

## I. Background

Tempe is developing recommendations for roadway infrastructure improvements along Smith Road, between Apache Boulevard and University Drive. Recommendations will include improvements to enhance visibility and improve ADA access and increase bicycle and pedestrian safety in the project area. Community members provided input on how they use the street and what would make it more walkable and bikeable.

An open house was held on Friday, May 13, 2022 at 9 a.m. and at 5:30 p.m. at the Escalante Community Center, 2150 E. Orange St. with approximately 36 attendees and an on-demand online session was available 24/7 and has been viewed 52 times. The topic was posted on the project website for input from May 13 through May 31, 2022. Surveys were collected at the in-person meeting and online with a total of 112 received.

## II. Outreach

Several methods were used to provide information to the public regarding the project, meeting and opportunities for input.

### Direct Mailer

Two bilingual direct mailers were sent to all businesses, property owners and residents near the Smith Road improvement project. The boundaries were Tempe Town Lake to the north, Apache Boulevard to the south, Price Road to the east, and McClintock Drive to the west. The first direct mailer included a brief overview of the project and details on how to attend the public meeting and provide comments. The second direct mailer was a reminder to provide comments

### Project Webpage

The project webpage, [tempe.gov/SmithHub](https://tempe.gov/SmithHub), was updated continuously and included information about the project, the date and access information for the public meeting and an on-demand online session that has been viewed 52 times. From May 4 – May 31, the website had 408 views.

### Eblast

Eblasts were sent on May 5 and 21, 2022. The first eblast included project information and details on how to attend the public meeting, as well as how to comment. This eblast was sent to 2,580 emails with a 41.2% open rate and 3% click rate. The second eblast was a comment reminder and sent to 2,604 emails with a 42.5% open rate and 2.8% click rate.

### Emails

A notification email was sent to neighborhood contacts, relevant Boards and Commissions and previous participants in Smith Road outreach inviting them to attend the meeting or to comment online.

## Yard Signs

Yard signs with meeting and comment information were placed in Alegre and Escalante Parks.

## Peachjar

A flyer with a brief overview of the project and details on how to attend the public meeting and provide comments was sent via Peachjar to Thew Elementary School parents.

## Nextdoor

Two Nextdoor posts were published on May 6 and May 27, 2022. The first post shared project information and included a link to the eblast that was distributed for more information. The post had a total of 1,527 impressions. The second post was a comment reminder and had a total of 656 impressions.

## Facebook

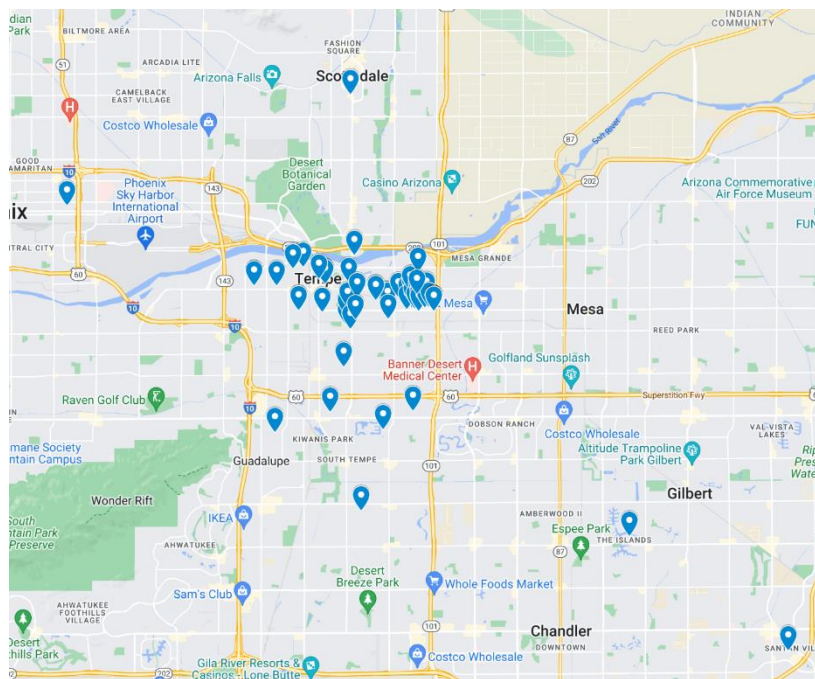
Three Facebook posts were published on May 5, May 12 and May 27, 2022 on the City of Tempe's account. The first post shared study information and included a link to the eblast that was distributed for more information. The post had a total of 1,375 impressions. The second post was a reminder for the public meeting and had 1,518 impressions. The third post was a comment reminder and had 91 impressions.

## Twitter

Three Twitter posts were published on May 6, May 11 and May 27, 2022. The first post shared project information and included a link to the eblast that was distributed for more information. The post had a total of 677 impressions. The second post was a reminder for the public meeting and had 810 impressions. The third post was a comment reminder and had 656 impressions.

## III. Survey Responses

Map of respondents:



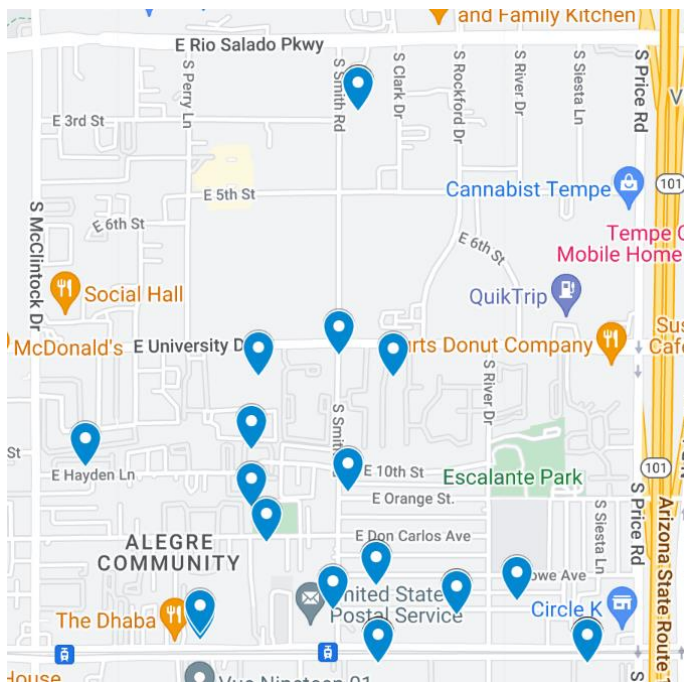
1. What is your connection to Smith Road? (check all that apply)

		%	Count
Resident		39.3%	44
Business owner		8.0%	9
Employee in the area		31.3%	35
None of the above		13.4%	15
Other		17.9%	20

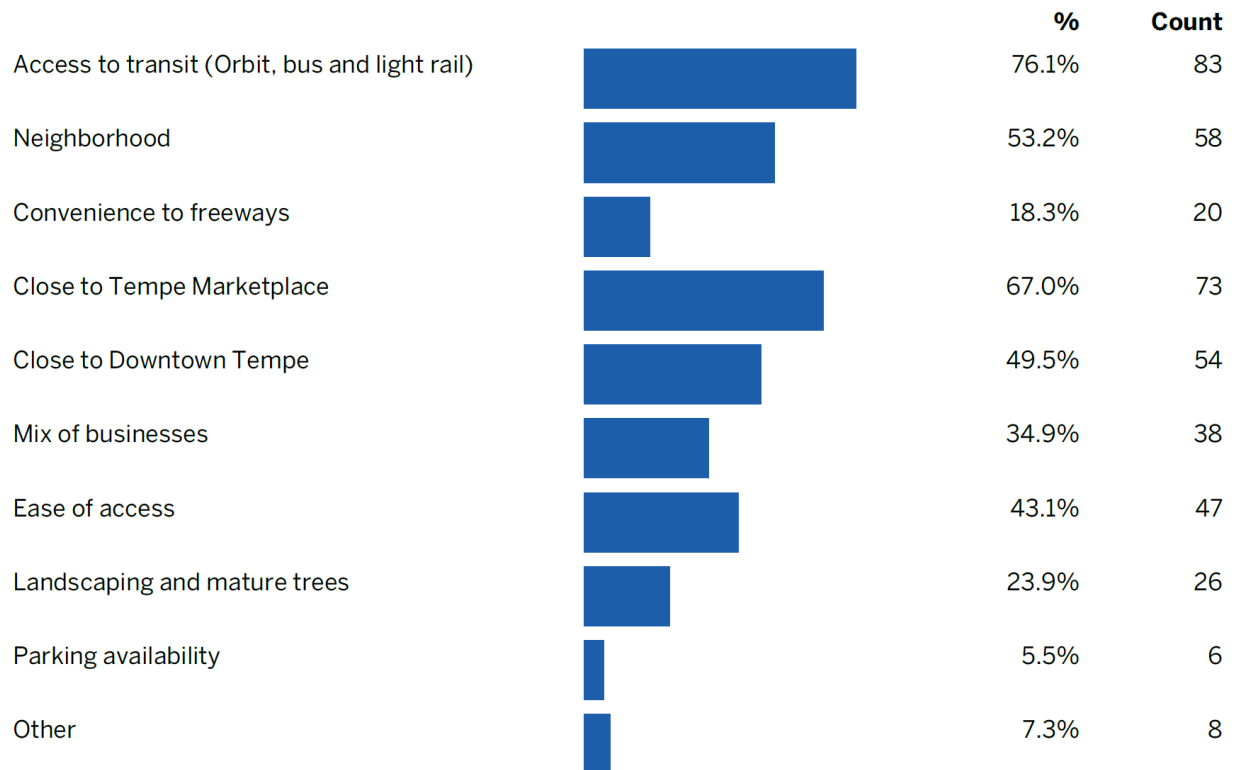
Other (please explain)

- Commute by bike through this area often.
- customer
- downtown Tempe resident avid cyclist
- Employee of a nearby startup company
- Frequent visitor to Tempe
- Friend lives on Smith
- friends live in the neighborhood. i live by asu
- Future resident
- future resident of Culdesac
- I ride (bicycle) through the area frequently. I also volunteer at a nonprofit on Perry Lane.
- Landscape Architect
- Live near smith road and have biked through it on my way to community college in Mesa
- Nearby resiednt
- Nearby resident who frequently uses Smith Rd.
- Previous resident and frequent user of bike lanes in the area
- Resident of Tempe
- Student/Transit Rider
- Tempe resident who cycles around the area
- Tempe resident who shops at Tempe Marketplace
- Tempe resident, bicycle commuter through area

2. If applicable, what is your address within the Smith Road project corridor?



3. What do you like about the Smith Road project corridor? (check all that apply)



Other (please describe):

- I like the idea of having a protected bike lane the most
- I want a bike lane
- Loaded question, directed answer choice not applicable in general

4. What is the most significant challenge(s) you see within the Smith Road project corridor? Please select up to 3 that you consider to be of high importance.



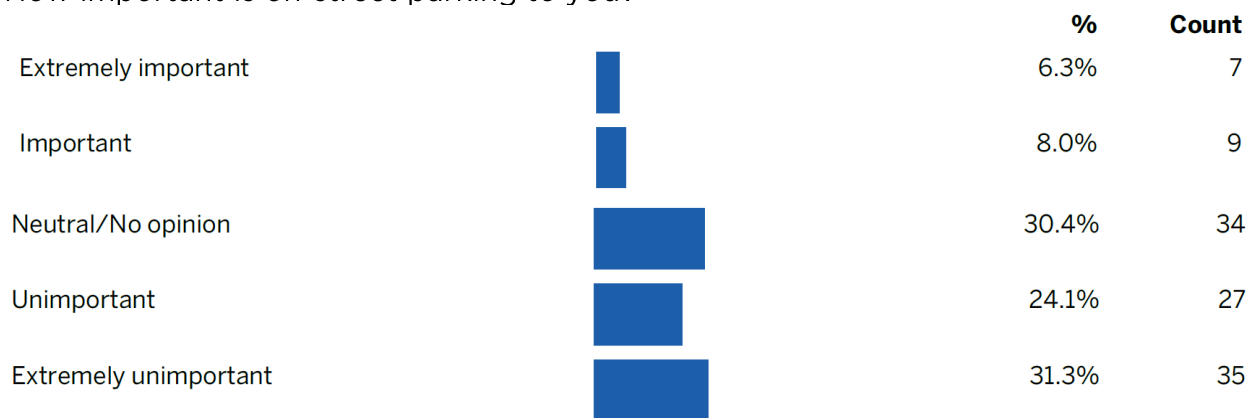
Other (please describe):

- Major entertainment district

5. What would you like to see more of in the Smith Road project corridor? (check all that apply)



6. How important is on-street parking to you?



7. If parking is important, what street do you park on?

- 10th St
- 2000 block of E Orange St
- Don Carlos west of Smith Road
- East side of Smith just south of Rio Salado
- Hayden Ln
- I don't park in this area but appreciate the protected barrier on-street parking can provide to bikes.
- I park on Smith Road close by Lemon Street
- I want to reduce on street parking to allow more pedestrian space.
- If parking is important to you, what street do you park on?
- Orange st
- Parking on-street is already underutilized; street could be put to better and safer use with protected bike lanes
- Private lot
- Smith rd
- Smith, but could restricted in the future
- Varies, because often there are no opportunities to park on the street
- We park on the east side of Smith Rd. just south of Rio Salado

8. Have you encountered or observed any drainage issues along Smith Road?

		<b>%</b>	<b>Count</b>
Yes		7.3%	8
No		92.7%	101

Yes (please explain):

- Around moonson season
- Between Rio and University. Sometimes substantial water on the road for a while after rains.
- During heavy rains, I've notice large amounts of standing water on Smith and adjoining streets. Also, the drainage grates along the road appear cracked and damaged in many areas, presenting a hazard to bikes and some cars.
- I am not familiar with Smith Road in detail.
- I haven't looked so there could be issues
- Minor street flooding during storms
- Only in times of monsoons
- Puddling and pooling when it rains
- There is a large dip in the north park of the corridor near tempe marketplace on smith that can cause damage to a vehicle when driving the speed limit. This is an issue for safety.

9. Have you ever felt unsafe due to traffic as either a pedestrian or bicyclist on Smith Road?

		<b>%</b>	<b>Count</b>
Yes		82.7%	91
No		17.3%	19

Yes (please explain):

- Accessing the light rail stations
- Almost every day while biking I am punish passed, or honked at, or worse. This is despite the fact I am obeying all laws.
- Am unsure what the posted speed limit is on Smith Road but as long as it's a wide straight road without any traffic calming features then drivers will drive 40-50mph regardless of anyone walking or biking 3 feet away.
- As a cyclist with the traffic in the area it feels unsafe
- At the intersection touching apache, the left turn is unpleasant to ride through. I often have to ride onto the sidewalk to avoid being clipped, and that's not great for people walking there. Where Smith touches University, there is a really wide left turn lane that a lot of large semi trucks just sit in. Lack of visibility here is also dangerous feeling
- Because Smith is largely light industrial North of University, I find when I'm bicycling down the road, motorists turning on to the road from feeder streets are not expecting or paying attention to cyclists. This is especially true with delivery drivers on 5th St collecting from all the restaurants at Tempe Food Court and 5th St is frequently used by cyclists access Bike Saviours. Design elements on Smith that help alert motorists to it's multi-use (especially motorists turning onto the street from smaller non-arterial roads) I think would vastly improve safety.
- Better access to designated bike lanes would make it safer especially for a car free community
- Biking is not safe with parked cars and traffic.

- Biking next to drivers who sometimes go 50 mph does not feel safe. I want protected bike lanes with concrete barriers
- Biking on Smith Road (with a helmet) felt sketchy. Biking in traffic is never good, but it feels especially close on Smith. Cars tend to be faster than posted speed signs there due to its connection to Apache, and the road condition is poor.
- cars are too close
- Cars do not pay attention and I feel like people drive recklessly around the area
- Cars drive really fast and there are no lane lines, so it's hard to know where to drive/walk. There are also trashcans lining Smith south of University, so you must walk in the street at times.
- Cars frequently fly around the turn from University to Smith. Traffic calming measures, including the addition of bike infrastructure, would help. Entering Tempe Marketplace is extremely dangerous on a bicycle, despite its prominence along major bike routes. The bike routes suddenly disappear. I've been nearly hit on every visit. Smith provides an incredible route to the top-notch river pathways - if only it felt safe. The current bike lanes in much of Tempe end suddenly and are uneven between the asphalt and drainage ditch.
- Cars frequently go over the speed limit, making me feel unsafe when I bike to go to Tempe Marketplace. It would be helpful to have some sort of protection between bikers and cars.
- Cars have come extremely close to me and I've almost been hit on turns when drivers are only looking one way
- Cars not following minimum speed limits and passing by too close to me riding my bike
- Cars zooming by really close to you when biking or at night when it's dark
- Close overtaking by cars
- Cycling on the street without a protected bike lane always feels unsafe, regardless of the speed limit of the corridor.
- Difficult to bike thru area between going to Downtown Tempe, work, and home when cars are willing to drive over speed limit. With that being a factor, having a safer bike line with maybe some sort of plastic barrier could influence drivers better to not cross into bike lane as they drive fast.
- Driver was distracted and I had to move out of the way on my bike. This is not just a "bad apple" - drivers will always get distracted. That is human nature! People make mistakes and get distracted. We need a system that is safe for everyone when drivers make mistake, per Vision Zero. Specifically, we need protected bike lanes with bollards. Paint is not protection. Europe has plenty of examples of how we can make these pretty and still fitting in with the neighborhood.
- Drivers tend to drive quite fast down Smith Rd. Traffic calming may be considered.
- Due to the many impediments on the sidewalks by Smith Road, I and other bicycle users have to ride on the road. Given that it is narrow, there have been more than a few occasions where an automobile collision nearly occurs.
- Got pushed off road
- i do feel unsafe sometimes as a cyclist due to motorized traffic
- I feel unsafe on every road in Tempe. There are no actual bike lanes and people drive too fast with too little care
- I have almost gotten run over riding a bike.
- I have had drivers honk their horn at me and swerve around me while riding my bike. I feel extremely vulnerable riding on Smith Road in the street where drivers are often going way above the speed limit.
- I have not actually been to Smith Road, but many of my coworkers who live in the area have expressed concern that it needs to be safer for cyclists
- I have ridden bikes on smith bike lane and been yelled at by drivers who tell me to get out of the road, but bikes aren't allowed to be ridden on the



sidewalk. Drivers frequently swerve around me while biking, and it's rare to feel safe

- I have to ride my bike on sidewalks because there's no bike lane, making it unsafe for pedestrians. Additionally, no one looks for bicyclists when turning out of driveways/business entrances.
- I have tried to take an e-bike from my place to downtown Tempe, and there is a lot of high speed traffic that it feels unsafe.
- I know citrus is working hard But need more bike lane's
- I really enjoy riding the bicycle up to Tempe marketplace. It's a pretty dark street and the roads are unkept with lots of debris and no bike lane. It is seriously dark once you cross over University to Rio Salado through the business district:
- I ride these roads a lot and they are extremely lacking in bike/ pedestrian safety. I want to be able to ride my bike and feel safe. I want to have a lane that will protect me from drivers. I want the kids who go to school in that area to be safe from drivers. The city should care about people's safety.
- Inadequate lighting, too many speeding cars from rio to university
- It is the half-way street between McClintock and Price and has no speed bumps. People drive their vehicles very fast. The streets are not all aligned and it is hard to see if traffic is coming. There are no stripes and people drive all over the street.
- It would be great if there were a protected bike lane to add safety to the biking route.
- It's hard to see pedestrians at night.
- I've been run off the road by cars multiple times on Smith Road, both on the northern and southern portions. People use the underutilized central turn lane as an illegal passing lane to make large and fast maneuvers because the street is so wide on the northern portion. On the southern portion, people frequently run stop signs and speed excessively (which is dangerous because of the bikers and families in the area)
- I've had a cars disrespect stop signs and speed along the road. I've also been riding my bike along Smith Road on multiple occasions, and have had cars not yield at all. It's scary.
- Lack of bike lanes in traffic
- Large trucks can't see 15 ft in front of them, causing a potential deadly blindspot. I've personally had these trucks driving behind me way too fast for comfort
- Lighting isn't the best, particularly at alley way entrances. I've seen gang sings in some places, and even heard gun fire recently. Also, I've recently noticed an influx of homeless (particularly with mental issues). One tried camping out on my lawn, and then later the back alleyway, which was not appreciated. I do like the neighborhood, but I wish it was a bit safer.
- Many cars disregard cyclists
- narrow walkways
- Need better marking and signage for bike lane
- Need safe bike lanes!
- No bike lane
- No bike lanes
- No defined bike lane and too dangerous and close to cars
- No protected bike lanes means I need to bike very close to fast moving vehicles which makes me feel unsafe. There are also lots of semi-trucks at intersections which makes me feel unsafe but bussing is still my main form of transit
- No protection from cars
- No protection from cars going too fast
- On Hayden Ln yes street parking with busses rolling through can feel unsafe
- Particularly on the stretch from Rio to University. I don't mind the big trucks but people often speed down that stretch in ways that's not great.



Pedestrian/bike first lights at the intersections would also make me feel more confident that drivers turning see me before proceeding.

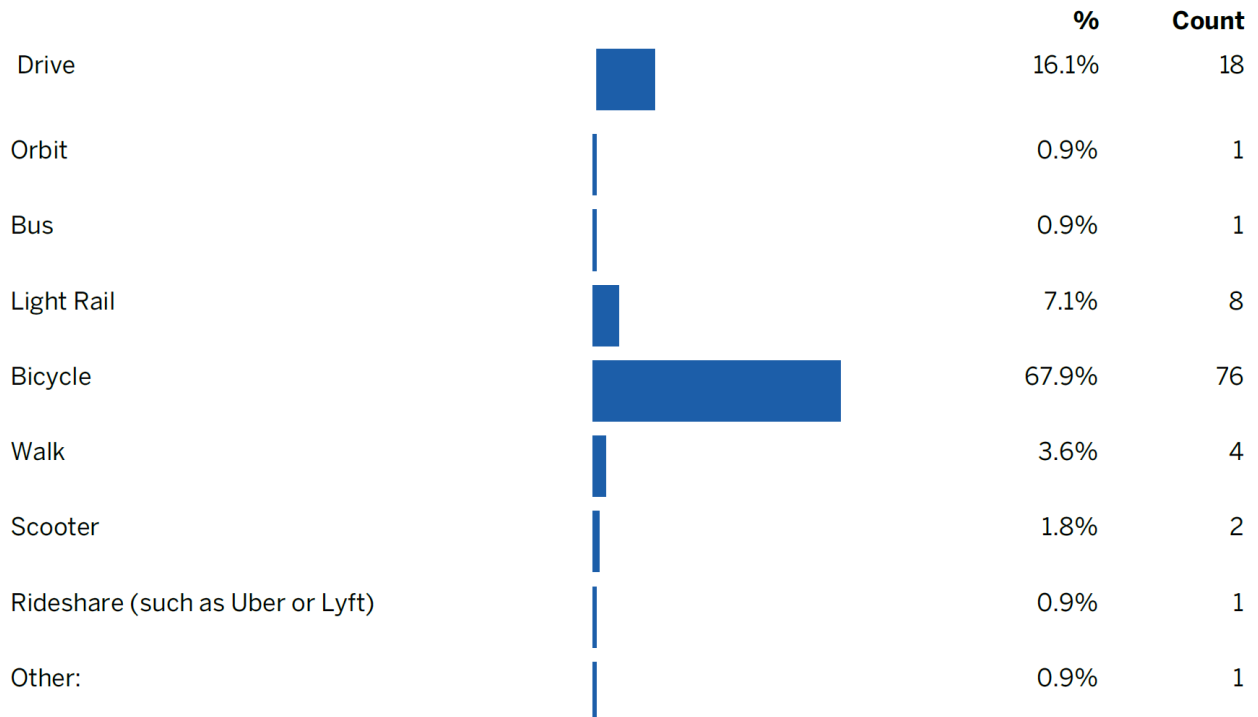
- People don't respect the stop sign at Smith Rd and don Carlos
- People speeding through the business park without concern for cyclists
- Protected bike lanes (rather than the planned buffered bike lanes) offer better safety.
- Riding bike and scooter cars go too close. We need a protected bike lane.
- Riding down this street without bike lanes is very unsettling.
- Riding my bike feels especially unsafe around parked cars and on the stretch between two apartment complexes near University because cars drive so fast. I have experienced being punish passed and honked at biking on Smith and would very much appreciate a protected route through here so I can safely visit friends, bike from work, and get to Tempe Marketplace.
- sidewalk is unusable, shari g the road with so much traffic and car parking makes the road narrow and cars don't take cyclists serious as road users.
- South area feels pretty safe, although there are many dips in the roads where I turn off which are risky on my wheels, for example going south on Smith south of University and turning left onto 10th/8th/Orange, etc. North is generally fine as is as a cyclist. The middle lane allows drivers who don't want to slow down to overtake me. Rarely have encountered issues cycling here.
- Street parking on a one lane road can feel a bit unsafe, especially on the east side of the street. However the parking availability at our business is limited so we have to park on the street in order to allow our customers to utilize our assigned parking. Drives do tend to drive quite fast down Smith.
- The high traffic speeds, lack of vertical and horizontal separation, generally poor lighting conditions and lack of features that protect me from the elements
- the intersection at smith and university doesn't feel safe and also smith and rio
- The lack of bike infrastructure and speed of cars make it very unsafe to ride a bike.
- The project needs a protected bike lane in order to help keep bicyclists safe while riding.
- the sidewalks are bad
- The sidewalks are narrow and there isn't a protected bike lane, so it does not feel sage
- The speed limit is 25 mph, but the road is so wide that nobody drives at that speed. People will drive at the speed that feels appropriate for the road, not at the posted limit. Because Smith is so wide, no posted speed will effectively slow drivers. The road design must be changed to make it safer. The speed differential between bikes and cars makes it very unsafe, particularly because of the lack of protected bike lanes.
- There are some \*big\* trucks on that road with no bike lanes and lots of cars parked in the street so no way to pull over to the side and let cars and trucks pass you. Also lack of ADA access on the sidewalk means that you can't even get on the sidewalk to get out of the way.
- There is no bike lane, I have to share the street with drivers that are actively hostile to pedestrians. I want to have a protected bike lane to keep me safe from cars
- There is not a designated bike lane, stripes, or any signage that cyclists ride on Smith road. I've had cars honk at me to move over when it's not apparent where I should go.
- There needs to be a protected bike lane here. Local traffic is moving quickly and rarely pays mind to bikers, so providing a protected lane can make transportation easy for everyone.
- Too many cars parked on road when I cycle to and from work. When cars are driving at same time as me cycling, all of the Smith-parked cars creates unsafe conditions.

- vehicles are driving quickly and usually dont check well enough for pedestrians before turning into subdivisions or apartments or commercials lots since the cars behind them are impatient which can cause potential accidents.
- With the narrow roads and cars parked on the side, there is little room for biking on Smith. Buses, cars, have almost hit and affected the safety of the bikers and walkers.

10. What is your **primary** form of transportation?



11. What is your **preferred** form of transportation?



12. Please share any additional thoughts you have related to the Smith Road project corridor.

1. A full traffic calming and protected bike lane scheme would do wonders to support the livability of this street and neighborhood access to the great amenities that Apache Blvd and Tempe Marketplace offer including the light rail, post office, big box retailers, and park space
2. A protected bike lane would be super useful and would help me transition from driving/ride sharing to biking

3. As with all bike boulevards, please consider the speed of vehicular traffic when you're making accommodations for pedestrians/cyclists. The posted speed should be 20mph for the safest cycling/walking conditions.
4. Bike lanes are so important!
5. Bike lanes should be a priority.
6. Don't give up at the intersection with your design. Too often bicycle facilities in Tempe stop at the intersection and the intersection is one of the most stressful locations to ride a bicycle - please ensure the safety and comfort of the facility continues into the intersections. This could include design considerations to facilitate turning movements and shade. As a cyclist in the summer the hottest time on any bike ride is waiting at a red light. Shade at the intersection is always appreciated because it's not that hot riding with wind in your face but when you stop for 2 minutes at a red light with no shade it gets very hot. Also, I suggest continuing the improvements up to the Rio Salado Pathway to make a continuous bike network and connect into the regional bike network.
7. How will this project affect the residents directly on Smith? Both during construction and once the project is done?
8. I am a home owner in the area and I get to downtown Tempe via biking. This area has a ton of potential to become one that is accessible to bikers and pedestrians and easily accessible to downtown Tempe, and a protected bike lane will be very helpful for that.
9. I just attended a community meeting about this project, and learned that one substantial challenge with the south Smith Road project area is that the right of way is relatively narrow - about 40 ft wide, compared to about 60 ft wide in the north Smith Road project area. This means that putting a dedicated bike lane plus separate sidewalks plus two lanes for two-way traffic may be extremely difficult - so difficult that it may not be possible while maintaining car travel lanes as well. My concern here is that if this option is pursued, it may dramatically delay the whole project, delaying improvements to non-motorized transportation infrastructure in this area, which is badly needed, especially as the Culdesac development opens and there will be a LOT of new residents who will want to bicycle on this corridor. One alternative that I think could be especially great would be to have a multi-use path for bicyclists and pedestrians on this corridor, rather than narrow on-street bike lanes. I am not sure if there is room for this, but it might be possible to widen one side of the sidewalk area to create such a path, and I think this would be much more comfortable for bicyclists than bicycling on the street if the bike lanes are narrow. There is a trade-off here, as bicyclists would then need to cross to the multi-use path side of the street in order to access it, and this can be inconvenient. But I personally think this trade-off is likely worth the extra safety it provides. Another (less desirable) alternative could be to have protected, wide on-street bike lanes on the north portion of Smith Road (as in the design alternatives presented), and a series of steep speed bumps with bicycle cuts in them on the southern portion of the corridor, plus sharrows and other clear signage that indicates the likely presence of bicycles on this road. This could slow down the cars enough that sharing the road would be safer. Note that the speed bumps would need to be steep enough that it would be uncomfortable for a driver not to slow down. I also think that improving the sidewalks is important, if the multi-use path option is not pursued.
10. I like to bike. Roads are wide enough here to accommodate. When there's construction I sometimes have to use the sidewalk though (it's not safe to ride on a road when people are doing 40+), and that's challenging because of how narrow they are.
11. I think it is necessary for Smith rd. to not only have bike lanes, but PROTECTED bike lanes. Cyclists are safest when there are protected bike lanes. Smith's proximity to an elementary school makes it even more important to build protected bike lanes. Even though they may be more

expensive than other alternatives, I believe that the city should prioritize them because it saves lives in the long run.

12. I wish I could use Smith Road more while on a bike
13. I would always prefer to have the option to bike somewhere or to take transit, but I don't consider them real options unless I feel safe biking or if the transit comes frequent enough (or I get lucky) that I don't have to wait the full 20 minutes between stops
14. If I can I bike. If not I do have a car and drive but prefer more biking for quick tasks/errands
15. I'm excited to see access improved from Apache Blvd to Tempe Marketplace. The more connections we have to our major arterial bike lanes, the more adoption we will see from the community investing in alternative forms of transportation. Things I believe to be important are efficiency of use, natural traffic flow to encourage safety of the users, and aesthetically pleasing. Thanks for your work!
16. It would be nice to offer more options to travel north to Tempe marketplace, especially if a greenbelt / wider sidewalk / protected bike lane is an option. I agree that more lighting (LEDs?) is necessary along the road, as travelling north/south on Smith at night makes it difficult to see, especially if there are pedestrians. I do not think any additional yielding to car based travel is needed, as the orbit bus system, and light rail run close through this area. If there are any plans for microtransit, that could be utilized to connect residents with these existing transit systems. Landscaping for shade is needed. It would be nice to have more of a unified thoroughway theme that also is beneficial for residents in these neighborhoods.
17. It would contribute and add so much value to the Smith corridor to have a safe and protected bike lane.
18. It's not fair to deny improved sidewalks or bike lanes when every single property has parking. We shouldn't maintain on street parking at the expense of ADA sidewalks and bike lanes. If a person absolutely needs to park on the street, they can park on a side street.
19. More bike lanes!!
20. Most important issue for me as a cyclist is speeding up traffic lights across University/Smith.
21. My understanding from attending community events in the Escalante neighborhood is that a comprehensive plan for sharing the road and sidewalks in a way that is safe for all citizens and how they get around has been a priority for a long time. Having traveled through the area by foot, bike, and car much more frequently over the past few years as an employee in the area, I think this project is essential for supporting business and a more livable community along Smith Rd.
22. Please cover the dips at the stop sign of Smith and Don Carlos. These dips are primarily for drainage. The drainage can be appropriately placed underground. Also, Smith has much, much, much more traffic than Don Carlos. How about changing the 4-way stop sign to a two-way stop sign (similar to North on Smith at 10th Street)? This way, Smith becomes a better thru-way between Main and University (as is its primary use today). Thanks for doing this project! Overall, the plan looks great.
23. Please give us a bike lane
24. Please include a PROTECTED bike lane!! It's imperative for riders and pedestrians to feel safe using other modes of transport than cars
25. Please install a bike counter!
26. Please keep some on-street parking for the businesses. Many of the city ordinances (particularly for parking) for this area are from the 1980s and should be updated if the on-street parking is going to be limited.
27. Please make it protected. Cars won't respect it otherwise.
28. Research shows that protected bike lanes minimize deaths and serious injuries, whereas buffered bike lanes provide no improvement in road safety. We need protected bike lanes to reach Tempe's Vision Zero for fatal and serious

crashes. According to Tempe's data that within the last 10 years there have been 2 serious or fatal crashes on Smith with pedestrians and cyclists. Over the next 10 years, there will be an increase in cyclists that will reduce traffic congestion and contribute to community vibrancy and economic development. Now is the time to make meaningful improvements to ensure the safety of all road users. I hope the City will consider a design that brings together protected bike lanes and street art to improve safety and decrease conflicts between drivers, pedestrians, and cyclists.

29. Shifted from my preferred method of transportation due to two near hit incidents caused by drivers not paying attention and almost hitting me while on my bike
30. Smith is already a main connector (both bicycle and pedestrian if you check a heat map <https://www.strava.com/heatmap#15.29/-111.90088/33.42176/bluered/all>) for people choosing an alternate mode of transportation and improvements corridor will ensure their safety, the safety of their children, and friends and neighbors.
31. Smith Road from Apache up to Rio Salado a main road that goes directly into Tempe marketplace. It has the ability to be a nice stretch of road very inviting from our neighborhoods to the south of university. Especially if it was well lit and safe to walk and ride a bike at night.
32. Smith Road provides an important South/North connection from the Light Rail to Tempe Marketplace and the Rio Salado Bike Path. It has a community that uses transportation and alternative transportation at much higher rates than the rest of the city. This bike lane provides an important opportunity to support alternative transportation. Investing in a protected bike lane will make it easier and safer for Tempe residents to ride their bikes. It also creates an opportunity to invest in more equitable transportation access.
33. Thank you for the street car and I look forward to more public transportation and bike friendly options.
34. The area is in desperate need of safer streets for pedestrians
35. The road has big bumps at Smith & University and Smith and 3rd street. Additionally, there are many pot holes between University and Rio Salado that are hard to avoid at times. Finally, driving on Smith between University and Rio Salado is dangerous at times due to the parked cars lining the street on either side, narrowing the driving lanes. You have to drive towards the middle of the street, but there are also big trucks trying to turn.
36. The university to apache part of smith road could be an amazing walkable location similar to Hardy roads bike lanes, green landscapes and public art that allows the space to feel more like a journey rather than a distance traveled from tempe marketplace or university drive housing to the light rail. This street could be a great passageway for future shoppers to come from the light rail to the marketplace and be able to walk a few blocks in greenery and proper lighting that would really allow the city to continue its growth toward walkability and less single use cars.
37. The width of Smith makes it an outstanding candidate for a street improvement project. It could become an arterial street for cyclists without impacting the traffic flow of cars. Drivers will also have a better experience on the road if the cyclists are on separated bike paths, as conflict points are reduced.
38. There is no southbound bicycle access from Smith, you have to go over to College, or the Price frontage road 8-foot sidewalk to get south of the railroad. There are no grocery stores in Tempe except to the south. Mesa gets my business as I can get there without getting run over.
39. This is a good example of a project "Road to Nowhere" with millions in expenditures. They just concluded a study for Country Club Bicycle corridor, yet there is no thought of connecting Country Club to Smith Rd. This is the link that is desperately needed. The major obstacle is the Union Pacific Railroad which is a barrier to any multi modal paths from North Tempe to South with all the residents that are essentially blocked off. The Railroad objects to any

Pedestrian bridge or underpass due to security which is a blanket excuse, and needs to be addressed. Until this is changed, all bike and pedestrian traffic is directed to either Price or McClintock which is a danger in itself in crossing these Intersections, and .cutoff to light rail stations. A Pure Folly in Logistics and Traffic Planning. Go ahead and bike from Broadway to a light rail station or to Tempe Marketplace and be very careful on the sidewalks North to South.

- 40. This is a great opportunity to complete existing bike routes!
- 41. This seems like an odd location to select for these improvements. The North section of that area appears to be predominantly commercial buildings. It is incredibly aggravating to live South of the 60 and to see zero infrastructure improvements beyond modernizing parks, typically only for the benefit of families with small children.
- 42. We are quite concerned with the possibility of removing on-street parking. Many city ordinances (particularly for parking) are from the 1980s and should be updated if on-street parking is going to be limited.
- 43. while the buffered bike lanes will be a step in the right direction I'd rather have "protected" bike lanes. (On mill near the new street car there are examples of what I would consider to be the min level needed)
- 44. With all planned improvements, please keep in mind the physical appears of trash cans. There are several 4-plexes on West side of Smith, next to the post office. These properties store their large trash bins in front of their property... right next to the sidewalk on Smith Road. Building permits today would never allow for this. I don't know what the solution is... but they are very unappealing for curb appeal when working toward other improvements on Smith Road.
- 45. Would it be possible to add a left turn light to the stop light at University to turn south on Smith. There is always a lot of traffic heading towards the 101 during traffic hours and the dip to turn onto Smith south is deep. I have a low car and when turning on a yellow it always hits the bottom.

13. The following question is voluntary. If you choose to respond, please mark all that apply. Race/Ethnicity:



Other:

- Other - Indian
- Other - Lebanese
- Other - Multi-ethnic