

Comments

1. Why not extend the project from Mill to the UP Railroad? That additional stretch could use some improving for pedestrians and bicycles.

2. - Sidewalks are too narrow.

- Traffic is too fast.

- Provide shade for walkers; Shade trees are missing.

- Trees should be on an island that separates the car lane from the bike lane and sidewalk. This might reduce the traffic noise.

- Add at least 2 mor

3. I don't know what meeting you went to...."pubic meeting," above. I went to a PUBLIC meeting.

Happy day to you!

4. Get the traffic lights between Mill & Rural timed during morning & afternoon drive so people don't feel forced to drive through the neighborhood to save 2 minutes as they run stop signs.

5. Please put a pedestrian controlled traffic light between ash and priest on university. It is such a dangerous stretch and I have seen many accidents in this area. I have owned a home in this neighborhood since 2005 and I want it to be a safe place to walk and bike.

6. Suggestions:

-traffic light and pedestrian crossing at Roosevelt;

-pedestrian crossing at Farmer with lights activated only when a pedestrian or bike rider activates it (like out on the canal crossing on Rural..north of Elliot)

-ample lighting at nite in pedestrian crossings

-while you are at it, consider fixing the crossing at Ash & University; too many vehicles continue north/south despite the signs prohibiting this....either better signage or just open it up

It is a dangerous intersection for pedestrians and bike riders.

-shaded bus stops (and bring back the #40 airport bus while you're at it...I know, that's another topic for another meeting but what the heck...)

Thanks for moving this project forward.

I was interviewed and quoted in the Friday 13th article.

7. We recently moved from New York and Bike the Tempe area frequently.

Traffic is too fast for bicyclists to feel safe on certain stretches of University.
Many drivers forget to slow down and look to the sidewalk for bicyclists and pedestrians before tuning into a driveway.

The bike lane divider white strip is too faded to see at times
(especially in the evening).

••••• Reflective stripping and perhaps reflective "bumps" for motorists (
Rumble strips, also known as sleeper lines, are a road safety feature that alert inattentive drivers)
On some portions of the road, the sidewalk ends all together with foliage, brush, and dirt extending into the street. Bicyclists have no other choice BUT
to go in the street when faced with this issue.

Traffic SIGNS- posted along University and the surrounding roads REMINDING the drivers to WATCH for bicyclists and pedestrians would be an added
help.

8. Anything that separates bikes from cars; a raised median would be the very least, as a simple painted "bike lane" is not enough. And of course more
shade structures! And something that helps crossing University in the long distances between intersections with street lights.

9. I live in the Maple-Ash neighborhood and I am runner. I run approximately 80 miles per week and I do the majority of my runs from home and running via local streets to get to Tempe Town Lake, Papago Park, and the Greenbelt. I probably have spent more time on my feet in the area between Farmer and Priest on University Drive than all of the other Maple-Ash residents combined in the last 7 years that I have lived here. As a veteran runner, I know not to cross University anywhere other than at a traffic light, and never to step out into the street until the light pattern has fully changed, and I still look both ways regardless of the traffic light. I see others, who are less careful, nearly get hit by cars quite frequently, most often when they cross at intersections without traffic lights or when they begin to cross at a light before the light sequence has fully changed. There are not enough opportunities to cross University Drive for those who do not wish to travel to the nearest traffic light, so I see two options: 1. serious traffic calming effort with four-way stops and cross walks; 2. 2-3 pedestrian bridges at intersections without traffic lights. The other recurring issue is bicyclists riding on University and nearly being struck by vehicles turning off of University onto one of the side streets, or vice versa. A larger, more prominent bike lane would help these cyclists, who are mostly commuters to campus, dramatically. The alternative would be to make a new bike path, comparable to the other improvements in Papago Park and around Tempe Town Lake, but somewhere other than University Drive that would appeal to commuters and cyclists. (By the way, the Papago Park bike path and path around Tempe Town Lake, and the new path along Kiwanis Park and the canal are AWESOME!) A big publicity campaign to promote the new east-west bike path system to encourage cyclists to use the path instead of University Drive could be effective.

10. I am a property owner in the Riverside/Sunset neighborhood and live in my home there during academic breaks and rent out one half of my duplex. I reside in West Virginia otherwise. So, I am both a resident and a business owner in the affected community.

The constraint: "Retain existing curb and gutter" makes this project a sham and a shame. Mary O'Connor is turning over in her grave. The policy decision not to utilize existing (not additional taking) ROW which extends beyond current curb, gutter, and sidewalks was made specifically in regard to STREET WIDENING. This policy decision by Council was made with the intent to allow creative and strategic use of the existing ROW for planned corridor improvements that would include: the capacity to retain historically important buildings like that occupied by Oregano's; undergrounding of utilities; bus pull-out bays and shelters; reduced turning lanes in block interiors; on-street parking along shallow lots like in the Harlow's block; widened sidewalks; pedestrian bulb-outs at signaled crossings (with an additional signal at Roosevelt to match that at Beck); devil strips with shade trees; and improved pedestrian and bicycle facilities throughout. Previous corridor planning developed designs, including both community-led and city-led processes with excellent consulting teams.

Your charge with limited construction funds SHOULD be to review and amend those designs with current stakeholders and techniques, come up with a construction budget for the various design elements, and then work with the community to prioritize implementation, develop a long-term construction timeline and budget, and then continue to develop funds through federal grants and other creative resources. For example, CDBG funds were used to augment the Fifth Street project due to the Riverside/Sunset demographic. If the only thing you do in phase one is underground utilities and improve sidewalks and street trees on one side of the corridor, then that is progress toward what is really wanted. Not lip service and a bandaid.

In your own home, if your roof and siding need to be repaired and you choose instead to paint the house and install some landscaping, you are a fool. The same principle applies to capital improvement projects, right? So, do the smart thing, here, Eric. Honor the desired and desirable vision, budget for construction over the period required, and phase implementation to achieve the best results.

11. I am a property owner in the Riverside/Sunset neighborhood and live in my home there during academic breaks and rent out one half of my duplex. I reside in West Virginia otherwise. So, I am both a resident and a business owner in the affected community.

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12. There absolutely needs to be a pedestrian crossing between Farmer and Hardy! I watch people everyday putting their lives in their hands trying to cross! A pedestrian bridge would be fantastic, however that may not be in the budget.

Definitely art work within the traffic calming burms in the middle.

Definitely wider bike lanes. I have watched traffic get way to close to the bike riders at rush hour-Put lots of emphasis on sharing the road with bicyclists. Desert shade trees. University in the summer is glaring sun heat island-trees, trees, trees of course drought tolerant!

13. TREES: Shade trees, Fruit trees. Shading the sidewalk and bike lane with rows of trees.

BIKE LANES: Bike lanes separated from car traffic lanes by physical barriers or medians.

TRAFFIC CALMING: Signals at crosswalks, concrete chicanes (with shade trees), speed tables to slow speeders.

I don't know if this falls into the criteria, but STRICT BUILDING HEIGHT RESTRICTIONS should be implemented along the street to avoid the urbanization of the surrounding neighborhoods and thus attract blight to the neighborhood alleys and streets.

14. Kudos to the City for finally activating this project! My comments are as follows:

1. Create a landscaped area between the back of curb and sidewalk and plant shade canopy trees to shade the sidewalk. Or create a small median/planting strip between the vehicular travel lanes and the bike lanes (which would be adjacent to the curb & sidewalk) and plant shade canopy trees in these medians. The latter suggestion would provide a safer buffer between bicycles and cars.
2. Create medians to help separate opposing traffic and provide a waiting area for pedestrians crossing the street. Plant shade trees in the medians as well. Mature shade trees in the medians and between the street and sidewalk will help to visually narrow the travel lanes and slow traffic.
3. Widen sidewalks where possible.
4. Add crosswalks at Farmer and Roosevelt and use technology to light/delineate the crosswalk path when a pedestrian is crossing. Also consider a traffic light at Roosevelt. Or consider large roundabouts at Farmer and Roosevelt.
5. Only include public art if there is still money left after thoroughly addressing multi-modal enhancement needs, including a lot of shade trees. I think some of the recent public art sculptures completed in conjunction with street enhancement projects actually detract from the streetscape, looking like downright tacky craft projects. Perhaps incorporate public art into the bus stops or shade structures, rather than as stand-alone pieces.

15. Great project! As a pedestrian and bicyclist, University Drive is currently dangerous and inhospitable, and I try to avoid it as much as possible. Improvements should include: multiple and safe North-South pedestrian crossings, with traffic lights; large bicycle lanes (with different paving or color to assure safety, and possible separation from traffic lanes); protection for bicycle turns; larger sidewalks; devices to reduce traffic speed. Native trees should be planted to provide shade. The surroundings of existent local businesses (such as the Farmer's Market, Mucho Gusto, Essence, etc.) should be improved, to provide outside sittings away from traffic (which involves plantings, benches, etc.). In general, pedestrian, bicycle and public transportation access to local businesses should be encouraged, and use of car for short distance should be discouraged.

16. Anything that encourages more bicycle and pedestrian traffic will be beneficial to businesses.

For an example, my family and I have walked to locations such as Boston Pizza from the Mill & 3rd light rail station prior to walking back to Sun Devil Stadium for a football game or the movie theater. Improved pedestrian paths will encourage new business and help my family feel safe visiting other businesses.

Also as a cyclist, I would visit more businesses more often, such as Tempe Camera, when I am at ASU.

Please add safer and wider sidewalks, bike lanes, and crossings.