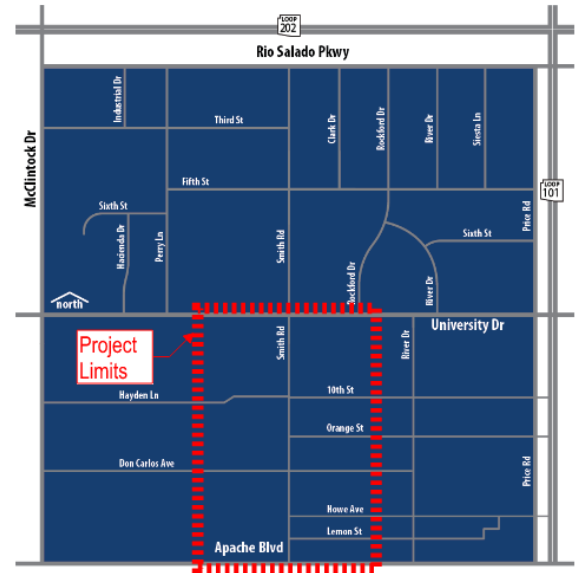




I. Background

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.



Open houses were held on Friday, Aug. 12, 2022, at 9 a.m. and at 5:30 p.m. at the Escalante Community Center, 2150 E. Orange St. with approximately 62 attendees and an on-demand online session was available 24/7 and has been viewed 87 times. The topic was posted on the project website for input from Aug. 12 through Aug. 28, 2022. Surveys were collected at the in-person meeting and online with a total of 143 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 webpage, tempe.gov/SmithRoad, was updated continuously and included information about the study, the date and access information for the public meeting and an on-demand online session that has been viewed 87 times. From August 3 - August 31 the website had 363 views.

Yard Signs

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

Nextdoor

One Nextdoor posts was published on Aug. 4, 2022, on the city of Tempe's account. The post shared study information and included a link to the eblast that was distributed for more information. The post had a total of 1,602 impressions. A copy of the posts can be found in Appendix A.

Facebook

Two Facebook posts were published on Aug. 4 and Aug. 22, 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 1,499 impressions. The second post was a comment reminder and had 1,953 impressions. A sample post can be found in Appendix A.

Twitter

Two Twitter posts were published on Aug. 4 and Aug. 22, 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 668 impressions. The second post was a comment reminder and had 735 impressions. A sample can be found in Appendix A.

City of Tempe Eblast

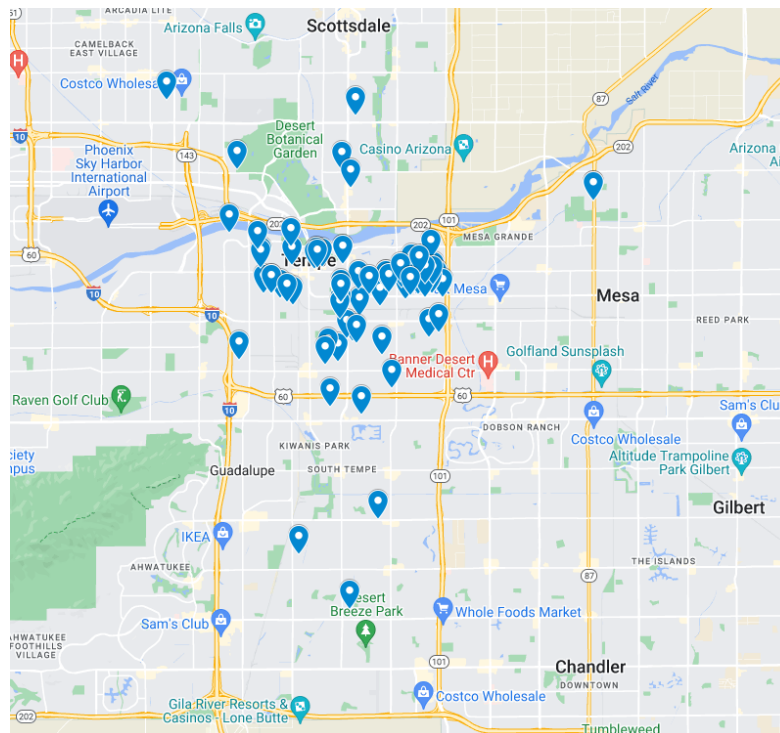
The City of Tempe sent eblasts on Aug. 4, 8, 22 and 25, 2022. The first eblast included project information and details on how to attend the public meeting, as well as how to comment. This eblast was sent to 2,905 emails with a 40% open rate and 2.2% click rate. The second eblast was a comment reminder and sent to 2,921 emails with a 36.3% open rate and 1.5% click rate. A sample can be found in Appendix A.

City of Tempe Newsletter

The City of Tempe included the project in the city's weekly newsletter, Tempe this Week on Aug. 8 and 22, 2022. The first post was a upcoming public meeting notice sent to 7,259 emails with a 40.6% open rate and 4.6% click rate. The second post was a comment reminder and sent to 7,277 emails with a 50.6% open rate and 1.2% click rate.

III. Survey Responses

Map of respondents:



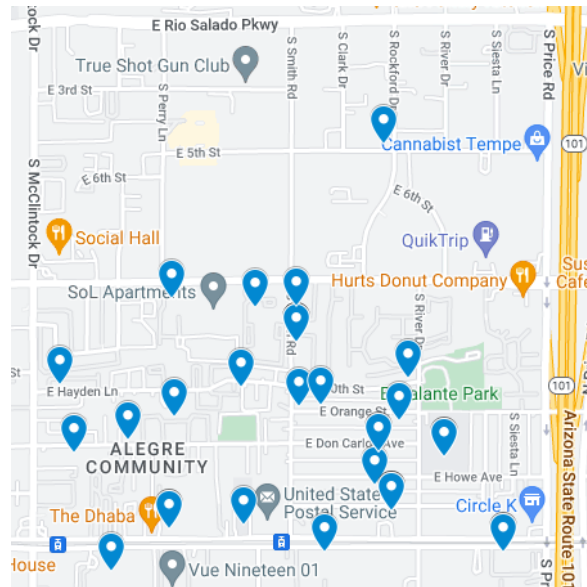
1. What is your connection to Smith Road? (Check all that apply)

| | | % | Count |
|--|--|-------|-------|
| Resident | | 42.0% | 60 |
| Business owner | | 9.8% | 14 |
| Commercial property owner | | 1.4% | 2 |
| Employee in the area | | 28.0% | 40 |
| Use bus service in the area | | 8.4% | 12 |
| Routinely bike on Smith Road | | 32.2% | 46 |
| Not a resident, employee, business or property owner in the area | | 16.8% | 24 |
| Other | | 9.8% | 14 |

Other (please explain)

- I vend at an event by there!
- Previous Resident
- Bicycle Infrastructure Researcher
- Drive my car often through there for work
- Live near it
- Moving to Tempe in 2023
- Ride there
- Student in the area
- Potential Cudlesac Resident
- Advocate for biking in all areas of our community
- Routinely walking along Smith Road
- Walk down street with dogs/son
- Future resident (2023)
- I am a consumer and purchase items from businesses in the area

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



3. How important is shade and landscaping to you?



4. If it is important, note that the acquisition of new City Right-of-Way, i.e., purchase of private property is a lengthy process. Would a project delay of about 6-12 months be acceptable to you?



If yes, please explain

- This is my permanent residence. I am invested in the long-term success and will exchange delays to ensure a safer community.
- Do it right.
- Why is acquisition needed?
- if it will create a much better overall plan then it would be preferable to delay than to have a less than satisfactory result sooner.
- If it's for the best, so be it.
- Shade is much needed throughout our neighborhood, which borders Smith rd., and it's important that this project be done right.
- Delays will, in the long run, save you time and money because returning the right of way to cyclists and pedestrians is inevitable, so you should make it right the first go around, even if it takes more time.
- I don't travel down this road, but I understand how it could impact commuters who do frequently use this road.
- It's going to be up to the council if the city will even consider purchasing private property. Any amount of delay to make the road safer for pedestrians and bicyclists would be acceptable.
- Yes, if it enhanced and created a tighter community
- I don't have anything else to say except that an additional 6-12 months is within the realm of reason
- it's worth the wait if genuinely good infrastructure is created
- Private property owners should take priority and be compensated properly.
- It is currently a wide street, so I don't feel particularly vulnerable riding here.
- If you are going to do something might as well, do it right
- Don't rush to a conclusion based off limited factors. See how Phoenix's new bike paving in the downtown/midtown area has worked and learn from their mistakes
- If it means providing tree shade, absolutely.
- do it once and do it right
- I understand residential projects take time.
- Delays are acceptable but preferably implemented in phases with immediate short-term improvements followed by longer term enhancements

- Better to do something right than to do it quickly.
- The project should support bike traffic and improve the aesthetic of the area.
- It is important that the street appeal be centered on community over cars
- Need to get this right rather than doing it again
- Might as well get it right the first time
- Hard to say without understanding the full context of the question. Would need more details.
- Any progress would be great for the community
- would like temporary improvements before the right of way is widened
- Long run outcomes are more important than short-term delays.
- These infrastructure projects are long-term investments, and an additional 6-12 months is worth having the best version of this bike lane. This is in many ways an opportunity to demonstrate what success looks like for bike lanes in Tempe, and it's worth investing in a model example.
- I think it very important to get this right to support future development of the Innovation District
- Take the time needed to do the project the right way instead of shortcuts.
- It is worth waiting for amenities like shade because it will make the bike lane more appealing and therefore used more. It's important.
- Because shade is that important
- if actual \$ commitments were in place and a process was being tracked, it would be acceptable
- if a concrete-protected bike lane can only happen with a delay, I am okay with a delay. Otherwise, it is not worth a delay.
- Best for the long run
- This is important
- I don't plan on moving anytime soon and would like to see the project done right.
- I understand the construction process and immanent domain. I am willing to wait for safer infrastructure.
- For added shade yes, this is a very hot city - shade will help in a multitude of ways.
- it's worth it to have the best pedestrian and bicycle experience
- I'd rather it takes longer and be nicer and better than it take a quicker amount of time.
- If it suits the long-term interests of the community, then I think a delay is acceptable.
- I work in landscaping and understand that it takes time
- You may need time
- I think it the effort is being made to adjust the road anyway, we should do it right.
- If it will improve the area, then it is worth the extra time.
- I would rather the final result of the project be beautiful and done well, even it takes longer.
- safety is the most important thing to think about
- We plan to be here for a long time. The length of the project will be worth having a nice street!
- I would rather see us solve for a longer-term approach as opposed to have to redo it later
- I want the best biking infrastructure, and I'm ok with waiting a few months if that means it will be great
- Sometimes the best things require patience. I'm happy to wait for something that will be worth it.
- Project delay is acceptable if it is acquiring more shade / safety for the route - don't care about landscaping really
- It's important to keep the area nice and do construction well
- I'm fine with a delay if it means we can get good landscaping
- It's worth it for safe bike and pedestrian infrastructure.
- I don't mind waiting for a project to be done very well the first time around.

- As long as you get it right and have real protected bike lanes, a project delay is fine.
- I prefer it be done well.
- long term goal is more important than short term delay
- It would be worth it if the end result is a protected bike lane
- This will impact Tempe for decades to come--worth getting it right now
- If the right work is getting done, then the time of delay will be worth it.
- I do not currently reside in the area
- Shade and extra room for biking is important for long term safety
- I believe it's possible to construct an excellent and safe design for the Smith Road project more quickly to bring equitable transportation options to the neighborhood.
- Investing additional time to improve the safety of bikers long-term would be worth it for me.
- Unexpected delays happen all the time
- It is better to spend some extra time to make our neighborhood look and feel better than to just skip some parts "for the sake of time".
- It's fine NBD
- Better to have something than nothing!
- Shade and protected bike lanes on Smith are critical to the area
- Delays can happen sometimes. Whatever it takes to do it right.
- Worth it to have more shade and landscape
- We need more bicycle and pedestrian friendly infrastructure, if a delay is necessary, then so be it.
- If delays improve the project's quality, I think it is worth it.
- It's okay for this to take longer,

5. Do impacts to adjacent properties (i.e., existing landscaping, privacy walls, etc.) concern you if improvements along Smith Road are implemented?

| | | % | Count |
|-----|--|-------|-------|
| Yes |  | 18.6% | 26 |
| No |  | 81.4% | 114 |

If yes, please explain

- Everybody should have a say.
- Apartment improvements could negatively impact residents; taking of right of way could impact residents.
- I live here, please don't knock down my walls or cut into my property.
- Parking on the street.
- All the landscape looks horrible at the moment, so this isn't an issue.
- We want the buy-in from residents living along Smith rd. and it's important that these neighbors aren't marginalized in the process. These improvements (additional shade & nice landscaping) can be beneficial to both residents and others using the road and finding mutually beneficial outcomes for both groups is important.
- As long as residents impacted are involved in the process.
- This is a better question/concern for the residents that live and travel through there
- See above.

- This project is a fiasco! The orbit busses run cars off the road on the constant. There's no room for bike lanes! Nobody rides bikes in this area. Why would they? They're between a free shuttle and a light rail!
- on street parking is very important to my property and removing parking for bike lines hurts my tenants.
- There is a unique concrete pillar on the SW corner of Don Carlos and Smith Rd that I've always had an interest in. Why is it there? I'd hate to see that go.
- There are some trees and plants in the area how will they be relocated
- I own a property adjacent smith road and don't mind the noise of construction but do not want my property to be adversely impacted.
- Wouldn't want to cause too much disruption to existing residents.
- it can affect the area and how it portrays to the public
- be cautious
- Make as well as before or better
- Just don't make a huge eye sore of the finished project
- Improvements will be to their benefit in the long run.
- It would concern me if it adversely affected the existing landscape or privacy walls.
- The impact on the neighborhood should be as minimal as possible, with a plan to replant or rebuild any changes to the adjacent properties.
- Would want to hear opinions of those whose properties would be impacted.
- Make it look nice
- Residents who own their properties and fences/walls should not be impacted in such ways without any compensation or the commitment to move and rebuild their walls at no cost.
- Prefer narrower traffic lanes, loss of parking for residents

6. Restriction of on-street parking is being considered for the design alternatives. If there is adequate Right-of-Way available, would you prefer?

| | | % | Count |
|--|--|----------|--------------|
| Limited parking |  | 13.6% | 19 |
| Neighborhood amenities (trees, transit shelters, etc.) |  | 75.0% | 105 |
| Other |  | 11.4% | 16 |

Other (please explain)

- Can you do limited parking and amenities?
- concrete-protected bike lanes
- Do NOT take away street parking. There is going to be an adverse reaction to the neighboring homeowners on adjacent streets. WE WON'T HAVE SUFFICIENT PARKING. SMITH RESIDENTS ARE ALREADY OVERFLOWING TO 10TH/Hayden. This is a disaster for the homeowners.
- larger bike Lanes, but prioritize existing ROW and property lines
- no parking for that ride share company that have their cars parked on both sides of the street please enforce no parking it makes the intersection of 5th st and smith road so dangerous
- No street parking on smith. The road is far too narrow for people to be parking on it. There should be a bike lane added so people who bike have a safe area to do so. Additionally, please no transit centers. It will attract more homeless people.
- Not adequate space on Smith for all you planned.
- on street parking

- Parking should not be taken away at all. Start the project at 10th St & Smith instead of at Apache and Smith. There are many residents who NEED the street parking, as they may not have adequate parking spaces places in front of the duplexes and for homes.
- People need to park, but trees and shade are nice.
- protected bike lanes
- Protected bike lanes
- Protected bike lanes
- There could be a way to integrate limited parking with planters or trees.
- Trees, transit shelters, dedicated bike lanes with a curb between vehicles and bikes.
- Use space to improve safety for cyclist and pedestrians

7. Two Alternatives are presented for the 15% design. Which Alternative do you prefer?

| | % | Count |
|--|-------|-------|
| Alternative 1 – Roadway Widening with Bike Lanes | 68.5% | 98 |
| Alternative 2 – Maintain Roadway Width with Bike Lanes | 19.6% | 28 |
| Other | 11.9% | 17 |

Other (please explain)

- 12 feet is unacceptably wide for a standard travel lane; a bike lane buffer is necessary. A third alternative is needed
- alt 2 is a little better but would prefer the bike lanes to be protected.
- Alt 2 is preferred, but it has some issues. Please don't encroach beyond current property lines and right of ways
- Alt. 2, but with traffic slowing features, trees and shade, and something done about garbage cans from 10th to Apache
- Alternative 1 but without widening the street and having actual protected bike lanes with bollards to help with driver visibility of the bike lanes. They would also prevent cars from parking in the bike lane
- Alternative 2 with raised bike lanes/protected bike lanes with concrete
- Both alternatives fail to address vehicle speed, the most significant factor affecting pedestrian and bicyclist safety. The 12-foot-wide lanes invite cars to speed. People are 500% more likely to survive being hit at 20 MPH than at 35 MPH.
- Other - concrete-protected bike lanes
- Existing is fine. Bike lanes only cause traffic congestion and more pollution.
- Have trees separating the bike lane from the road
- I still do not understand how you would widen Smith between Apache and 10th St without taking away people's property. Which I know the City can and does do. Bike Lanes from 10th not from Apache.
- Leave it as is. Orbit busses will cause accidents and passenger vehicles will be forced in the bike lanes. This is the most unrealistic idea. Clearly the city doesn't know this area. The proposed "improvements" adversely affect adjacent homeowners.
- Other - maintain the overall width of the road, while narrowing the car lane and allowing a wider bike lane with buffer
- Multi-use path
- The bike lanes need to be protected by more than marking on the ground. I think a wide sidewalk split between bike lane and sidewalk is a better option. Curbs protect bikers and pedestrians and prevents parking on the bike lanes.
- Vehicle lanes should be 10' with buffer between the bike lanes.

- Widening with bike lanes as long as not taking property from single family homes.

8. What do you like best about your preferred Alternative?

Alternative 1 - Roadway Widening with Bike Lanes

- A safe way to bicycle to Tempe Marketplace! I've been overtaken by cars on Smith Rd and it is quite nerve racking.
- additional buffer between cyclists and drivers
- Alternative 1 allows more separation between cyclists and cars - possibly enough space for a physical barrier between bikes and cars.
- Alternative 1 offers a safer option for non-motor vehicle commuters and more buffer from vehicles means commuters are less likely to get struck or killed by a car.
- Alternative q seems to give a bit more space for the bicycles. It seems to be a safer way to go.
- Although a physical divide between the car and bike lanes would be best. The painted spacing between is a great start.
- Anything to make non-motorized transport more comfortable/safe should be prioritized.
- As a cyclist and a driver having more distance between bikes and vehicles creates a safer experience. There is less concern when there is a buffer space between the two.
- Bigger lanes for everyone. I believe it is safer.
- Biking safety is critical for the long term health of the area. Every effort needs to be made to prioritize bike safety and to provide alternatives to driving.
- Both Alternative 1 and 2 are fine if they have protected bike lanes.
- buffer (and hopefully concrete protection) between bikes and cars
- buffer around the bike lane
- Buffered bike lane
- Buffered bike lanes as long as the barriers (if physical barriers are used) can collapse for street sweeping.
- Buffered bike lanes!!! I don't want to die when riding my bike!!!!!!
- Feels like the bikes actually have enough room from the cars. They tend to go by pretty fast
- I feel safer as a biker and as a driver when there is a buffer between the lanes.
- I like it gives extra space between automobiles and bikers - but I don't like that it might take considerably longer to build due to the needed widening.
- I like that the buffer for the bike lane provides additional protection for riders. U.S. drivers are not used to having to watch for bike riders, so I believe the buffer will help ensure riders stay more safe.
- I like that there is a protected space that indicates the bike lane
- I like the buffer between the cars and bike lane. I would REALLY prefer a protected bike lane if possible as cars often swerve into the bike lane and the paint does not do anything to stop this.
- I like the extra safety for bike lane users. The biggest complaint I hear from people who routinely use bike lanes is that they feel unsafe being so close to cars going 30-45 mph.
- I like the extra space between the car lane and the bike lane. This and no on street parking provide extra safety to cyclists, and even the pedestrians on the sidewalk. What I would like to see added in addition to the buffer, is a physical barrier to separate the car lane and the bike lane. Preferably a sturdy, concrete one, to ensure no cars can get into the bike lane.
- I love the bike lane protected by the separate line. It feels safer and encourages people to ride their bikes more often
- I want to be able to bike on the road with protection as I can go the speed I am comfortable with, without worrying about others walking on the sidewalk
- I would prefer a protected bike lane so that I feel safer as a biker and know that my friends who frequently bike along this area will return home safely.
- If by buffered lanes, you mean protected bike lanes, I'm all for it.

- IMO, More separation between car lanes and bicycle lanes is an important safety feature.
- Improved safety for bicyclists.
- It allows for more space for bikers in the bike lane. As a biker in the area, this is the Alternative that would make me feel safest.
- It gives more visual space to cyclists.
- It gives space and room for protected bike lanes
- It is much safer and more comfortable for cyclists and pedestrians.
- It provides more space between cars and bikers. It would also allow for bollards to be placed to physically separate bikers from traffic.
- it provides more space for protection from cars, if there is more space, I hope that speed is reduced for cars so it is safer for everyone including bikers and pedestrians
- It's wide enough for cars and bicycles to be on the road at the same time. This allows safety to be higher so pedestrians and cyclists are not killed.
- looks like buffered bikes lanes and wider bike lanes
- Maximize safety. More safety the better for everyone!
- More room and safety
- More space for bikers
- More space in case I fall off my bike
- More space. Lower speeds
- Part of the reason we moved to Tempe is the pro-bike reputation. But it seems like everywhere you look, there are parking spaces currently. Room for bikes and landscaping immediately improve the city and establish Tempe as a more liveable, human-centric city.
- Protected bike lanes
- Protected bike lanes are imperative to cyclist safety!
- Protects the bike lane further. Smaller road spacing for vehicles will cause drivers to be more cautious and operate at slower speeds.
- Provides an important safety buffer between cars
- safe.
- Safer bike buffer
- Safer biking conditions, especially for families wit children.
- safer for bikers/pedestrians
- Safer for cyclists and pedestrians
- Safest option. There is plenty of space to complete this.
- Safety
- Safety for all involved.
- Safety for bikers.
- Seems like a good compromise
- Seems like the roadway width is a safer alternative for bicyclists.
- Some protection for the bike lane, likely to lower speeds with visual separation making bike lane salient.
- Space between cars and bikes
- The ability to have safe, commutable Bike Lanes.
- The added safety from the buffer between the road and the bike lanes is a necessity if we want people to actually use them.
- The additional space between car and biker!
- The buffer and extra room for the bikes.
- The buffer between the travel lane and the bike lane.
- The buffer for bikes. I feel like more space may make the cyclist feel more safe.
- The buffer of a bike lane and wider lanes for vehicles
- The buffer room between a bike lane and car lanes are crucial. Cars often veer into bike lanes and it puts riders in danger. Ideally this would be protected, but at the very least there should be a buffer
- The buffer space between bikers and cars
- the buffered bike lane
- The buffered bike lane; I would still reduce the travel lanes and increase the bike lanes/sidewalk. The space outside the sidewalk (the 3.5' section) still has plenty of room to plant trees and shade.

- The buffered bike lanes (though I'd would prefer them with some sort of protection)
- The extra 2' of space between bicyclist and vehicles.
- The fact that there is more separation between cars and bicycles
- The separation of the bike lane from traffic. The painting seems like it would encourage slower vehicle traffic.
- The space between cars and rider.
- There is a clear distinction between the lanes for cars and bikes. Also, the space allotted for each aspect of the design seems to be great.
- There is some protection offered to the bikers.
- There's room for both cars and bikes with safety buffer.
- They offer the most protection with the buffered bike lanes, however I would prefer a physical barrier instead for additional safety.
- This alternative offers increased safety to those using the bike lanes. Even better than a buffer would be a physical barrier or armadillos at the very least.
- This is tough. A more narrow roadway might encourage people to slow down, but would put car traffic closer to bikes and pedestrians. Plus less asphalt is nice in a neighborhood (less heat!). But the idea of buffered bike lanes is really nice and makes me as a cyclist feel safer (and is generally safer!). Perhaps don't widen the street but use physical barriers of some sort to protect the bike lane from car traffic?
- This street is wide and people drive quickly and are often distracted. It would be nice to have extra space as a pedestrian or other cars. A narrower road is more dangerous.
- This street isn't safe for bikers right now. A wider roadway means more space in between bikers/pedestrians and cars.
- Two foot buffer to help protect bike lane
- We ride bikes often in the fall/winter/spring, but it makes me nervous (and feels dangerous/risky) when we ride on the road very close to cars. I picked Alt 1 since it gives the most space between cars and bikes.
- Widened car lanes will give bike riders a little extra room between them and cars, therefore increasing safety. It will also reduce stress / anxiety of the bike riders, therefore making it more enjoyable and used more often.
- Widening makes roadway safer for bikers and for drivers
- Wider bike lanes
- Wider lanes and buffer zones keep safer distances between vehicles and bikes

Alternative 2 - Maintain Roadway Width with Bike Lanes

- Bike lanes and narrowing traffic lanes is safer as it slows traffic. Allows for more trees and shade structures.
- Doesn't encroach but still gets the job done with landscaping area for water retention
- equal access
- extra protection to bicyclists
- I am hoping less impact to the neighbors around the construction.
- I like how the city provides ample safety for commuters not utilizing cars for transportation.
- I like the more define space between cars and bikers - ideally there would be a raised lane between the two for greater safety - like I saw in Copenhagen a few years ago.
- I want to see AS MANY shade trees, foliage and artwork pieces along the bike paths as possible. I think only alternative 2 has enough space on the edges for those things. If Alternative 1 has enough space for them, then widening is fine with me.
- it caters t the public in a positive way!
- it doesn't impact current property lines and gives the city their bike lanes.
- It won't require a lengthy road widening construction process that would likely be abandoned after a year of delays.
- larger bike lanes

- Less impact to property owners yards/buffer zone especially for the areas south of Orange. Once the project is north of 10th Street I'd probably prefer buffer or maybe parallel parking protected
 - Less loss of property
 - -Narrow vehicle lanes will likely lead to motorists driving slower.
- I'm more supportive of the plan with less asphalt
- No impact to existing sidewalks, restriction of traffic on Smith to reduce noise and increase safety
 - Not constructing more pavement width in a dense city. Smith road is a collector with plenty of space for cyclists and cars. My bigger preference would be better enforcement of speed and noise violations along the road and potentially more stop signs to slow movement on the thru street
 - not having to expand the road, but lets cars know that bikes exist
 - The existing road seems plenty wide and is not heavily traveled by cars, so the added bike lanes would be a great addition without having to widen the road.
 - The streets are wide enough to accommodate bike lanes as is. Let's use the space we have and not disturb the current Smith Road residents with unnecessary road widening.
 - There is a larger buffer between cars and bicyclists/pedestrians.
 - This section of Smith Rd is not overly busy and is already pretty wide, so I think option 2 is sufficient and would require less construction on the road.
 - Will slow down traffic and allow more pedestrian access.

Other

Other - 12 feet is unacceptably wide for a standard travel lane; a bike lane buffer is necessary. A third alternative is needed

Other - alt 2 is a little better, but would prefer the bike lanes to be protected.

I would like to see an alternate with 10 foot auto lanes and protected bike lanes. If it has to be one of the first two, alt 2 is preferred.

Other - Alt 2 is preferred, but it has some issues. Please don't encroach beyond current property lines and right of ways

Generally, it's a reasonable solution that limits negative effects on current residents. However, I do have a few misgivings as drawings do show new easements, please reconsider these or reduce to minimum possible amount.

Other - Alt. 2, but with traffic slowing features, trees and shade, and something done about garbage cans from 10th to Apache

The possibility of having shade and possibly pleasant walking conditions, instead of having to dodge trash cans and walk in the sun.

Other - Alternative 1 but without widening the street and having actual protected bike lanes with bollards to help with driver visibility of the bike lanes. They would also prevent cars from parking in the bike lane

It provides bicyclists proper protection on the streets from cars.

Other - Alternative 2 with raised bike lanes/protected bike lanes with concrete

Bike lanes!!!

Other - Both alternatives fail to address vehicle speed, the most significant factor affecting pedestrian and bicyclist safety. The 12-foot wide lanes invite cars to speed. People are 500% more likely to survive being hit at 20 MPH than at 35 MPH.

A proposed alternative would narrow the driving lanes to 10 feet wide, add designated parking on both sides of the street with planter boxes and trees for shade, integrate traffic calming south of 10th (such as bulb outs, speed tables, enhanced crosswalks), and add protected

| | |
|--|--|
| | bike lanes where buffers are planned. Additional elements to consider may include a protected intersection at University to protect cyclists and pedestrians. |
| Other - concrete-protected bike lanes | concrete is effective protection from cars, and paint is not |
| Other - Existing is fine. Bike lanes only cause traffic congestion and more pollution. | Its free. |
| Other - Have trees separating the bike lane from the road | It has dedicated bike lanes |
| Other - I still do not understand how you would widen Smith between Apache and 10th St without taking away peoples property. Which I know the City can and does do. Bike Lanes from 10th not from Apache. | It does not remove residents alternatives for parking. Also people do park closer to Apache is they are taking the light rail. Yes I KNOW there are parking lots for this, but for some people it may be more convenient, if they cannot walk long distances, i.e. from parking lots to light rail. I also understand that if street parking is taken away from Apache to up, people can park on Lemon or Howe. If I was a resident who had children, having to walk them AND my groceries half a block to my home would be very inconvenient. Residents are not happy with housing being taken away for families and now the City is going to make it more difficult for families? I keep getting the feeling that the City does not want families in Tempe anymore. I do understand the need for bike paths, we need to make it safer for riders, especially with Cul de Sac going up, but think of the CURRENT residents, not just the people who the City really wants here. |
| Other - Leave it as is. Orbit busses will cause accidents and passenger vehicles will be forced in the bike lanes. This is the most unrealistic idea. Clearly the city doesn't know this area. The proposed "improvements" adversely affect adjacent homeowners. | I like that I can pull over to the curb when an orbit bus is about to hit my vehicle. A bike lane? If used, riders will be ran over. There's not sufficient parking if this ridiculous plan is implemented. Many homes have been allowed to be built with insufficient parking. Adjacent streets NEED their city streets to park on. Taking away the street parking on Smith is a recipe for bikers getting hit, homeowners not having city parking anywhere near Smith, and quite frankly I'm not sure who did this study. The Orbit busses are going to cause more accidents. This is just a terrible idea. People in this area wouldn't use bike lanes. We need parking and space to avoid getting ran over by these busses!!!! No bike lanes! |
| Other - maintain the overall width of the road, while narrowing the car lane and allowing a wider bike lane with buffer | |
| Other - Multi-use path | I agree with Tempe resident who provided input on 5/13/2022, their comments are |

logged on page 56 of the Tempe transportation commission document, "8.9.2022 TransportationCommission.pdf". They explain the shortcomings of both Alternative 1 and Alternative 2 and propose instead, quoted, "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." So instead of having two bike lanes, one for each direction, we would instead have one, bi-directional super wide (potentially shaded??) multi-use path on one side of the street. Ideally this multi-use path would be separated/protected from motor traffic. I agree with the initial commenter that this option, because of the separation from motor traffic it affords, is an appealing option.

It is safer for bikers to have a physical barriers that prevents cars from getting onto the bike lane.

Other - The bike lanes need ot be protected by more that making on the ground. I think a wide sidewalk split between bike lane and sidewalk is a better options. Crubs protect bikers+pedestrians and prevents parking on the bike lanes.

Other - Vehicle lanes should be 10' with buffer between the bike lanes.

Vehicle lanes should be 10' with buffer between the bike lanes. There should also be a curb between vehicle traffic and the bike lanes. This will allow for additional space for greenery, trees, transit stops and pedestrians.

Other - Widening with bike lanes as long as not taking property from single family homes.

No chicanes. Preserve property of single family homes and make safer for bikes.

9. Is there an amenity that you feel is missing from the Alternatives presented?

- No
- Nothing about shade, no mention of garbage cans.
- additional lighting would be nice, plus speed enforcement systems. Maybe look into flood/storm system improvements too.
- Trees that the City maintains, not the residents.
- A middle barrier with landscape and art between the roadway (like on some sections of Hardy Dr, between Broadway and University).
- Preferably, there would be a curb (with trees) separating the travel lanes from the bike lane and sidewalk. Cyclists and pedestrians can navigate amongst themselves much more safely than cyclists and motor vehicles.

- This could be included, but trees to help shade the sidewalk would be greatly appreciated so that people can commute by foot without having to worry as much about intense heat.
- trees!
- No
- Parking
- Trees and greenspace?
- Parking
- It has huge potential being a hot spot for the new Culdesac neighborhood and light rail station.
- No
- Shade. Multi-use path separated from motor traffic with a change in elevation/curb/barrier.
- Protected bike lanes
- The Level at the SEC of university and smith was required to widen the east half street of smith adjacent the development. Many of us homeowners within the level would like to see this extra pavement striped for on street parking and also the addition of bike lines as recommended for the rest of smith road.
- Traffic speed restrictions such as speed humps
- Trees, shade, and other features that help slow the traffic to make it safer for bike riders and walkers
- Again, a physical barrier between car and bike lanes
- protected intersection at University and Smith
- This may already be in the plan, but some sort of coloring of the bike lane pavement (like green paint) and physical barriers protecting the bike lane from the car lanes.
- What will pedestrian crossings look like and intersections? These are danger points for bicycles and pedestrians alike.
- A physical barrier for the bike lane
- I would add physical barriers between the bike riders and the cars in addition to bike lane striping.
- Trees
- Shade and protected bike lane
- shade
- concrete-protected bike lanes
- No
- Physical barricade between bike lane and car lane to prevent cars from swerving into bike lane
- Protected bike lanes
- protected bike lane is my #1 priority
- Barriers between the bike lanes and car lanes are important for the safety of bike riders.
- Traffic calming for cars
- no
- Would like for there to be some protection of the bike lanes.
- No
- N/A
- A physical barrier to protect the bike lane maybe? Shade is of course important too. Maybe bulb-outs or other built infrastructure to slow down traffic while providing some nice space for trees, art, or something.
- water stations
- no
- No
- No
- No
- No
- n/a

- A combination of #1 & #2 that has a narrower 10' vehicle lane, 6'+2' bike lane, 6'-foot sidewalk, and a bit of extra room beyond for landscaping etc. (approx. 5.5')
- No
- I do find the painted streets with green lanes for bikes are very helpful.
- I would like to see more trees and shade structures for pedestrians and bicyclists.
- No
- Bollards to separate bikers from traffic
- Who profits from these pet projects.
- N/A
- Fill in the bike lanes with paint to provide a visual separator - especially if widening the road option isn't chosen
- Ideally, there would be a physical barrier to ensure biker and pedestrian safety.
- I would appreciate a physical separation from cars, like bollards or trees
- Please place spaced concrete slabs between the vehicle and bike lane, paint alone isn't safe.
- Protected bike lanes, an actual physical barrier between bikes and cars.
- Protect bike lanes using landscape between travel lanes and bike lanes.
- Room for shade trees and foliage; possibly pull-in spaces for bus stops; alternative solutions for residential trash cans.
- A physical barrier between a cyclist and a driver is crucial for safe and frequent usage
- We need physical barriers separating bicyclists from cars.
- traffic calming measures that slow down driver speed (because this is the MOST dangerous to bikers)
- no
- Protection for the bike lane! Not only would this increase safety, but depending on the type of protection, it could be used to provide shade.
- Pedestrian benches and shade trees
- Barricades to protect bikes
- Yes, a gateway entrance consistent with the Smith Innovation Hub design guidelines, limited parking, shade and planters, bus shelters, and a protected bike lane when permitted by the road widths.
- Trees/shade is not shown
- Slower car traffic to protect bikers
- More trees for shades
- Would like to see a physical barrier between cars and bikes.
- Yes, a physical barrier separating the bike lane from the car lane. There also needs to be a way to ensure drivers do not go faster than the speed limit. Rumble strips at each end of Smith Road combined with Radar Speed Signs could encourage slower driving. Perhaps Chicanes could be added to the road as well? I feel it is important because some drivers are not very safe driving on Smith, and with more cyclists and pedestrians unsafe driving will be even more dangerous.
- No
- It would be nice to have protective barriers and to have the bike lane painted.
- None
- n/a
- Would prefer there to be a physical barrier for bike lane protection like landscaping (which would provide additional ecosystem services)
- Physical buffer zones and visibility bollards
- Physical barriers to protect bikers
- Protected bike lanes -> paint and space isn't enough. Cars will stop/park/swerve in the bike lanes
- Shade covering
- In the area between the bike lane and the road in alternative 1, there are not any physical barriers.
- A curb between the vehicle lanes and the bike lanes.

- A more solid buffer would add a layer of protection
- Consideration of a neighborhood for single family homes not more high-rise apartments invading our homes.
- Yes. Bike lane separators.
- Bike lane bollards

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

1. Thank you for your time.
2. I like alternative 1 because you make it more consistent, and bikes are safer.
3. Widening the street increases traffic speed, which is not good.
4. Bike lanes are a good idea, as is widening the sidewalk. Just please be respect of our current property lines.
5. I just think we need to look out for the people already living here and not the people coming in. When I first saw the plans, I was happy thinking ok Bike paths good, not realizing street parking would be taken away. Do Bike paths but start them at 10th St not Apache. I could go on and on about our residents, but I won't
6. more shade, more art, better/wider sidewalks, protected bike lanes
7. There are a few multi-family units along Smith rd. that have their trash containers outside on the street. I believe this is A) an eye sore B) unsanitary and C) a sidewalk/road hazard as they often block one or the other. The city needs to address this if they want to improve this road/area.
8. "-Rather than using space with painted lines as a buffer between vehicles and bikes, use armadillos (plastic bumps in the road) to mark the bike lane.
9. Implement a sharrow where the road is more narrow (approaching Apache)"
10. The trash cans along Smith, between Apache - 10th street need to be addressed, as they are an obstacle on the sidewalk, lead to trash floating around the neighborhood, and impact the aesthetics of the neighborhood."
11. The City of Tempe should continue to expand right-of-way access to cyclists and pedestrians. Motor vehicles threaten these groups and the environment generally, and by prioritizing cyclists and pedestrians, you put the residents of the neighborhood (the people impacted most by these kinds of projects) ahead of people passing by. Separating these two groups, like with trees, not only increases safety but beautifies the area and provides much needed shade, encouraging more people to bike and walk, leading to a healthier and happier Tempe.
12. Speed limits of 20 mph are recommended to improve bike/ped safety.
13. Please reduce traffic speeds
14. I'm disappointed that the city has prioritized this over sidewalks on Roosevelt between 13th and Broadway. Residents in the Clark Park area have been asking for this for years.
15. I don't believe anyone that owns a home here was in the decision-making process. There simply isn't sufficient room for a bike lane. In the 20 years of owning here, I've never been more concerned and upset over such a horrible idea! No room for a bike lane when the Orbit busses cause us to pull over into (what will be) a useless bike lane. As an avid bike rider, I ABSOLUTELY wouldn't ride here. It's too dangerous. Getting ran over by a bus is a common concern!!!!
16. I love the idea - just keep in mind the need to reduce the heat island effect but would love to be able to bike down and ride there, especially if it ends up with say, coffee shops and micro-breweries and places to nosh :-)
17. If you do alternative 1 and widen the ROW do a smaller N/S bike lane on a single side and on street parking on the other side of the road.
18. This is why I live in Tempe
19. Do something to incorporate that concrete pillar into the plans. It's kind of unique.
20. Really excited to see this go through!

21. "Top consideration is safer streets for people: Adding protected bike lanes where possible. Narrowing traffic lanes. Adding traffic calming elements (like bulb outs, speed tables, enhanced crosswalks) - especially in residential area. Adding curb extension to slow down cars when turning on the street to avoid unsafe, high-speed turns onto bicyclists, pedestrians, and children. Adding more trees, shade, and landscaping"
22. Lighting on both sides of the road
23. As a resident and a local cyclist, I would really love to see parking and bike lanes along the frontage of The Level. There is a ton of pavement width due to the new development and I personally think it would be a waste of space to add a center two-way turn lane or disproportionately wide bicycle and vehicle lanes. The road is wide enough for 2 bicycles, 2 thru, and 1 parking lane and that would best benefit the local residents.
24. "I'm excited about this project and believe the bike lanes will be a great addition for the safety of the community.
25. Thank you for your consideration"
26. Pedestrian safety and comfort need to be considered too.
27. I believe getting this right will hugely enhance the investment in the Innovation District, which is a huge part of the incentive for my move to Tempe.
28. Great idea! Hope it goes through.
29. We need to do something soon - I bike on Smith Rd. and it feels really unsafe. I would hope that the city could do something quickly rather than delaying the project, but safety is most important to me. That means that delaying the project to implement something that actually protects bikers and people on micro mobility is worth it.
30. I would like to remove all street parking.
31. The more bike lanes for safety and convenience the better in my opinion
32. Protected bike lanes are super important for me. Having been hit by a large SUV at a red light I firsthand understand that a multi-ton heavy vehicle will not be stopped by a space buffer. There needs to be a heavy reinforced barrier and/or reduced speeds to truly offer protection for bicyclists.
33. It's maddening that this improvement doesn't continue to Tempe Marketplace, one of the main locations in this part of town that people are likely trying to get to but are unable to do so safely due to street parking along the industrial section of Smith.
34. slow cars and protected bike lanes would have the best outcomes for safety and accessibility in the area. I would feel more comfortable biking, therefore not contributing to the traffic in the area, if there was a protected bike lane
35. "-Adding protected bike lanes is vital.
36. -Adding traffic calming elements
37. -Adding curb extension to slow down cars when turning "
38. Would love to see some thoughtful cycling infrastructure on Smith because I don't feel safe on McClintock Rd
39. It looks like a great plan.
40. Na
41. I don't see a discussion of wheelchair access to the sidewalks.
42. Slower traffic, protected bike lanes, and pedestrian-oriented design all make the road safer for everyone.
43. N/A
44. Thanks so much for doing this work.
45. N/A
46. Please help us to have better bike paths
47. On several occasions, I have almost been run over while riding a bike in this corridor. This is one of the busiest and most important corridors in the city, with a growing number of bikers. Friends and employees of our company have complained about this. Tempe is gaining a reputation as a liveable, human-centric city. But we need table stakes options on bike lanes... This is a no brainer!
48. Excited for the progress / these changes!

49. Please make sure there are no trash cans out on the sidewalk unless it is trash day. Not only is it an eyesore but it is unsanitary and dangerous for people who frequently walk in the area because they often block the sidewalk.
50. So looking forward to getting rid of the street parking, especially south of University!
51. N/A
52. More drunken spending of tax dollars.
53. My bike is my primary means of transportation, thus the addition of a bike lane on Smith Road would make me feel significantly safer biking in the area.
54. I'd like to ride my bike more around this area and the ASU surrounding areas - I usually don't though because I've had bad experiences with drivers and safety while traveling by bike,
55. Bike lane infrastructure is my number one priority! Protect bikers and so many more people would commute that way.
56. Thank you for this!
57. I'd love a protected bike lane here, so I feel safer when I bike to Escalante Park
58. This is a fine idea but seriously, what are you going to do at Tempe Marketplace on a bike? It's so bike unfriendly inside there. Continue a protected bike lane throughout Tempe Marketplace onto the Rio Salado pathway.
59. I'm all for the improvements. I am concerned about having plenty of shade trees and foliage; how trash cans will be handled, and if it's possible for buses to have pull-in spaces.
60. This corridor is essential for increasing connectivity to so many of the areas the city has already invested to much in (e.g., Tempe Marketplace). We have to think beyond drivers in this connection.
61. I appreciate that the city of Tempe is recognizing its cyclists and helping to create safer transportation. I'm very excited for this project and hope to see an alternative with physical barriers!
62. No shortcuts!
63. I'd prioritize any design elements that slow down traffic, because no matter what type of bike lane/sharrow exists, cars that go slow are much less dangerous to everyone.
64. Cars drive extremely fast on Smith Road with no regard for bikers. Along with widening the road to add PROTECTED bike lanes, we should include some traffic calming measures. A protected intersection at University should also be added for bikers.
65. "The proposed alternatives treat Smith as a singular street with similar characteristics, whereas in reality, it is a diverse street with differing road widths and community character. The next round of revisions should provide a more nuanced approach to the different street segments. The southern part of Smith Road from Apache Blvd to University Dr is a residential area where kids line up for school and families commute to work.
66. The plan misses the opportunity to connect with the City's priorities for Vision Zero, Mobility Hubs, Sustainability, and Smith Innovation Hub design guidelines: Vision Zero: the design should consider how to decrease vehicle speed and increase the safety of all road users and include protected bike lanes when permitted by road widths. Mobility Hubs: The Smith innovation Hub prioritizes improving multi-modal transportation connections. The proposed bike lane can provide a more thoughtful connection with the light rail at Apache. Sustainability: Green Stormwater Infrastructure could be integrated with landscaping plans, building on the successful pilot on College Avenue. The additional tree cover and shade contribute to the city-wide goal of 25% tree and shade canopy. Smith Innovation Hub design guidelines: The entrance from Apache Blvd to Smith Rd offers an extraordinary opportunity as a gateway. An example might involve a median with art and landscaping.
67. While we are still in the early stages of design, I believe the next round of revisions can offer a more nuanced approach. The neighborhood portion of Smith may include limited parking for residents and address sanitation

concerns, while making the road a shaded, people-oriented place for all road users."

- 68. The sooner improvements are agreed to and implemented the sooner those who use Smith Road will be able to do so with a greater degree of safety.
- 69. It is a good start on making our neighborhood better for all residents. Providing proper and safe bike lanes will encourage more biking, reducing car usage and encouraging a healthier lifestyle.
- 70. Glad to see improvements being made!
- 71. It would be nice to have the bike lane painted. It would slow down traffic in the area and designate the area for only bicycles.
- 72. None
- 73. N/a
- 74. Thank you so much for asking the community and having options that include bike lanes
- 75. Make it as human-centric and interconnected as possible for bicyclists and pedestrians. Also, allow for relaxed zoning laws -> if the area is residential, allow for local grocery stores etc. to also be zoned there.
- 76. It would be nice to have the large black garbage bins in front of the apartments on that road (closer to Apache) to be more discreet and to make it more difficult for dumping large items. (Mattresses/ furniture)
- 77. Was told Smith Rd project will help people on South side of Apache to get to Marketplace. HOW? Train tracks. Chicanes take space not necessary. Who is going to pay for this? Stacking people on top of people raises crime as we are already experiencing in Tempe. Charm of Tempe is gone. Look around. Buildings that will be an eyesore in 10 years.
- 78. Install "no right turn signs" at the intersections with traffic lights. Make sure Smith Road is safely connected to other bike paths/roads.

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

