

**Hardy Drive Street Improvements
Broadway Road to University Drive
Public Meeting Comments & Questions
Aug 15, 2012**



Q and A Discussion

1. Will stoplight on 13th Street remain?
 - An analysis would need to be conducted. Ultimately, any change would have to meet the same federal warrants that required the signal in the first place.
2. What is the status with each of the three options?
 - Three options are being evaluated prior to selection of preferred option.
3. Comment RE: College Ave. Post Office area visibility/new plantings sightline issues. College Ave. complete approximately 1.5 years ago. College Ave. bike volumes are high, traffic not as significant as Hardy.
4. In all 3 designs, is there a dedicated left turn lane?
 - There are turn pockets/areas as there is now, but without a continuous left turn lane. No driveways or alleys will be blocked.
5. Have you taken power lines into consideration when planting new trees?
 - Yes, specific species have not been determined. Areas on plans where trees are shown are areas where trees can be planted, specific plantings not determined yet. Site triangles (24") will be applied.
6. Neighborhood Collector Street or Regional Collector Street? Has a determination been made?
 - Speeding, bus issues, using left turn lanes as a travel lane (13th Street traffic count cited by Roy Hoyt), Julian acknowledged it's not just neighborhood traffic in Hardy area.
7. I don't think COT should be adding onto its maintenance costs by putting in trees and shrubs that will need trimming.
8. How close are speed tables to the alley?
 - Speed tables will not extend past the tangent point of the corner radius of the intersection and will not block alleys.
9. How come undergrounding of power lines happens in South Tempe, but not here?
 - Street has both APS and SRP services per Eric and Robert.
10. We are continuing to pay a fee for a service we don't get, what gives?
 - At last meeting, Robert suggested residents put bug in ear of SRP and APS regarding undergrounding of power lines.
11. Concern was expressed about less lanes and difficulty making turns.
 - Lanes will not be reduced including right turn lanes where they exist. Turning movements will not be impacted.

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12. Any plantings in ROW will be city maintained.
13. Option #2, are existing trees to be removed?
 - No, consultants will be coordinating planting design with existing plants.
14. What is best for our street?
 - 5th Street used to be terrible, now it looks lush. Let's make our street nicer, this will help improve our property values in a down economy. Walkable neighborhood, more shade, more comfortable, change in scenery, these are trained professionals; we need to take advantage of this opportunity.
15. Are we taking any property from house that front Hardy?
 - No, we cannot do that and we will only work within existing ROW. However, there is a difference between perceived ROW and actual ROW. Improvements may encroach onto perceived ROW.
16. Pedestrian Refuge – what will those look like?
 - Many variations, basically a curb with ramps, creation of a “pause area” to allow you to feel safe and comfortable if you need to stop in the middle of the street prior to completing crossing movement.
17. Reducing bus stops diminishes the usability of the bus. Many people do not know they can flag down a bus at any location. Option 2 & 3 reduces the number of bus stops and requires the bus rider to walk further.

Written Comments on Cards

1. Riding a bicycle, I really enjoy 5th Street. I like the separated bicycle lane and the speed tables. I like the bicycle lanes raised with the speed tables. I like the trees planted on the sides as well.
2. I'd like it if the traffic light on 13th Street had a sensor to detect cars on 13th so the light can change sooner. The trees that will be planted should be larger than the ones that were planted on College. Big trees please. Pedestrian refuge is ugly. I don't want to wait 20 years to enjoy shade from the trees planted. Not a fan of the chokers unless they have plants. I choose option #1.
3. Flowering trees are noted in all designs. There is a type of tree that flowers beautifully but smells terrible. I think it is popular in some places in AZ and should be avoided as a nuisance. I will email with a species name later. I think public art at neighborhood gateways is essential for neighborhood unification and enhancement (Like 13th & Mill). #3 plus public art would be best.
4. I really like the art and the beginning and ending of the corridor in option #1. Otherwise, I like everything about option #3. I HATE the idea of on-street parking. I'm worried

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- about the visibility to bus stops. I need the bus driver to be able to see me around all the trees and art. Also, thanks for all your hard work!
5. Not #2. 1 & 3 are good. Prefer #3.
 6. Finally! Nice job T.I.M.! We need to slow Hardy down. I like options 1 & 3.
 7. I really like option #1. As a real estate professional I believe adding extra shade trees and landscaping and making the road more pedestrian and biker friendly will help enhance the values of the homes. I'm really glad to hear about these improvements.
 8. I don't want any of them. The Federal Government has put us trillions in debt, so where do they get the 1.2 million for this project? But since I must choose, I choose #3 because there are only 2 speed tables. And how much is this project going to cost to maintain? Will Tempe City Council raise our taxes like they raised our property taxes to pay for this? I don't like 5th at all. I always think I am going to run into something.
 9. Not #2. In favor of #3 with additions of entrances on University and Broadway as shown on #1. Don't change bus stops.
 10. Prefer option #1 or #3. Try to remove traffic light on 13th Street. Need more trees.
 11. Option #1 is my pick. Speed table placement is good. I like the uniformity of it where the same design seems to happen on the North and South end of Hardy. Thanks for all your hard work!
 12. Option #2. Like the concept of gateways – raised speed tables or center plantings (preferred) at the entrance at University and Broadway – It will look more like a neighborhood street than a throughway (may influence speed as much as anything) – like the traffic light at 13th - Like straight curbs not rolled – will help keep cars in their lane and out of raised bike lanes – like as many plantings as we can get – concerned about maintaining bike lanes to keep them free of debris – the 5' wide bike lanes accumulate trash I don't want to ride over and they aren't cleaned frequently on 5th Street.
 13. Prefer option #1. Do not remove left turn center lane. Must have to get into home. Too much traffic.
 14. Option #3 - Speed table option #1. I love trees as a barrier between pedestrians and traffic. I want a bus stop close. I like the speed table placement on option #1. Love the trees!
 15. I believe there are good points with option #3 and option #1. I like the activity zone concentration with option #1, but I prefer the raised bike lane option and pedestrian improvements shown in options #3. Option #3 has more improvements to the streetscape. I prefer option #3 – but I would like to see public art incorporated into the

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- street at 13th. Also more planted medians in the main activity zone. I do not like option #2 because there is no connectivity plus parallel parking – making it more difficult for bikers. (I also think more trees should be added to option #3.)
16. Preference #3. #1 close second. #2 is not in the best interest of the neighborhood!!! Preferable: cycle tracks & center lane medians. I like option #3 the best: even distribution of improvements along the entire section. I like the focus on pedestrian crossings, and community connectors and especially the cycle track. I just don't like the removal of the bus stop. I want to be as separated from cars as possible when biking down Hardy. Biker's Rights! My house backs up to Hardy, property owner in favor of improvements! Option #2 needs to be completely abandoned. I don't want parking introduced on this street. I live here, I don't need a parking spot other than my house. This option tries to fit too much and there's not enough focus – no community connections and the bicyclist will conflict with car doors. Option #1 has the majority of improvements at my home (Los Prados). This would be my favorite if we could put a roundabout @ 13th. I like the use of median in the activity zone. More trees. Think about the biker, build the right environment for biking to center parkway LRT.
 17. Option #3 center section with entry island at Broadway and University of options #1. Option #1 Intersection median. Option #3 area. Option #1 Intersection Median. The addition of public art at the entries off of Broadway and University. Thanks for coordinating these meetings, we really appreciate the opportunity to give feedback. Keep up the great work!!
 18. I prefer option #3 with the added gateways from option #1. The gateways give our neighborhood a unique and marked entrance. The added pedestrian and bike lanes from option #3 give residents a safe way to enjoy the neighborhood and add an inherent value. Thank you for your time and consideration.
 19. Option #2 looks good. Remove parallel parking between 16th Street – 13th Street. I LOVE THE STREET PARKING. Add the middle section of option #1. Shaded bus stops.
 20. Option #3 with no speed tables because as it is with neighborhood speed bumps I need a 4x4 to get around.
 21. Like all the plans – they are so much better than the present. Like option with more trees and better bike safety. Don't like parallel parking that reduces trees, parallel parking not needed between 13th and 16th – no houses face street. Like pedestrian friendly options at 16th and 13th. Like bike pivots. Like left turn restrictions turning onto Broadway.
 22. Concerned about left legal turn going North on Hardy to turn left to 12th Place. It's barley legal now!
 23. Concerns: Truck traffic will be using Beck with lights on Broadway and University as the alternative. The infrastructure needs improvements in the neighborhood – 2 recent

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major water line breaks on 13th Street. Concern for the school cross walk in the roundabout at 16th Street.

24. I have been a resident on 11th Street since 1971 – Homeowner from that time. With the changes to 13th Street, now proposed University and now Hardy, I am ready to sell and get OUT of Tempe. The time required to wait at light, unable to make right turns as you are 2nd in line, etc makes transiting Tempe a pain in the XXX. Now you are eliminating/reducing left turn options.
25. Overall, I like concept #3 the best. Having a shady corridor around 16th St is nice. Having the bus stop moved from the school crossing area is good. Having a speed table at 16th St should slow down traffic around the cross walk.
26. I still think APS/SRP power lines need to be underground. I like plan #1.
27. Prefer option #1 with the neighborhood connections and accessibility of frequent (existing) bus stops (recognizing the moving of 16th Street N.B. due to school crossing conflict). But would incorporate on-street parking from option #2.
28. Is Tempe going to raise our taxes because of the improvements? I would only want plan #3 to be used. You are considering the usage of water for the trees and shrubbery? We are already at shortage of water in AZ. Are you following desert low water requirements?

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33 Attendees Total



Hardy Drive Streetscape Public Meeting
Sign-in Sheet
August 15, 2012

Name: (Please Print)

1. Stan Hovey

2. Catherine Liff

3. William Kincaid

4. Karen Walters

5. Jeannette Wollenhaupt

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Hardy Drive Streetscape Public Meeting
Sign-in Sheet
August 15, 2012

Name: (Please Print)

1. JACK D. MATLAKA
2. JEFF CRAMER
3. Cristine Valencia
4. Bethany Cone
5. Roy Holt
6. ~~Paula Silva~~
7. Ellie Volosin
8. Thomas Stier
9. Nicole Luciano
10. Joshua Katz
11. Anne Richardson
12. Michael L. Sauer
- 13.
- 14.
- 15.
- 16.



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Name: (Please Print)

1. Myrna Morgan
2. Alex + Amy Otto
3. Molly Harper
4. Helen Levi
5. Hannah Ritchie
6. Larry Djinis
7. Mark S. Cole
8. Wendy Howe
9. Barbara Quijada
10. Frank " "
11. Carol Campbell
12. Alex Voloshin
13. Jeanette Thomas
14. Neil Robbins
15. Gunnar Mueller
16. Nicole Hickenbottom