

5th Street Streetscape

Issue Review Session

October 19, 2017





- Project History
- Public Input & Design Goals
- Preliminary Design
- Project Testing
- Design Modifications
 - Vehicle capacity
 - Project benefits
- Next Steps



Priority 3 – Quality of Life

3.26 Achieve a multimodal transportation system (20-minute city) where residents can walk , bicycle, or use public transit to meet all basic daily, non-work needs.

Project Limits & Context



- Approximately ½ mile
- Connects:
 - City Hall, Police/Courts
 - Mill Ave
 - ASU, Sun Devil Stadium
 - Transportation Center, light rail, transit service
 - Mixed-use development
 - Multi-family housing
 - Hotels
 - Hayden Butte/A Mountain
 - Historic and redeveloping neighborhoods

Project History



- 2015 Downtown Parking Study
- 2016 Design team hired
Oct 19 public meeting
- 2017 Preliminary design concept
April 4 public meeting
April 6 City Council meeting
Test phase
Design modifications

Project partnership with Sustainability & Transportation Commissions

Consolidate utility (water) line work, pavement management & parking needs; limit construction duplication

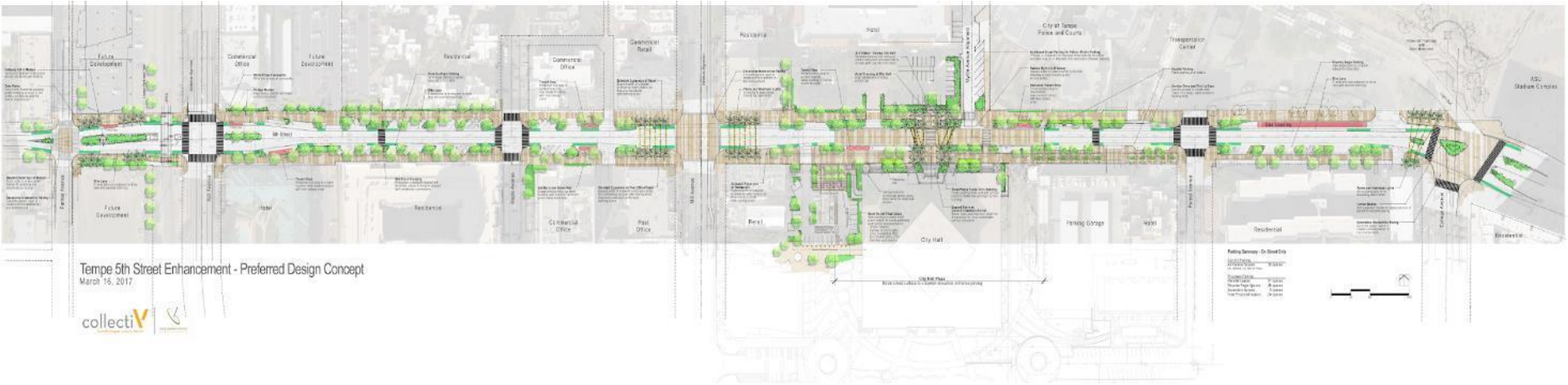


- Public Meetings (Oct '16 & April '17)
- Boards & Commissions
(Sustainability, Transportation, Disability Concerns, Parks, Historic Preservation, Development Review)
- City Departments Online comments
- Postcard notification of public meetings & test phase
- Community / Stakeholders
 - ASU
 - SRP
 - Tempe Mission Palms
 - DTA
 - Architekton
 - Studios 5c / Gammage & Burnham
 - Yam
 - Cousins
 - Businesses & Property Owners
 - Neighbors

Design Goals / Public Feedback



- Provide mobility for all
- Increase on-street parking
- Expand landscaping & shade
 - 25% canopy goal
- Utilize sustainable techniques (water harvesting)
 - 100% rainfall capture goal
- Preserve utility operations & allow for future growth
- Balance design with cost control & long term maintenance
- Connect to neighborhoods, protect but create gateways
- Create innovative, sustainable, iconic street



Balanced Street Approach

- Focus on supporting an active street that provides for all modes of travel; designed to be sustainable.
- Parking increase from 38 to ± 77 stalls / More pedestrian crossings / Continuous bike lanes / “City Hall Plaza” / Increased shade & landscaping throughout / Water harvesting / Gateway treatments / Vehicle capacity

Design Simulation Test Phase



- Two-week test of traffic impacts
- 1-week data collection: lunch, PM peak & ASU football game
- Simulated:
 - Remove dedicated right turn from EB 5th to SB Mill
 - Remove dedicated lefts turn @ Maple, Myrtle & Forest
 - Remove center lane: Ash – Maple & Mill – Forest



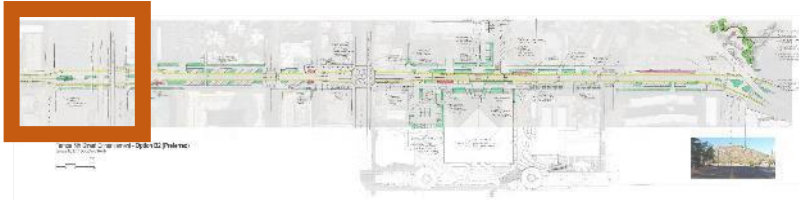
Test Phase Feedback



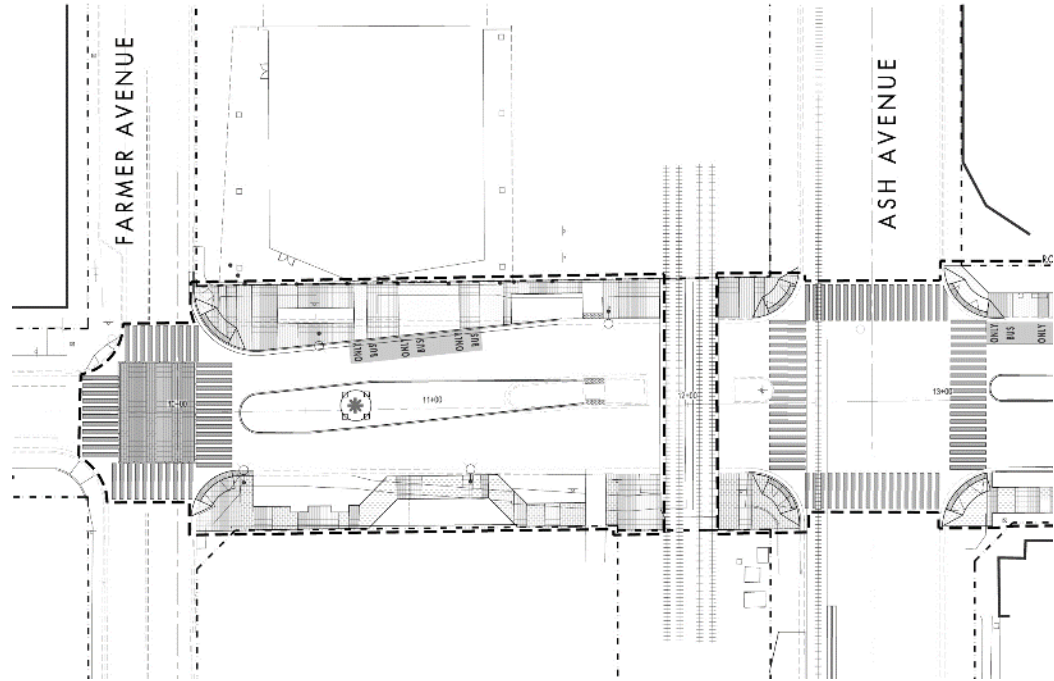
- Staff observations – 20 hours at Maple, Mill, Myrtle, Forest (weekday & football game)
 - Lunch & PM peak showed no additional delay for right turn @ Mill, or for left turns at Maple, Myrtle & Forest
- 25 + recorded comments & stakeholder feedback (21 online)
 - Some concern about turn movement removal & future traffic capacity with downtown density
 - Support for trees, pedestrian enhancements, extra parking



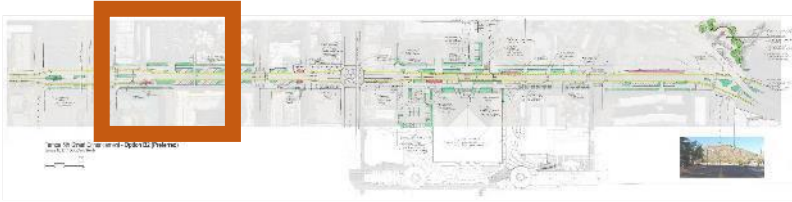
Farmer to Ash (Modified Design)



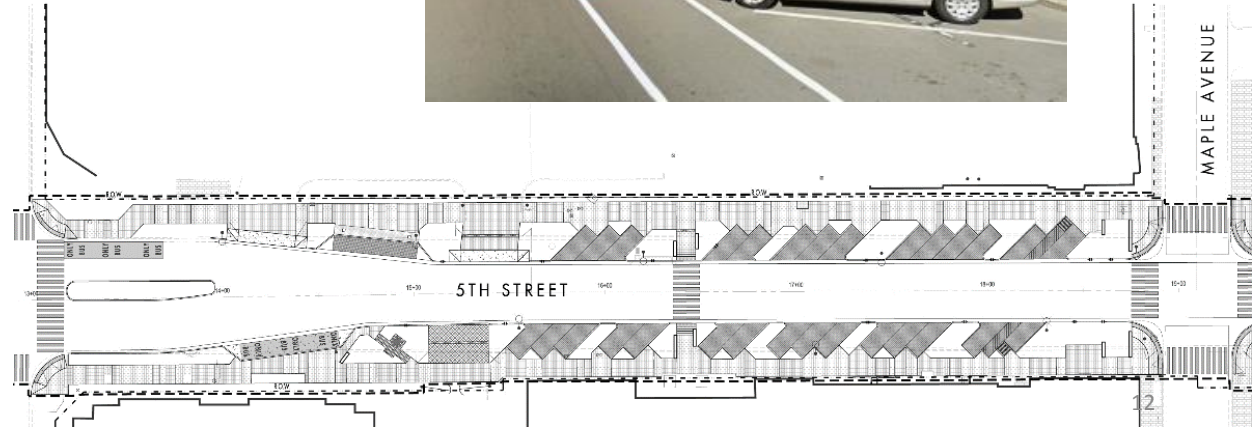
- No vehicular capacity changes
- Neighborhood transition
- Median gateway feature
- Preserves utility & railroad operations
- Introduces date palms & overhead lighting



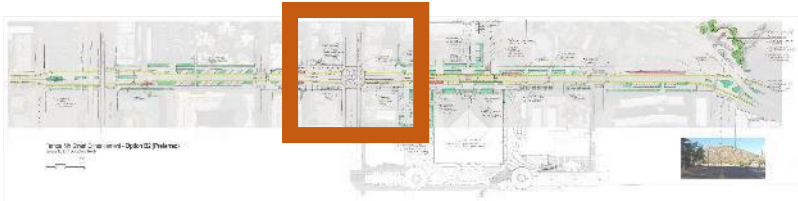
Ash to Maple



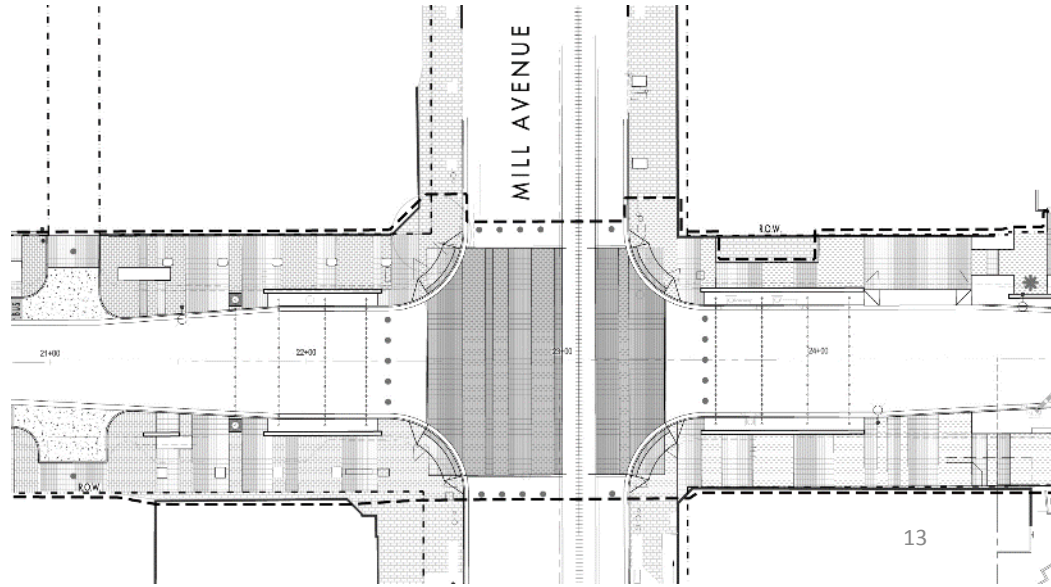
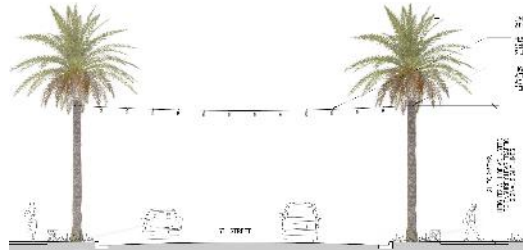
- Remove dedicated left turn lanes to Maple
 - No future density & disconnected street
- Remove mid-block center turn lane to:
 - Add reverse-in angled parking
 - Enhance landscape & shade



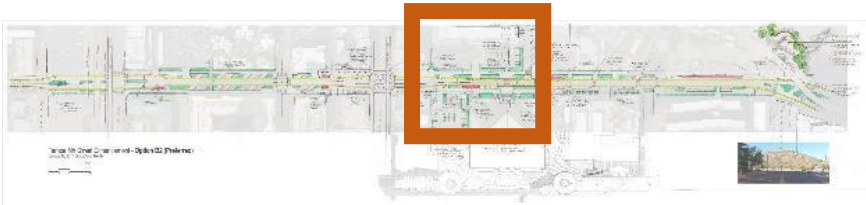
Mill Ave



- No vehicular capacity changes
 - Maintain right turn lane at Mill
- Enhanced sidewalk & gateway treatment



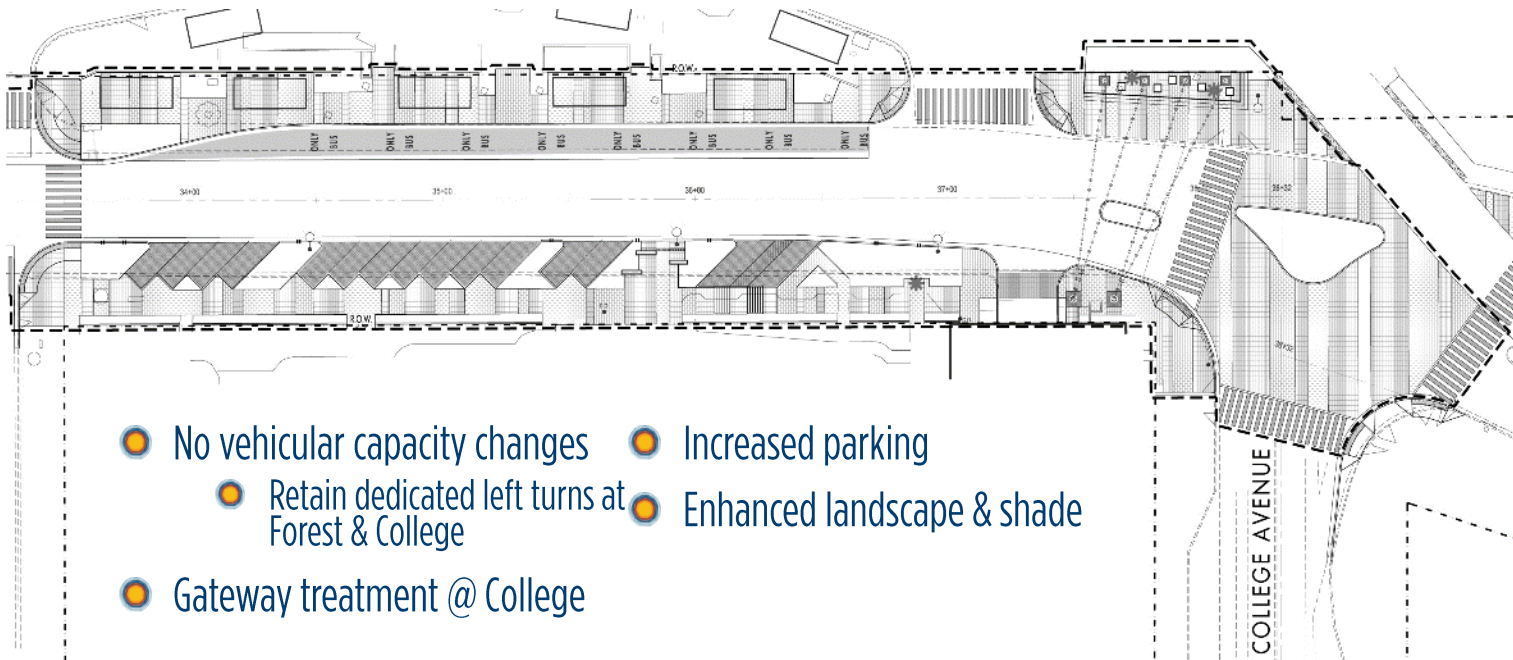
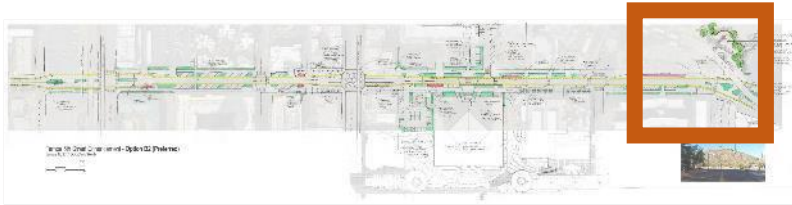
City Hall Plaza



- Remove dedicated left turn to Myrtle
 - No future density & disconnected street
- Remove mid-block center lane to:
 - Add reverse-in angled parking
 - Enhance landscape & shade
- Street raised to curb level
- Grand pedestrian crossing to Council Chamber stairway
- Public restrooms & edible landscape/social plaza @ City Hall
- Modular bollards for event/traffic control



Forest - College Ave



- No vehicular capacity changes
- Retain dedicated left turns at Forest & College
- Gateway treatment @ College
- Increased parking
- Enhanced landscape & shade



Vehicle Capacity Summary



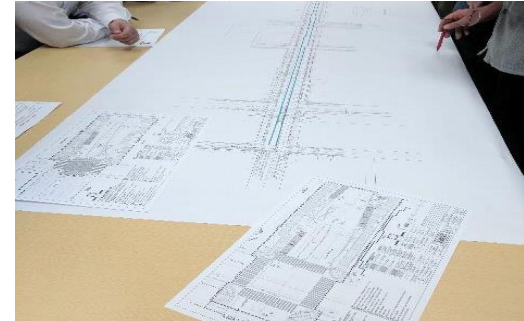
UNCHANGED:

- Maintain through capacity (east/west)
- Retain Farmer, Ash, College, Forest vehicular capacity
- Retain Mill Ave dedicated right turn lane

CHANGED:

- Widened pedestrian space & landscape
- Add parking
- Enhanced bike lanes
- Remove Maple & Myrtle dedicated left turns
- Removed Ash – Maple & City Hall center turn lanes

2040 Capacity Accommodated

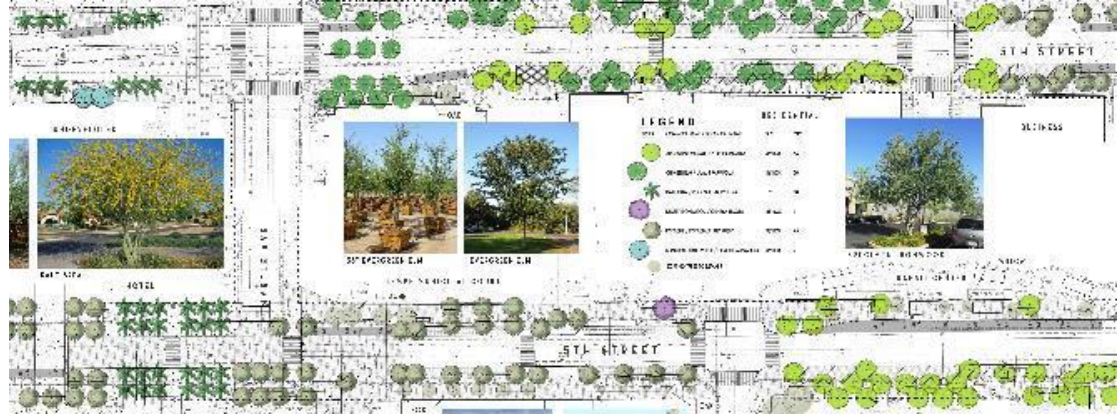


Character Summary



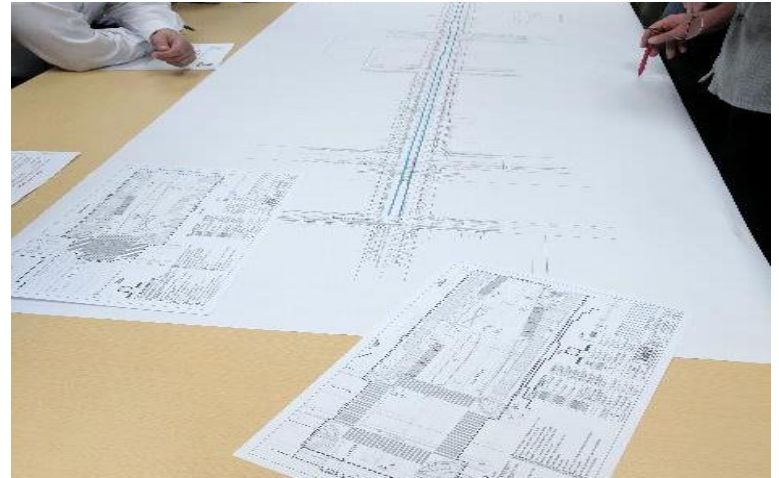
By the numbers:

- ± 70 parking spaces
- Maintain east/west vehicle capacity
- Civic center block
- Public restrooms
- Enhanced pedestrian spaces
- Improved ADA accessibility
- Public art
- Sustainability demonstration street
- 100% rainfall capture
- 25% canopy coverage (250 new trees) (8% today)



RECOMMENDATION:

- Support design to final documents in 2018
- Construction coordination with Streetcar & downtown development
 - Observe downtown traffic performance
 - Update CIP
- Partner with funded utility work (water), pavement management & parking implementation



The background features a series of concentric, hand-drawn style circles in shades of blue and yellow, creating a tunnel-like effect that frames the central text.

www.tempe.gov/5thStreet
