



Hardy Drive Neighborhood Traffic Calming Improvements Public Input Summary September 2024

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I. Background

In response to residents' concerns about vehicle speed, safety, traffic volume, and noise, the City prepared alternatives for a large-scale traffic calming project along Hardy Drive between Baseline and Guadalupe roads. The proposed improvements may include medians, removal of center left turn lanes, bicycle enhancements, pedestrian enhancements, and landscaping. The feedback gathered will help determine a preferred alternative for Hardy Drive.

Two public meetings were held for the Hardy Drive Neighborhood Traffic Calming project during the month of September:

- Sept. 12 from noon to 1 p.m. on Zoom with 8 attendees. The recorded video online has had 53 views and can be found [here](#).
- Sept. 12 from 6 to 7 p.m. at Wood Elementary School, 727 W. Cornell Dr., Tempe with 33 attendees that signed in.

Additionally, a survey was available online at tempe.gov/TrafficCalming from Sept. 12-26, 2024 to gather feedback on the proposed improvements. This survey received a total of 61 responses.

II. Outreach

Several methods were used to provide information to the community regarding the project, meetings and opportunities for input.

Direct Mailer

A direct mailer was sent to residents within the project area. The boundaries were Baseline Road to the north, Guadalupe Road to the south, Kyrene Road to the east, and the Highline Canal to the west. The direct mailer included a brief overview of the project and details on how to attend the public meeting and provide comments.

Social Media and Emails



Click on hyperlinked dates to read posts

[8/30/24](#) – Public meeting

- Reach/Impressions: 150

[9/25/24](#) – Meeting reminder

- Reach/Impressions: 73



8/30/24 – public meeting notice sent to neighborhood and homeowners' association contacts

8/30/24 – public meeting notice sent to residents who initiated traffic calming request

9/24/24-input reminder to those who signed up for emails at meetings

9/24/24 – input reminder to neighborhood contacts

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.

Website Analytics: [/TrafficCalming](#) from 9/1 – 9/26

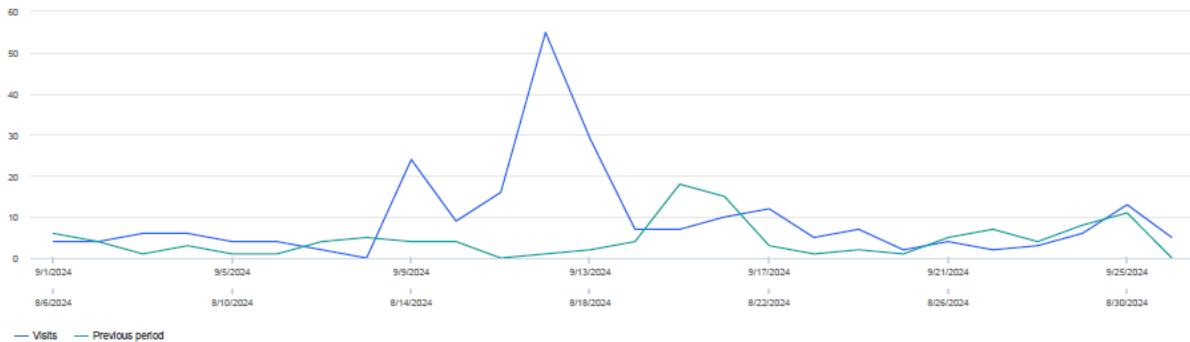
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+131 📈

Page views
310
+175 📈

Unique visitors
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+94 📈

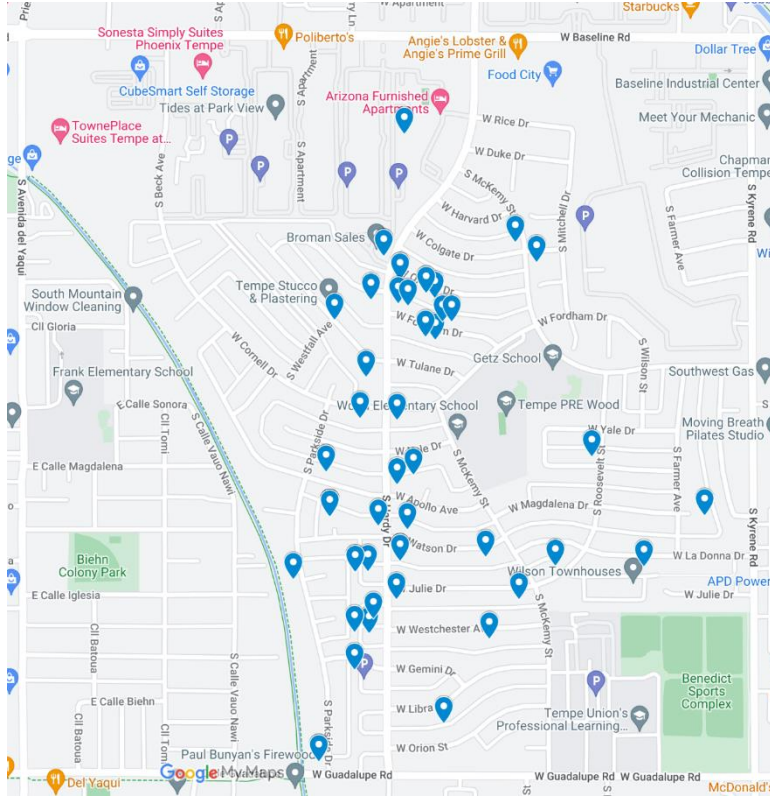
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+15 📈

Bounce rate
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-5.11 📉

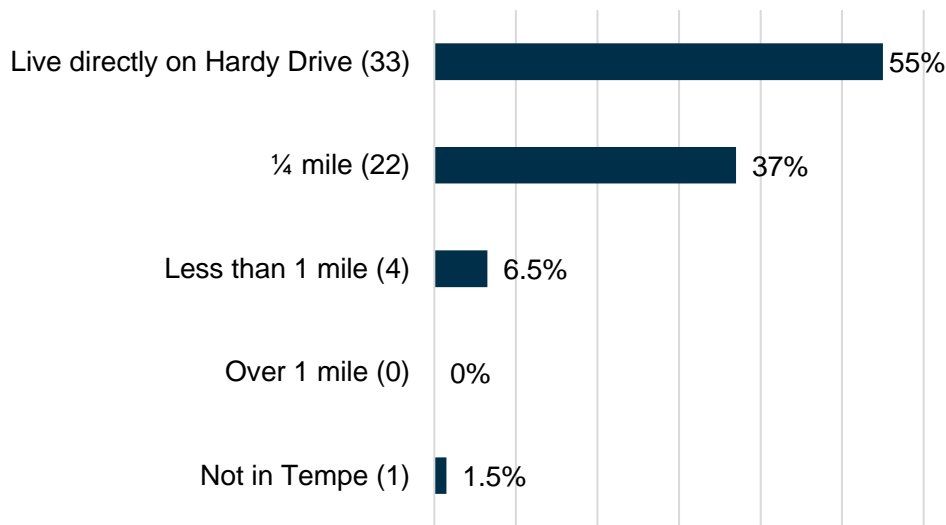


III. Survey Results

A survey was available online at tempe.gov/TrafficCalming from Sept. 12-26, 2024 and received a total of 61 responses. A total of 56 respondents provided an address.

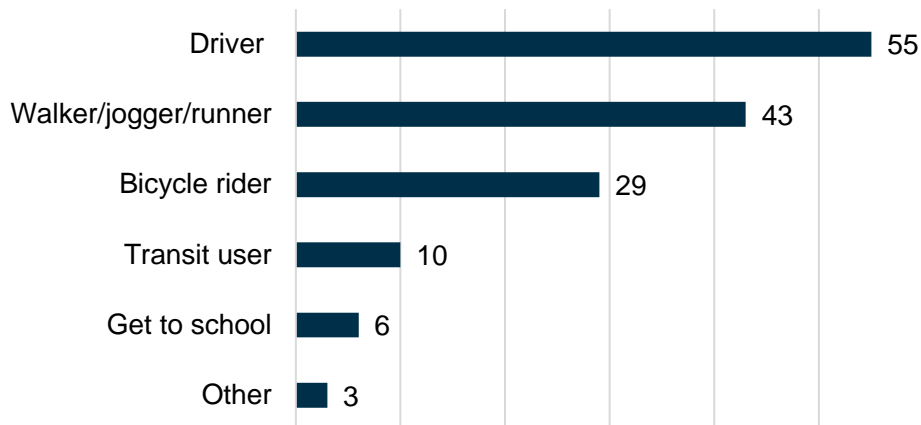


1. How far is your home from the Hardy Drive neighborhood traffic calming project?



Total responses: 60

2. How do you use Hardy Drive? Select all that apply.



Other:

- visit neighbors
- Passenger in Pickup Vehicles
- Get to the store OFTEN!

3. What concerns do you have traveling on Hardy Drive?

1. Speeding drivers; specifically gaining speed and hitting the "blind" curve @ Oxford where accidents occur into houses as well as feeling uncomfortable even making left or right turns out onto Hardy from Oxford. 2. Children safety and being able to comfortably use Hardy Dr.
2. A lot of drivers use the middle lane as a passing lane making trying to take left turns or crossing the street dangerous.
3. At this time I have no concerns about using Hardy Drive between Baseline Road and Guadalupe Road.
4. Car speeds, crashes that cross sidewalks, lack of trees
5. Cars going too fast and cars going too slow
6. Cars keep driving at high speeds and it is hard to anticipate them, especially at night when some vehicles drive with busted headlights. It is hard to cross the street during rush hours. As a bicyclist, I have to be really careful even on the bike lanes to avoid being hit/swiped by speeding vehicles, especially wider ones.
7. Drivers are driving quickly and not paying attention to pedestrians.
8. Drivers misusing the center lane and speeding. I live on Watson and there are many drivers cutting through the neighborhood streets at high speeds. We live closest to McKemy and Wood elementary and see kids walking to and from school and school bus stops. We walk our son to and from the school as well and it's stressful.
9. Drivers too fast. Keep bike lanes. Don't want speed bumps or raised intersection. I have a low riding car - affect my shocks. Passing other cars in between yellow lines. Not put islanding in put turn lanes
10. Driving out of Colgate and the blind curve, from cars heading northbound to fast may not stop in time. If myself and my family pull out onto Hardy.
11. Fast moving traffic, careless drivers, revving
12. High Speeds, once you've passed Cornell headed south it's a straight shot to Guadalupe and a lot of drivers (fire trucks and police as well) speed to Guadalupe . I've seen cars

racing down the street. There is quite a frequency of the left turn lane being used as a passing lane. Crossing Hardy anywhere past Cornell is unsafe at any intersection.

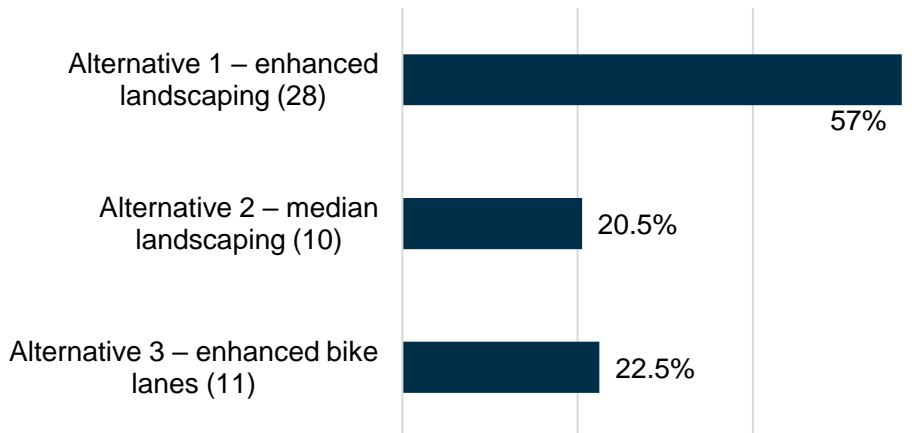
13. High vehicle speeds with close passes
14. I am confident that whatever is decided for Hardy will cause more traffic on Parkside. Parkside is another "thru" street to avoid going thru the Town of Guadalupe and no light at the s end of Parkside means cars don't even have a light to contend with for left hand turns.
15. I believe this is a very important project for the residents of Hardy Drive. There are a lot of folks who drive modified vehicles at high speeds on Hardy Drive - very noisy and very dangerous. Also, it is sometimes hard to drive on this road with drivers on your tail wanting to pass you and eventually using the center-turn lane. Changing the character of the road will help alleviate some of these issues.
16. I do not have any major concerns. I understand that drivers are often speeding on this street/corridor, but this is because the type of area, flow of traffic and the low pedestrian/bicycle activity allows for that. This actually helps to decrease the traffic in the area and avoid traffic jams (since Hardy Drive is a very busy corridor/street). 30mph is actually very slow for most of the day and night. When people drive at or below the speed limit, there are traffic jams for no reason. The only exception is during school hours, specifically during drop off and pick up times (but this is only a very short period of time if you put it in a 24/7 context).
17. I do not have any major concerns. I understand that drivers are often speeding on this street/corridor, but this is because the type of area, flow of traffic and the low pedestrian/bicycle activity allows that. This actually helps to decrease the traffic in the area and avoid traffic jams (since Hardy Drive is a very busy corridor/street). 30mph is actually very slow for most of the day or night. When people drive at or below the speed limit, there are traffic jams for no reason. The only exception is during school hours, specifically during drop off and pick up times (but this only represents very short periods of time if you put it in a 24/7 context/perspective).
18. I don't let my kids ride their bike on Hardy. I have gasped in horror as kids with untied shoelaces run across after school like it was Russian Roulette.
19. I have lived just off Hardy for 30 yrs and people have been speeding up and down Hardy forever I have called and complained forever with no results it's about time something gets done!!!
20. I like the idea of dividing the bicycle lane and driving lane. I have driven in areas that are divided and it makes me a lot more comfortable.
21. I live on the corner of Hardy and Apollo Ave. My biggest concern is safety. The speed that cars travel down Hardy Dr is excessive. I work from home in the corner room of my home directly exposed to Hardy Dr. I am afraid a car is going to crash into my house daily. The noise from the cars speeding is also excessive. At night you can hear cars racing or going 50+ mph down the road. I will drive the speed limit and cars will use the turning lane to pass me, tail gate me or show road rage. I have had cars attempt to run me off the road, honk at me, use inappropriate jesters just for going the speed limit. It's very unsafe and honestly terrifying most days. The noise at night from speeding cars will wake me up or keep me awake some nights, especially when people are racing.

22. I live right on Hardy and I have a one year old and a baby on the way. I also like riding my bike but it's scary on Hardy. Would like people to slow down. Love the idea of landscaping and putting trees in between drivers and bike lanes.
23. Mainly there is some speeding going on and I feel bad for the folks whom have had their walls knocked down. My biggest concern is the proposals you put forth will create more problems than its worth solving one. No offence to your young architect but they have a tendency to put up a high rise when all you need is a convenience store. Give him a bigger project. I'm sure he'll be great at it. If you over do it you will divert traffic to other streets and we'll have to do this all over again and spend more money solving a problem we caused.
24. Need to minimize vehicle from commuters from South Tempe zip code 85284, Guadalupe and Ahwautukee area trying to drive a straight road to downtown Tempe. This leads to congestion in our subdivision because Kyrene dead ends a Baseline Road and Guadalupe placed stop signs on Priest.
25. Need to stop them from running into the block wall on yard. Insurance doesn't cover this. They run over animals
26. None
27. Our only concern is the car and truck speeds at the crosswalk, but that can be remedied with a patrol officer issuing tickets at different times of the day and times of the week. If Tempe Police don't have the manpower make it happen. Use some of this multi-million dollar "calming program" to staff more police. The fines themselves would put a halt to speeding and add money to the coffers. This idea is ludicrous and whoever thought this up has too much time on their hands and certainly doesn't live in the neighborhood. The City of Tempe cannot keep up with the overgrown vegetation and dead plants on Guadalupe and Kyrene Roads. We have lived in this neighborhood for 40 years and have not seen a police officer issuing tickets to speeders or even patrolling inside the neighborhood. We refuse to have our tax money go to this waste.
28. People drive crazy fast down Hardy and use the middle lane as a passing lane. To many cars have crashed into houses.
29. People drive fast on Hardy but we would not like to make any changes besides a speed camera on Hardy & Baseline.
30. People drive too fast and pass on the middle lane.
31. People driving way to fast. Cars going around in the center lane to pass if going speed limit.
32. People speed and cut off buses racing to get to lights. I used to walk for public transportation years ago and wouldn't consider it now. There have been multiple times that homes along Hardy Drive have had their fences hit and damaged from vehicles and that impacts the entire community.
33. People speed, tailgate, and drive in the center lane to pass people. Animals get run over. People crash into walls regularly. People use Hardy as a quick cut through to avoid other traffic and cause excessive traffic. It can take several minutes for me to even be able to leave my street. We need speed bumps. They are the only thing that will slow people down and deter people from using our street as a short cut. Medians won't do anything.
34. Please no bulb outs - traffic will divert to Parkside Dr.

35. Plenty of speeders and vehicles driving with no headlights in the dark. Even crossing the street on foot is very risky. When driving, people overtake me too many times using the center lanes.
36. Safety is the biggest, but not the only concern I have for Hardy Drive. It's also not the most appealing road, I think it requires some landscaping.
37. Safety, many times I have almost been rear ended pulling onto Hardy from Oxford Dr. Riding bikes with my kids does not feel safe.
38. So much traffic and so much speed. In mornings you can hear once they pass the school crossing signs making them go 15. They really gun it. We lived here 45 years and it just keeps getting worse. No trucks allowed and we have simi and box trucks going straight through. Nobody wants to go 30 and will ride our bumper. Very rude.
39. Speed and volume of cars, safety for pedestrians, and crashes into walls/homes.
40. Speed is not enforced. Cars 15-20 mph over limit multiple times per day.
41. Speed! Safety!
42. Speeders, using turn lane as a passing lane.
43. Speeding cars
44. Speeding cars, safety on the sidewalks for kids. Jaywalking.
45. Speeding in excess of 40mpg. Sidewalk too narrow and over grown bushes and trees covering the sidewalk on the east side of Hardy where I walk. The over grown shrubs cause me to walk into the street with cars.
46. Speeding, illegal passing, lack of school zone signage
47. Speeding. Amount of daily traffic.
48. Street racing, unsafe feeling walking/cycling, drivers using median as a passing lane, nearly rear-ended making a right turn.
49. the constant speeding and middle lane used as a passing lane. Also the loud exhaust pipe and engine noise from racers.
50. The constant speeding, unsafe to use bike lane for bikes. Unsafe to walk on sidewalks due to constant speeding and accidents.
51. The only issue I really have is making a left turn on to Hardy during high volume traffic times. Some of the homes bordering Hardy & Watson have fencing & bushes all the way up to the sidewalk making it a blind corner.
52. The other cars speeding and same cars tailing me for for going the speed limit.
53. The speed of traffic, people using the middle lane as a passing lane, the amount of cut through traffic.
54. The speeding on Hardy - especially at night - please try police presence after 10 or 12 p.m. at night. We have had a truck in pool/motorcycle in our front window.
55. The speeding, it is scary walking with our children to school in the mornings. Having to jump into the street first to make sure cars slow down or waiting 3-5 min. before we get a gap wide enough between cars to cross. We NEVER allow our kids to use the bike lane for fear of a car hitting them. Having them on the sidewalk is scary enough. I worry about the children that walk on their own to school.
56. Vehicles drive very fast, even on the passing lane. I have barely avoided accidents so many times. I wish there were speed bumps to control the traffic speed. Also I see lots of bus stops with no shelter and people waiting for the bus in scorching heat in July.

57. Visibility of north and south drivers for safe turn either direction. There are lots of kids - adults who cross Hardy at all corners. No crosswalks or lights. No visible police enforcement!

4. Which of the proposed alternatives do you prefer?



Total responses: 49

5. Why do you prefer your chosen alternative?

Alternative 1 – enhanced landscaping

1. (Alternative 1 and Alternative 2 marked on hard copy survey) I suggest switching the bike lane and trees for pedestrian and home safety.
2. Aesthetically this would be great for the neighborhood. Especially with addition of trees. It seems like safety would improve greatly with the controlled left turn lanes and decrease drivers from cutting through the neighborhood to Kyrene. My second choice would be alternative 2 for the same reasons.
3. Having trees and rainwater retention provides shade, protection from traffic accidents, and is environmentally responsible. I like not having a middle lane, and am totally fine with not having a turn lane at every street. This option aligns with the goals and values of the city of Tempe.
4. I chose Alternative 1 because of its landscaping component. I believe that this road will benefit from more trees. As such, it seems Tempe has less tree cover than other cities and having more trees on this road is definitely desirable. Is it also possible to provide more shade at the bus stops? There is very little shade cover and this makes catching a bus very uncomfortable.
5. I jog on Hardy 4 days a week and feel it's only time till someone hits me. People drive that reckless.
6. I like the idea of adding additional trees. There is not a lot of shade on this road and the trees can help act as a barrier if a car loses control. I cycle frequently on Hardy but have never had an issue as a cyclist on this street. I have almost been hit while on a bicycle on other areas of Hardy where they have median landscaping and enhanced bike lanes. Vehicle traffic is more concerning to me than bicycle traffic on this street. Where I am

specifically located in Apollo drive the plans would not include a turning lane and that concerns me- having to back up traffic to turn onto my street.

7. I like the idea of the trees in place.
8. I like the way the traffic is confined and away from the sidewalk. It's scary to walk a dog or little one let alone just ourself and have these cars going by so fast.
9. It includes bike lane improvements. I believe buffers are sufficient for this stretch of road when the other traffic calming measures are taken into consideration. Also, shade is desperately needed in this neighborhood.
10. It is beautiful and seems like it would provide adequate safety for pedestrians and bikers.
11. It will help and look nice.
12. Landscaping can provide shade for pedestrians and cyclists
13. Less invasive if the City of Tempe can keep up with the maintenance
14. Not only will it calm traffic but it will beautify the neighborhood.
15. Real trees please! I like the widened sidewalks, bike lanes, and truly wish for more trees shading pedestrians (I run on Hardy and just BAKE)
16. safety net (bulb out) on my street without taking out the left turn lane
17. Shade for pedestrians and cyclists, some separation between cyclists and cars
18. The trees provide a barrier that drivers would find legitimate vs paint and bollards.
19. Trees and effect
20. Trees would make it safer for pedestrians
21. Trees!!
22. We are directly on Hardy and Cornell we like the raised platform idea in front of our house.
23. We need more landscaped areas and providing buffering between the sidewalk and traffic lanes will improve safety for pedestrians including students who have to travel along Hardy.

Alternative 2 – median landscaping

1. Enhanced bike lanes are not necessary and those poles will get destroyed soon. Cars driving right next to each other can cause distraction/crashes.
2. I don't think a major project or re-design is necessary, but if I had to choose I would choose alternative 2 (alternative B) because it provides a sustainable design with a planted median, which also provides a safety barrier between the two lanes for cars to drive and pedestrians to cross.
3. I don't think a major project or re-design is necessary, but if I had to choose I would choose alternative 2 (alternative B) because it provides a sustainable design with a planted median, which also provides a safety barrier between the two lanes for cars to drive and pedestrians to cross.
4. I prefer a median that will separate traffic and eliminate cars moving into the other lane when turning left. Keeping the sidewalk at 4.5" will reduce construction since they will not need to be moved or widened. I would also like to see raised intersections at Cornell and McKemy. This will reduce the speeds going into the curve from each direction. The curves are where a majority of the car/house crashes occur. I live in Alterra Townhomes which is at the intersection of the North Part of Oxford. We only have one entrance/exit and would like to request a dedicated left turn lane into our complex. No dedicated left

turn will cause a backup in traffic going north. We have 24 units and approximately 50 adults living on the property.

5. I prefer Alternative 2 first, because it would prevent cars from passing me for going the speed limit. Alternative 1 prevents this too. Swapping the trees and sidewalk would make me feel more at ease with my children riding bikes.
6. It's the closest to speed bumps. None of the other options are going to do anything to calm traffic.
7. Minimal change. Bike traffic is minimal. Don't need to over do the space allotted for bikes. I have owned my home since 1985 and have seen how the road is used past and present. We have the canal bike paths. Hardy Road should be used first to move traffic for vehicles and public transportation efficiently.
8. Number 3 seems like an eye sore. Not clear on what option A really does much
9. Something must be done to regulate speed. It is a very heavily travelled street. Removal of center left turn lanes would cause congestion.
10. We like what's been done on Hardy between Broadway & University. We own a home at 14th Street & Hardy and travel that way frequently. Personally I don't think just enhanced landscaping (Alternative 1) will slow cars down significantly (at least not to the speed limit) and we strongly don't like the looks of Alternative 3. We do think there should be at least 2 more speed tables - one before Cornell and one after, especially heading South between Cornell & Guadalupe. It's a straight shot from Cornell to Guadalupe and I frequently see people picking up speed once they leave the school zone and really speeding by the time they pass Watson.

Alternative 3 – enhanced bike lanes

1. Hardy is a bit ugly and could use more landscaping. But I really love the added bike protection of 3. I would like a hybrid of 1 and 3.
2. Hardy is one of the few viable connections across US60 for bicyclists, so the entire corridor should be designed for high bike traffic.
3. I do not care so much about landscaping. I really want the center lanes to be completely removed. Make it one lane each way and add road reflectors along the bicycle lane for bikers safety. A few stop signs or topes (speed humps) would be very useful also.
4. I prefer Alternative 4 (not listed above): Shaded bus stops and speed bumps on the road at regular intervals.
5. I prefer this option solely due to the separation of the bike lane from the road. However I don't totally prefer this option. It doesn't include any landscaping which is underwhelming.
6. It is pretty for the people walking and has more area for the bike lanes and people wouldn't be able to pass.
7. Like the buffered + curb bike lanes, but would love to see more landscaping/trees and narrower car lanes (12') for Alt 3. A mix of Alt 1 and 3 would be great. It probably costs more, but having raised bike lanes like parts of northern Hardy would be great (just need wider bike lanes and better curb cuts).
8. Making Tempe more accessible by bicycle is a great idea and it will help make students and residents safer.
9. Reflectors and guards on the bike lanes would make it much safer for me to bicycle freely on the bike lane without having to worry about being struck/swiped by vehicles.

10. I do not use the bike lane unless I have to step out into it when the neighbors have over grown shrubs and trees that cover the sidewalk. I prefer to have the sidewalk wider. I do not want a median at all. That would cause drivers to get rear ended without a turn lane at least at every street along Hardy and not just the 4 streets mentioned. The street needs to be wide enough for cars and buses to get around without getting hit by those purposed spike things standing 3 feet. I don't want those at all. The City of Tempe can't even keep up shrubs on Guadalupe and Kyrene roads. I have had to walk out onto Kyrene with drivers going in excess of 60mph. Too dangerous. Keep your landscapers trimming those trees.

Didn't select an alternative:

1. (Both Alt 1 and Alt 2 marked on hard copy survey) Do not like C design of protruding stakes
2. Just no bulb outs!
3. None of the above! I like parts of each but none of them as a whole. None of the choices considered the entrances to the shopping centers on the north end of Hardy. The striping shown on you renderings showed no thought to people turning left into the Food City parking lot from the north, left into the Walgreens parking lot from the south or left onto Baseline from the south. The left turn light onto Baseline needs to be addressed, after they re-programmed the signal a couple of years ago the left turn light only last for a few seconds. In the mornings around 7:30 am the traffic will back up to Oxford Dr. Lets fix that first! Lets talk to our Police, Fire service and Waste collection services before we jump in with both feet. We agree something must be done, just not what your proposing. Its too much.
4. NONE of the above. Bulb outs are outright dangerous causing you to have to swerve into the middle lane. You're just creating an obstacle course. How about a 4 way traffic signal or stop sign at Cornell and Hardy. People are less likely to run a light than a 4 way stop sign, but will slow traffic down.
5. None of the above. Any of the alternatives would put too much extra maintenance on the City of Tempe.
6. Put speed bumps in or the shelves who cares about Median landscaping slow the traffic down that's what people want
7. We do not want any speed bumps, enhanced landscaping, median landscaping or enhanced bike lanes. We think changing the time of the light to be longer green going north and south in the intersection of Baseline & Hardy would be more beneficial. People get impatient and then when the light turns green they hurry through. Especially in the mornings, it is hard to get two cars across when it turns green.

6. Do you have any additional comments related to this project?

1. A perfect storm of traffic has made Hardy (Guad - Baseline) a death trap. It's going to take engineering and law enforcement to bring the traffic down.
2. Add flashing yellow lights for school cross walk and camera (Hardy & Beck).
3. Add photo enforcement for safety people will not like paying tickets to the city

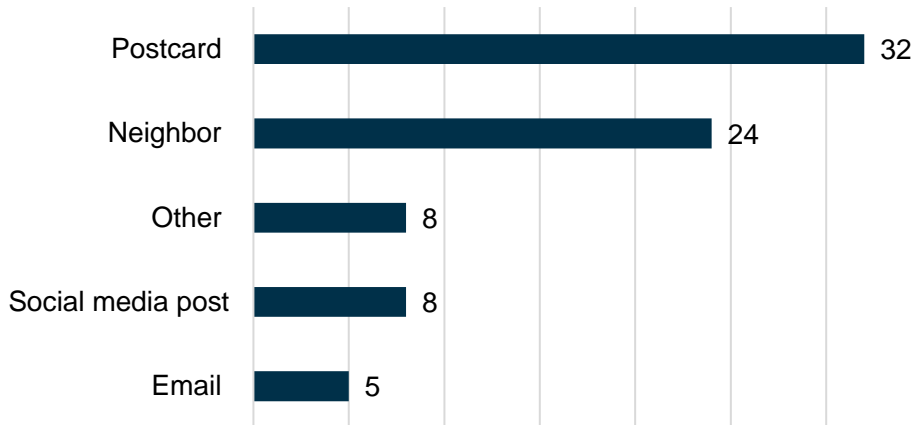
4. Also I have seen lot of people standing in the bus stops for a very long time in the scorching summer sun. You should make roof shelters for those people. Not trees, they will dump too many leaves and cause mess in the neighbourhood.
5. Any way to include better landscaping into Alt C would be preferred.
6. Bus space, making bus pull offs or something to not impede traffic while buses stop.
7. Can something be done about the speeding while this project is under way.
8. Changing the time of the lights on Baseline and Hardy will be a lot cheaper to fix and won't take very long. You would just need to increase the time the light will be green going north and south. We think you will see it make a difference.
9. Deleting the center turn lane would only add a measure of traffic backup on Hardy Drive. Adding more trees to Hardy Drive is not needed as the neighbor's that border Hardy Drive do not keep their trees trimmed back as it is. Instead of these alternatives, it seems people are afraid of cars crashing into their yards through fences. Why not have the city construct tall walls like the ones on Rural Road on the East side of Hardy Drive. Those walls look heavy duty!
10. Don't think we have a problem but I agree with being more safe
11. Hardy between Southern and Baseline is in desperate need of traffic calming.
12. I am really impressed with the amount of work and thought put in to these proposals by the city of Tempe staff. I feel so lucky to live in a city that values citizens feedback.
13. I am so happy that something is being done to Hardy. It is so dangerous right now.
14. I do not think the measurement are correct. The current width of the street plus sidewalks and bike lane should be 54" not 66" shown on the proposal. I'm note sure where you are going to find the extra 6" on each side of the street. I think the proposals with no division between the lanes will cause more accidents and vehicles using the other lane to get around turning or slower moving traffic.
15. I enjoyed the presentation put together by Cory Steele and the Engineer from Parsons. Thank you for championing this cause.
16. I know speeding is a concern, but besides school hours (morning drop off and afternoon pick up), Hardy Drive can actually sustain higher speed limits (specially higher than 30mph). Hardy Drive is a busy street/corridor and reducing the speed limit or slowing down traffic will negatively impact the flow of traffic. I would make small adjustments to the current design/structure (such as the a couple of media refuges and the raised intersection at Cornell) and allocate these funds to something else that the city truly needs. Additionally, the mor measures can be taken by the police department and the school district to increase safety during school days/times.
17. I know speeding is a concern, but besides school hours (specifically morning drop off and afternoon pick up), Hardy Drive can actually sustain/have current and even higher speed limits (specially higher than 30mph). Hardy Drive is a busy street/corridor and reducing the speed limit or slowing down traffic will negatively impact the flow of traffic. I would simply make small adjustments to the current design/structure (such as adding a couple of media refuges and adding the raised intersection at Cornell). I would allocate/use these funds for something else that the city truly needs. Additionally, more measures can be taken by the police department and the school district to increase safety during school days and times.
18. I really love the idea of this. Especially planting more trees along the road.

19. I ride this part of Hardy at least 3x per week and there's always some new remnants of a car crash. Would love to see something implemented sooner.
20. I think Alternative 1 has by far and away the most potential to please everyone that uses the road, however the design would require some adjustments. The bike lane could be separated from the road and be placed beside the sidewalk with a 6' separator from the road. It could include plants and trees in it to kind of crunch down the feel of the road. It will also give duely required shade to pedestrians and cyclists. It would look very similar to Alternative 1 but flip the bike lane and the plants area. For clarity the the 11' driving lane and 2' buffers would stay exactly how they are in Alternative 1. If there are questions on this idea I can provide more information with pictures.
21. I think it would be useful if there was a survey done, or test project to block the turning lanes for one day. Observations on how traffic flows during rush hour without a turn lane would be useful when planning. I fear not having a turn lane could cause more problems, more encounters for road rage from people in a hurry, and added pressure or anxiety when you are holding up traffic to turn. There needs to be better lighting on this road. Currently there are only street lights on the east side of the street. This leaves areas that are very dark at night on the west side of Hardy. This is a safety concern when there are pedestrians or cyclists at night. They are practically impossible to see with the poor lighting. There are also not enough cross walks. I see children trying to cross the street around school times who will stand and wait a long time or run to avoid cars. It is not safe currently.
22. I would prefer speed humps or another form of traffic calming.
23. I'm so glad it's happening. Thank you!
24. If alternate C (improved bike lanes) included shade trees, I would choose that one instead. More than one raised crosswalk would be better.
25. Including additional landscaping will provide a great benefit to the community including safety, cleaner air, and aesthetics for the road way. Providing options that incorporate it is a big consideration for the community and will help in cutting down the higher rates of traffic accidents into adjacent homes as well.
26. Just fix it
27. No
28. Please do it quickly. The poor students that go to Wood are too scared to walk down that busy street.
29. Please swap the bike lane and tree lane. Cyclists would feel safer and a tree line with a curb would squeeze the drivers more to slow them down. The bus stop could be a cut out of the tree line. My only lingering concern is that racers or drunk drivers could cross into oncoming traffic more easily with no median. P.S. Do you keep tabs on ADOT projects? They are proposing a change to the I10/Baseline interchange to improve traffic flow. I would assume better flow on Baseline would prevent some issues on Hardy and Parkside, but it would help to keep an eye on their proposed changes.
30. Please. Speed bumps. I've been asking for 8 years.
31. Put the raised table in at Cornell, That seems to be something no one at the meeting protested. Paint the bike lane green in sections like further north on Hardy. Put a couple of mediums in in strategic places "NOT TWENTY OF THEM"! Lets start there. I've seen it too many times where cities spend way too much money on over engineered projects that end up causing more problems than good. Shortly after they get torn down or

removed and the money doesn't come back. Lets use it for other projects or save it for later. We can always add to it if more is needed. Remember KISS "Keep it simple stupid"

32. Remove the median lanes and make the bicycle lane wider with reflector poles like on McClintock, that will give space to cars and bikers alike.
33. Speed bumps installed at regular intervals between Baseline and Guadalupe would be extremely helpful in keeping vehicles from excessive speeding.
34. Thank you for considering this. It is a real problem.
35. Thank you to the team who addressed this issue.
36. The speed limit should be set at 25
37. There should be another table before the curve after the turn from Baseline and Hardy to slow traffic down. There should be a left turn bump out at Hardy and Oxford for Alterra Townhome community as it is the only way in and out. It is a high traffic community.
38. We are so glad this happen and the city is looking to help us get control on this speeding issue.
39. We live on a street where there are many kids that play outside (I know crazy), so it is really important that Hardy could become a usable pathway for my kids without the worry. Please upkeep it and make it nice.
40. We only need more police to use photo radar to issue citations and put in speeding cameras instead of changing Hardy causing all of us horrible construction mess and dust and allergens and Valley Fever dust. The cost of this project is way too high and we don't need higher taxes to pay for a project we don't need. Save the money and spend it on the schools to pay teachers more and get books and supplies for our children.
41. We've lived at Hardy & Watson since 1978. It's been a racetrack since the very beginning. This is way past due. My husband & I walk every morning and the sidewalk on Hardy is too small for two people to walk side by side so my husband ends up walking in the bike lane which is a really scary alternative. I frequently see walkers and bikers in the bike lane which is even scarier.
42. Would be perfect if Alternative 1/A could also include some barrier in the car/bike buffer area, either the Tuff Curb from Alternative 3/C or just some reflective bollards.
43. Would like to see some barriers for the bike lane
44. would suggest maybe putting the bike lane inside the tree lane as my kids and I ride our bikes down hardy a lot. Sidewalk, bike lane, landscape, road, landscape, bike lane, sidewalk.

7. How did you hear about the project? Select all that apply.



Other:

- website
- Friend
- Traffic petition
- 12News
- Daughter
- spoke to city
- Council gathering

IV. Emails

1. 9/26/24 - You have received this feedback for the following page:
<https://www.tempe.gov/government/transportation-and-sustainability/transportation/streetscape-projects/traffic-calming-program-speed-cushions>

We like alternative B- Median Landscaping. Is there any way to plant trees on that medium?

2. 9/26/24 - You have received this feedback for the following page:
<https://www.tempe.gov/government/transportation-and-sustainability/transportation/streetscape-projects/traffic-calming-program-speed-cushions>

We like alternative B - Median Landscaping. However we would like to see trees planted on those mediums. Also, will there be platform speedbumps installed similar to Northern Hardy between University and Broadway?