

**Broadway Road Survey Responses (from online and Oct. 17 public meeting) as of close of comment period, October 28, 2013.**

1. What do you think of the final design concept?

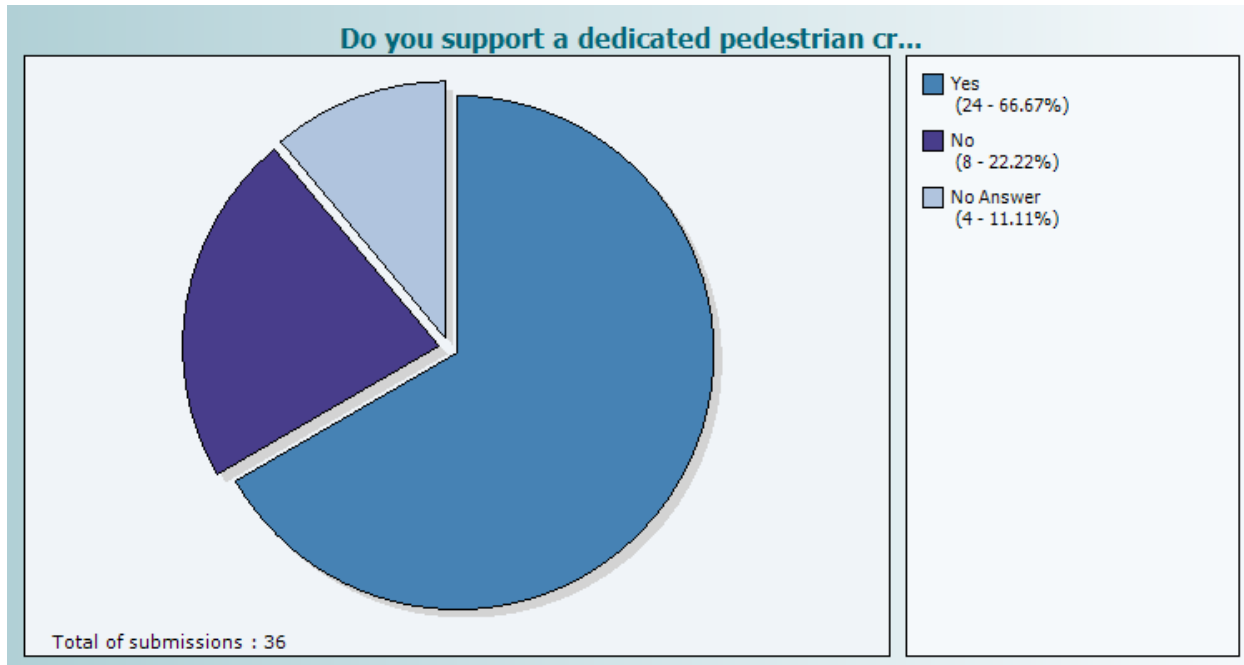
- I fully support the final design concept. The data presented shows full support for creating this concept without negatively impacting the community.
- Good. Glad to see the sound wall included. Build it!!!
- I love it.
- I like and support it.
- Ok
- Leave the trees out of the middle. If go to 2 lanes on south side, have bus pullouts so traffic doesn't have to wait. Walls on north side great!
- Well thought out - approve!
- Good concept.
- It looks nice, but it seems very short-sighted to reduce Broadway Road to 4 lanes. This will certainly create additional congestion in already congested Tempe.
- Expensive and with the exception of orange tree replacement with 8x8x16 concrete block wall, non-contributing.
- Like it.
- Great!!
- Poor Tempe is always trying to fix what isn't broken. Keep the road as it, a workable good road. Majority at October 17 are against it!
- It will affect University, Apache, Broadway, Southern all arterials.
- I like the center lane and landscaping, but reducing 1 lane on a major street is not a good idea. There is a lot of rush hour traffic heading east and it will be worse without that lane. Also, putting a wall up will bring more graffiti to our street. Taggers will have that wall spray painted in the first week!
- Nice but I'm tired of construction. Rural Road has killed my business.
- It is going to bring more problems than it fixes.
- I found 2 different designs along Broadway Lane from Encanto to College. The final design on the website with trees on the north and south side of Broadway Lane and traffic weaving through the landscaping is the design that I prefer. However, the final design in the Oct 17 PowerPoint presentation that I viewed has the traffic having a direct shot along the south side of Broadway Lane with all the trees/landscaping all on the north side of Broadway Lane. The one in the presentation is the same one that was shown at the last meeting several months ago, but I prefer the one on the Final Design on the website because it has traffic having to weave along Broadway Lane instead of a straight shot through. Originally I thought the straight shot would be better, but I now prefer the trees planted on both sides of Broadway Lane, north and south sides.
- Please do NOT take away a lane from Broadway Road between the high school and Rural Road. During the short period that Broadway was reduced by one lane, I could not turn south to get to my street from Safeway without driving two blocks farther west because of the added traffic traveling east. This requires more gasoline for me and pollutes the air further because of the extra gas used.
- Please do not remove a lane from Broadway Lane because it will add to the air pollution in Tempe.
- I travel the road daily and feel the improvements proposed would be positive.

- I approve. A good use of public funds to support alternative forms of transportation.
- Fantastic, ready to finally fix this street
- Excellent balance of multi modes of transportation. Tremendous improvement functionally and visually.
- Good presentation and great job! After many years, we are happy to see this project move ahead to PRESERVE THE RESIDENTIAL NEIGHBORHOODS along Broadway Road from Mill Avenue to Rural Road.
- It looks great. Very much looking forward to seeing these improvements in our neighborhood...
- I approve of the final design concept. I think a lot of thought and effort went into the project and it's time to get it done!
- I am excited for the tree planted median and the wider sidewalks. I have seen several comments about integrating a bus pullout at stops along east bound Broadway with a lane reduction. As someone who drives a LOT, I would greatly appreciate a bus pull out. As I bus rider, the pull out space felt safer, too. Generally, excited for this project.
- We have not been able to view the final design concept, due to a computer issue at this time.
- I really like it. Most favorable are:
  1. Tall varied masonry look wall with vegetation
  2. More safety for our walkers and bikers
  3. Parking on the street on Broadway Lane with trees next to them
  4. Moving the street crossing further east
  5. Lane reduction that showed no favorable impact or delays
  6. The street will be much more comfortable to the eyes with the vegetation, bike lanes,
- I don't like the walls. I've lived in Mesa for 7 years (because all my offers on houses in Tempe were rejected, and then after the crash my house was too underwater to sell and actually move to Tempe) and attended ASU, attend church weekly, and spend much of my free time visiting friends and businesses in Tempe. That being said, if everything were to remain status quo in Mesa, Tempe, Phoenix, etc. I can't move out of here fast enough. Tempe is making strides to become a better city and this one-mile stretch of roadway is an example of those improvements. The faster we can remove high-speed general purpose travel lanes and replace them with low-speed GP lanes, dedicated bicycle facilities, safe pedestrian infrastructure, and semi-related but kind of not really, mixed-zoning instead of having square mile after square mile with segregated uses, the less likely educated millennials like myself are to leave. But the walls, the damn walls. What's the fastest way to remove pedestrian traffic? Put up a boring prison wall for miles at a time that gives people walking nowhere to go, nothing to see, and nowhere to escape in the event some reckless driver ends up on the sidewalk. Drivers have a perceived sense of safety because there is a lack of hazards, so they're inclined to drive faster. If every noise wall, every subdivision setback, and every retaining wall were demolished tomorrow it wouldn't be soon enough. So what do I think of the final design concept? It's better than the existing infrastructure. There is so much more that can and should be done to make Broadway (and Mill and Rural and Southern and Baseline and....) a better street, but if all we're getting is one high-speed general purpose lane taken away instead of the three that I would fully support (leaving one GP lane each direction and a center turn lane), then that's what we'll take.
- Very good design. A third auto travel lane is unnecessary with traffic volumes declining as they have, and with most cut-through traffic now using US-60 and SR-202. This will provide people with more OPTIONS (even if you still want to drive, maybe your neighbor doesn't,

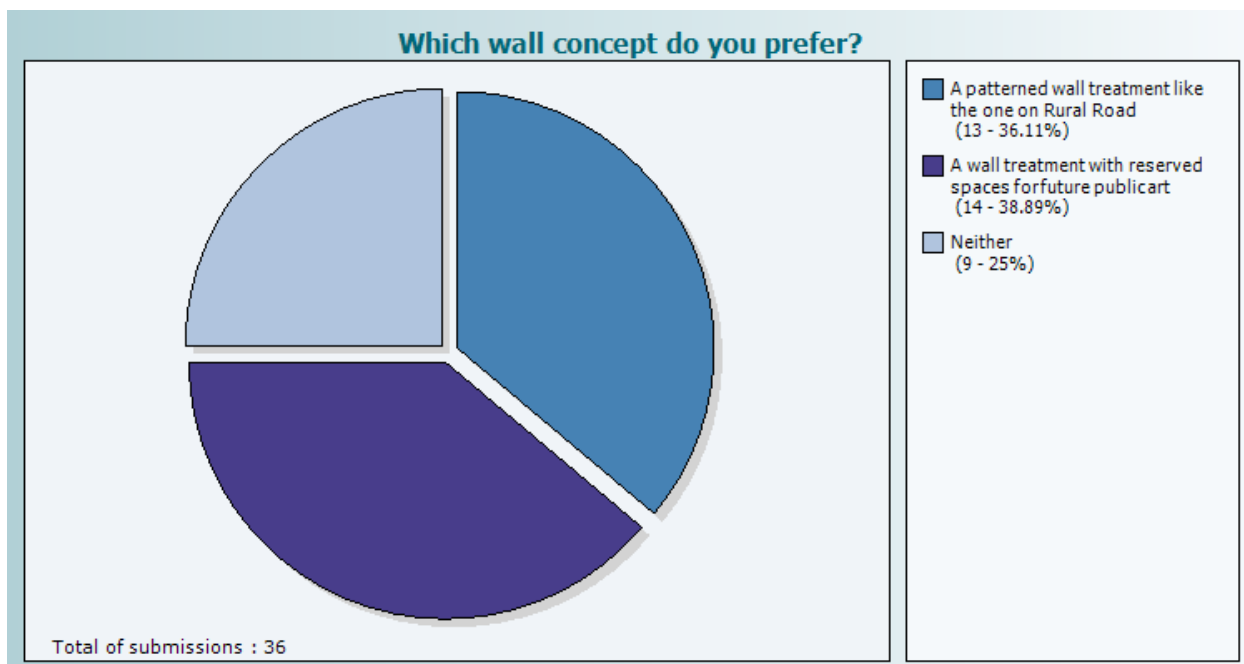
and their bike/walk/transit trip will mean one less car in your travel lane), and needs to be built!

- I think this is a great concept! The data suggest that there will be little if any adverse consequence and it may serve to make this section of Broadway Road safer and quieter.

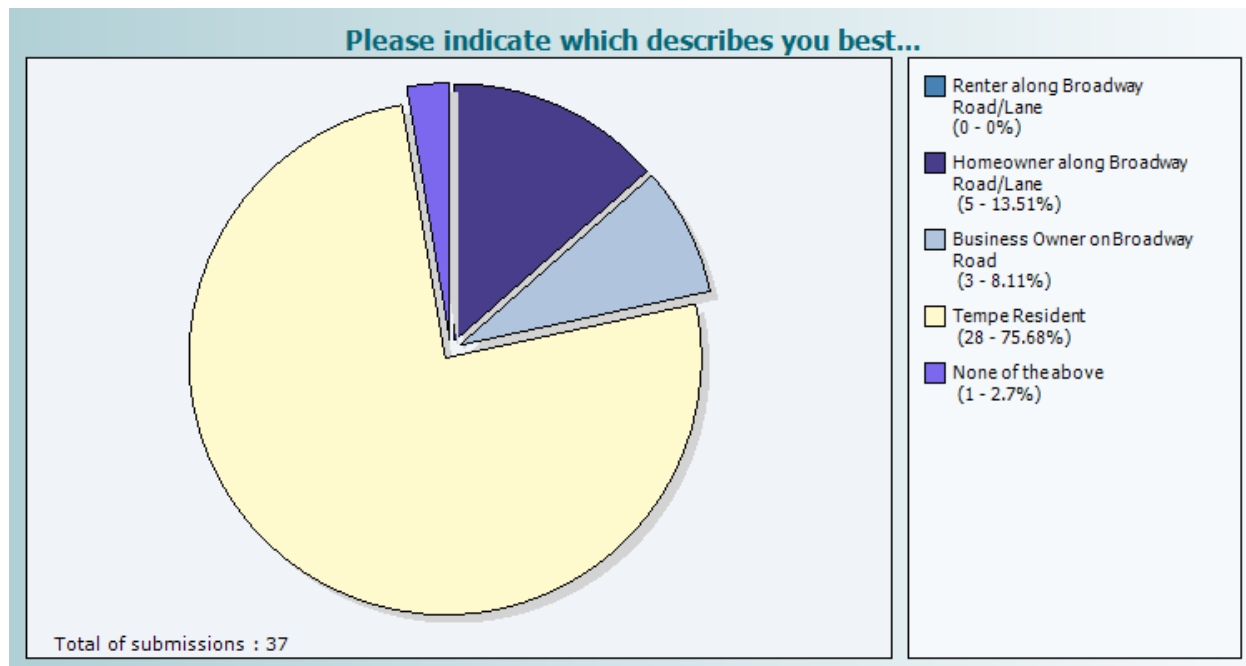
2. Do you support a dedicated pedestrian crossing (with traffic signal) between Sierra Vista Drive and Ventura Drive?



3. Which wall concept do you prefer?



4. Please indicate which describes you best.



5. Additional comments:

- Thank you Tempe! Please implement this design concept.
- I live in the Broadmor neighborhood and love this concept. In fact, with the reduced lane, I found it easier to drive and felt safer on a bike.
- Fewer cars, alternative transportation will reduce car fumes and particulate pollution.
- 41 year resident, same house just in off Rural Road on E. Encanto, impacted constantly by traffic into Daley neighborhood due to construction road work, etc. Rural Rd/Apache/University changes. Will there ever be someone to put all these projects on one wall to coordinate the impact on surface streets. Especially to complete prior to semester and sports season?
- If east bound lane not eliminated, project must be killed. Violation 14th amendment.
- Watched the progress for many years, I just hope the wall gets built. Excellent presentation.
- I love the beautifications, but please don't further restrict Broadway. Why are bus stops not bus pull outs?
- I live at Aepli and Ventura, the area where short cutters come thru at high rates of speed. Reducing a lane backs up traffic further west of Sierra Vista and invites cut thrus. Bike lane to Rural, then nothing???
- Transitional CMU wall
- From what I have seen, these drawings will improve the "look" of our neighborhood. Please continue with the project/the designated light will probably save my life.
- Our non-profit building is on the south side of the road. I have a concern with client traffic turning on Broadway to La Rosa. We are a free women's pregnancy service and low-cost STD service to Tempe. I hope our building will not be hidden behind trees as we want to be a visual for those who are seeking our services. Thank you for taking this into consideration and for your hard work.

- AZ Republic article of October 5, 2013 speaks of how dangerous bike lanes can be on such roads. Bikers better off on sidewalks as it is now.
- Owner at Rural and Southern since 1964. The cost will expand across all arterials. Millions.
- No more construction. I pay a lot of taxes and the only way is if I have a functioning business.
- I think this plan will cause more problems than we have now.
- I own 2 homes on Broadway Lane between Encanto and College (144 E. Broadway Lane and 120 E. Broadway Lane). I would like to have the landscaping trees along Broadway Lane be large shade trees, not desert landscape trees. We have beautiful Ash trees along our street now that will likely be pulled out with the construction and I would like something similar put back in to provide large amounts of shade along Broadway Lane. I would also like the traffic design on Broadway Lane between Encanto and College to have the traffic slowing design with trees on the north and south side of Broadway Lane instead of all the trees on the north side. I originally liked the traffic traveling on a direct line along the south side of Broadway Lane, but now I prefer the design where the traffic weaves along the street with trees on both the north and south side of Broadway Lane. I was unable to attend the Oct 17th meeting. So I do not know what the wall alternative to patterned wall treatment like Rural Road would look like. I think that I would like some artwork on the wall to further prevent graffiti instead of the Rural Road design, but any wall to limit noise and garbage from coming into our yards will be a great improvement. Thanks.
- I wish the City Council would consult citizens BEFORE applying for grant money that could be used more effectively somewhere else.
- Arizona native, Tempe resident since 1996
- 1. On Broadway Lane, extend the 8' wall east to the alley east of Sierra Vista.
- 2. On Broadway Lane, extend the 8' wall west to the alley west of El Camino.
- 3. Thank you, City of Tempe staff and PB consultants for a job well done!
- Love the look of these improvements. If given the choice, I'd greatly prefer the "Gateway Grove" landscape treatment. It would certainly enhance what is already an area known for mature trees and other greenery. Would also like to see the 8' wall extend a little further west on north side of Broadway approaching Encanto. (Would benefit more homes on Broadway Lane - and more backyards on Bonita Way.) But overall, these improvements are wonderful. It's all very encouraging for those of us who make this neighborhood our home. Thank you...
- I am uncertain about reducing a lane on East bound Broadway. I think it will be great for the neighborhoods between Mill and Rural, but I am concerned about what it will do to the traffic volume west of Mill on East bound Broadway. But, please move forward with the project. I think it will be a great upgrade to the area. Also, I would love an opportunity to have my art included! Cheers!
- As a resident in the neighborhood just south of Terrace/Broadway and a daily commuter along Broadway Rd, the closure of one lane is going to mean more congestion during rush hour and a longer commute. The claim of "traffic calming" seems a misnomer at best. I am opposed to the project.
- I do not feel we should be narrowing this road at this time. Speaking with the residents they only initially sought a wall to protect their property. It seems all the additional work is part of federally mandated requirements to receive the grant funds.
- Question #3: We like the patterned wall along Rural best, but also love the idea of artwork. Why can't we have a little of the public art displayed on the patterned wall? I like both ideas.

- We are homeowners on S Sierra Vista Drive South of Broadway. We have concerns that the reduction in East bound traffic will increase cars using Sierra Vista to cut through and go up Broadmor Dr. and/or Alameda during rush hour. How will the city insure that we don't have increased cut through traffic on this street? We are concerned that a light at Sierra Vista/Ventura could further encourage cars to turn South onto Sierra Vista to avoid waiting at the light for pedestrians to cross. There are several children that live and play on S Sierra Vista Dr. years ago (1998?) Broadmor Dr had speed humps installed because of cut through between S Sierra Vista up to Broadmor Dr. I understand the reduction in traffic patterns over the past 10 years, however we want to insure that cut through traffic does not occur again, especially with a reduced lane East bound and possible light at S. Sierra Vista. I appreciate your comments and input on these concerns. I was not able to attend the meeting on Oct 17 due to work conflict. Thank you!
- I think I hit everything I wanted to above. No walls, fewer lanes. Oh, I'd very much like to see separated bicycle facilities. There are few things that say "stay off your bike" than riding 3 feet next to 50-60 mph traffic, except having to take the lane in that same traffic (and you can't possibly convince me that people drive the 40 mph speed limit. At the very least provide plastic bollards or rumble strips or a stripe of cobblestone between the GP lane and bike lane to give some sort of separation. When I drive in town I go exactly the speed limit precisely in an effort to slow traffic when in reality all I end up doing is getting honked at and flipped off as people swerve around me in anger). The less room we have for people to recklessly operate heavy machinery at high speeds, the better. Until the day Tempe (and Mesa, Phoenix, or really even just a single neighborhood in the metro area) actually becomes urban, I'll continue looking for work in the parts of the country that do put people ahead of cars.
- I really hope this project gets built, and that the city considers expanding the idea to other 3/2 streets (and maybe even 3/3 streets) throughout Tempe if/when the results prove successful. When every Tempe street is comfortable and safe for ALL users, this will truly be a great town!
- Thank you for moving this forward!