

University Drive Streetscape Project
Public Meeting Comment Card
January 12, 2012



Comments: 1) Reduce speed limit on Univ! ☺

2) Consider area from tracks to Mill - very intense level of activity needs some of these modifications

3) Add to streetscape project: redo Ash + Univ - straight thru North-south vehicular traffic very dangerous/deaths

4) use of photovoltaic/shade struc as shade + art

5) develop project guidelines that would include desired improvements like on-street parking for new develop.

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Comments: SHARED STREET

UNIVERSITY MUST BE CROSSABLE BY

PEDESTRIANS.

Blank lined area for additional comments.

STAIRABLE

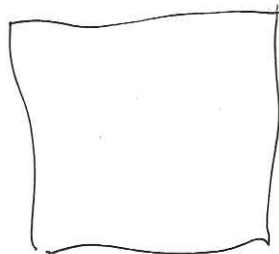
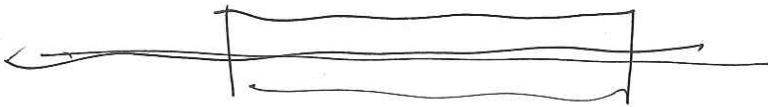
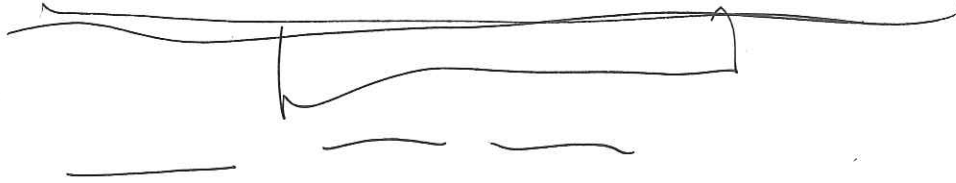
CROSSABLE

WHY NOT TO ONLY

BELONGING TO BOTH SIDES OF STREET

VOLE STRASSE · PEOPLES STREET

NYC TRANSPORTATION STREET DESIGN GUIDELINES



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* Ped bumpouts

* Possibly working w/ Grillo's Scales for public art in
medicines near Beck. These schools were the reason
for this light...

Comments: What I've heard of this project is that it was in
the works years ago and kept getting pushed back. It's
wonderful to see that it's back. I am a little worried
about the constraint of ~~the~~ maintaining 4 traffic lanes.
What kind of serious pedestrian/bike safety changes can
we really make when we continue to allow the kind of
traffic University has as of now... I am very interested
to see the level of citizen engagement in this project.

* I would recommend having more info (ie. where is right of way,
costs, specifics of old project, etc.)

* this is an excellent time for group
exercises - something you all were fearful of. Obviously everyone
should be able to contribute, but that is why professional
facilitation is and should be so important.

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Comments: Frankly this seems to be a 'tarting up process' where much
money is spent on beautification. It needs to be conceived as multi-modal.
We need to think how to slow traffic and allow pedestrians, bikes &
cars to cross the main street.
At present this is a dangerous street. Must check accident areas
and deal with them.

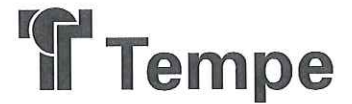
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Comments: I would like to see:

- A NO Right on Red for North + South bound Hardy at UNIVERSITY
- crosswalks that become illuminated when activated - like downtown Chandler.
- crosswalks that incorporate a refuge in the center median like at Guadalupe + the Bike path - south of Kiwanis park.
- Signs reminding Bikers to ride WITH Traffic + to stay off side walks!!!

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Comments: I WOULD LOVE TO SEE MORE NORTH / SOUTH
CROSSING OPPORTUNITIES - PARTICULARLY AT ROOSEVELT STREET AS
IT IS THE GEOGRAPHIC CENTER BETWEEN CROSSING OPPORTUNITIES

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Comments: _____

MUST HAVE A SAFE CROSSING @ ROOSEVELT - PRIMARY CROSSING
SECONDARY CROSSING @ FARMER - STOP CARS TO GET BACK
FOURTH TO RESTAURANTS.

SKYSONG STREETScape IS AN EXCELLENT EXAMPLE
OF SHADDED SIDEWALKS! SE CORNER. MCDON
CONC. INFILL FOR BIKE LANES FROM CURB TO
CAR ASPHALT.


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Comments: I FEEL ADDING A LANDSCAPED MEDIAN
W/ SPECIALIZED PAVING AT TURN LANES AND
STREET TREES WILL PROVIDE THE BIGGEST
IMPACT TO REDUCE THE 'HIGHWAY' FEEL OF
THE EXISTING STREET. PED. CROSSINGS N&S
IS IMPORTANT W/ REFUGE AREAS.

HARDY INTERSECTION IS VERY IMPORTANT -
PED. XINGS - NEED TO CREATE A 'SENSE OF
PLACE' TO BREAK UP VISUAL LENGTH
OF STREET. CONCRETE OR OTHER PAVING
AT BIKE LANES TO REDUCE VISUAL
EXPANSE OF ASPHALT STREET.

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would like Chinese pistache trees. 

Comments: NO Red Yuccas!

1. Do not plant trees too close together
They have to be overpruned & will not
look good.

Do not plant plants too close together " "

Pick one theme for the entire street
to "pull" everything together only 1 or 2
types of trees & only 3 types of plants.
less is more with landscaping. Stick with like

plants don't mix desert landscaping with lush.

Don't OVER PRUNE

Light AT ROOSEVELT.

PUBLIC ART & SHADE
Important

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Comments:

1. ARTISTIC & COVERED BUS STOPS
2. MEDIANS WITH SHRUBS PLANTS & OR TREES,
3. BIKE LANES THAT ARE MORE DEFINED
4. CROSS WALKS & DRIVER WARNING OF CROSS WALKS
5. BEFORE PLANTING ALL TREES AND PLANTS, TEMPE NEEDS TO KNOW HOW TO TAKE CARE OF ITS PLANTS.
6. CONSIDER BLOCK INSTEAD OF CONCRETE FOR SIDEWALK
7. MORE UNIFORM GENERAL LANDSCAPING

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Comments: Consider frequent crossings with pedestrian
"refuges" along with left turn pockets.

On street
Parking with a bicycle lane between the
parking and auto traffic is not the safest
for cyclists — folks open car doors suddenly
without looking. No good solution that
I can think of.

Responsibility for care of plantings, who
has it?

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Comments: To encourage bus use, perhaps we need more safe places for walking
across the street. Now people have to walk long distances between traffic signals.

Trees should be desert types (but without thorns). Lots of trees.

If roundabouts are put in, they should be wide. Otherwise drivers don't
recognize them as roundabouts and, to make a left turn, just handle them as
regular intersections. And other drivers turn on their left-turn indicators, although
all exits should be to the right.

We need a grocery store that people can walk to.

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Comments: Crossings at Roosevelt and Farmer would be
great. As the president of Tempe Bicycle Action Group
I receive many comments about crossing at these locations.
I would also be very interested in discussing bike
boxes at North/South crossings. The current bike
lanes work well, but I'd also like to talk about
enhancements. Bike buttons, loops in the pavement,
or optical sensors are also essential for bikes
crossing North/South.

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Comments: ^{LIGHT} PEDESTRIAN CROSSING AT ROOSEVELT, SLOW TRAFFIC WITH
SHORTER STOP LIGHTS, LOADS OF TREES

Simple BLINKING RED LIGHT AT AN INTERSECTION TO STOP. START
ALL TRAFFIC — JUST LIKE A 4-WAY STOP.

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Comments: I just want to feel safe on my bicycle and
be able to travel anywhere in Tempe on it.

Blank lined area for additional comments.

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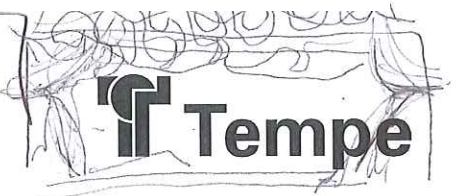
Comments: _____

MEDIAN IDEAS: IRRIGATED, FASTER GROWING TREES TO
PROVIDE CANOPY (I.E., DESERT MUSEUM PALO VERDE)
RAISED GROUND PLANE WITH CONTRASTING
MATERIAL - AS OPPOSED TO GENERIC
TAN GRAVEL ON BARREN, FLAT PLANE...)
^{CROSSWALKS/}AREAS OF REFUGE BY OREGANO'S, THAI BASIL
CROSS-WALKS THROUGH MEDIUM ~~FLUSH~~ FLUSH
WITH STREET FOR ACCESSIBILITY
HAVE AN APPARENT PLANTING PATTERN
OR THEME (AS OPPOSED TO RANDOM
SPRINKLING OF BUSHES...)



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We need a large philosophical agreement



Comments: Traffic lights → Remember BETTER markings, stop signs, and at significant times → CROSSING GUARDS. And a walking bridge. Beautiful w/ musicians at one end and a heater at the other.

Crosswalks @ Roosevelt

As many trees as possible.

What do we want the MOST? A green city with clean air, soil, and water. Then get as close as possible. Don't start with what we can't do?

How about roof gardens for cooling?

constraints -

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Comments: Farmer Ave, north of University is going through a radical transformation resulting in increased n/s pedestrian circulation ... need major crossing either @ Farmer &/or @ tracks (continuation of pedestrian path being developed on west side of tracks as part of Farmer Ave Arts District). Crossings should be at "all" intersections, allowing for neighborhoods to easily access restaurants & businesses on either side.

- crossings should include medians or pedestrian safety zones due to the wide nature of University..
- Need to mitigate heat island - shade trees / photovoltaics / signature shade canopies etc...

Any & All opportunities to add landscape should be considered! along sidewalks, new medians, street trees. (would be fantastic to create a "gateway/signature" landscape plan that transforms the experience (pedestrian/auto) from priest to mill. - the side of the street could use a large scale tree like chinese dm (sim to Brown Street) just north of university... use water harvesting techniques to help landscape flourish!

if money is left - add public art. but landscape/shade is most important.
Thank you!!

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o CAN YOU FIND OTHER FUNDING SOURCE FOR PUBLIC ART SINCE \$1.1 MIL IS SO LITTLE?

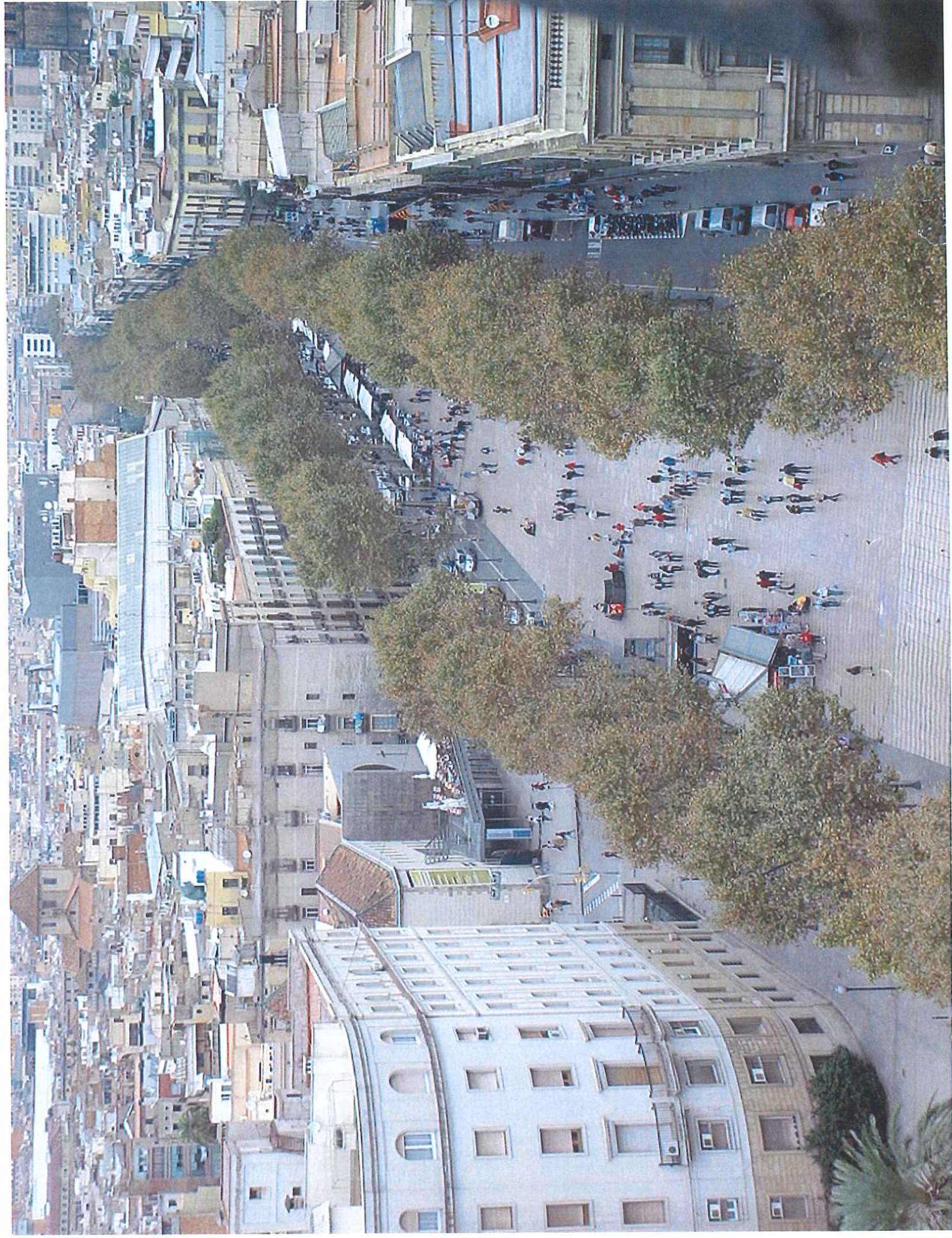
o NO DECORATIVE/FAKE STREET LIGHTS PLEASE.

o CAN YOU FIND MORE FUNDING?

Comments: _____

- o PHOENIX 7TH AVE ART/SHELTER PROJECT DOES NOT SEEM TO BE VERY SUCCESSFUL. IT IS AN ACADEMIC EXERCISE WHICH WAS NOT PRACTICAL. I'VE NEVER SEEN ANYBODY USING THEM BECAUSE IT DOES NOT PROVIDE SHADES. PLEASE DO NOT DESIGN SOMETHING LIKE THAT.
- o NO PALM TREE PLEASE - HIGH MAINTAINANCE / NO SHADES / NON NATIVE.
- o LOWER SPEED LIMITS PLEASE. (TO 30 MPH)
- o REDUCE WIDTH OF EACH LANE AND INCREASE WIDTH OF MEDIAN.
- o MEDIAN COULD BE WIDE ENOUGH FOR WAITING TO CROSS AND WALK LIKE RAMBLA IN BARCELONA (OK, IT MAY BE NOT REALISTIC BUT IT COULD BE TRANSFORM THE ENVIRONMENT)
- o PEDS CROSSING W/O TRAFFIC LIGHT
- CAN BE PRACTICAL IF WE HAVE WIDE ENOUGH MEDIANS.





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Comments: Public art would be last ~~on~~ ^{use} priority list. - other sources to fund, not DOT \$\$\$
Ability to cross University between Farmer & Hardy (east + west boundary)
On street parking not priority - shade | planted ^{center} medians are important
Lower speed limit
Painted Medians in the middle of the street to create
a safe space 1/2 way when pedestrians cross.

A full traffic light at Roosevelt has the potential
to pull additional car traffic to 5th. - a pedestrian
activated light would be preferred.

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Comments: _____

Is there the possibility of bus pullouts?

I support the use of photovoltaics if they can provide lighting at night at transit stops, benches, & other dark spots.

I fully support more street crossings and center-lane medians. Pedestrians in the center lane at night are impossible to see.

I love public art, but if funds are limited, I'd like to see more functionality than aesthetics.

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Comments: Two things — maybe ③

① Crossing improvements - use of "bulboots" to decrease crossing distance. Added pedestrian area can also be used for native planting that would help to mitigate urban heat.

② This is a wonderful opportunity to plant Sonoran Desert flora that would help to mitigate heat & sequester carbon.

③ BIKE LANES that are SAFE!

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Comments: RE:

- ★ ANY TRAFFIC CALMING SHOULD NOT DRIVE TRAFFIC SOUTH INTO EXISTING NEIGHBORHOODS! (OR NORTH).
NO CHICANE'S OR SPEED BUMPS;
- ★ HEAVY LANDSCAPING, EMPHASIZING CANOPY SHADE, (10) (13TH ST. LANDSCAPING)
- ★ CURRENT TRAFFIC NOT TO BE OVERLY CONSTRICTED OR SLOWED.

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Comments: I'm glad that the city is going to try and change the character of University Drive. I live at Roosevelt and University, and I find that walking down University ~~can~~ can be an unpleasant experience due to the noise and speed of the heavy traffic.

I would like to see:

- * More Shade
- * crosswalk(s) between Ash & Handy
- * Public Art
- * Crosswalks.
- * wider Bicycle lanes
- * Medians.

(Right now I consider University a barrier rather than a part of my neighborhood.)

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1st problem -

Comments: (I came here to emphasize) the need
for safer crossings across University.
We have lived at this address for 40 years.
I always feared to cross University unless
in car. The traffic needs to be slowed
also and traffic signals would help.
Access to certain businesses &
consequent left turns against 40⁺mph
cars is also dangerous.

2^d Problem: Heat - more shade
needed

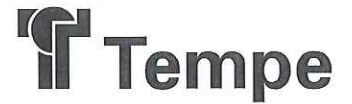
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Comments: _____

1. Need street lights to cross University at streets, Roosevelt, Wilson, Terman, etc.
2. Need about a Plan & Funding for the ideal complete plan, but with limited funds that items be added as funding comes available in future years.

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Comments: GREAT MEETING. I JUST MOVED HERE SO I DON'T

U HAVE A LOT OF COMMENTS YET!

Multiple horizontal lines provided for additional handwritten comments.

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Comments: ① WE DEFINITELY NEED TO ADD PEDESTRIAN WALKWAY
AT WILSON OR ROOSEVELT (OR BOTH) IN ORDER TO SLOW TRAFFIC,
AS WELL AS MAKE IT SAFER TO CROSS. MANY OF US WHO LIKE TO
WALK TO DINNER FROM OUR NEIGHBORHOOD DON'T FEEL SAFE
CROSSING. WE EITHER HAVE TO GO ALL THE WAY TO HARDY OR
ASH.

② MEDIANS WITH TREES (DESERT: Palo Verde, Palo Brea, Azacia etc)

③ I LIKE THE SOLAR IDEA!

④ ↓ SPEED LIMIT ON UNIVERSITY

⑤ lights on ground that illuminate when people are crossing
like CHANDLER & PASADENA CA

THANKS FOR DOING THIS!