

Broadway Road Public Comments from Nov. 19, 2008 public meeting and from emails, phone calls and website between Nov. 19, 2008 and March 17, 2009 (punctuation and grammatical errors are not corrected)

1. Planning efforts: I believe projects on College Road and Rural road should be used as a blue print for this project since similar projects occurred there. Goals and objectives: I feel the committee has all ready included a great amount of goals and objectives. I know once the action team meets new ideas and objectives will come out of the meeting. Comments: I believe the engineers and the leaders of this project have included a vast amount of detail and work all ready. I feel I would greatly be an asset to this action team by being a supportive member not a detrimental member. I currently work as a Firefighter for the Phoenix Fire Department and have experience working on labor management committees. On these committees I have learned to accept peoples differences and views as a advantage for the group as whole. I feel this project affects me directly given that I live on the south side of Broadway on Broadway. I look forward to working on the group and you Mr. Yabes.

2. Planning efforts: Why just mill to rural! Broadway from Priest to Rural is one of the most unpleasant and dangerous segments of road in Tempe. There are several apartment complexes between Priest and Rural, which mean many people are living with the street's dangerous state everyday. Traffic is fast, side walks are skinny. It's very dangerous to walk, bike or drive on this part of Broadway. It's bad for everybody. Goals and objectives: Slow traffic. Broadway is one of the fastest streets in the tempe. Make the street more narrow. Too many cars use it as a alternative highway passage. Less cars means less traffic, less noise, less danger. If Broadway must remain a fast street, at least create a walkable/bikable component to the street. The sidewalks need more space separation from traffic with that kind of speed.

3. Mr. Yabes, I've read about the committee being formed to compile recommendations for changes to Broadway Road bike lanes, etc. I'm interested; I work in Tempe, but live in Phoenix. Am I still eligible? Thank you.

4. Add bus element.

5. Stop the College Ave Project. It is not needed.

6. Please fix the intersection at College and Encanto. It is dangerous turning onto Encanto from College. We want to be able to make this turn safely.

7. Where can I get details about what the plans are-drawings, etc. Also what is the status of the previous projects College Road calming and RR quiet zone?

8. I would like the wall on Broadway.

9. Great meeting, thank you!

10. Facilitate crossing of Broadway in between College and Rural approx at Sierra Vista.

11. Good Meeting - Great staff team from the City of Tempe.

12. What ever is implemented should be aesthetic and pleasing to the eye from Broadway - not just a flat barren Berlin-style wall installed. I would like to see an existing wall project that is similar in design to anything proposed. I recommend that the city use the wall on N 64th Street, between McDowell and Indian School as the minimum acceptable landscaped and aesthetic requirement for the proposed wall.

13. Planning efforts: I see no mention in the current Scope of Work of the most-discussed amenity (since about 1985) - a barrier wall along Broadway Road to protect adjacent mature single-family residential neighborhoods. On the north side there are 34 homes, on the south side there are 6 that face Broadway and 6 that face interior neighborhood streets. The neighbors' primary goal has always been protection for our neighborhoods from the noise, traffic, pollution, trash, safety from accidents along this major arterial street that is Broadway Road. The model for this masonry wall has always been the 8' landscaped masonry wall along Rural Road that protects all adjacent single-family residential neighborhoods from the railroad tracks south to U.S. 60. McClintock Drive also has similar masonry walls protecting the single-family residential neighborhoods along that major arterial. Goals and objectives: Comments: If this protection is not provided soon, the deterioration along Broadway Road will only continue to get worse. For example, of the 34 single-family houses along Broadway Lane, only a handful are still owner occupied, all the rest are rentals. Some are even vacant and have been for the 40+ years that we have lived here. The 2030 Tempe General Plan still shows the area along Broadway from Rural to Mill as residential. The politicians always claim that they want to "protect Tempe's neighborhoods". But if Tempe has any intention of keeping the quality of these older residential neighborhoods, they need to be protected from the deleterious effects of this major arterial street that carries not only passenger vehicles but also semi tractor trailers, big city buses, school buses, emergency vehicles, etc. We have personally witnessed the sad decline of housing and the increase of rentals along Broadway over the last 42 years, as well as numerous accidents that have resulted in cars crashing through our citrus "barrier" on the north side and/or actually crashing into living rooms on the south side.

14. My comment and basis for participation: What ever is implemented should be aesthetic and pleasing to the eye from Broadway - not just a flat barren Berlin-style wall installed. I would like to see an existing wall project that is similar in design to anything proposed. I recommend that the city use the wall on N 64th

Street, between McDowell and Indian School as the minimum acceptable landscaped and aesthetic requirement for the proposed wall.

15. In looking at the comments so far I am concerned that the concept that appears to be under consideration. Recently Apache was reduced from 3 lanes to 2. Like Broadway Road it is a major east / west route in this area. Broadway Road is not a 2 lane each way road either east or west of the area we are planning to rework. By reducing the traffic flow in both directions we are asking to greatly increase the cut through traffic both north and south of Broadway Road. As a member of the Daley Park action committee we spent a lot of time and effort trying to reduce the cut through traffic and the problems that it creates in our neighborhood. I think that what is being considered will hurt both my neighborhood and the one south of Broadway Road. In addition to these concerns I think that 2 other areas of concern need to be addressed. They are: What has the city of Tempe planned for an environmental study. With traffic flow reduced the time that heavy traffic both surrounds and cuts through our neighborhoods is going to increase both particulate and gaseous pollution. These are of great concern to all of us. With particulate pollution going above Federal standards a number of times each year this type of plan (altering traffic timing and flow this way) will very possibly make Tempe a target for federal sanctions including loss of funding for various purposes. A proper environmental study is costly and will likely make the project cost too much. Increasing cut through traffic and pollution will likely reduce the value of our houses. I think that Tempe will be liable for this. Running a plan such as this through a neighborhood committee may protect the city from liability from those who are on the committee and who approve the plan. It will probably not protect the city from liability to those who are on the committee but rejected the plan. Those who are not on the committee and who do not vote for the plan can still look to the city for compensation for their loss. That will also potentially make the city liable for similar actions in other neighborhoods. What we need to be looking at are ways to make Broadway Road capable of handling the same amount of traffic for its entire length through Tempe. That will reduce the tendency of cut through traffic to hurt our neighborhoods.

16. Among the appealing aspects of being a resident of (the Daley Park neighborhood of) Tempe are the high level of participation of neighbors in affairs relating to the neighborhoods, the very open lines of communication with City government, and the palpable concern that City Hall employees have for the welfare of Tempe's residents. We have owned a single family home on E. Solana Drive, just north of Broadway, since 2002. We have also put a big part of our retirement savings into improvements on this property. In considering the pros and cons of purchasing this property, the traffic noise from Broadway was a concern. However, we were told by several residents (and subsequently confirmed at City Hall) that the construction of a wall along this section of Broadway was funded, planned and should be complete 'in the near future'. Since then, we have come to realize that there is not just the

inconvenience/disturbance from traffic noise, but a danger of out-of-control vehicles leaving Broadway and damaging nearby properties. In the spirit of open communication, will you please tell us if there is any reason to delay the construction of the wall? As the quality of life in neighborhoods along Broadway will improve dramatically as a result of the wall, we are keen to see the project completed.

17. Gentlemen, I am writing as a member of the Broadway Road Action Team with a critical question that must be answered before we move further into the process. The question is aimed at the two of you because of your leadership positions and because the answers coming from staff are mixed and not clear at this point. Committee members were told by city staff members after our first meeting Tuesday that federal CMAC Broadway Road project funds cannot be used for construction of a protection wall. As a committee member, I am asking you to provide a legal opinion if this is the case and you understand that the wall is a critical component to making this project a success. Currently, staff is shying away from the most-discussed amenity (first considered in 1985) to protect our struggling single-family residential neighborhoods. On the north side there are 34 homes, on the south side there are 6 that face Broadway and 6 that face interior neighborhood streets between Mill and Rural Road. The primary goal has always been protection from noise, traffic, pollution, trash and safety from accidents along this major arterial street. In fact, none of us can fathom how these funds were accepted or even applied for if a wall is not part of the solution. The wall alone would have satisfied residents before \$3.3 million of taxpayer money is spent on beautification. The model for this masonry wall has always been an 8' landscaped masonry wall along Rural Road that protects all adjacent single-family residential neighborhoods from the railroad tracks south to U.S. 60. McClintock Drive also has similar masonry walls protecting the single-family residential neighborhoods along that major arterial. If this protection is not provided, the deterioration along Broadway Road will only continue to get worse, money will have been wasted and the only remaining owner-occupied homes along Broadway Lane will disappear. This is the only cure for the residential instability in these older neighborhoods. The 2030 Tempe General Plan still shows the area along Broadway from Rural to Mill as residential. The city has worked hard to protect Tempe's neighborhoods and in this case, there is no other way to accomplish that. As I told the committee Tuesday, Broadway Road is a "beast" that cannot be slayed but it could be tamed using the wall and the rubberized asphalt that Mr. Hallman helped place on the US 60. If Tempe has any intention of keeping the quality of these older residential neighborhoods, they need to be protected from the deleterious effects of this major arterial street that carries not only passenger vehicles but also semi tractor trailers, big city buses, school buses, emergency vehicles, etc. All of us have witnessed the sad decline of housing and the increase of rentals along Broadway over the last 42 years while the housing along Rural Road was stabilized with a protection wall. If the wall is needed anywhere in the city, it is needed on Broadway Road and, in the opinion of many, it is unconscionable to do this project without giving maximum

protection of the neighborhood. What is the purpose of this project? It would seem carrying the wall around to Broadway gives more value to this community than improving pedestrian access. So Mr. Hallman, I call on your leadership skills once again and ask for a legal opinion in this matter. This committee should not be allowed to meet again until this matter is legally resolved. As always, I am appreciative of your time and your hard work on behalf of Tempe neighborhoods and its citizens. I agree with this Mayor that Tempe can solve its problems when we work together. Please let me know asap whether these funds are flexible and, if they are not, perhaps we have applied for, and accepted, the wrong federal grant.

Broadway Road Public Comments from March 14, 2009 community walk

Questions on form:

- 1) What existing elements on Broadway Road help define your community?*
- 2) What elements on Broadway Road would you like to see remain or enhanced?*
- 3) What needs to change to make Broadway Road a better street?*
- 4) What amenities would you like to see on Broadway Road and how would these amenities benefit residents, businesses, pedestrians, cyclists and driver?*
- 5) Do you know of examples of streets elsewhere that have amenities you would like to see on Broadway Road? Where and what are the amenities?*

A.

1. The green trees and shrubs.
2. Limited access to neighborhoods is good.
3. Wider sidewalks and or bike lanes. Center turning lane may be could only be used when necessary, Otherwise it could be a median.
4. Protected bike lanes and sidewalks on both sides. We would be safer.

B.

3. Continuous sidewalk widths along entire length on both sides of street – esp. s. side.
- 4, Yes, bus pullouts.
5. 64th Street n. of McDowell?

C.

1. Mini park n. side. S. end Sierra Vista N. Sight triangle + Ventura N @ Broadway. Rural Rd. Wall. S., Side + 6 foot sidewalk?

D.

1. There aren't any. The small side streets are what define the neighborhood. So providing more separation between Broadway and the 4 lanes of Broadway with a sound barrier would help greatly.

2. I would like to see the road separated from the community/neighborhood by a wall or sound barrier. This would allow Broadway rd. to remain a major through st but keep the neighborhood quiet.
3. The separation between the st. and the communities to the north and south. I sound barrier or wall where the orange trees currently reside would improve the surrounding community drastically nicer.
4. A sound barrier or wall would keep noise out and allow bikers to ride without competing with traffic and pedestrians the same advantage.
5. Rural between Apache and Broadway was a sound barrier that greatly improves the quality of living for the surrounding houses.

E.

1. The residential component of single family dwellings. This is unique for Tempe.
2. Tress and greening in this section. It makes it more pleasant when walking and for cycling.
3. A recognition/statement with visual components that this section of Broadway Road is unique.
4. A gateway element at UPRR tracks and Rural Road marking limits of area. Wider sidewalks on south side with improved w/c ramps – gentler slope,/straighter. Tress/shade elements. Diminishing of wide, straight level street to hopefully lessen speed of vehicles. Landscaped medians.

F.

BROADWAY ROAD WALK

FEEDBACK FORM

1. Existing elements on Broadway that help define community - are unique or special:

The simple fact that this is the **ONLY** single-family residential neighborhood along a major arterial in Tempe.

North side:

- Broadway Lane provides safety of distance from Broadway Rd traffic
- Citrus barrier between Broadway Lane & Broadway Rd adds safety & distance
- Bikers, joggers & pedestrians prefer to use this lane versus the south side
- Mature trees, mostly well-maintained single-family homes EXCEPT from Ventura to Rural Rd which are mostly deteriorated, poorly maintained rentals or vacant - 34 single-family homes total on north side

South side:

- Sidewalk within inches 0; high-speed, noisy traffic, buses, trucks, etc.
- DriveWays open directly onto Broadway Rd at homes facing Broadway

- No room for bus pullouts
- Commercial & apartments near Rural and Mill
- Fraternity house, group home, townhouses
- Only 12 or 13 single-family homes east of College, many rentals; 6 face Broadway Rd

2. Elements to remain or be enhanced:

- KEEP Broadway Lane
- ENHANCE citrus barrier, replace with 8' landscaped masonry walls like along Rural Rd
- Use Broadway Lane as the bike lane

3. Changes to make Broadway Rd better: COMBINE WITH

4. Amenities to benefit residents, businesses, pedestrians, cyclists, drivers:

- Changes & improvements must improve Broadway Rd for residents who live here 24/7 & have invested their lives & financial resources in their homes versus transitory drivers or commuters who pass through on their way to somewhere else
- Residents, pedestrians & bikers alike all need the protection of a sound/safety/visual barrier from Broadway Rd in the form of a landscaped 8' masonry wall similar to Rural Rd - The difference from noisy Rural Rd (54,000 vehicles/day) to the quiet, green, well maintained streets behind (Solana, Granada) is striking
- This new wall would define the neighborhood as residential, alert drivers this is a residential area, & encourage them to respect the residential character - Reduce speed limit to 35 mph, as at Tempe High School at Mill
- Change 3/2 lanes to 2/2 lanes with a landscaped median
- On south side, change orientation of driveways facing Broadway Rd to access off the alley instead & enhance each property facing Broadway w/ 8' masonry walls on said properties

5. Examples of amenities:

- Best example of sound/safety/visual barrier wall along a major arterial to protect the adjacent residential neighborhood is the Rural Rd wall at the east end of the Daley Park neighborhood

CONCLUSION:

- Tempe General Plan: 2030 shows Broadway Road from Mill Ave to Rural Rd as remaining Residential
- However, without a physical protection barrier from traffic, noise, pollution, trash &
- accidents on Broadway Rd, this neighborhood will further decline from rentals, lack of maintenance, vacant properties, etc.

- Residents, bicyclists & pedestrians alike all need this protection
- It would be unconscionable to encourage more use by bikes & pedestrians & expose them to the dangers & numerous accidents along Broadway Rd without the above protection barrier of a sound/safety wall
- Any "improvements" to Broadway Rd must NOT leave us worse off than we are now. If we were to lose what little protection we have now (citrus trees) or even Broadway Lane, then we would not want this CMAQ project. (See letter to Mary O'Connor dated May 28, 2001)

Submitted by

G.

1. Trees, greenery, mid-century modern vibe.
3. Slow down traffic. There are no speed postings after the first 100 yards from Mill & Rural. The road is wide open and invites speeding. Max 35, speed cameras would help. Wall like the one on Rural might make Broadway Lane more livable; right now there are parts that look like a war zone. Sidewalks, where they exist, are way too narrow. Feels dangerous with cars zipping by at 60 MHP.
4. Wall like the one on Rural. Trees, landscaped median. Sidewalks wide enough to walk on. Consumer/pedestrian friendly business, like coffee shop. Enhanced neighborhood entrances. Other walls that look good: Priest north of University (w/ speed cameras) & McAllister between 14th and 15th streets
5. 40th Street & Campbell/LGO neighborhood in Phoenix; 3rd Ave/ & Roosevelt in Phoenix – both are nice neighborhoods that mix residential with commercial.

H.

1. Want to retain the neighborhood appeal, older trees and vegetation with older houses, quietness, birds, etc.
2. Keep all or as much vegetation esp. trees as possible but not the ornamental oranges along Broadway Lane, but not trees with orange and yellow "balls" that are blooming now. Obviously the ranch houses along its path.
3. Reduce noise of vehicles. Reduce # of lanes (4 max) and put in median with vegetation (like Apache etc). Reduce speed limit to 35 mph max. Limit usage to cars/smaller delivery trucks, but no semis. Change over pavement to rubberized pavement to reduce noise.
4. Make it physically appealing to walk or cycle near landscaping – trees, trees, trees. Eight foot wall to divide traffic and pedestrians – safety, more appealing to walk (reduces noise) See wall along Rural as an example (between Broadway and RR tracks) It really makes a difference.
5. Eliminate the possibility of any vehicle crossing over onto Broadway Lane and into nearby people or houses.

Broadway Road Public Comments from March 18, 2009 public meeting and from emails, phone calls and website between March 18, 2009 until present

1. Whatever wall is install on Broadway Rd. needs to be nice looking and landscaped. I recommend that the wall on 64th Street between McDowell and Thomas be used as a minimum standard. Feel free to remove a lane from Broadway, but please do not reduce the speed limit any further. I propose that Broadway be closed between Mill and Rural Road and turned into a green park. If you're going to reduce traffic, go for the whole enchilada.
2. The open windows are nice but too noisy. Buses and lite rail are significant distractions. Every 60 seconds. Microphone helps but still the group struggles to hear.
3. Need: reduce traffic speed and rubberize street.
4. Close off south side lane (like Broadway Lane) to create frontage road for residents. But this won't work either since you would create a "choke" zone at Mill Ave. & Broadway.
5. Build the wall.
6. Thank you for your organization and help. We'll move forward more comments on web site.
7. 2 lanes, 35 speed limit
8. Keep Broadway Lane (on north side). Use Broadway Lane for bike lane. Landscaped wall for security/safety/visual. Sidewalk on Broadway Rd. side (on south side). Re-oriented drives to access alley. Walls on each property. Remove access @ St. Augustine. Convert to bus pullout. Eliminate bus stop @ Sierra Vista & alley (transients walk down alley)
9. Not enough time to ask questions. I don't agree with your traffic modeling – there is a lot more traffic than what was shown. Basically it is grid lock at mid block (XXX E Broadway Lane) from 7 to 0 a.m. and gridlock from 4 to 7 p.m. Your examples of streetscape did not include 30,000 vehicles per day. Keep Broadway Lane. A wall (8'-0") is a must @ Broadway Lane.
10. Buffer wall between Broadway Lane and Broadway wherever possible.
11. Don't use textured median – too noisy. Use rubberized asphalt.
12. Thanks for trying to improve/beautify Broadway. Turn houses facing the south side of Broadway backward to the alley behind them. Backing out

- toward Broadway is dangerous. Landscape the Broadway side of their houses to reduce noise, pollution and hazards.
13. Glad to have the effort and getting input from very thoughtful and some experienced residents – professionals. Concerned about one way to incorporate bike paths safely. Any plan should have lots of trees. Good idea to have bike path on sidewalk side (north side). Separates pedestrians from traffic for safety by using part of Broadway Lane for new sidewalk.
 14. Discussion group questions: Existing elements? I do not think there is anything special or unique about this segment of Broadway Rd. Elements to retain or enhance? Residential scale, greenery. What needs changed? Everything! Pavement type, pedestrian comfort and circulation, landscaping. What amenities? Bus turn-in/right turn lane @ NEC of Broadway & College. Rubberized asphalt, 8' high wall @ north side of road. Examples of streets? I can't think of any arterial street in the Phx metro area that is green and pedestrian friendly. Let's be the first.
 15. I believe that the wall would be the most significant improvement both from an aesthetic point of view and noise. An island with landscaping to shrink that turn lane and make the neighborhood more appealing.
 16. Tree-lined median = good. Rubberized asphalt = much better. Noise wall = exponentially better. All of three above = best solution to noise problems. Please consider building noise wall on north side of Broadway. Answers to questions: 1. There is nothing, honestly, unique about Broadway Rd. 2. Would like for Broadway to remain a road. Other than that, nothing is really worth enhancing. 3. Less traffic. Slower traffic. More neighborhood friendly traffic. More neighborhood friendly businesses – coffee shops. Fewer lanes. 4. Noise wall on north side. Benefits are obvious. Coffee shop or other neighborhood things. 5. 15th Street, 5th Street in Tempe, 40th Street in Phx. Roosevelt St. in downtown Phx.

Broadway Road Public Comments from May 18, 2009 public meeting and from emails, phone calls and website between May 18, 2009 and June 19, 2009

Questions from online comment form:

1. *Please comment on the proposed design concept.*
2. *Which street configuration option would you prefer for Broadway Road between Rural and Mill?*
3. *Would you like to see a signalized pedestrian crossing at Sierra Vista?*
4. *Do you agree with the Action Team's recommendation that a study of Broadway Road from I-10 to Loop 101 regarding 2/2 lane configuration impacts be conducted?*

1. Keep tree line on south side. Don't give the trees to Broadway Lane. If you do, then the north side is getting everything. Add ped-xing light at Sierra Vista. Important for the pedestrian character of Tempe. St. will also serve the hundreds of people who live on Granada in apts. Exploring reducing speed limit to 35 mph.
2. Do not want crossing at Sierra Vista = wall will limit mid road crossing.
3. On behalf of our family (myself, wife and 3 children ages 5, 3, 2 years) I strongly support the 2/2 concept. Action is needed. This is a special neighborhood and commands nothing less than best of this process.
4. 2/2 recommended concept looks great. Let's do it. Keep the crosswalk on Sierra Vista, too. Please don't let last minute nay sayers keep Broadway Road at 5 lanes. It needs to be 4 lanes. (would like wall to be 8')
5. I like the boulevard idea a lot. 2/2 preferred. Also like the idea of an additional crosswalk to connect north and south. Fewer lanes, more stops will slow traffic and help the street. Eventually pedestrian friendly businesses will be attracted to the area.
6. Prefer 3/2 concept. No additional crossings. Same speed limit as present. Either keep same or go to 1/1 lane and reducing traffic by decreasing lanes and/or increasing signal and/or decreasing speed limits will increase vehicle residence time and therefore pollution and noise. This would be counter to the whole point of the "beautification."
7. Leave crossing at Sierra Vista. 2/2 implement.
8. I like the two two with the center median. I don't think we need the pedestrian stop sign on Sierra Vista. The two two as is traffic with the wall and side walk/ bike lanes is ok but I would prefer the two two. One one would be best.
9. Pre meeting: I like figure 2/2. Pre meeting thoughts: Society needs to slow down. Also, instead of facilitating driving as quickly as possible, I am happy that you are considering the bike lane and sidewalk, I am proud that Tempe is a leader in these pro-pedestrian/bike initiatives. I have a car, but find that the light rail, bus, and esp. bike are much easier alternatives; saves money, and lets me relax (as opposed to racing in a car). 6:30: 2/2 recommended concept or mix use. Pro pedestrian light at Sierra Vista or pro pedestrian sign at crosswalk to clearly indicate that pedestrian has right of way. What I hope: Road design like this will promote more biking/walking.
10. Sierra Vista crossing is a good idea. Tom convinced me for the crossing. I think a 2/2 from 101 to I-10 should be future goal. The concept of a 6' walk at the property line, 11 Broadway lane, 6' planter space with a 8' high ??? wall and 5' bike lane on Broadway side is the only configuration that will work that can protect the neighborhood.
11. I think a pedestrian crossing at Sierra Vista has potential for being very dangerous even with a light. Definitely need a left turn crossing at Ventura.
12. 2/2 with median preferred because more residential character. 8' wall along n side to save our neighborhoods. Ped crossing at Sierra Vista (bus

stop) good to enhance residential character and encourage ped and bikes (signalized). Lower speed limit to 35 mph (as around Tempe High) from Rural to Mill and enhance residential character. Note that this could be dangerous if drivers inattentive and/or speeding. Therefore, + 35 mph speed limit must go with crossing.

13. streettype0: Do not make any changes to the street configuration

sierravista: No

study0: No

Comments: I would prefer not doing anything to Broadway because I feel that any excess government money should be spent on education, especially in light of the current economic situation. However, if this project has to happen, I prefer:

3/2 concept

No ped crossing

No change in speed limits

If traffic is slowed down due to reduced lanes and/or ped crossing and/or reduced speed limits, Broadway will become a parking lot. This would increase local pollution and noise, which entirely defeats the purpose of this project. I would recommend to either leave the street alone from a traffic-flow standpoint or go to a 1/1 lane configuration with a 25 mph speed limit. The 1/1 configuration would effectively make Broadway into a neighborhood street. In that case very little through traffic should be allowed. An idea would be to close Broadway off completely to through traffic as done at College and Apache or Ash and University. The 2/2 concept really benefits nobody. It will slow down traffic and will increase cut-through traffic, pollution and noise.

14. streettype0: Two lanes in each direction with a center median

sierravista: Yes

study0: Yes

Comments: It is critical that there be some kind of barrier between road and bike/ped use. Stripes or mere indicators of a lane are useless, and don't protect bicyclists.

Shade should be for ped/bikes not for cars.

5 lanes is too much for a residential area.

Perhaps the center median is for the bus, borrowing from the light rail model?

15. streettype0: Two lanes in each direction with a center median

sierravista: No

study0: No

Comments: I am in favor of the 2/2 recommended design with the landscaped wall, assuming that the wall has equal landscaping on both sides of it. The wall must be landscaped on the Broadway side or it will look ghetto from the street side. If it looks as nice (or better, because we're Tempe) as 64th Street in Phoenix from the street, I'll be happy. I am not in favor of ANY further commercial development on Broadway between Rural and Mill. This should not be rezoned

and allow any more ghetto businesses on the fringe of the residential neighborhood. We have enough abandoned dunkin donut buildings and check cashing places on the fringe of the neighborhood now.

16. streettype0: Two lanes in each direction with a center median

sierravista: Yes

study0: Yes

Comments: I strongly prefer the 2/2 configuration!

17. streettype0: Two lanes in each direction with a center median

sierravista: Yes

study0: No

Comments: We reside on the southern side of Broadway Road between College and Rural. I have read and looked at the proposed ideas for change. I think the best idea is the 2/2 idea with the center median. Also, for safety reasons, a wall should be constructed on the south side as well as the north side of Broadway. There is an alley that runs behind the homes on the south side that can be used to access the homes. Making the now backyards into a front access would not be a lot of work/money, and would be well worth it for safety reasons. Broadway Road is not a good road to pull in and out of directly from a residential driveway.

We have lived in this house for over 12 years and both travel to our jobs during peak rush hour times. We both take the two lane side in the am, and there is never a huge back-up or problem. The only reason there is ever a major back-up is if there is an accident, which would cause the same problem anywhere. Since a lot of business commuters leave work at all different times of the day, I don't think the absence of one lane on the south side will make much of a difference.

I also know that a reduction in speed would be necessary, especially with the addition of bike lanes. There are cars that stop at the light on College and drag race to Rural Road, which is very dangerous. Also, people by nature generally travel at about 5 miles over the speed limit, so if the speed limit is reduced by 5mph to 35, the average speed will be 40. Right now it is 40, and speeding is a major problem, especially in the evening. A lane reduction on the south side I believe, would also help this problem.

18. streettype0: Two lanes in each direction with a center median

sierravista: Yes

study0: No

Comments: I have lived on the south side of Broadway Road for over 12 years. I think the 2/2 idea would work the best. Ideally, a frontage road on both sides of Broadway would be the most eye appealing and safest idea. Another choice would be to use the alley behind the homes on the south side as a front access, making a wall along the south side of Broadway. Either way, a wall definitely needs to go up along both the north side and the south side for safety reasons among others. It is not a major cost to put up an eye appealing wall with some decorative landscape. Maybe some recycled artistic pieces could be incorporated

into the wall for not only great eye appeal, but to go along with the wonderful artistic feel of this great community. It is not safe pulling out of a driveway directly onto Broadway Rd. A speed limit reduction needs to be enforced as well with the addition of bike lanes.