

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

Sept. 16, 2015 Meeting

## 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 48th St.) were invited to the meeting and to comment online from May 6 through June 14, 2015.

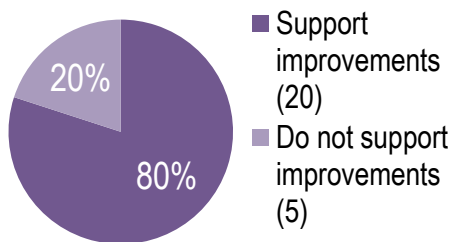
A second public meeting was held on September 16, 2015 to present design alternatives to the public and to seek input. Public comment was taken from Sept. 16 to Sept. 30, 2015. Twenty-eight people signed in at the meeting.

## II. Online Survey results

Twenty-five people responded to the survey; sixteen responded online and nine filled out hard copies at the meeting.

### Support for improvements

The first question asked respondents to whether they supported streetscape improvements to Alameda Drive between Rural Road on the east and 48th Street on the west. Respondents overwhelming support improvements as show in the chart below



### Alternatives

The second question asked respondents which alternative they preferred.

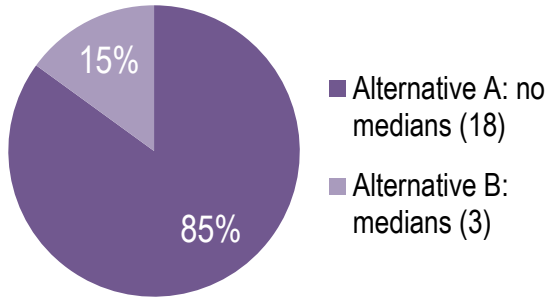
#### Alternative A

- Adds buffered bike lanes
- Improves sidewalk ramps and driveway aprons to meet ADA standards
- Improves bike crossing at Mill Avenue
- Maintains on-street parking
- Adds mid-block bulb-outs for traffic calming and landscaping

Alternative B

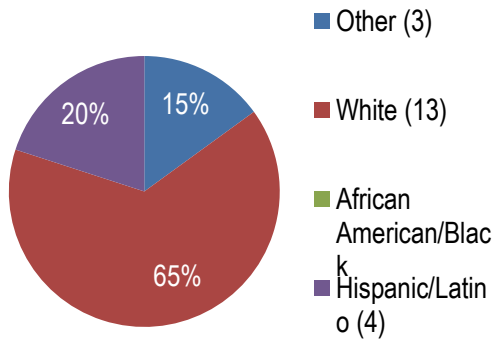
- Narrows the paved area with landscaped median islands
- Adds shared-lanes pavement markings
- Improves sidewalk ramps and driveway aprons to meet ADA standards
- Maintains on-street parking

The results are below.

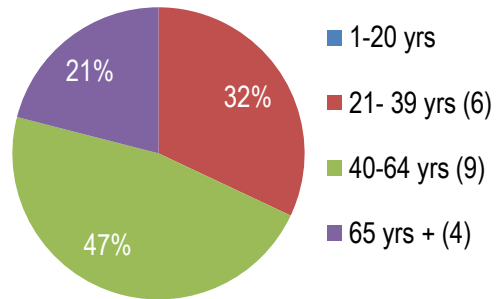


**Survey Respondent Demographics**

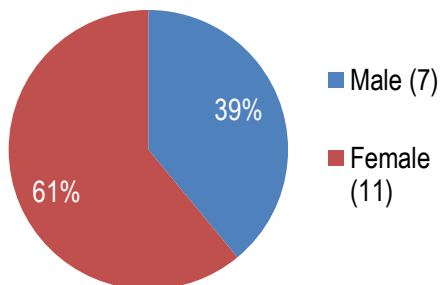
Ethnicity/Race



Age



Gender



Veteran Status: no respondents reported veteran status

Disability Status: no respondents reported having a disability

### III. Comments emailed

September 17, 2015

Eric-

First McClintock and Broadway Roads got so screwed up so I don't even drive on them anymore now you are going to mess with Alameda? That's how I get to work now in lieu of Broadway. Ugh am I going to have to take Southern now or are you going to mess that up too? Gotta get to work in Phoenix!!! Don't suggest a bus - it would take me an hour via 2 buses where driving takes 20 minutes.

*Hi and thanks for writing the city of Tempe about your concerns regarding Alameda Drive.*

*Alameda Drive has been identified in the Council-adopted Transportation Plan as a corridor for bicycle and pedestrian improvements. Recently, the City was awarded a regional planning grant of \$75,000 to conduct a public process to develop design concepts for the street from Rural Road to 48th Street. The city has held two public meetings and developed preferred design concepts that are available to view online at [www.tempe.gov/alamedadrive](http://www.tempe.gov/alamedadrive).*

*It is important to mention that there is no construction funding for this project so any changes are years away. Additionally, unlike Broadway Road or McClintock Drive, there would be no travel lanes removed on Alameda Drive. The project may include adding street trees, bike lanes, better sidewalks and other amenities. The vehicle lanes and on-street parking would remain essentially as they are today.*

*There has been growing usage of the bicycle, pedestrian and transit modes of travel in the region and in Tempe, and to accommodate that growth, the City has been building streets that provide accessible, comfortable sidewalks, bike lanes and transit facilities. We don't expect everyone to take alternative modes of travel. But by building streets that provide options for everyone, we hope to alleviate some of the traffic congestion on our streets.*

*Thanks again.*

*Sincerely,*

*Eric*

September 22, 2015

Seems like there should be dedicated bike lanes but I am not a biker! Lower speeds need to be encouraged but no bumps. Calming islands? Like center landscaping. I have lived between College and Rural for over 50 years. The fact that Alameda is so open and wide has made it seem more commercial and less of an intimate neighborhood. Hope the project can fix that. Thanks for the attention it is getting!!

September 29, 2015

I have already provided feedback but I want to stress at the end of Alameda Drive by the tracks the polls must stay and be spaced where motorcycles cannot go through. That has been a previous issue. Seems when this subject was brought up, it was stated not your problem but law enforcements but it will be mine since I live at the end of the street. This project should not give people more problems. City is concerned to only get the roads to look pretty but not looking at the issues that may come of it. The medians - most are a hazard, look at Ash and Farmer street for example. Might slow vehicles but cause more of a hazard trying to see them and get around them, cannot see them that well at night. I have seen once the medians put in no one takes care of the plant/trees, garbage in them. So it doesn't look so pretty. Hardly can see them at night. Bikers cannot see that well at night and they follow no laws (this is not enforced or looked at). Who is responsible keeping ALL areas clean? Are the weeds on the side of the tracks going to be taken care of since more people will be using the bike route? Are there garbage can/s going to be put out? Will they be emptied? Already have an issue with vehicles coming down the street not realizing this is a dead-end. They travel fast therefore request a bigger sign indicating 'dead-end' since more people will be accessing the route. I feel the funds could be used in other needed areas than making Tempe roads more hazardous with medians.

*Thanks for your comments on the Alameda Drive Project. To assure you, all traffic devices (medians, chicanes etc...) are built in compliance with defensible transportation design guidelines. They do sometimes get hit, as do sidewalks, curbs, parking bumpers, poles and more, but by following the national standard design guidelines we are building these the best that we can. There will always be a certain amount of driver error and non-compliance. Public Works is responsible for cleaning medians and all right of way in the city. Our landscape crews do work city wide and a lot of the landscape maintenance is trash collection. Any new landscape areas on Alameda would be maintained similarly, including by the railroad. As with driver error, there is also some members of the public that litter and unfortunately that can end up in our landscape areas. We feel the added trees and greenery are a benefit to the city's quality of life, overall. Your specific comments about signage on Alameda will be considered as we move forward.*

*Sincerely,*

*Eric Iwersen*

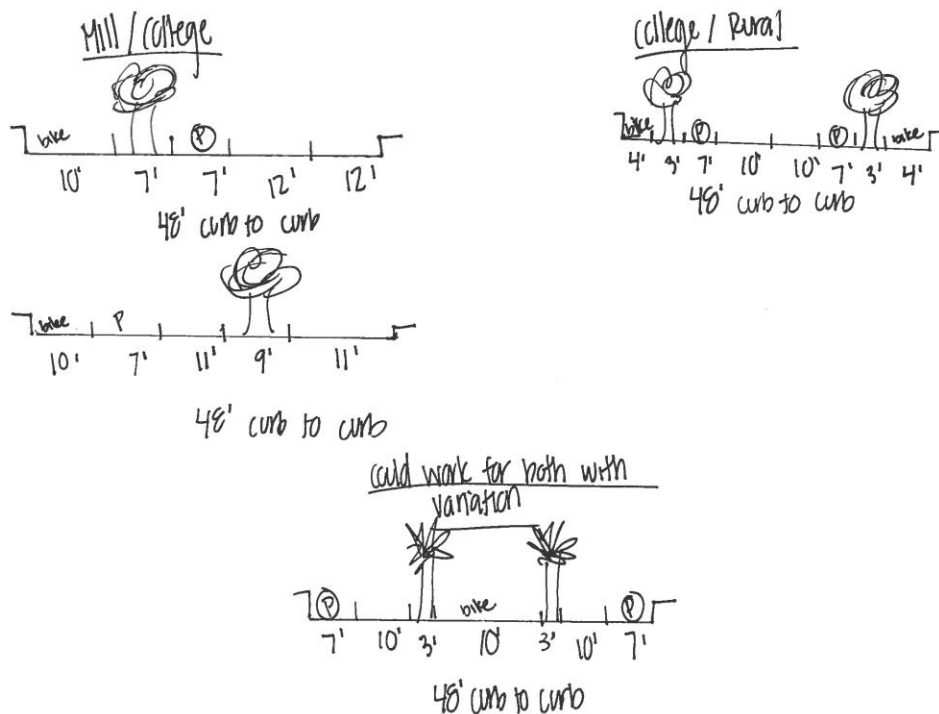
September 29, 2015

I know I am being "that" neighbor right now (and I apologize) but I sketched out a couple ideas for Alameda. I don't think either of the options presented did enough to protect the bicyclists on the road. Please ignore my slanted drawings, ha! I really prefer the bottom option that I drew on a larger scale on the second page of the attachment because I think it could work for both segments of Alameda.

This option resembles Palm Walk and could make Alameda Drive a notable thoroughfare. The neighborhood has many mature palms so it's a compatible landscaping choice. As far as the curbing, I am not sure if Engineering would agree to rolled curb but that would allow bicyclists to cut in and out of the

"bike corridor". I would imagine the palms to be at least ten feet apart to allow for ingress and egress for the bikes and possibly some future artwork. Within the spacing of the trees some bollard lighting could be added too. This option would obviously be a bit pricier but since the City is obtaining the funding through bicycle improvements, I think this option does the best at providing protection for the bikers.

Again, sorry for being "that" neighbor but I thought I would throw a couple of ideas out there.



*I think it's great you are so active in trying to improve your neighborhood and Alameda specifically. I know I am for my neighborhood and for my street, Farmer Ave. We will look at these designs and consider them as we move forward. One thing to keep in mind is that we have time to select trees; palms should be considered because they do have a strong way of setting a tone and giving a sense of arrival and they are very drought tolerant and can live off rainfall in most cases. The downside is that they provide little shade.*

*Regarding the alternative road designs: having a two way bike lane on one side of the road is not recommended in national designs standards for short distances, and can present intersection confusion because of putting bicyclists in the wrong direction of traffic. Two way bike lanes work on one-way streets really well, however. One thing I think we really can consider is your idea of a planting strip between the bike lane and the rest of the street; a protected bike lane. We have protected bike lanes in Tempe but we have not taken the step to put landscaping in the protection zone. With all of the driveways along Alameda, and all the houses facing the street, this is going to be challenging however. I think the half*

*mile from Mill to College is the best section for possible creative solutions because there are limited driveways and there is no on-street parking on the north side of the street.*

*We will continue to stay in touch. We are currently pursuing grant money to fund the projects. When we secure that we will be back to you all for more detailed discussions about the street changes.*

*Thanks,*

*Eric*

September 30, 2015

Thanks for the quick response and explaining the industry standard- who knew! Does that standard discourage two way bike traffic in the middle of the street or just when it is located on one side of the road?

The palm trees came to mind because the landscape area on my preferred option would be pretty narrow to allow for at least 4 feet in either direction for bike traffic. Another reason I like this option is it's somewhat similar to what we have now (but improved, obviously). It would just convert the middle lane to a bike corridor. Keeping it relatively similar to what we have now might alleviate some of the resident's concerns about lack of visibility of the bikers while backing out of their driveway. Just a thought!

Thanks for considering them. I really appreciate it!

Have a great day,

## IV. Facebook input

The following discussions were posted to Facebook:

### Facebook September 17, 2015 - Broadmor page



**Tempe Neighborhoods Laura**

September 17 at 8:00am · Tempe, AZ

For those of you that might have been unable to attend last night's meeting re the Alameda streetscape design you can go to <http://www.tempe.gov/.../public-works/t.../bicycle/alameda-drive> to view the PowerPoint presentation and comment online through Sept. 30



#### 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 will involve re-characterizing three miles of a wide collector street with no current bike or pedestrian amenities other than signage...

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Like Comment Share

11 people like this.



**Soup Campbell** ahhhh remember college ave.? It was a very nice, and wide, bike friendly, blind friendly, passage. Now, it is not! How's this? We use the money for Alameda, and restore college ave., back to what it was (a bike friendly, blind friendly, passage).

Like · Reply · 2 · September 17 at 12:29pm



**Joan Westlake** Traffic has slowed down on College and cut-through traffic is definitely reduced. Will always have the school parent traffic during certain times but it seems to have slowed down some of the crazy SUV parent driving.

Like · Reply · 3 · September 18 at 7:34am · Edited



**Lori Meile Schmidt** I love bike lanes and traffic calming ...nice landscaping too!

Like · Reply · 1 · September 20 at 1:15pm



**Maria Bahr** I love the new College Ave with traffic calming and trees.

Like · Reply · 1 · September 20 at 1:55pm



**Lori Meile Schmidt** Maria, I agree! Who doesn't like fewer cars driving slower and a street that looks better? I enjoy riding my bike down college ...

Like · Reply · September 20 at 5:09pm

September 17, 2015 - NuVista page



**Tempe Neighborhoods Laura**

September 17 at 7:58am · Tempe, AZ

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👍 Like    💬 Comment    ➦ Share

✓ Seen by 23



**Ma Pal** Any way they can look at what under the street before they do all these improvements? Repair old water lines or major repairs needed. Or it will turn into what college looks like now.

September 17 at 8:28am · Like



**Tempe Neighborhoods Laura** Tempe engineers share existing plans with the city's contractors prior to all construction, but as you know much of the infrastructure in this area is 50 years old - sometimes there are gaps and inconsistencies. Potholing is also used to assist with locating existing utilities

September 17 at 1:24pm · Like



## **V. Phone Call**

Phone call September 17, 2015

Speed bumps are a chiropractic nightmare for my wife. I have lived her on Concorda since 1978. I have to slow down to 5 miles per hour to avoid chiropractic problems. I hope the final design does not include speed bumps. There needs to be another way to slow down traffic that doesn't include speed bumps.