

# Summary of Public Input: Alameda Drive Bicycle/ Pedestrian Concept Design

## I. Background

The City of Tempe has \$75,000 in design funds for the design of bicycle and pedestrian improvements on Alameda Drive from Rural Road on the east to 48th Street on the west. Kittelson & Associates is under contract to develop concept plans that will be used to seek construction dollars. A public meeting was held on May 6, 2015 to gather public input regarding the design. Forty-nine people attended the meeting and provided staff with input as to what they would and would not like to see in terms of improvements on Alameda as well as what should be preserved. Participants marked up the roll plans and filled out the surveys provided at the meeting. Residents and businesses in the project area (Broadway Rd. to Southern Ave. Rural Rd. to 48<sup>th</sup> St.) were invited to the meeting and to comment online from May 6 through June 14.

## II. Online Survey results

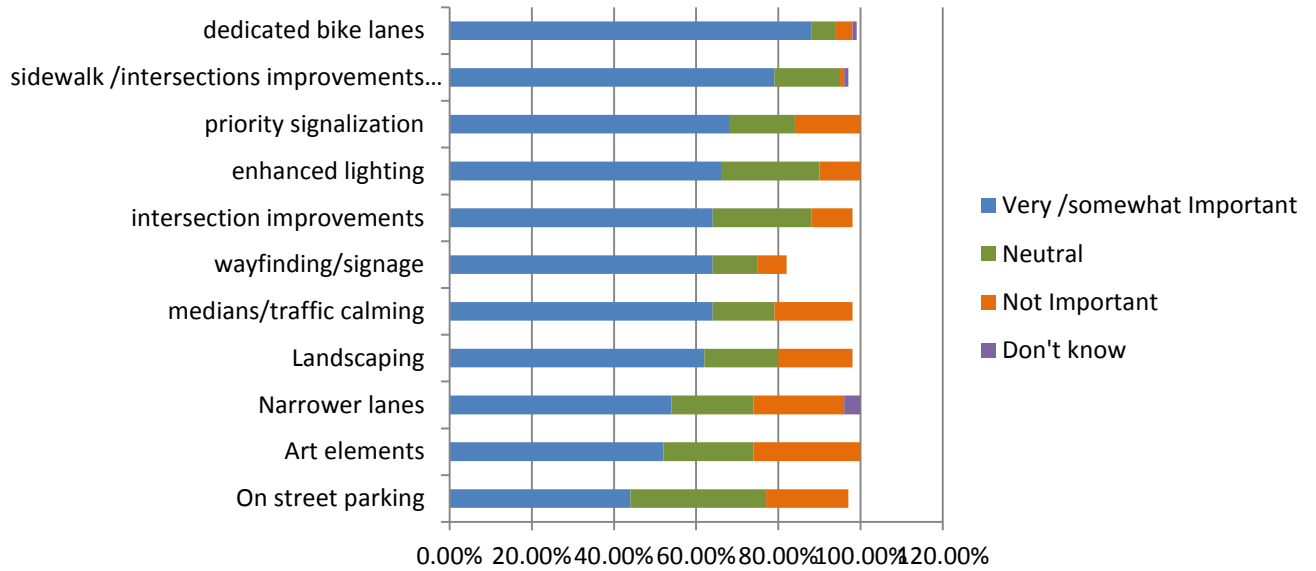
Fifty-six people responded to the survey online, though not all respondents answered every question.

### Design Elements

The first question asked respondents to rate a list of potential design elements relative to the overall design of the streetscape. The “very important” and “somewhat important” responses were combined and are shown below in order of priority.

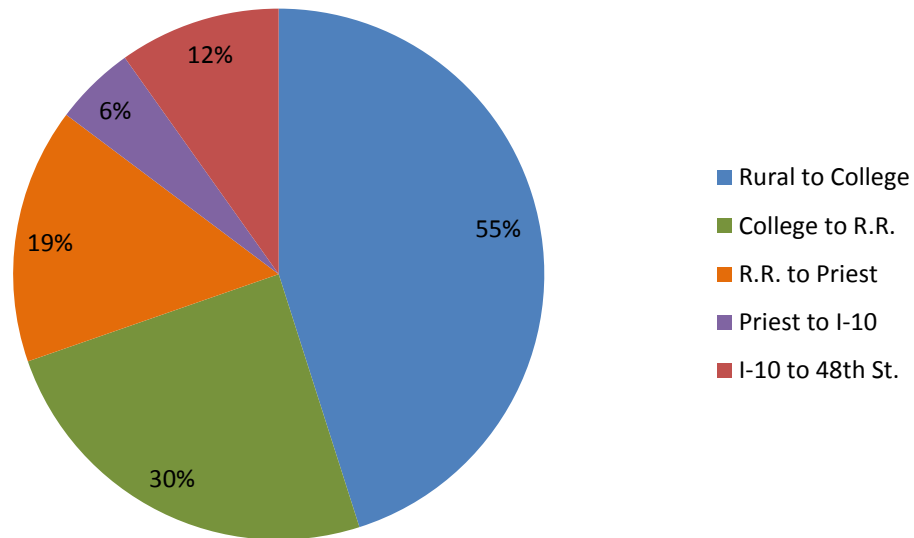
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|--|---|
| 1. dedicated on street bike lanes  | 88% answered “very important” or “somewhat important” |
| 2. sidewalk & intersection improvements for pedestrians& users with disabilities | 79% answered “very important” or “somewhat important” |
| 3. priority signalization for bikes/peds   | 68% answered “very important” or “somewhat important” |
| 4. enhanced lighting   | 64% answered “very important” or “somewhat important” |
| 5. physical intersection enhancements  | 64% answered “very important” or “somewhat important” |
| 6. wayfinding/signage  | 64% answered “very important” or “somewhat important” |
| 7. medians/traffic calming elements  | 64% answered “very important” or “somewhat important” |
| 8. enhanced landscaping  | 62% answered “very important” or “somewhat important” |
| 9. narrower vehicle lanes/road diet  | 54% answered “very important” or “somewhat important” |
| 10. art elements   | 52% answered “very important” or “somewhat important” |
| 11. accessible on street parking   | 44% answered “very important” or “somewhat important” |

The chart below illustrates the range of responses in greater detail.



### Segment Priorities

The second question asked respondents to rank the five segments of Alameda in terms of the priority for improvements. The segments were prioritized by the survey respondents as shown below.



### Top Concerns?

### Physical Improvements

1. No speed bumps. No islands. Parking for cars next to the curb.
2. Calm traffic, 2. Add bike lanes 3. narrow lanes
3. too wide
4. Lighting, traffic calming
5. The railroad tracks must be redone. The pavement can be smoothed out a bit but the pylons on both sides for entry are absolutely terrible and made it difficult to get groceries from the nearby Fry's and Sprouts. If Alameda had a connection through the 10 then it would help me out tremendously for my work commute.

### Safety Concerns

6. With warehouse traffic, large trucks shared lanes should not be considered between 48th and RR.
7. Cars go very, very fast
8. Increased traffic due to growth because of ASU & decrease in Broadway Rd - more congestion on Alameda and safety issue.
9. Too wide for amount of vehicles. Poor placement of bike signal button westbound at Mill. **RR** crossing unusable for disabled/special needs users.
10. crossing interstates, ADA compliance, don't want motorized wheelchairs stuck on the racks, prevented by bollards, unable to climb steep bridge over interstates
11. unsafe for cyclists (no declared lane, getting "doored"), cars go too fast, no traffic calming / enforcement
12. Traffic speed, 2. Unsafe for cyclists and peds, especially kids walking to/from school, 3. Unfriendly bus stops at Alameda and Rural
13. Many cyclists do not stop at Alameda and College for motorists. I'm concerned for the safety of cyclists who fail to obey basic traffic signs. Not sure if there can be an awareness campaign tied to the re-design to help remind both motorists and cyclists to work together in the each other's interest. For West Tempe, connecting neighborhoods with a high-crime area like south Phoenix doesn't make much sense. Most of this area is industrial/business park and its main visitors are vehicle commuters.
14. safety for pedestrians and cyclists
15. loss of designated left turn lane in middle of street- while increasing width of parking lanes and designated bike lanes- will make pulling out of my driveway through bikes, parked cars and traffic more dangerous
16. Too wide which causes all cars to speed (including me... I just forget that it's only 25 mph!). -As someone who runs, walks, bikes, and drives on the Alameda Dr. segment between Rural Rd. and Mill Ave. regularly, I always feel unsafe. I avoid it
17. The stretch we live on (Rural to College) is too wide. Cars drive too fast and there is a lot of cut through traffic and too dark. Don't like the poles by the railroad tracks west of College.
18. Car traffic currently drives quite fast, Very dark night, Lots of rough pavement
19. speed, 2. low lighting, 3. width of right of way

### Bicycle Concerns

20. It would be a great way to get from Tempe to Phoenix, because trying to ride a bike on Broadway over the I-10 is a nightmare/dangerous.
21. 1) It needs a bike line for the kids to get to school in the neighborhood surrounding college and Alameda! 2) Any gaps in fences should be easy to ride through and not just pedestrian friendly. Specifically the wall gap at the Alameda and railroad intersection.
22. It is currently a vast expanse of concrete and asphalt. Car speed is too fast because of the width unsafe for bikes and pedestrians
23. Want protected bike lanes!
24. Railroad crossing 2. Industrial area between tracks going west 3. general lack of bike/ped infrastructure
25. I-10 Overpass is top priority
26. The improvements made along College have been deeply appreciated; the trees are growing larger and more lovely. If plans for Alameda are similar, that will also be appreciated. We are cyclists, trying to save on use of car. Any improvements that facilitate that will be great.
27. 1: Biker safety: for commuters, fitness folks, and active families with young children. 2: Pedestrian safety. 3. To have a separated or buffered bike lane.
28. Railroad
29. Wayfinding for people for people who don't already know how the corridor connects through. 2. Provide separation from traffic (especially trucks) from UPRR to Priest. 3. lights
30. An unmarked bike lane with parking on the street. The street crossing signal buttons no sensitive enough. No protected bike infrastructure Unchecked roadway unsafe for non-vehicle users
31. As someone who commutes frequently by bike from 48th St Phoenix to Tempe, the inclusion of bike lanes on Alameda Dr, especially a dedicated crossing for the I10 would save me, on average, 7 miles from a daily commute. Especially in monsoon season and during the hottest months of the year, this would be beneficial to my health (from the heat) and wellbeing (from the sudden onset of rain, which can cause sudden accidents).
32. Railroad crossing and private lot west of RR crossing. Both are obstacles to consistent through traffic.

### Multiple Concerns

33. No chicanes or art. No paint/markings in the street. We moved to Alameda because of the wide streets and unrestricted parking and we are bike riders (we use the paths). Residents have to wait forever at lights at College and at Mill. Don't want medians.
34. The railroad crossing. This needs to be seamless, accessible, and safe. There are designs out there for pedestrian/bicycle controlled crossings this would be an excellent place for that type of installation. 2. Alameda from Hardy to Priest is a very industrial area. Truck drivers are excellent as long as everything is well demarcated. This might be an interesting spot for a signalized cycle track on the North side. 3. Rural Rd and Alameda, this intersection currently has no bike space at all. It even has a button for cyclists located adjacent to the RTOL heading west on Alameda.

35. Road maintenance has been dismal especially from College to Mill. 2. How to maintain on-street parking, add bike-lane (especially separated bike-lane) without taking too much of the street for vehicles (Rural to College).
36. speeds are too high due to road being too wide, want to maintain easy access to homes
37. Ease of use for all ages of bikers 2. Retain on street parking 3. better lighting to calm the fears of "bad areas"
38. 1) Protected bike lanes 2) Traffic calming 3) Art/landscaping enhancements
39. The Rural to College Avenue segment is residential and needs to be safer for residents who bike, walk, play, etc., 1) Dedicated, protected bike lane; 2) Traffic calming; 3) Beautification.
40. That any work is viewed as an improvement to the properties of residents on Alameda, 2. Median work with Trees and Art. 3. Traffic calming to avoid overflow from the reduction on Broadway
41. Preserving a low Traffic bike route. 2. Lack of painted bike lanes 3. over-development
42. keeping block wall at end of Alameda, keep onside parking, do not want medians or street choker chicanes in street, need better lighting by railroad tracks
43. Too much traffic, 2. No bikes lanes, 3. cars drive too fast
44. Parking on the street- Rural Rd. to College Ave. - leave as is. Safety for drivers, bikers, & peds, visibility

#### No Changes

45. No real concerns on the section of Alameda that I use- Rural to College. Traffic could be slowed down. However I am not in favor of medians or speed bumps because of the inconvenience and wear and tear on the vehicles of residents.
46. Ease of use i.e. no speed bumps or tables Clear lines of sight, maintain street parking
47. on street parking, no medians, no bumps/use dips
48. Enough lanes to handle traffic, esp. if people use it as alternative to narrowed Broadway Rd, NO and NOT EVER two-way bike lanes!, Don't constrict bike lanes like on College from Southern to Alameda--not wide enough to handle bike volume.
49. I have RV gates and large trailers I need to back into my driveways and to get into my back yard. I do not want medians to block access to my driveways or narrow streets that will not allow me to maneuver my trailers into my driveways through to my back yard.
50. Where are we supposed to drive now? College Ave is virtually undriveable due to the "improvements" made a few years ago. We now have a crooked road line encased by a jungle of trees from Alameda to Southern on College. I have to drive on Alameda to get to my house now that College has the huge bumps north of Alameda in what was already a 25 MPH area. Ridiculous!! Now it looks as though you are going to ruin Alameda as you did to College. Far fewer use College anymore for biking and walking after the changes that bring the cars right next to the narrowed bike lanes (between Southern and Alameda where I live). Please don't ruin Alameda as well. You went from **maintenance free on College**, to massive water and plant maintenance expense, all to make it user unfriendly for pedestrians, runners and bikers. Please stop with all these changes. This is a CAR driven area, not bikes and pedestrians. We are not Santa Monica or any other cities you may be trying to mimic.
51. sometimes "change" is not "improvement" do not degrade what we already have

## General Concerns

52. underutilized corridor
53. on street parking, neighborhood enhancement, NO medians
54. pedestrian crossings too infrequent

## **What do you like about Alameda/what do you want to preserve?**

1. Simple road way, no extra flair needed to fancy it up.
2. The lower vehicle traffic compared to Broadway, University, and Southern.
3. I love the calm, quiet, unmarked, unrestricted wide streets. They are what led us to choose our home 3 yrs ago. We need neighbor friendly.
4. From Rural to tracks, preserve neighborhood character. Maintain Alameda and a good way to enter and exit the neighborhood. good connector to other streets for biking, transit and walking
5. The landscaping.
6. I like the spacious, wide open street where visibility is high. Great water drainage where we do not have floods on property in a heavy rainstorm. Parking on the street.
7. wide open- easy to see bikers and cars
8. Mostly quiet neighborhood collector.
9. Openness of the street is something I would like to see preserved.
10. I like it just the way it is now.
11. neighborhood community
12. streets are low traffic (usually)
13. This is a residential street -- it should remain that characteristic.
14. It's slow, it's pretty/people have nice yards- better than Broadway or Southern.
15. In 30 years of driving, biking, and walking on Alameda between Rural and Mill I've never encountered a problem.
16. width of road from Rural to tracks
17. keep traffic moving but slower
18. nice route E/W for bikes/pedestrians
19. I like that it is a nice wide street, feels spacious enough for cars and bikes to co-exist somewhat peacefully.
20. width, landscaping
21. Love those shade trees between Mill and College
22. We're neutral. The improvement benefits far exceed the current benefits, such as the wide street.
23. It's a low traffic corridor. The neighborhood feel is important to preserve. It's a family friendly area, so bicycle safety is paramount.  
Residential street between College and Rural.
24. Low traffic volume. And yards regardless of setback rights
25. Unobstructed access to my driveways.

26. I like the neighborhoods along Alameda, particularly between Rural and the railroad tracks. I like that bikers - including commuters, exercising adults, and active families, use this area for biking. Importantly, because active families with (young) children use this area for biking, there must be space for side-by-side biking. The improvements on Priest, for example, make family biking very difficult.
27. I like that it has been a safe, wide street to ride a bike for years.
28. shade, wide sidewalks
29. slow, attractive
30. Wide street, slow speed??
31. -On-street parking seems to be very important for the residents. It also preserves curb appeal in Tempe because residents will not be forced to park in their yards.
32. Nice street now with plenty of room for all users. Low speed limit. Lots of green, mature landscaping.
33. low vehicular volumes and speeds, continuous bike/ped connectivity citywide
34. discontinue alley traffic as a shortcut early in the morning and late in the evening, people throwing garbage- need clean up, keep poles inside of block walls but spread them better
35. there are sidewalks
36. I like our neighborhood and I would like our stretch to reflect that. I like what was done on College and would like to see something similar, i.e. landscaping with trees, narrower streets.
37. The median between Dorsey and Rural makes the traffic go slower and pay better attention. I would like to see more medians in the streets. Some parts can be quiet and therefore nicer to use; would like to see this extended
38. Leave it as is so we have one road to get to our homes beside Southern, Rural and Mill.
39. Love the aesthetic of the neighborhoods
40. It's nice and calm. There's hardly any traffic but it's a nice wide street with greens. It feels like a reprieve to neighborhoods I grew up in in NJ.
41. the open feeling
42. the lush landscaping next to Alameda Estates
43. Low car traffic numbers. lots of room for both cars and bike
44. ability to see down the street- makes for safety, ability to park cars

**What else would you like to tell us about how you think the Alameda Drive streetscape should be designed?**

1. Sign by parking lot west of RR tracks so people know to cross via parking lot. Need lots of signs and pavement markings, need education on what sharrows, share the road, bike lane ends, etc. means. Drivers and bicyclists interpret differently.
2. Simple, easily understood bike paths. Signs indicating current Tempe bike laws (bikes can take up whole lane, bike can't ride on sidewalks or against traffic, etc.) would be nice as well.
3. More shade trees would be nice - I like how College now has more shade and is nicer for bikes and pedestrians.

4. I really hope it can be greened up with median shade trees.
5. More trees. Shade for bikes at intersections with lights xeriscape. Local plants that preserve visibility.
6. More shade. I like the parking treatment on 13th just east of Hardy.
7. We would like our section (Mill west to railroad) to be considered da separate entity from what section 4 - Mill east to Rural chooses. They face different problems with speed than we do.
8. I would like to see sidewalks conducive for walking and jogging. I don't like the sidewalk on E side of College between Alameda and Southern for this reason. I would also like to see more trees and shade while reducing the total concrete and asphalt
9. There is an unused rail running from the uprr to priest between Alameda and Fairmont that could potentially be an excellent separate facility. If there were a way to integrate it with Alameda at Priest it could be better than any on- street facility. There is a potential for rail-to-trail grants as well.
10. As inexpensively as possible we need to maintain what we have. For example, the lane traveling west to east between College and Rural is in need of repair. I would also like to see a street sweeper come down Alameda more often.
11. Concerned the changes will cause more accidents and inconvenience to residents i.e. hardscape that blocks visibility.
12. Of the 4 options shared in Power-Point, I prefer the look of the Separated Bike-Lane. Concerned, though, for the upkeep of the desert foliage without taking so much time and cost for the City.
13. The city is wasting the taxpayers' money.
14. Just say NO to traffic calming. Cars bottom out!
15. Improvements will increase safety for those in the neighborhood and church-goers. Lovely project will be both more beautiful and safer, raising property values.
16. Make sure neighbors don't feel like they get more car traffic, emphasize Tempe's bike corridors as safe for all ages
17. I live at the corner of Palm & Alameda -- the traffic is too fast for safe bicycling and pedestrian traffic -- it needs to be enhanced to improve the safety/enjoyability of the residents of this neighborhood.
18. Protected bike lanes throughout, large sidewalks, wayfaring signs. Sharrows when necessary. Thank you for all the bike improvements!
19. As plain as possible - no maintenance trees and plants- no median please
20. Better lines
21. Definitely enhanced traffic calming so long as it can coexist with the bike lanes e.g. avoid cars moving into the bike lane a medians, a la College Ave. maybe visual speed bumps or raised intersections.
22. Honestly, where I use Alameda the road is very wide and able to handle bikes and traffic fine as is. Seems we could use funds to make improvements where really needed. Wider sidewalks would be good.
23. There should be a high importance placed on accessibility and the safety of non-vehicle traffic.

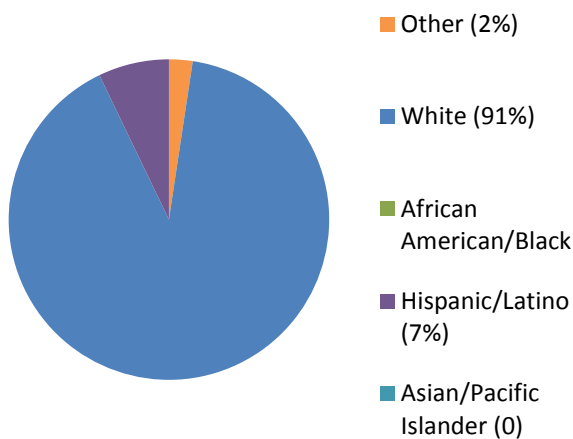


24. I have been waiting for an opportunity to say Thank You. Along College between Southern and Alameda, the landscape additions are growing into a cooler, more lovely entrance into our neighborhood. We like the metal art recently added to the center median.
25. Alameda between College and Rural is a wide, residential street. People drive too fast on this street. Without dedicated bike lanes (one on each side of the street) and traffic calming devices, it is too dangerous for bikers, walkers, neighborhood children. There are a lot of families and bikers in the neighborhood that need better protection. This section of the street also needs some beautification.
26. I commute up/down/across Alameda and College 5 days a week for work. I also ride -with my family - regularly on the weekends. I feel strongly that a lane that is somehow protected (buffered or separated) is incredibly important. This separation, however, must recognize that parents often need to ride side-by-side with children. Too, the heavy commuting on Alameda and College Avenue means that cyclists are often passing one another. Space must be allotted for these activities. The sections of bike improvement on Priest (between University and Southern) largely do not allow for either of these activities.
27. Honestly, I think that design similar to College Ave. between Southern and Broadway would be ideal. I use this road all the time in a variety of modes and feel completely safe (thankfully, since we live six houses from it). Separated bike lanes (that is, separated by parking spaces for the residents on that street) might be a positive addition but pros/cons should be examined heavily; it may even be wise to have it on one side of Alameda and move the car lanes to the other side. Traffic calming is key, and I honestly think that anything, even small changes, done to this stretch of road will be positive. Please do not make it as complicated as Hardy Dr.
28. keep protected bike lanes away from sidewalks (allow parking), cross section, sidewalk; bike lane; cars; bike lane; sidewalk
29. I would like to see a buffer between sidewalk and street/bike lanes similar to College. Prioritize protected biking infrastructure- Please do not use the Hardy approach of merging with sidewalk. This creates poor intersection crossings and leaves cyclists open to physical obstructions on the sidewalk. The improvement project there made i
30. Avoid the mistakes on Hardy. Do not have bike lanes on the side walk. Do not have random pylons. Do not put trees that grow into the bike lanes. Do not have that ugly median crossing with bleak stainless steel railing and no greenery.
31. The bike lanes should be exclusive to bikes, not shared with vehicles or pedestrians, and should have multiple access points for both entrance and exits, not just at light crossings or normally considered crosswalks.
32. keep the bike off the street, give them a dedicated bikeway separate from auto traffic
33. Please do not put bikes on the sidewalks, such as was done on a section of Hardy. We cyclists prefer to ride in bike lanes on the street.
34. Please do not make complicated and confusing changes to how bikes will use this important bike route. Please use feedback from the Hardy Dr. enhancements before proceeding.
35. Plantings, dedicated to bike lanes NOT on the sidewalk
36. have better crossing buttons

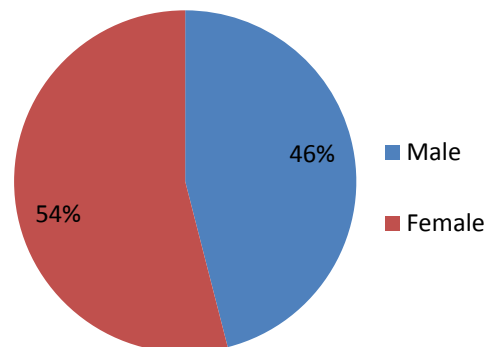
37. Enforce on street parking restrictions to commercial rigs and vans, xeriscape planting, enforce speed limit, investigate rumor that speed limit was imposed by former Mayor not by speed survey so tickets are unenforceable.
38. Any additions will be appreciated but please design it with all types of users in mind.
39. I live near Alameda and College Ave and work near 40th St. & University. It has always been difficult to bike to work because of the freeway. This change would really help. Also the pylons at the railroad tracks are a major pain when riding across the tracks- please remove.
40. Some attention to green storm water infrastructure would be great!
41. I would like to keep on-street parking, lower speed, enhanced lighting and landscaping. The ROW is way too wide.
42. I like Alameda between Rural and College as is. It has been good for 50 years. From College to Mill could add parking on north side of street. Safety concerns when crossing the railroad. Are there some better ways to slow traffic other than medians or speed bumps?

## Demographics

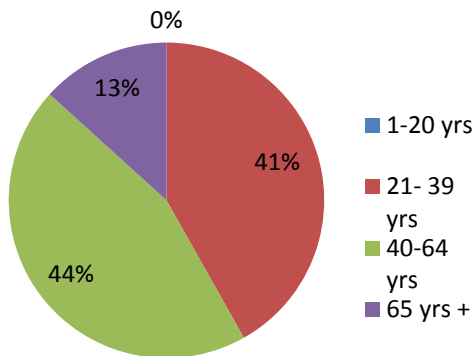
Ethnicity/Race



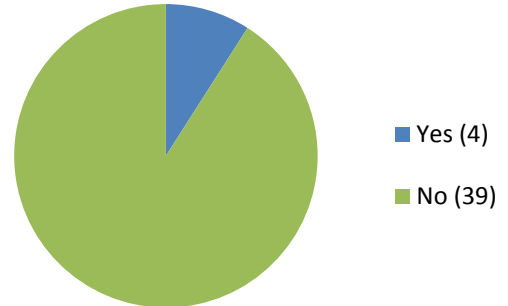
Gender



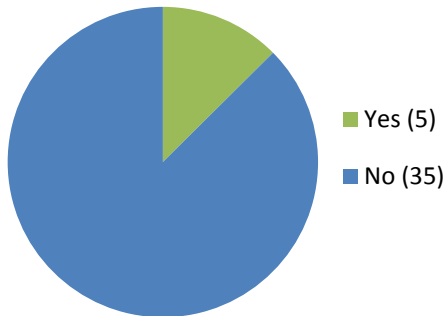
Age



Do you have a disability?



Veteran Status



### III. Comments emailed via website

#### June 22, 2015 – Email received from John Penry, Penry Consulting LLC

I hope you are all having a cool summer's day! For me, sarcasm is one way to cope with the heat. I am one who believes that you shouldn't complain about government not filling in a pot hole on your street if you never called city hall to tell them that you have a pot hole in your street. With this spirit of civic engagement, I am writing in response to a leaflet concerning the proposed changes to Alameda Drive.

I live a few streets off Alameda so taking away parking spaces won't affect me personally. But this seems counter to some of what I have read where the city is proposing the filling in of garages as a

way to increase home space. I'm not crazy about cars in the street, but I'm far more opposed to cars in the yards.

My main concern is the actual path being proposed. I appreciate the city's desire to create paths with a sense of style, but I hope the city sticks with something that works for those who are blind or in wheel chairs. For example the path on College north of Southern on one side is straight, but on the other side cuts a zig-zag path that seems like a cruel trick to the blind or wheel chair bound. It also seems more expensive than a straight path.

I like the trees that are growing along College and they will someday provide wonderful shade. But trees grow next to straight paths as well as they grow next to a zig-zag path.

Thank you for taking the time to consider my views. I appreciate the city's level of engagement.

**June 10, 2015 - Email from Anne Schutt:**

...I live on Palmcroft Drive in Tempe, off of Mill Avenue, and a neighbor just told me about plans to use Alameda to run a bypass connecting the 60 to the 101. Is this correct and where can I obtain information about it, other than what is mentioned in the Tempe ITC Strategic Plan of 2012.

I of course as a homeowner in this neighborhood (along with my spouse) oppose this plan and wonder where we can voice our opposition?

Thank you for your support.

**June 8, 2015 – email from Karen Welch:**

Please do not change a thing on Alameda Drive.

I walk my dogs there daily, sometimes in the street.

Put my tax dollars to better use in the schools.

**June 7, 2015 – Email from Gerald Ayres:**

I have lived one street from Alameda Drive for almost fifty years and have used this street hundreds of times in each of these years. It has served me and my neighbors well during this period. Roadways are meant to move vehicle and this street has done that job. If Alameda was in poor shape, I would be the first in line to say fix it. But why attempt to fix a problem that does not exist.

We do not need islands, rock piles, trees, bumps or humps in the middle of this street. They only impede traffic. I am also told that they cause a problem for emergency vehicles. Bicycle lanes like you put on College Ave. are a hazard when two bikers ride side by side or pass another biker as one of the bikers is frequently using the car lane. Alameda is a wide street that allows a good traffic flow. We don't need another job like you did on College.

If the city has money to spend on unneeded projects, why don't you just lower the tax rate and allow the tax payers to keep the unneeded money. (Of course I know Mayor Mitchell has said he would not do that.) If you have money that needs to be spent, do it on projects that need to be done. Our school is underfunded and can always use more funds. Arizona is on the bottom of the list for spending on schools. Many of our poor and aged citizens are in need of better housing and

decent food. Why not help those that cannot help themselves? There are always some streets that are in poor shape, fix them. There are many other projects that need help. Why not provide them with the funds rather than spend money on unneeded beautification projects. Beautification should be last thing on our spending list.

**June 06, 2015 - Email from Kathy Walsberg:**

Please keep on street parking on Alameda in the residential neighborhoods.

**June 6, 2015 – Email from Lucile Janes:**

I live on Alameda Drive and feel the residents on that road should have top priority and consideration as to how their street will be designed and used.

It is important to maintain on-street-parking, ease of entering and exiting resident's driveway, and visibility of traffic/bikes on the roadway. Trees and bushes block visibility and a driver could not see oncoming traffic/bicycles until they were upon them.

I do not want our excellent water drainage compromised or ruined. I do not want humps or street tables on the street to wear our our vehicles.

Sharrows is my preferred bicycle marking on the street between Rural and College.

**June 6, 2015 – Email from Eric Kennedy:**

Thanks so much for working on this important project. As a cyclist, I really appreciate whenever Tempe prioritizes investing in cyclist and pedestrian infrastructure. It lets me get around, which in turn allows me to shop at local business (vs. relying on amazon), go out for coffee and food more regularly, and get safely to and from ASU and other events.

A quick note: The revamped Hardy infrastructure was a bit of a disappointment. Moving the bike lanes unpredictably to sidewalks and having an atypical interface at intersections (having to merge with sidewalks, lack of ramps to do so, and putting the cyclist in a position where drivers don't expect them) ends up causing more harm than good. The solutions in your "Improvements A" document look much better, and I really look forward to their use.

A few other unsolicited things (sorry!):

- Going eastbound on 13th at mill, the bike lane is seriously potholed and rippled on the east side of the intersection. This nearly throws most riders through off their bikes at an already dangerous intersection. Any chance of a quick fix there?

- The Postino's Annex/CAVC area is becoming increasingly busy with new restaurants and facilities going in, but there's almost no bike racks. Any chance of a joint effort by ASU and Tempe to drastically improve the number of racks and other locking structures on the east + north of CAVC, and both sides of college ave, especially just outside Postino's/snooze, in the short-medium term?

- Still disheartened that Rural was rebuilt without /any/ infrastructure for cyclists (esp. protected, on such a high-volume road) - despite being directly adjacent to one of America's largest universities, with an incredible cyclist population. Any chance of a medium term fix there?

Again, thanks for your hard work on these issues - it's really appreciated. Please don't hesitate to let me know if there's anything I can do to help or support it!

June 5, 2015 – email from Anji Kate:

Your project proposal is terrible. A green bike lane doesn't protect a bicyclist from a distracted or impaired driver. Leave Alameda alone! It runs through some of the oldest and most beautiful

neighborhoods in Tempe. It's calm, and lined with tall old trees. More street lights are linked to higher criminal activity, not lower, not to mention it dims our view of the starry night sky. Tempe is neither bike friendly, nor safe. You've already ruined University by adding annoying, unnecessary stoplights every 15ft. You're ruining Tempe.

June 3, 2015 – email from Kim Garza:

I have lived near Alameda for almost 40 years and I am very excited about this project. I love to ride my bike but the freeways and railroads have always limited where you can ride. This plan will take biking in Tempe to a new level!

**June 5, 2015- Email from Brenda Fullmer:**

I live on Alameda between College and Rural and am very excited about the opportunity to improve our street. I drive, ride my bike and walk my dog along the street. The traffic speeds need to be slowed. I am in favor of adding medians, bike lanes and as much landscaping as possible. The center lane down this section of the road seems to send an unintentional message to drivers that it is a 45 mile an hour zone even though there are posted speed signs. I attended the meeting to review the plans and DISAGREED with those who stated medians would be an issue for pulling in an out of driveways. The street is wider than almost any other residential street I have driven on in the city so improvements to deter people from using it as a shortcut is a must.

**June 3, 2015 – Email from John, Joanne, Ephraim, Michael, and Jonathan McLoughlin:**

We would like to let you know how we feel about the new changes that they want to make to Alameda Dr. When we looked over their plans, we knew that we did not like the changes they were going to make. Here are our reasons:

First: If they put bicycle lanes in then we would no longer be able to park in front of our house. This change would make it impossible for people to park around the churches at the corner when they have an over flow of people needing to park.

Second: We do not like the idea of putting an island in the middle of the street. We get city bus traffic down our block and that would leave less area to get around them when needed. Also, it is safer to have the middle turn lane on Alameda Dr. because people sometimes have a hard time at the corners of the non-major streets in the middle of the block. If you have a driveway on Alameda and need to park you may need to go past your house in order to enter your driveway if there are islands on Alameda.

Third: We do not like speed bumps because they cause damage to the suspension of our cars over time.

**June 3, 2015 – Email from Bob Monahan:**

My family and I have lived in Tempe since the summer of 2005. Our first home was in the Knoll Gardens subdivision near Arizona Mills Mall. As a bicycle commuter there were some challenges to that neighborhood since it felt cut-off from the rest of the city and required riding along sidewalks to access the better bike routes. After moving from that house we have been renting in the Hollis Park neighborhood and will be closing on a home this month in Meyer Park. We are happy to have found a home within reach for our family that would support our goal of having our kids go to school in the community they live Hudson, Connolly and McClintock and still live central to the city to have access to the orbits and great bike routes.

For biking to work, church and to have fun in Downtown Tempe we use the safe, low traffic bike routes on Terrace, Alameda, College and Dorsey. Dorsey is our favorite except for where it terminates at Rural and Vista Del Cerro, but it does provide safe passage nearly all the way to campus. We have found a work-around by cutting behind the Vista Del Sol apartments at ASU after crossing in the cross walk at Vista Del Cerro and waking up rural against traffic (I know that is not generally a safe practice, but there are really no other viable options to cross to the safety of the bike lanes of McAllister and the College Ave Mall through campus). The bike lanes are wide, the speed bumps slow traffic and it is a low traffic neighborhood street. Tempe is truly a gem in the Phoenix valley in having communities like this.

I am concerned with the planned enhancements for bike and pedestrian traffic on Alameda. Currently Alameda is used by many bike commuters daily. It is another low traffic route and is wide enough for cars and bikes to share even when cars are parked on the streets. I have never had any issue using Alameda. I used Priest or Hardy to connect to Alameda and rode that to College to connect to my work at ASU and I currently use Alameda between Dorsey and College for the days I don't take Dorsey. Forgive all the details, but I share them to illustrate how important planning is for a bicycle commuter and how important the routes are. My concern is not just an aversion to change, but what I have seen since Hardy was redeveloped has put me on edge. If the safe wide route of Alameda is developed similar to Hardy it will be a shame. Hardy was a great idea and I fully supported it, but it was poorly executed. Please consider these challenges when choosing a plan for Alameda.

1. The bike lanes are separated from traffic, but in a serpentine way.
2. The curb cuts require riders to make tight turns and are easily missed.
3. The bus stops and pilings around them are directly in front of bike lanes
4. The trees are already growing into the bike lane pushing riders to the edge near traffic.
5. The bike lane is raised higher than the street on some areas and could result in a drop from the curb to the street in an accident. When I ride it with my kids I need to ride in the street to assure they are aware of the drop off to their left.
6. Many riders are choosing the street instead of the new bike lane

The changes to Hardy have not make bicycle passage safer. It truly feels like an obstacle course. I recommend all decision makers ride Hardy to experience it. It has, unfortunately, become a joke among regular bike commuters, because it feels like resistance was added intentionally. I hope that the planned enhancements are not an effort to simply have more mileage of protected bike lanes. I would hope that the plans make riding safer and walking in these areas safer and easier. I am very concerned with what seems to be a race to add mileage and protected lanes among cities. In my opinion I would love to see changes like, painted bike lanes, traffic calming circles, medians with art and landscaping, speed bumps and tables. Change is good and can make our bike routes better and safer, but please listen and learn from the developments of Hardy.

Thank you for reading and your service to Tempe. My family and I love Tempe and want it to be the best it can be.

**June 2, 2015 – Email from Sherri Wilson:**

I am a 30 year resident of Tempe and live on Alameda Dr. between Mill and Rural Rd. I am very disappointed in the plan to place speed bumps in the roadway. These are very hard on our cars.

They break motor mounts and under carriages of vehicles. They also make a lot of unwanted noise when cars go over them. This is something that is not good for the community. Also the residents in this neighborhood do not want to lose our on street parking. We also do not want islands blocking our access to our driveways. We have had no problems with people riding their bicycles down our street. So why spend money to change something that already works. Thanks for listening

**June 1, 2015 – Email from Marjorie Thornton:**

I live at 400 E. Alameda Dr. I strongly recommend that on Alameda Dr. between College Ave. and Rural, calming islands be installed such as are on College Ave. Alameda is wide and is often used by cars going at high speeds. I hope this will be seriously considered. I petitioned for it with neighbor signatures several years ago. Thanks for your consideration.

**May 31, 2015 – Email from Dianne Bryce:**

I wish the city would stop wasting time, effort, and money on these projects that do not help the traffic flow or reduce the danger of the busiest intersections such as Rural and Southern where the left-turns in and out of the commercial businesses are frightening. Fifth Street, Mill, College, have not been helped. The Hardy taming is the best - at least it provides safety for the bicyclists. Neighbors say that they feel that College has increased in danger for bicyclists, walkers, and runners.

**May 29, 2015 – email from Matt Pallas:**

I could not make it to the meeting. I have lived in Tempe almost all my life. My parents still live on the corner of Loyola Dr and Alameda Dr.

As you know they have already made College with traffic calming medians and landscaping. There are challenges like Orbits that take up the entire road or stop in bike lanes. Vehicles swerving into bike lanes.

What are you actually going to do with Alameda? Will we still be able to park on Alameda? Have you driven east or west on Alameda at College? The landscape is challenging to get around especially with vehicles parked on the shoulder. If a bike were to be in that lane along with a parked vehicle, there would be no room for vehicle traffic.

What about the 520 Express? It's a full size bus that travels East and West on Alameda.

I saw ideas but no actual plans.

What about the dozen spears by the rail road tracks? Can you even get through that with a mobility aid? I certainly can't get through with a bike trailer.



#### IV. Input received at May 6, Meeting (tally sheet from subgroup & comments from roll plan)

As part of the May 6, 2015 meeting, a group of neighbors discussed specific streetscape elements and ranked them. Fifteen residents ranked the elements as follows:

<u>Element</u>	<u>number of residents supporting</u>
1. Crossing gates and bells at railroad crossing	15
2. Slow down speed on Alameda	15
3. Ticket bikers at 4 way stops (College/Alameda)	15
4. Install small bike stop signs (College/Alameda)	15
5. Signal prioritization (speed up response) at Mill	15
6. Protected bike lane (sidewalk~bike lane~parking)	14
7. Keep on street parking:	
west of College Ave. north side only	
east of College Ave. both sides of street	15
8. No islands	10
9. Add medians (smaller ones)	6
10. Remove center lane	6
11. Speed bumps/tables	6
12. Detached sidewalk with planters between & cars)	4

## V. Facebook input

The following discussions were posted to Facebook:



**Kolby Granville** ▶ **Broadmor Neighborhood**

June 4 at 2:17pm · Tempe, AZ · 🌐

Alameda is slated for a road re-refresh. Now is the time to provide input on what you like and don't like about the planned changes. (You can post on this thread, but the better place to give feedback is via the online form)



### City of Tempe, AZ : Alameda Drive

This project will traverse east and west in Tempe from Rural Road to 48th Street at the Phoenix border and would involve re-characterizing three miles of a very wide collector street with no current bike or pedestrian amenities other than signage...

[TEMPE.GOV](http://TEMPE.GOV)

Like · Comment · Share

👍 6 people like this.



**Fatman Papou** Tried emailing... but bounced back.

June 4 at 3:24pm · Like



**Lori Meile Schmidt** I love bike lanes and traffic calming ideas!

June 4 at 9:10pm · Like · 👍 6



**Kolby Granville** Can you email me the bounce back?

[Kolby\\_granville@tempe.gov](mailto:Kolby_granville@tempe.gov)

June 4 at 9:11pm · Like



**Trevor Goodman** Dont touch Alemeda from rural to mill.... they did enough with the lights and roundabouts and everything a few years back... im sick of construction on that street and like it nice and open the way it is

June 4 at 11:44pm · Like



**Fatman Papou** I got a response from Eric Iverson but I forward it you also Kolby. I agree with traffic calming and bike lanes but not to the point it takes away from property values or use of property. If a lane is restricted I think it needs no parking areas in the same areas so all vehicles can travel through safely.

June 5 at 9:41am · Like · 1



**Melissa Rex** ^^and so no cyclists are crushed by competing auto traffic. bike lane = no parking

June 5 at 3:31pm · Like · 1



**Fatman Papou** Melissa have you been to Alameda and college? That truck and trailer is there every night. So dangerous. 40 feet back and it's safe but the it sits in front of someone else's house. So is that fare to either party?

June 5 at 4:12pm · Edited · Like



**Melissa Rex** i live just down the street and pass by there on my bike, motorcycle and in my car. it is dangerous yes. no its not necessarily fair to the person whose house is next door but neither is a dead child on their way to school. not much in life is fair a... [See More](#)

June 5 at 4:28pm · Like



**Paul Morris** Speed bumps with small cuts for bike travel would be good. (You can see these types of cuts on the south side of Daley Park.) Also adding a median with desert trees would be good. Street parking is still doable with a bike lane outside of the parking a... [See More](#)

June 6 at 10:24am · Like · 4



**Joan Westlake** I do agree that that huge landscape trailer should not be parking at the stop sign on Alameda at Rural. At times it is illegally too close to the Stop sign. There is a law against that. Speed bumps just wreck resident vehicles. More creative traffic slowing is more effective.

June 6 at 10:57am · Like · 1



**Paul Morris** Narrowing lanes slows traffic, too.

June 6 at 10:58am · Like · 3



**Fatman Papou** He is legally parked (far enough away from the stop sign). But if they put landscaping up and down Alameda then this problem is going to present itself multiple times.

June 6 at 2:59pm · Like



**Caroline Miller** I think the city needs to find better things to do. You know, like get the B&E (and other petty crimes) problems in the area under control?

June 7 at 6:43pm · Like · 2



**Michael O'Connor** People fly down that stretch of Alameda and it is dangerous to back out of my driveway. The road could definitely use bike lanes and calming devices to ensure people drive the speed limit.

June 13 at 3:27pm · Like · 4



**Matt Putnam** As long as it doesn't end up like Hardy. Most UNbike friendly renovation.

A simple green bike lane so people know it's heavily traveled would do.

June 20 at 8:48am · Edited · Like · 2



**Rob Fullmer**

June 2 at 8:39pm



Hi. Thanks for the anonymous and unsolicited FUD.

**Attention**

**Did You Know?**

Are you and your neighbors aware of the Alameda Drive Bicycle/Pedestrian Project?

Did you know that the City of Tempe would like to possibly install islands up and down Alameda Dr. They would also like to install speed bumps and bicycle lanes that may not allow you to park in front of your own home.

Please contact your City Council members and voice your opinion before the next public meeting on this project. The meeting will be held in Sept 2015

<p><b>Mark Mitchell, Mayor</b> (480) 350-8793, Fax (480) 350-8996 Email: mark_mitchell@tempe.gov</p>	<p><b>Corey Woods, Vice Mayor</b> (480) 350-8798, Fax (480) 350-8996 Email: Corey_woods@tempe.gov</p>
<p><b>Robin Amendolite-Savage, Councilmember</b> (480)350-8792, Fax (480) 350-8996 Email: robin_amendolite-savage@tempe.gov</p>	<p><b>Kolby Granville, Councilmember</b> (480)350-8796, Fax (480) 350-8996 Email: Kolby_granville@tempe.gov</p>
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Like · Comment

Lauren Kuby likes this.

Seen by 101



**Lauren Kuby** <http://www.tempe.gov/.../transporta.../bicycle/alameda-drive>



### City of Tempe, AZ : Alameda Drive

This project will traverse east and west in Tempe from Rural Road to 48th Street at the Phoenix border and...

TEMPE.GOV

June 2 at 9:56pm · Like · 1



**Mark Svorinic** It is unfortunate that individuals create fear, uncertainty and doubt via a tactic such as this. The facts regarding the proposed elements, design and timelines for Alameda streetscaping can be found at [www.tempe.gov/Alamedadrive](http://www.tempe.gov/Alamedadrive). Please spread the word Brentwood-Cavalier Neighborhood FB members. The link is quite informative and includes the opportunity to download and review a number of pertinent documents.



### City of Tempe, AZ : Alameda Drive

This project will traverse east and west in Tempe from Rural Road to 48th Street at the Phoenix border and...

TEMPE.GOV

June 2 at 9:58pm · Like · 3



**Joan Westlake** Reminds me of the huge bus hitting a bicyclist flier that was distributed to freak out people about the Orbit. Funny, I see some of those families who testified that their kids would be molested if the Orbit ran now taking it on a regular basis. I guess all is fair in love and fliers. Just get the facts.

June 3 at 7:28am · Like · 1



**Mark Wood** nowhere does it mention that residents will have to call the city for landscape maintenance (tree trimming ,weed control) like on college ave improvements. how bicycles use the narrower street not the bicycle lane. stop sign on Alameda dosent apply to groups of bikes

June 3 at 7:58am · Like



**Grace Burnham**

May 6

Anyone going to the meeting tonight wanna bring up this impossible to pass with the trailer bike route. Alameda and dromedary.



Like · Comment

👍 5 people like this.

✓ Seen by 115



**Fatman Papou** Wow what was there a sale on concrete poles? Buy 2 get 5 free? Could have easily been completed and restricted with 2 or 3 poles and still allow for bike trailers... how does a mobility device work through there? Do they fit

May 6 at 4:33pm · Like · 👍 1



**Grace Burnham** I doubt A wheel chair would fit And he only way to go around is either southern or Broadway's witch means dealing with traffic and less the bike freidbly routes plus the added mileage.

May 6 at 4:34pm · Like · 👍 1



The screenshot shows a Facebook thread with six messages. Each message includes a profile picture, the user's name, the text of the message, and the time and interaction status (like, edit, or reply).

**Grace Burnham** Who do I need to talk to about this ?  
May 22 at 5:34am · Like

**Tempe Neighborhoods Laura** We feel your pain 😊 we hope to work with the railroad for a better solution  
May 22 at 4:19pm · Like · 👍 1

**Grace Burnham** Laura do you know who I can write a letter too ? It is the rail road that set up this. I am working around this intersection at least 3 times a week.  
May 24 at 12:03pm · Like

**Cindy Soto** My beach cruiser barely wiggles through there. Made it tough to easily go to Four Peaks tasting room!  
June 3 at 12:28am · Edited · Like

**Lauren Kuby** Grace, I contacted Don Bessler, Tempe's director of Public Works, about this issue a few weeks ago when you first posted. He messaged you and asked you to email him. Please email me at lauren\_kuby@tempe.gov and I will connect you. Don is already investigating.  
June 2 at 10:01pm · Like · 👍 1

**Grace Burnham** Hi, Lauren. I found that in my " other folder. I am sending you and Don a email now, Thank you.  
June 2 at 10:07pm · Like

## VI. Future input:

- a. Meetings with businesses, Diablo Stadium representatives, Fountainhead, and other potential stakeholders (June – September)
- b. Public Meeting September 16, 2015 to present design concept options
- c. Online comments September 16 – October 7, 2015