

**Hardy Drive Street Improvements  
Broadway Road to University Drive  
Public Meeting Comments & Questions  
May 23, 2012**



**Q and A Discussion**

1. Will the City consider a new Orbit Bus Route along Hardy Drive?
  - Hardy is already served with Valley Metro buses.
2. Do you foresee any changes at the Hardy/University Intersection?
  - Possibly, this will be evaluated as the design concepts are developed.
3. Is there a potential for streetcar?
  - Streetcar is in the planning stages, but is not proposed along Hardy.
4. Want a separate identity for Hardy Drive different than University Drive  
Unique characters
  - Public art
  - Planting material
5. Is volume reduction a goal of this project?
  - Want Hardy Drive to look and feel like a neighborhood collector street
  - Cannot guarantee a reduction, but goal is to make Hardy a more livable street.
6. Can a reduction in volume be a goal?
  - Reduction may be a result of improvements
7. Roosevelt: not a desirable route due to traffic calming. Should not be repeated on Hardy Drive
8. Would just like to slow traffic to 30 mph
  - Openness causes people to travel faster
9. Gateway to the communities
10. What affect does traffic calming have on emergency service?
  - Has a minor effect
  - Will consult with fire department and police department for impact
11. What is the average speed vs. posted speed?
  - Average speed is generally 5 - 6 mph greater than posted
  - City will collect this data for Hardy
12. What is the existing R.O.W.?
  - 60' north of 13<sup>th</sup> Street
  - 80' south of 13<sup>th</sup> Street

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13. What is the process for involving bike advocates?
14. What is perceived vs. City R.O.W.?
  - Some private property improvements are located within the R.O.W
15. Noise is also an issue
16. Is there any thought of adding stop signs along Hardy to slow traffic?
17. It would be desirable to underground electric lines
  - City will invite APS/SRP to the next public meeting to discuss this.
18. Are roundabouts being considered?
  - Not likely to be feasible with limited R.O.W.
19. Recycle bins currently block either the sidewalk or bike lane for properties fronting Hardy Drive.

**Written Comments on Cards and Maps**

Traffic Control/Conflicts

20. Hardy/Broadway – no through southbound traffic.
21. Hardy south of 16<sup>th</sup> – speed actuated sign showing speed of traffic
22. Hardy/16<sup>th</sup> – HAWK signal at school crosswalk
23. Hardy/13<sup>th</sup> – make into a blinking red light to be used as a stop sign at least during certain hours of the day, especially at night.
24. Hardy/19<sup>th</sup> – median here to prevent heavy traffic from entering the left hand turn lane too soon, also at University.
25. Hardy – median islands throughout to prevent left turn lane from becoming a passing lane.
26. Hardy/16<sup>th</sup> – 4 way stop, school crossing, major crossing point for other activities
27. Hardy/13<sup>th</sup> – to reclaim this as a collector, we need to stop traffic in a couple of places, 13<sup>th</sup> St. stop signs work.
28. Hardy/16<sup>th</sup> – add stop sign
29. Hardy/University south leg of intersection – many turning movement conflicts.
30. Hardy/University south leg of intersection – this end of street is horrid for cyclists. You are in conflict with right-turning cars and traffic exiting the strip mall.
31. Address intersection at 13<sup>th</sup> and Hardy and Hardy and Broadway – light timing
32. This street needs to be constructed such that it becomes a “collector” once again. Stopping traffic in several places will help. That is a tactic put into play in all of the 3 collector streets already addressed. This may irritate some commuters and others who use this street but the ones who live there are the ones whose voices should count.
33. Intersection at 16<sup>th</sup> and Hardy is a major problem. Traffic now will not stop at the existing crosswalk. (Lighted stripes??)

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34. At 5:15 pm to 6:30 pm on bad days traffic can back up from Hardy/Broadway intersection going southbound to the point where I cannot get out of my driveway at 1614.
35. No through traffic south from University and north from Broadway similar to going south on Ash from University.
36. We are interested in traffic control and how it will affect traffic coming and going to church.
37. Hardy is a major street it goes all the way to Chandler. Where is this traffic supposed to go?
38. Reduce speed! Update curb cuts, possibly eliminate middle lane, street parking.
39. 4 way stop sign at 16<sup>th</sup> and Hardy. It is a school cross walk and many drivers do not slow down.
40. Make Hardy a green and pleasant street.
41. I understand the preliminary nature of the info, however, I am concerned about the impact on emergency vehicles. I speak from an actual event that took place a few years ago. The ambulance driver refused to go to the hospital directly via Roosevelt. We lost time by having to go to Hardy. The emergency crew said they would not use Roosevelt because of the speed bumps. Please get info and input from Tempe emergency groups.
42. Stop traffic from Hardy going down side streets. This would eliminate unwanted traffic in the neighborhood.
43. Please note visual obstructions for left turn at 16<sup>th</sup>.
44. I like 5<sup>th</sup> Street design.
45. Reduce traffic speed and volume.
46. I am a cyclist who uses Hardy as a primary corridor. I'm extremely excited about this project! My priorities are slowing down traffic, planting trees (shade is important) and improved bike infrastructure in that order. Thirteenth is a great model for this project as is College.
47. Police need to slow down traffic.
48. Paint asphalt a lighter color for "cooling effect".
49. Reduce volume and speed – set a goal.
50. Use "cool" pavement materials, colors, coatings to lower road surface temp - this could be a great demonstration project for a "cool" street.
51. Priest is big enough for traffic and should be used as a major artery instead of Hardy. How do you instill pride? Hardy is littered w/ trash. (Just a thought). I would like to see a neighborhood group that organizes trash pickup. Love the median idea.
52. Important that Fire department has access!
53. School zone signs or flashing signs for crosswalk at Hardy and Beck.
54. Sounds like a much needed project! Please see my comments that I attached to this sheet on the map. My main concern is that I want Hardy to feel like 5<sup>th</sup> St. or 13<sup>th</sup> St. where there is slower traffic and lots of nice trees. Currently, it resembles a waste land in the dramatic sense.
55. When I walk along Hardy, it appears lifeless and it does not seem like the nice neighborhood street that it could be. My main suggestion is that traffic gets slowed down considerably and there is significantly increased landscaping of all types (trees, shrubs, succulents). Cool artwork would be awesome! Intermittent trees/street parking would be great.

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56. Traffic needs to be slowed down considerably which will make walking/biking much easier.
57. What happens when downtown Tempe activities traffic leaves – it's also stagnating the traffic now on Hardy.
58. 13<sup>th</sup> Street – traffic is 10 to 20 mph. I am surrounded by traffic deterrents. I'm for the 30 mph. I am not a speeder. At 13<sup>th</sup> and Mill, you cannot get into the left turn lane to make left turns because of the obtrusive fixture island. You have to wait for thru traffic to move and wait again for light to change again.
59. Remove the signal at Hardy and 13<sup>th</sup> and replace with four way stop. This intersection becomes our common identity.

Access/Private Property/Parking

60. Residences (west side of Hardy between Howe and 10<sup>th</sup> PI; west side of Hardy between 17<sup>th</sup> PI. and 16<sup>th</sup>) – these areas have house facing Hardy and have special considerations. They would like street parking and need to be able to get into their driveways.
61. Hardy between Howe and 10<sup>th</sup> PI – parking/traffic calming
62. Hardy/11<sup>th</sup> – driveway
63. Add street parking and get rid of middle lane – it becomes a dangerous speeding lane during rush hour.
64. Parking on Hardy would be great.
65. Ease of use/access to residential driveways. People living on Hardy have to back out at light speeds – not safely.
66. For those with houses on Hardy, parking is a huge issue. Reduction of front yard size will reduce already limited parking.
67. Street parking on Hardy.
68. Homes facing Hardy should have wider driveways. Curb should be changed for easier driveway access. Street parking.
69. No street parking on Hardy.
70. I have a block fence 3' high next to sidewalk and it's been there 40 years. Will you move it etc.
71. Please utilize on-street parking for a traffic calming measure.
72. Offset parking w/ landscape defining parking (see sketch)
73. Definitely important to speak individually w/ home owners. What about compensation for existing fencing, gravel and improvements on City of Tempe right of way west of sidewalk. 16<sup>th</sup> and Hardy NW corner?? Were you aware that utilities were zoned over 75 years ago and some houses that are APS should be SRP. It's pretty iron clad from what I understand.
74. I don't live on Hardy but street parking would benefit those who do.

Traffic Calming/Medians

75. Hardy/19<sup>th</sup> – median to limit center lane travel
76. Hardy/Howe – traffic baffle right here
77. 13<sup>th</sup> St. "traffic calming" is awful. Please don't implement here! (speed table, ugly landscaping)
78. Hardy (south of 13<sup>th</sup> and north of Howe) – medians

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79. A median between 13<sup>th</sup> and Parkway would make a nice addition. This could be a great location for public art.
80. The inclusion of islands seems to have more bang for the buck as long as it is planted in a manner that is lush and sustainable.
81. Speed tables at intersections and crosswalks are preferable over speed humps.
82. If you can give me 5<sup>th</sup> Street on Hardy, everyone will win.
83. Medians would be appreciated.
84. Add pedestrian refuge at school crossings.
85. Add concrete median north of 19<sup>th</sup> St. in center of lane to minimize center lane travel.
86. Add stop sign or other calming to 16<sup>th</sup> St. school cross-walk for safety.
87. Plantings, pocket medians, chicanes, perhaps pocket parking like on 13<sup>th</sup> St. would be feasible. All these things would make this street very "livable".
88. Center islands would be a problem.
89. Main focus should be slowing down Hardy. Speed tables are great. More stop signs. Take out middle/turning lane replace with median.
90. I'm in favor of any measures that would visually narrow Hardy Dr. and/or remove the impression of a wide, straight, through road eg. some islands, curb-ins. At any bulb-out, the bike lane should be separated to avoid cars using the bike lane. I'm against the use of speed bumps because of noise and vibration issues, especially in the case of SUVs, trucks, buses, etc.
91. We feel speed humps create more pollution, more noise and headlights in your eyes at night.
92. Center medians that eliminate the "suicide" lane or at least limit is so it's not so open feeling.
93. Choker with trees next to sidewalk for shade and to slow cars down. Medians too with natural native plants from the area.
94. Fire dept and ambulances cannot respond in optimum time, 5 bumps on Roosevelt has to be hard on fire trucks and ambulances as it does on our cars.
95. Please no repeat of Roosevelt 5 bumps. I live off of Hardy and Parkway between Roosevelt and Hardy. Roosevelt is off limits to me and now if Hardy gets off limits to me, I'm stuck with no reasonable way to get to Broadway or University.
96. 16<sup>th</sup> St. Crossing for school children: safety for children is an issue.
97. There is little room for major vegetation. Medians in select areas w/ landscaping and public art would seem to beautify and calm traffic. No speed bumps or tables. Should be a pleasant drive that subconsciously makes drivers slow down because of slightly restricted lanes (medians) or even because there is interesting art to look at.
98. Like speed tables rather than bumps.
99. Median islands/planter islands where possible w/o left turn conflicts.
100. Islands or round-abouts should be added to slow traffic, also turning lane should be removed to give more space for improvements.
101. Careful consideration should be made to educating the public about the benefits of complete streets. Streets are for everyone including bicyclists, pedestrians and mass transportation users. One gentlemen at the meeting who has lived in the neighborhood wants a streetcar along Hardy because he recognizes that soon he won't be able to drive.

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102. Put a roundabout at 13<sup>th</sup> and Hardy. It would slow the traffic down and get rid of the light that is ineffective there.
103. Please, no speed tables.
104. Remove the center lane where possible. Landscaped islands north and south at 13<sup>th</sup> St.
105. No medians, no public art.
106. No speed bumps, speed tables ok.
107. Speed tables, not speed bumps.
108. No bumps – please speed tables instead.
109. Long range goal might be to narrow Hardy and eliminate center turn lane. Longer range goal should be street cars. Learn from previous traffic calming projects 1) scale – pedestrian, not automotive, 2) lessen the amount of concrete, 3) find more elegant solutions, 4) Lessen light levels and scale down fixtures, 5) maintain new landscape mat'l – some trees on 13<sup>th</sup> Street have died.
110. No medians, narrow street and eliminate center lane.
111. Slower! Calmer! Greener! Cooler! Keep left turn opportunities where needed, but use other spaces for median plantings. Narrow the median where possible.
112. In general; calm, slow the street, cool the area w/ shade and cooler/lighter materials. Specific; where there are opportunities – use median space for plantings/public art, widen sidewalks/bike lanes, narrow travel lanes where possible. Street trees where possible. Better crossing at 16<sup>th</sup> St.
113. Speed table at 16<sup>th</sup> St.
114. Pls don't narrow the streets.
115. No roundabouts!! Middle medians ok w/ landscape, more trees good idea – trees that don't produce obnoxious pollen that causes allergies. Don't think speed bumps will be effective.
116. No islands please, it's a waste of space.

Landscaping/Art/Lighting/Power Lines

117. Hardy/9<sup>th</sup> – underground power and plant trees.
118. Hardy/12<sup>th</sup> Pl. – remove line
119. Have public art! (in medians with landscaping)
120. Plant trees along easements as was done along 13<sup>th</sup> St.
121. Medians w/ plants and art to prevent the road from looking like a highway.
122. Like to see a large emphasis on new landscaping such as shade trees. Move power lines underground, replace street lights with new lights similar to the lights on Mill Avenue.
123. Additional trees along roadsides offering shade and a more intimate driving experience.
124. Beautification – public art and landscaping.
125. Landscaping – I'm not in favor of trees in street medians. I would like to see better use of native shrubs. The advantage would be cooling affect from shade and no conflict with power lines.
126. Landscaping on 16<sup>th</sup> St. just east of Hardy (Salvation Army) needs improving.
127. Hardy and Broadway and Hardy and University are potential locations for gateway public art features to signal entry into neighborhood.
128. Trees along street are great but placement is critical – visibility for resident back out onto Hardy is already difficult and we don't want to reduce visibility.

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129. Mexican palo verde is not a native tree.
130. Bury power lines so that tall shade trees can be planted on the East and West side of Hardy.
131. More shade from trees.
132. The number of options would be greatly increased if power lines could be moved underground. I would allow attenuating left, right, and middle island features for shade trees, art work etc. It would also allow adding some parking spaces.
133. Trees, vegetation etc. create a grown in, enclosed feel that may slow traffic, create a nice more inviting environment for bikers and walkers.
134. I would like to bicycle all summer long so really try to incorporate shade. You should do a median then choker median. Please put in roll curbs! Maybe put them in twenty feet within every intersection – it's a bicycler's safety net.
135. Underground utilities needs to be done.
136. I'd love to see volunteers utilized for enhancing Hardy's landscaping and would be happy to help recruit neighbors to "adopt a median" or some such measure to ensure landscaping is installed inexpensively and maintained. If neighbors take ownership of these plots that would help the 1.4 million reserved for the project to go further and would increase community pride. Please feel free to contact me.
137. Like public art.
138. Drought tolerant plants should be used in vegetation. Landscaping as a buffer in the middle of the street between bikes and cars would also add shade.
139. Idea of underground electric utilities is a big plus. It allows for much more options with landscaping.
140. I also want the electrical wires to go underground. This will allow for more trees that can grow taller.
141. Add trees or landscaping along the sidewalks w/in the R.O.W. Ensure that landscaping will be cared for, trees maintained. Will irrigation be installed w/in the budget.
142. Need shade trees, landscape.
143. Native plants, flowering.
144. Flowering native plants. Shade trees native. Public art – local artists if possible. No grass, desert landscaping.
145. Flowering shade, native plants, cascalote trees – good shade, great flowers.
146. Lots of public art, bury power lines – cat traps.
147. About utilities – when will they be below ground. We've been paying for years already.
148. Underground overhead utilities and plant street trees.
149. More street lights would be excellent.
150. I would love to see more colorful plants similar to the medians.
151. Neighborhood identity markers (see sketches on comment sheet). Moments where people know they are entering our neighborhood.
152. Money would be best spent on plantings and material palette and not on public art. Is public art a separate bucket of money? If so, I would like to engage with the City first and foremost.

**Bike Lanes/Sidewalks/Transit**

153. Detach sidewalks where space allows.
154. Possible to combine bike and sidewalk into multi-use path, combining widths

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155. My priorities – trees, slower cars, bikes. I love 5<sup>th</sup>, 13<sup>th</sup> and College Ave.
156. Make Hardy more bicycle/pedestrian friendly.
157. In favor of widening Hardy by means of using R.O.W., this would allow for wider sidewalks. As a runner wider sidewalks allow for ease of pedestrian traffic. Currently between 12<sup>th</sup> and Howe overgrowth of vegetation forces pedestrian traffic off of the sidewalk.
158. Covered bus stops.
159. My first priority is bicycle safety.
160. Enlarge space for bus users at University southbound.
161. Recycle blue barrels do block bicycle lanes or sidewalks. Need new space solution.
162. More cross walks
163. No curbed bike lanes – confusing to motorists. A distinction in color or pavement for the bike lanes would be very nice – especially near the intersections.
164. Bus riders at University and Hardy (Circle K and Starbucks) need much more help crossing to catch other buses (blind workers at Sears Center on Hardy and Warner)
165. We bike and run Hardy and would love a more “village” feel.
166. We are interested in the amount of R.O.W. in front of the church and where the bus stop will go and what will happen to our sign for the Wesleyan Church.
167. Sidewalks are currently very narrow (a one person sidewalk) have to play chicken with another pedestrian or bicyclists on the sidewalk. Wider sidewalk to two person capacity. Currently coming onto Hardy from any side street (on a bicycle or just walking) you can only see traffic clearly from one way. You really have to stick your neck out to look both ways. Directional crosswalks looks like it could help the visibility of bicyclists and walkers crossing Hardy. Just improve the ability to see both ways to make a safe decision. Traffic is fast down Hardy.
168. At the intersection of Hardy and University, the bike lane on Hardy temporarily ends. I feel most susceptible to being hit by a car here. It would be a good spot to widen, if possible, to have a center bike lane, like on Ash where that street crosses University.
169. Suggest not making Broadway bus stop nicer – bums/drunks hang out there enough as it is.
170. Like detached sidewalk where there is space.
171. Bicycle paths should have at least a 1-2 foot buffer between it and cars.
172. As a bicyclist, I am for identifying the bike lane permanently somehow set it apart from “another lane” or parking.
173. 6’-0” wide sidewalks unless it is not possible due to wall or vegetation.
174. Smooth out pavement and differentiate the bike lane from the asphalt car lanes.
175. Need wider sidewalks. Need streetcar some day.
176. Thanks for this project. Bicycle safety has been a problem for a long time. Much appreciated.
177. Better marked bike lanes.
178. Improved markings bike lanes wider.
179. My two top priorities are 1) beautification and 2) bike improvement. Bike lanes improved – better markings, divide bike lanes from traffic similar to 5<sup>th</sup> St.
180. Buffer bike lanes/sidewalk from travel lanes.
181. Some kind of division when right of way moved to make sure sidewalk is not right by the house on Hardy.



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182. Also, the sidewalk is not continuous for the length of the Broadway/University stretch of Hardy. This should be completed so it is easy to walk around.
183. I'm against the proposal. The money should be allotted towards more community service or in a better time when cities are better off financially. I do not see enough bicycle traffic from University Dr to Broadway to justify monies. Orbit route is ADA friendly. New Orbit Bus Route?

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**General Themes from Public Meeting**

- Reduce traffic speeds along Hardy Drive.
- Improve school crossing at Hardy/16<sup>th</sup> Street.
- Add raised medians where possible for traffic calming, landscaping and public art.
- Develop solution to deal with traffic/bicycle conflicts adjacent to Hardy/University and Hardy/Broadway intersections.
- Make sure that improvements do not impede emergency services vehicles.
- Consider on-street parking on Hardy Drive by eliminating center turn lane.
- Consider speed tables and not speed humps.
- Consider undergrounding the utilities.
- Incorporate landscaping, shade, and public art
- Incorporate wider detached sidewalks.
- Improve bike lane visibility and separation from traffic.