. bicyclists should be at a higher level than cars for increased visibility and safety. the neighborhood also needs more shade, and parked cars shouldn't interfere with the bike lane. there should also be designated transit pick up and drop off space.
12. Bike lane sounds good!
13. Does the landscaping include Shade trees? More than just bus stops with benches, people like myself (80 yrs) need frequent places to rest. The city has done a good job with most of the improvements; however, I question some of the expense.
14. Effort needs to go beyond just paint on the road. Drivers in AZ do not at all respect bike lines and causes us without the means to own a car to risk our safety everyday just to go to work.
15. Having protected bike lanes on Smith is critical. More people would use it, would be safer, and give our Tempe community even more great things to say about being here. We have so many visitors, beautiful weather - biking in a protected bike lane is so impactful to our economy.
16. I am elated to have better cycling and pedestrian access along Smith Road considering I take this route quite frequently and find that it is currently very unsafe as a cyclist now. I would love to see a protected bike lane be added instead!
17. I am for bike lanes and shade. Shade canopy and on street parking needs to be added.
18. I am for the proposed bike lane, but it would be great if it was protected and/or at sidewalk-level. Adding trees would be good for anyone walking or riding through + the environment. I like the proposed wider sidewalks, added lighting, and benches at bus stops.
19. I bike this road regularly to commute to work and connect to the rio salado multi use path. I went to the public input meeting at Escalante and hope that there is more than just painted bike lanes, because that isn't enough safety for bicyclists and pedestrians on smith. Please add protected bike lanes and a 2 way, grade separated multi use path with shade landscaping!
20. I do not believe that any residents on Smith Road should have their properties eaten into for road or sidewalk widening. As long as the plan is to utilize the already too wide road space for these improvements, I will support it.
21. I feel the lanes should be protected for riders. It's crucial to live a sustainable live style these days and having protected lane would help save lives and better the community.
22. I have attended all three community meetings and given feedback at each. At the 3rd, I was frustrated and surprised, along with most of the residents there, that the proposed updated plan didn't reflect previous input from residents. 1) Our neighborhood area has the LEAST SHADE TREES OF ALL Tempe neighborhoods. We have been asking the City for years to address this. The Smith Rd. plan is an opportunity to do something right in this regard, and it needs to happen. Shade trees should line the entire Smith Rd. corridor, at least on one side, if not both. This should not be optional. To do this project emphasizing bike/pedestrian safety, then not shade it with trees, means rendering it mostly-useless for bikes/pedestrians during the hottest 1/3 of

each year. PLEASE line Smith Road with shade trees like we've asked... and asked... and asked. 2) True bike safety was not prioritized in the updated plan. Only one small section had actual physical barriers between bike and car lanes. And it appears that buses are still expected to cross over the bike lanes to pick up passengers. Rather, as one resident suggested and drew pictures of on the plan sheet, we could have bike lanes or a multi-use lane on the outer edges, and put the bus stops inside of the bike lane. Removing the center ""suicide"" or ""turn"" lane at the sections where the bus bays need more room could work. Other cities have implemented such innovative designs successfully. Why aren't we trying to do this at least as well? 3) We need more community meetings and opportunities to see improved plans. The one person representing the City's design team at the meeting said a multi-use bike/pedestrian lane plan could facilitate trees. We all asked him why such an option wasn't being presented to us, and he no answer. We asked him why the survey results and priority polls we all took were not reflected in the updates. He had no answer. He suggested that the plan being presented at the 3rd meeting was only partially done and could be altered. We asked, then why was this specific plan the only one they brought for us to view. No answer. PLEASE schedule additional community meetings and let us see some plans that actually reflect our community's priorities and input. Tempe can and should do better on this project. Let's get this RIGHT and make Smith Rd. a shining example of what Tempe is capable of. Thank you.

23. I know that I would feel significantly more comfortable biking to work along Smith Road if the bike lane were fully protected/separated from cars. I believe that having increased bike (and pedestrian!) traffic along a beautifully vegetated bike path would do wonders for creating a thriving/lively community in the area.
24. I like removing parking from the street. Would like to see tree shade for pedestrians and bicyclists, as well as low water use landscape.
25. I like the buffered bike lanes and removal of street parking. Please consider adding concrete buffers, even intermittently. That would make it feel even safer to commute.
26. I like this project. Removing parking from University to Rio Salado will improve safety for those bicycling along that roadway.
27. I ride my bicycle on Smith every day on my commute to work, as it is the safest route (in the morning) to get from the Escalante center to the Rio Salado path. Currently I have no complaints about riding on Smith, other than the fact that there are countless Prius parked along both sides, despite the new ""tow zone"" signs that have gone up. And this is what worries me. There are a number of auto mechanic shops on Smith, one of which parks most of the vehicles they are working on along the sides of Smith. Adding a cycle lane will, presumably, remain covered in cars since that's what people do. Further north there is a large Mapei facility which has semi-trucks deliver things daily. These usually sit in the central ""chicken"" lane. Removing this lane will improve the safety for drivers and cyclists, but may present yet another issue. I do not ride Smith at night very often, because Tempe Marketplace is

incredibly dangerous and hard to get out of when busy, and Smith is surprisingly dark, even with bright lights.

28. I support all plans to make biking and public transit safer and more attractive. We need to address climate change, and this is one small way that we can, by making alternative modes of transport more attractive.
29. I support the Smith Road improvements. I look forward to improved sidewalks and bike lanes in the area. This will be an important north-south corridor connecting Tempe with other mobility options.
30. I think a protected bike lane will make biking accessible to many people who do not feel safe otherwise to bike. Biking should be for everyone -- and that means people need to feel comfortable. I also think more landscaping will help with climate resilience and being able to bike year round -- shade should be equitable.
31. I think investing in bike lanes and bike safety shows the City's commitment to healthier lifestyles, less automobile congestion, and a modernized city that serves the community needs. I therefore support this proposal.
32. I think it essential that we continue to back bike and pedestrian improvements as a leader in carbon-free transit options and to show commitment to making Tempe a more mobile city.
33. I think it is an good investment to update this Smith Rd area. I think it is worth giving more consideration to biker safety (e.g., more lighting, protected bike lanes) and landscaping (e.g., trees). I believe shade for bus stops are included, but that wasn't clear.
34. I think it is important to create a protected bike path so riders feel safe while also allowing the bus to run smoothly and cars to travel.
35. I think it's a great idea! The only thing I think you should add is a protected bike lane. It will encourage more bike riders by creating an extra level of safety.
36. I think the increase in the shade, walking areas, and biking areas will benefit the individuals in the area. Additionally, I think focusing on attracting innovative companies is a good goal for any area.
37. I think the Smith Road improvements should involve protected bike lanes, sidewalks, and trees for shade. This will be safer than an unprotected bike lane, and the sidewalks and trees will make the improvements better for everyone in the community.
38. I used to live in the Escalante Neighborhood, this would be great for them.
39. I walk and bus through the area for work and would love to see better pedestrian and bike safety and dedicated bus stops. If there were a protected bike lane, I would feel a lot safer biking.
40. i want a sidewalk level protected bike lane. i also would like to see substantially more shade to cool the area and make it more walkable and bikeable
41. I want to thank the City of Tempe for the work done so far to kick-start the Smith Innovation Hub Masterplan. Plans for lighting, sidewalks, road improvements, shade, transit, public art, and bike lanes will support existing businesses and development potential. Most importantly, the City has demonstrated its commitment to the neighborhood by investing in the bike lane extension south of University Dr to Apache Blvd. The bicycle and

pedestrian improvements on Smith road have an opportunity to address equity, economic development, and climate resilience goals:

42. - Equity: This neighborhood south of University Dr bikes and uses transit 1.5x the City's average. We must prioritize historically under-invested areas close to transit with a high concentration of people walking and biking.

43. - Economic development: These steps are aligned with the Apache Character Area Plan (adopted by City Council in 2016) to create a north-south pedestrian connection on Smith Road from Town Lake/Tempe Marketplace to Smith-Martin LRT Station. A driver of economic growth, it will be the only north/south bicycle connection in east Tempe, providing a critical pathway to jobs and amenities.

- Climate resilience: We have a unique opportunity to reduce emissions and support the comprehensive approach to equitable cooling in Tempe.

We can improve the quality of life for the neighborhood and reinforce Tempe's national leadership in climate and safe streets. While I acknowledge many infrastructure challenges related to non-uniform street widths and outdated utilities, the current proposal falls short. It lacks adequate shade to encourage active modes of transportation and will exacerbate the risk of conflict between road users by encouraging parking in the bike lane. Vision Zero is a top priority as a City and community since people walking and bicycling represent a disproportionate share of Tempe's fatalities (14 in 2021). We must do more to eliminate severe and fatal crashes.

My recommendation to the City: a grade-separated, multi-use bike lane and sidewalk which would:

- accommodate dedicated bus shelters and additional landscaping

- improve ADA accessibility

- enable dedicated on-street parking that does not interfere with the flow of non-vehicular traffic

A grade-separated, multi-use bike lane and sidewalk takes a proactive approach to safety and encourages active transportation by implementing the following best practices:

- separating pedestrians and cyclists from drivers

- reducing vehicle speeds to protect people traveling outside of cars

- improving visibility to reduce the risk of collision at intersections

44. Equity, engagement, and evidence are at the core of the City of Tempe's principles and values. While City staff and consultants are working hard to address the many goals of Smith Road and the Innovation Hub, the next round of revisions should integrate best practices for safe and equitable streets. These practices are necessary for the infrastructure investment, tax dollars, and hard work of the city council to achieve the objective of the Smith Innovation Hub."

45. I would feel much more comfortable biking on a protected bike lane. This would make commuting and traveling from one destination to another down Smith much easier and safer for everyone. More landscaping will also help with that.

46. I would like a protected bike lane. Biking and walking are my only ways to get around Tempe, and some streets don't feel the safest for me to go down, but

I need to to get around. Protected bike lanes would be a game changer for me.

47. I would like to see a protected bike lane so that I'm more comfortable biking around Tempe. Landscaping would be nice too to keep the temps down as I bike during the summer.
48. "I would like to see protected bike lanes from Apache to the Rio Salado Trail. That includes:
 - * Protected bike lanes as much as possible, including a grade-separated multi-use path to 10th st, then protected bike lanes to University, then eliminating the center turning lane where not absolutely necessary for turning movements so the protected bike lane can continue to Rio Salado. I hope you're able to extend bike lanes through Tempe Marketplace as well.Protected bike infrastructure is safer, encourages more people to bike, and keeps cars from parking in bike lanes (especially important north of University where trucks often load while waiting on the road. Additionally, the following would improve the corridor:
 - * Protected intersections
 - * Bus stop waiting platforms between car lanes and bike lanes so buses do not need to block bus stops when stopped
 - * Leading pedestrian and bike intervals
 - * Automatic detectors at intersections
 - * Traffic calming
 - * Narrow lanes
 - * Easy connections to westbound Apache
49. I would like to see protection in the buffer area along the bike lane. Also, more street trees. I heard there's an option for a grade separated multiuse path that would be much safer as it would be protected and it would allow for more landscaping and trees. This solution seems to solve the issues that neighborhood has brought up. Why wasn't this plan presented at the meeting?
50. I'd love to see dedicated, protected bike lanes with landscaping cover. Tempe's existing unprotected bike lanes with only white lines invite vehicles to encroach, punish pass, and push bikers off the road. If you are a Tempe staff member working on this street, I invite you to bike along Apache Blvd and University Dr east and west for one week. Your perspective on our unprotected lanes will dramatically change. As a Tempe biker, I'm not accepted by drivers in multi-ton vehicles when bike lanes look like gutters. Dedicated, protected bike lanes are the best way to protect bikers of all ages, from children to adults.
51. I'm excited about the Smith road improvements, particularly as it relates to the bike lane. The company I work for is in the area, and I visit the office for a week once a month. I will usually ride a bike or use a shared scooter when I commute to and from the office from downtown Tempe.
52. I'm general I think that better infrastructure should go in regarding bike lanes. Lanes need to have better and clear separation from cars on the road. Being a pedestrian or a biker already puts you at risk of vehicles on the road and having poor safety conditions does not help. People aren't gonna use the lanes if they feel unsafe.

53. I'm super excited that Smith is getting a bike lane, but it would be so much better if it were protected, either by flex posts, cement dividers, anything! I can't tell you how many times cars drift over the painted line when I'm biking. It would also prevent people from illegally parking in the bike lane. PLEASE make it protected - that's the best way to get people to actually use it. Plus, how much could flexposts cost? Surely not that much more... Thanks so much!
54. I'm the director of a smart cities lab at Arizona State University. My team and I are studying the bicycling experience in Tempe and we are excited by the city's momentum towards alternate modes of transportation. Over the next year, we will be putting together an immersive 3D digital experience showcasing Tempe's infrastructure and presenting to thought-leaders in city-planning and transportation across the country. Our project is funded by the Zimin Institute for Smart and Sustainable Cities at ASU. The Smith Road and Culdesac case-study will be one of the center-points of the presentation and will steer the national conversation on the urban transition away from car dependence. I am cautiously optimistic these types of initiatives could set the city on course for becoming a leading bicycling community. Culdesac has said loudly they believe in an affordable, healthy, and sustainable way of life and the public is waiting to see how the city responds. The proposed upgrades to Smith Road are needed. The route is a symbol of the blight of cars on the urban landscape. Case in point the UCars Prius infestation and their questionable use of public space. The design put in front of us last week solves this problem. But does it send the type of strong message we need it to? Will it inspire a community to re-evaluate how they get to nearby destinations with their families? There was a lively discussion at the Smith Road Improvements meetings on the possibility of a multi-use path. I personally would love to see this option designed and assessed. It's important to at least contemplate these types of bold moves that could redefine how a community sees itself.
55. Improvements for Smith Road would prioritize a protected, shaded bike lane to allow for safe use. It would also facilitate pedestrian crossings and invest in the experience of walking across the road.
56. In Plan 2, the bike lane is nearly as wide as the lane for vehicular traffic. I think this will be confusing/annoying for drivers. I prefer the buffered bike lane in Plan 1.
57. Investing in more bike infrastructure in the area will greatly benefit the small business community. It will increase the frequency of visits to businesses in the area and contribute to placemaking in Tempe. This is a positive economic development opportunity that I highly support.
58. It is imperative that the intersection of Smith Rd. and Rio Salado be calmed and improved with pedestrian and bike safety facilities. Furthermore, the existing travel lanes in the Tempe Marketplace property should be reconfigured to allow safe use by people walking and riding bicycles.
59. Looking forward to the implementation of the improvements shown at the public meeting on 12-9-22. I appreciate the work to minimize the amount of land taken to achieve the maximum benefit to the public!
60. Love the idea of a bike lane here. Please add a protected bike lane!

61. Love the idea of improving smith road for cycling because it's the half mile collector road in a major corridor. Would also be nice to improve and get some consistency to the sidewalks in the area. Need to get rid of street parking north of university because a local business uses all the parking as storage and is disruptive to the neighborhood. Tempe streets should not be subsidizing their complete lack of parking storage for their business. South of university it would be nice to focus on bike lanes and pedestrian routes. The road is physically wider immediately south of university adjacent to the new development called The Level. As a resident of the level, I would love to have street parking adjacent our community which is useful for visitors. There's a handful of cars parked on Smith daily as visitors to our community. I know there is enough width at that part of smith for wide or protected bike lanes, two way travel, and a parking lane. It is physically possible the widest part of smith south of university and it would be a waste to stripe off the existing pavement and not allow it to be utilized. Why make porchlight homes widen the road in 2020 and then have the extra width go unused? There will always be visitors to the level. Without street parking in front, cars will either illegally park there anyway and block the bike lanes or they will overflow park in adjacent neighborhoods and cause those residents to complain. This seems like a clear cut opportunity to provide parking on the wider road and provide bike lanes and everyone can win.
62. Love the idea, can we add more trees to the landscaping
63. Love the project! My only concern is cars being parked on the bike lane even with a ""No parking"" sign. I am sure no one would dare to leave a car parked overnight due to the no parking restriction, however, I can see cars being parked ""temporarily"" especially in the business area between University and Rio Salado. We've all seen people park in areas they are not suppose to with their ""blinkers on"" so I fear this may happen in this area, especially where there is a Prius repair shop that already floods the roads with their customers cars, tow trucks dropping off more Prius, and other delivery trucks. Someone being parked for ""5 minutes"" can make it a real road hazard for bikes, scooters, and others. I believe having some type of division, like those skinny plastic cones every 5 ft or so, would help tremendously in keeping pedestrians and bikes safe at all times. This type of design makes it ""fool proof"" as it is impossible for someone to temporarily park on a road with this type of feature.
64. More shaded area to allow for greater use in the valley climate
65. Normally there is a survey to answer. In lieu of that, I'd say this seems uninspired in terms of variety. I'd like to see some on street parking and possibly shift the traffic at points to slow it down. Bike lanes ONLY work where the difference in car speed to bike speed is minimized Look at 5th st or college. To me Smith should be a tree lined, 25-30mph max road with tree bump outs that allow some parking and protected bike lanes bike lanes. This is especially true in the residential section of Smith.
66. Please add shade. :-) We desperately need to cool our urban heat & every little bit of shade helps. If you can please add trees, it'll also help birds & insects passing through, etc. We must think about how we can improve multiple issues at once, not just cars & bikes but also shade for people, help for non-

human species, & overall heat balance. Thank you for your efforts, :-)
Stephanie

67. Please improve the side walks.
68. Please integrate protected bike lanes to further promote safe biking in Tempe
69. Protect bicyclists from getting hit by cars
70. Protected bicycle lanes, shade, and safe sidewalks. Specifically, a sidewalk-level, multi-use bike path will:
 - protect bicyclists by keeping them higher than cars
 - use trees to shade the sidewalk (this neighborhood has only 3% canopy cover)
 - keep the bike lane free of parked cars
 - offer dedicated bus pick-up/drop-off spots
 - avoid interference with trash collection
 - provide space for everyone - bikers, transit users, and drivers
 - make this a very comfortable, beautiful place to bike, roll, walk or stroll
 - This is your chance to make biking safer and more accessible for everyone, while reducing our impact on the environment.
71. Protected bike lanes are important for Tempe as the city continues to grow and invest in more public transit infrastructure. It'll only encourage more and more people to engage in the community. Also, coverage (trees) is vital in order to encourage more people to use said bike lanes.
72. Protected bike lanes will improve safety and encourage multi-use
73. "Protected bike lines are very important for bicyclists, especially those who are typically underrepresented, so that they feel safe from cars.
74. More landscaping to provide shade and natural beauty will make this road more frequently travelled. Thank you! "
75. Protected lanes is a must. Biking in Tempe next to cars can sometimes feel dangerous because there is no barrier between us and the cars. This will also keep out parked cars. The most important thing is safety for bikers and pedestrians.
76. Safer space for bikes
77. Safety & Accessibility: Protected bike lanes save lives.
78. Separated/protected bike lanes would be much appreciated along the whole corridor (apache to rio salado).
79. Shade areas need to be added
80. Smith Road needs protected bicycle lane and landscaping in order to support safer streets and promote a more equitable commuting experience.
81. Thank you for your efforts thus far for the upcoming plans for the Smith Road improvements. As a commercial broker in the valley, I share any impactful improvements with clients relating to connectivity specifically a sidewalk-level, multi-use bike path. The multi-use path increases traffic to local businesses now being more accessible and creates a better sense of community with health and wellness. The need for safety and designation of the protected bike/pedestrian path is equally as important to the implantation. A designated path buffered with trees and shade only increase the safety for both bikes/pedestrian and vehicular traffic which creates separation and identity.

82. The bike lanes are a good first step, but they need to be protected. I don't feel safe biking on Smith, and walking can be even worse in the summer. I commute often on Smith, and I see the potential for improvement every time.
83. The current state of Smith road makes me feel unsafe when I need to travel north and south. A protected bike lane would help me connect from Tempe Marketplace to other parts of town without taking a major detour. Anything you can do to provide a protected experience for bikers and pedestrians would help immensely in revitalizing this road.
84. The designs being proposed impede traffic and also make resident parking more difficult.
85. The little presentation from 9 December didn't show any accommodation for the trash cans for the apartments along Smith. Trash cans in the marked bike lane will be just as much a hazard as the cars. It doesn't seem fair to take away the on street parking from residents that rely on that. I didn't see any mention of shade along the street or over the sidewalk. The wider sidewalks will be just more concrete. There don't seem to be any traffic calming features either, and I'm sure we mentioned that at the last several meetings.
86. The more bike lanes we have, the better! Tempe needs to prioritize the safety of pedestrians and cyclists. Our roads are not safe for them as it is.
87. The plans I saw at the last public meeting on Dec 9th, 22 didn't show any landscaping improvements. Even though most people at the meetings have been asking for more trees in the neighborhood. Trees should be used as a physical buffer between vehicles and a multi-use path for cyclists and pedestrians. That's the major issue our community has. If there's no shade trees around, the walkways are just useless through most of the year and then we're just adding more concrete to exacerbate the problem of urban heat island, which is already a big problem in this side of the city due to lack of adequate shade.
88. The Road changes are a plus for all who use the roads. The roads are not just for vehicles. It give everyone who uses them a safe place to move throughout the area. Thank you City of Tempe for making the roads safer for all.
89. There is not enough shade planned. This is a shocking negligence for anyone familiar with our city.
90. There isn't sufficient parking to remove parking from Smith between Apache and University. Also, many residents receive city trash collection in the proposed bike lane. This will be a fiasco for those occupants. My main concern is the lack of room, in a much more narrow street with this lane AND the busses. The Orbit busses already drive absolutely crazy and hardly have enough room to make turns. They will be forced to proceed head-on with another vehicle (further making them "own the road,") OR they will be forced to drive into the bike lane. This is a high occupancy street and the extra parking spewing into neighboring streets isn't supported by the current infrastructure.
91. There needs to be more shade
92. There needs to be protected bike lanes down this road. Studies show that almost 100 cyclists die in vehicle-bicycle collisions every year. This can be lessened, or stopped, by having protected bike lanes for people who cycle on traffic roads.

93. These improvements would be more beneficial if the bike lane was protected. Riding a bike on that street makes me feel exposed and vulnerable, particularly because of how fast cars drive on that road. Adding more of a barrier between bikes and cars should be considered in these plans. I would love to see Smith Road become a safer place for all to ride and walk.
94. These plans are not acceptable. I have attended many (I believe most) of the public meetings related to these "improvements". The plans do not address the fundamental concerns I have consistently heard from neighbors in the area. This latest design confirms my worst fears about the possibility of the city spending a lot of money to make a very poor existing situation even worse than before the "improvements". Neighbors, many of whom already currently frequently use this route for biking to work and shopping at Tempe Marketplace, generally had four areas of critically important design comments that I heard: 1) This route needs to FEEL safe for bicycles (as well as be safer) 2) it needs NEW SHADE all along the route (there is none) 3) it needs to allow room for parking from homes and apartments immediately adjacent and 4) Currently there are large (and also extremely large) garbage containers that also need to be in the street some days for the functioning of the refuse system, and when that happens, there needs to be NO CHANGE in the bike flow pattern (ie. the right place for trash MUST NOT be in the bike lane, but rather between parked cars or new trees). The current plan does not address any of these important neighborhood concerns. 1* SAFETY - Widening roads typically serves cars more than either bikes or pedestrians. Drivers unconsciously choose speed based on their perception of available space. When that "space" is a bike path, it does not necessarily assist drivers to feel the lack of space. This is why some have suggested the value of "ballasts" or items in the roadway to physically separate the main vehicular travel lane from the bicycle travel lane. While a separated bike path has the potential for feeling and being safer for bicycles, it in no way "guarantees" it. And, in my experience as a cyclist, it can reduce both the feel of safety and the reality of safety when combined with some of the elements mentioned here and present in this neighborhood (Apache to University). Vehicle speed impacts bicycle safety, and this design appears likely to increase driver perceptions of safe speeds rather than reduce them. The current design widens the road thus "legislating" by design, removing vehicles where they currently are legally able to park. 2* SHADE - Unfortunately, this widening is done to create "landscape" areas that apparently were the design team's "translation" of the neighborhood clearly asking for trees and shade. Let us be explicit. Neighbors want shade and trees which require far more space than anything provided in the design (which might support ocotillos, agaves and short bushes, but not shade. Trees are a matter of equity in this neighborhood. According to treeequityscore.org, this area currently receives a tree equity score of 44 (current canopy cover of 3%), this is a rank of 109th out of 109 blockgroups in Tempe, Census Block Group 40133192013. That is, this area is literally "dead last" for trees in Tempe, and this planning design team's design has concluded that there is no possibility for adding trees in an area where they have also concluded there is no need for parking. 3* PARKING - Neighbors who live

along this route, those immediately adjacent to this area (my home is several blocks away) were quite clear that they currently use and need the on-street parking. This is not surprising to me. I live on a street that is effectively "one-way" because cars can't pass one another going in different directions due to on-street parking. Sometimes it is a problem (ie. "frathouse" party situations), but mostly it has calmed the traffic on our street which used to have problems with freeway overflow cut-through at dangerous speeds. When streets are narrowed, sometimes people slow down enough to greet one another, wave, smile, pull over, and let others pass"; or wait their turn whether bike or car. The existing parking is needed at different times of day (perhaps at night when the city designers were also "at work"?). Notice it or not, there is a need for some on-street parking along Smith for those who live adjacent. The good news is that just as cars take space, so do trees, so when we make room for parked cars we can also make room for trees. Shade and parking are two ideas that can be mutually supportive. The design does not make use of this insight. It designs out both trees and parking, and in the process prioritizes vehicles over both pedestrians and bicycles. 4* GARBAGE CONTAINERS - Garbage containers, like parked cars and trees, need to sit at the side of the road. When you don't make room for garbage cans in the design, bicycles will have obstacles in their bike lane, making the bike lane a safety hazard as vehicles expect bikes not to weave in and out around the obstacles placed in the bike lane. Bicycles have no choice but to "weave" in and out of "their" lane. There are other options. When there isn't enough roadway width for vehicles (Orbit buses in this case) and a separate bike lane and a tree-width of root-supporting right-of-way, and parking, the bikes and vehicles can share space (sharrows), and the trees and parked vehicles can share space (where parking is not needed, it can be used for trees, allowing the pedestrians to also gain shade space. The street need not be straight. It might be curved so as to slow vehicles and make room for trees. TREES must be prioritized. SHADE must be prioritized. SAFETY must be prioritized. And the neighborhood NEEDS both room for large garbage containers in the street and room for on-street parking for those living immediately adjacent to the existing road. This is what equity and justice require of the city. This design must be redone. It simply does not meet the needs of the adjacent neighbors or those needing to pass through it toward area destinations.

95. This is a terrible plan. Equal priority should be put on incorporating shade/planting but the designer has left it as an afterthought and will only put in what will fit. That is very wrong for a city that has a goal of reducing urban heat and increasing shade trees. That should be incorporated into the plan now and another survey should be provided for corridor users to give feedback. It is unfair to ask people to comment on this plan without being more specific about where trees and shade will be planted. How can this be called a final design? There are many options for designs that not only provide safety, bike paths and shade but also create a beautiful environment that encourages people to use it. If you want people to use the walking and bike paths then it needs to be as cool as possible and beautification will really

help. There are plenty of examples in our own city. College in the Broadmor neighborhood has much traffic but still has a lot of shade. Come on Tempe !!!

96. This is not a good plan. This road from Apache Blvd. to Rio Salado is terrible for both bicyclists and cars and the new improvements are not much better. The dumpster/trash pickups make access worse and more dangerous for bicyclists. There is no shade for pedestrians and no trees to provide shade, absorb pollution, provide oxygen and retain moisture. It is a drab, hot and dangerous design.
97. This needs to be a protected bike lane with landscaping!
98. This plan is lacking crucial elements that neighborhood residents have brought up repeatedly:
 - Trees along Smith Rd to provide shade.
 - Parking on the street to allow for residents who live on Smith Rd to park.
 - Provisions for the trash cans located along Smith Rd.Calling for final resident input when the plans are only 15% complete (or up to 30% complete according to some) is not acceptable. There need to be additional opportunities for community response on plans that actually reflect the neighborhoods' priorities and best interest.
99. Very happy to see these much needed improvements made along Smith Rd for bicycle and pedestrian safety, and for the opportunity to add additional landscaping/tree canopy along the road. As the Smith Improvement Hub gets further developed, and Culdesac opens south of Apache Blvd (not to mention potential increased traffic coming from the light rail station as a result), there's going to be even more need for making Smith Rd a safe and reliable route for commuters and recreational users alike. My one criticism is the lack of some type of bollard between the bicycle lane and the car lane in every section where they could be viable (where they wouldn't block drive ways, etc), in addition to the stretch that will have a landscaping median between the bike lane and car lane. I understand the maintenance and related cost aspects around installing them are an issue, but I would press the council to find the budget to allow those to be installed, if not for this project, then for future ones. Having as much protection and separation as possible between pedestrians/bicyclists and cars will only help encourage more people who may not be as confident of riders (or just don't like vehicles wizzing past at a close distance) to get out for active transportation instead of getting in a car, and will help give cars their clear space on the road. I'd love to see these improvements serve as a blueprint for what other roads in Tempe could eventually become.
100. We bike this area regularly and I like the design of the improvements. I feel it will also be a win for the area residents to see the City investing in their neighborhood.
101. We need a lot of shade!
102. We need protected bike lanes. I've had too many close calls on Smith and it is the road I travel most on a bike.
103. We need road dots to give haptic feedback in areas where there isn't a buffer between bike lane and street.
104. Why does this matter?

105. Implementing a protected bicycle lane and landscaping on Smith Road creates safer streets and advances equity by connecting residents to economic opportunities and essential services:

- Safety & Accessibility: Protected bike lanes save lives. While only 6-10% of American adults feel comfortable riding in painted-only lanes, as many as 81% would ride their bikes more if there were protected bike lanes
- Economic opportunity: First north/south bicycle connection in east Tempe (provides access to job centers) and works toward completing the Tempe Bike It network (serves all of Tempe)
- Equitable transportation access: Connects residents to a grocery store and a mobility hub (carshare, rideshare pickup & scooters)

Who will this serve?

- Pedestrian and bicycle commuters (this neighborhood bikes and uses transit 1.5x the city's average)
- Transit riders (there's a connection to the light rail at the end of the bike route)
- Students from Thew Elementary School
- Seniors at the Escalante senior center - they go on weekly Trishaw rides on this street! (see photo below)

What we advocate for:

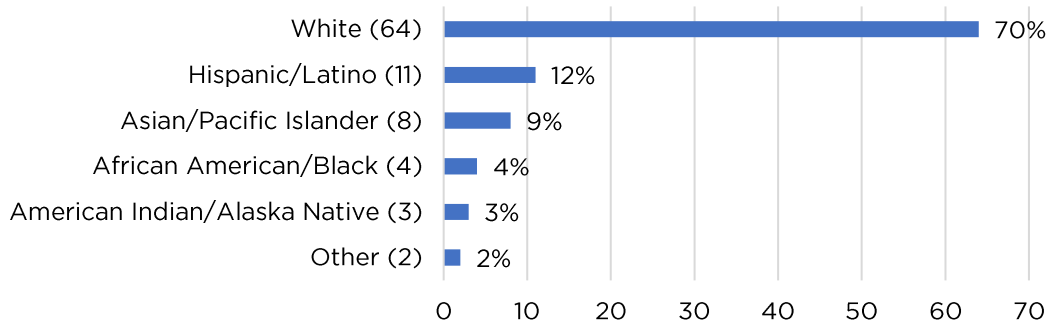
Protected bicycle lanes, shade, and safe sidewalks. Specifically, a sidewalk-level, multi-use bike path will:

- protect bicyclists by keeping them higher than cars
- use trees to shade the sidewalk (this neighborhood has only 3% canopy cover)
- keep the bike lane free of parked cars
- offer dedicated bus pick-up/drop-off spots
- avoid interference with trash collection
- provide space for everyone - bikers, transit users, and drivers
- make this a very comfortable, beautiful place to bike, roll, walk or stroll

This is your chance to make biking safer and more accessible for everyone, while reducing our impact on the environment.

106. Why no shade. Are you trying to kill us by sunshine?

IV. Demographics



Respondents: 92

V. Emails

1. Dec. 12, 2022 – email to Tempe City Council,

This last Friday I attended the Smith Road Improvements Project public meeting at the Escalante Community Center (just down the street from my home). Let me be clear. There absolutely is a **need to improve the bicycle connectivity** along Smith north of Apache to Tempe Marketplace. Let me be equally clear that the plan presented as “30%” complete design will be completely unacceptable to my neighborhood community. Something “funny” happened in the “translation” from neighbors expressing a need for “trees”, “shade” and “parking” for those homes immediately adjacent to Smith. The design team heard “landscape” (with widths incapable of nurturing shade trees in either the short or long term) and “no parking”. In the comments I have clearly heard all along the process - specifically from neighbors who use this route daily - it was pointed out that the garbage cans need to be placed in the street at the curb in this area. So far as I can tell, that need was just not heard at all. Trees are a matter of equity in this Escalante neighborhood. According to treeequityscore.org, this area currently receives a tree equity score of 44 (current canopy cover of 3%), this is a rank of 109th out of 109 block groups in Tempe, Census Block Group 40133192013. That is, this area is literally “dead last” for trees in Tempe, and this planning design team’s design has concluded that there is no possibility for adding trees in an area where they have also concluded there is “no need” for parking. There are other areas in the Valley that are worse off on the tree equity scale. Guadalupe has a block group with a score of 9, 4th out of 4 with a similar canopy cover of 4%. But in Tempe, my neighborhood “wins” the distinction of worst tree cover. I have not heard of neighbors refusing strategies that reduce vehicle speed (curves in the road, narrowing the vehicle lane - it does need to accommodate the Orbit). In fact, some neighbors have actively advocated for a “sharrow” design in order to solve the neighborhood-specific challenges: create space for shade, parking and garbage cans. The design team has never presented such alternative approaches to the challenges faced in this area. I believe that the design that is being brought forward for community comment (between Thanksgiving and Christmas no less!) will actively harm the Escalante and Alegre neighborhoods. **I beg each of you to direct staff to prioritize the following four neighborhood concerns** (all of which have been effectively voiced all through the process):

1. Increase **safety** (note that widening the road may have the opposite impact due to garbage bins and increases in driver-perceived street speeds with no parked vehicles or trees narrowing the streetscape)
2. Make space for long-term **tree shade** all along the route (this requires space for tree roots and rainwater)
3. Neighbors who live immediately adjacent to Smith need to continue to be able to **park along Smith**.
4. The **garbage containers** that are accessed from the street all along Smith must have a “home” including on garbage pick-up day. A design that leaves garbage containers in the bike lane is both unsafe and unacceptable.

2. Dec. 17, 2022 – email to Tempe City Council

On Friday, December 9th, I attended the Smith Road Improvements Project public meeting at the Escalante Community Center with the hopes of seeing the voices of the community reflected in the plans presented to us. During the presentation, it was evident that the voices of the community at previous neighborhood meetings were NOT heard or knowingly dismissed. I was EXTREMELY disappointed when I saw the plans. This letter addresses two of my primary concerns: The lack of integration of

ideas from neighbors into the plans and the process used to develop the project. The **first concern** is that the plan presented did not reflect the needs the community shared with the consultants and staff throughout the process. For example, at each meeting, neighbors have consistently communicated that our community needs parking that is safe and beyond just "adequate" for the families who live in this area. The plans shared with us demonstrate little to no understanding of the parking challenges that already exist for the set of duplexes with approximately 20 units, as well as the two other small apartment complexes and single-family homes along Smith with the same issues. I dread that the City's solution will be to tear down those duplexes and put up more unaffordable housing in the neighborhood!! Another example of residents not being considered is when at a previous meeting, I asked where a family who lives between Lemon and Howe is supposed to park if all the spaces on their street were taken. The response was, "They can park on Lemon or Howe." That comment is contrary to the City's emphasis on equity. I expect staff and hired consultants to understand that their response to my question did not consider how that option disproportionately and negatively impacts families with children who may have multiple jobs to afford the rent in this area. As a single parent who raised her child in the area, the consultant's proposed parking alternative is unsettling. Think about the message sent to a parent from this area. Imagine they have gone grocery shopping with their child. The option from the City is to carry grocery bags, hold on to a child or multiple children, walk to their unit, then walk back to their car, with child/children in tow, and then repeat the process. That situation gets even more complicated when, heaven forbid, it is raining like it has been the last few weeks or the temperature reaches above 100 degrees. The project should meet the requests for trees with a good canopy for walking AND biking, especially if asked to park further away from their homes. The lack of trees with sufficient shade does not align with Tempe being recognized as a leader for its bold climate action or commitment to climate control. Finally, Smith has no alley, so that means there is street trash/recycling pickup. We get enough trash in the alleyways as it is. How safe is it for bicyclists to ride and then swerve into the street on trash/recycling days? These are NOT the small trash cans. These trash/recycling cans need to be on the road for pick up, not on the sidewalk, as the trucks cannot pick them up if they are on the sidewalk. Did the consultants even inquire about the street's other uses for City services? Did the City staff give them that information? The **second concern** is about the development process in and of itself. The consultants shared that the plan is only 15-30 percent complete *and* that the December 9th meeting is the last public meeting. **How is this possible?** It was clear at the meeting that the residents disagreed with the plan. The consultants said survey responses informed the design. I would like to know (1) How many people completed the survey? and (2) How many were from our neighborhoods? Because I know for sure this is not the plan "I" agreed to. Residents from Alegre and Escalante need to be centered. The City would benefit from following the "nothing to us, without us" rule in equitable community development efforts. The residents and the City will not agree on everything, but residents in Alegre and Escalante need to PLAINLY see our needs and ideas in the plans for our neighborhoods. The current design, only 15-30% complete, will NOT be good for the quality of life in Escalante and Alegre neighborhoods. Tempe can show its commitment to listening to us by taking two actions. One, that there are, at a minimum, two more community meetings in 2023 by MONTH at times and places *determined by the neighborhood associations*. Two, that staff prioritize the following neighborhood concerns that have been voiced repeatedly throughout the process.

- Ensure the project includes long-term tree shading on Smith from Apache to the Marketplace.

- Increase safety for bicyclists and neighbors, including where trash/recycle bins go. The garbage/recycle containers must have a 'safe' space so as not to affect bicycle lanes.
- Make sure that there is street parking that addresses the current parking needs.

I look forward to your response. Please let me know if you have any questions.

3. Dec. 20, 2022 – email to Tempe City Council

I believe you've received messages from my Escalante neighbors with strong concerns about the plans for Smith Rd, and I'm relieved to hear that plans will be paused until the city can connect with Escalante/Alegre residents and better understand our priorities. As a co-lead for the Alegre neighborhood association, I look forward to participating in these conversations to find a solution that introduces shade, maintains on-street parking, and accommodates the garbage containers, while also increasing safety for cyclists and pedestrians.

VI. Neighborhood Meeting

Jan 13, 2023 – Meeting held with Alegre and Escalante neighbors and Culdesac representatives to review their concerns.

The neighborhood leaders presented their top priorities:

- Trees
- Bike Safety
- Buses
- Trash cans
- Parking

