

Alameda Drive Bicycle & Pedestrian Streetscape Update

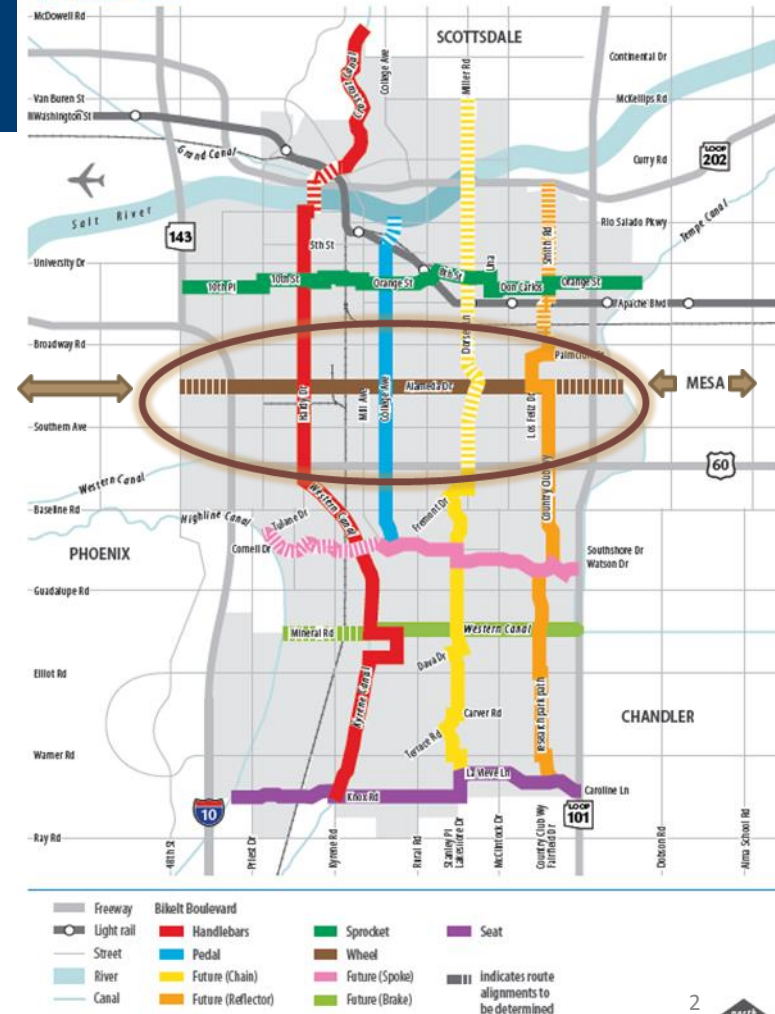
Public Meeting
December 12, 2018



Background

- Alameda Drive Bicycle & Pedestrian Streetscape corridor is part of the Bikelt Boulevard network in the Transportation Master Plan
- Funding for conceptual design in 2015 was obtained from the Maricopa Association of Governments (MAG)
- Prior project scope:
 - Collect and analyze transportation data
 - Solicit public input on potential improvements
 - Develop pedestrian/bicycle concepts
 - Create a 'Preferred Alternative'
 - Use Preferred Alternative to pursue federal construction funding

Figure 45: BIKEIT Routes



Background: Analysis of Conditions

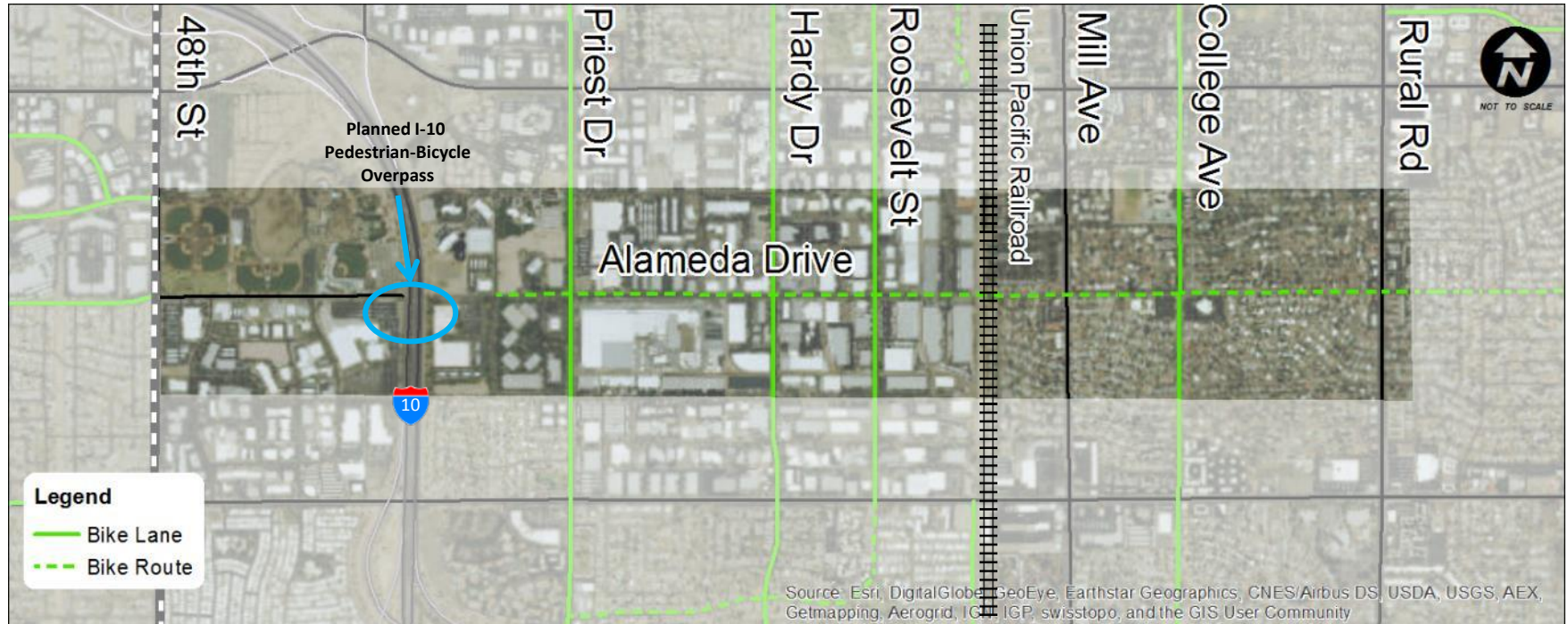


Alameda Drive traffic characteristics are ideal for pedestrian/bicycle movements:

Low vehicle traffic volumes

Regional pedestrian/bicycle connectivity

Non-continuous vehicular route



Background: Public Input



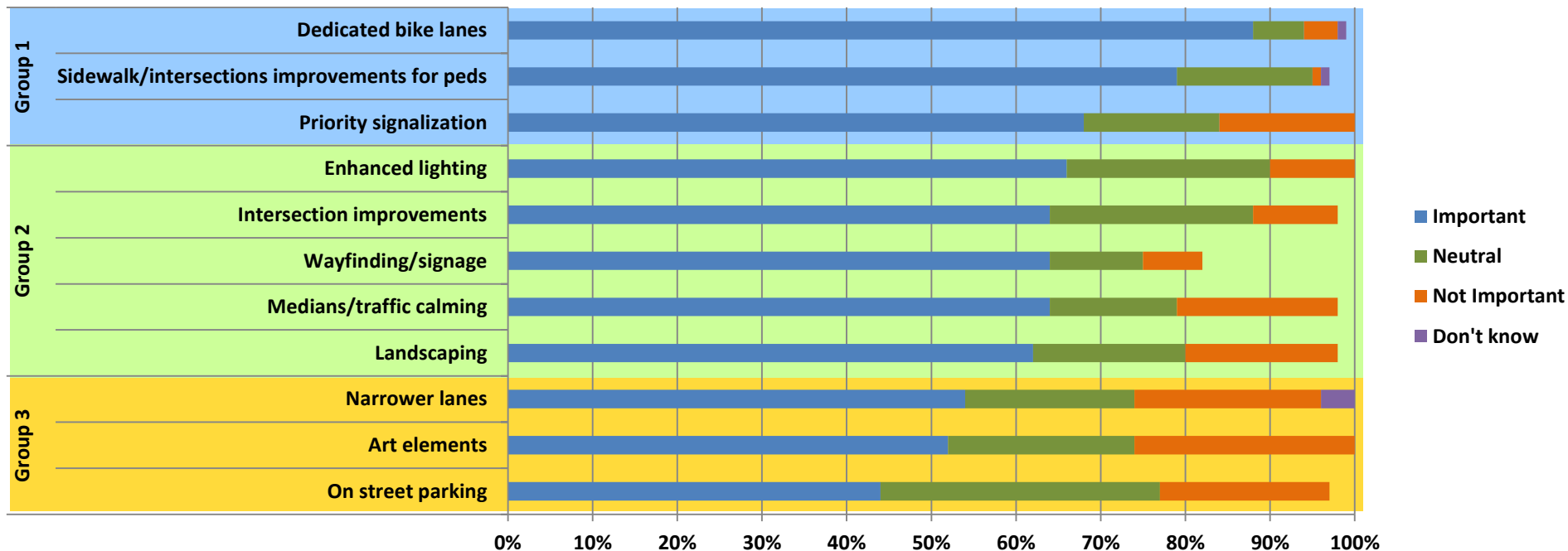
- **Public Meeting: May 6, 2015**
 - 45 people attended the meeting
 - Comment period: May 6 – June 14, 2015
 - 56 responses were submitted by the public
- **Public Meeting: Sept. 16, 2015**
 - 28 people attended the meeting
 - Comment period: Sept. 16 – Sept. 30, 2015
 - 25 responses were submitted by the public



Background: Public Input, cont.



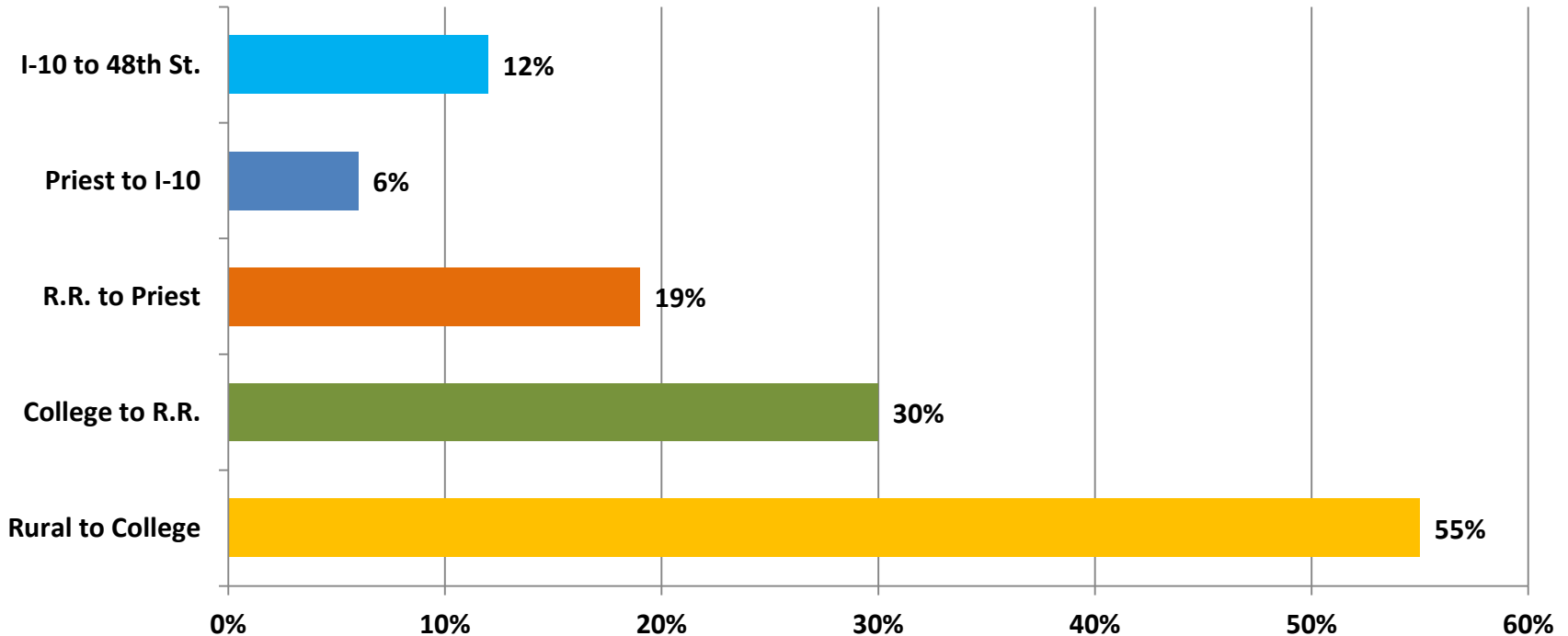
Public opinion on potential improvement elements



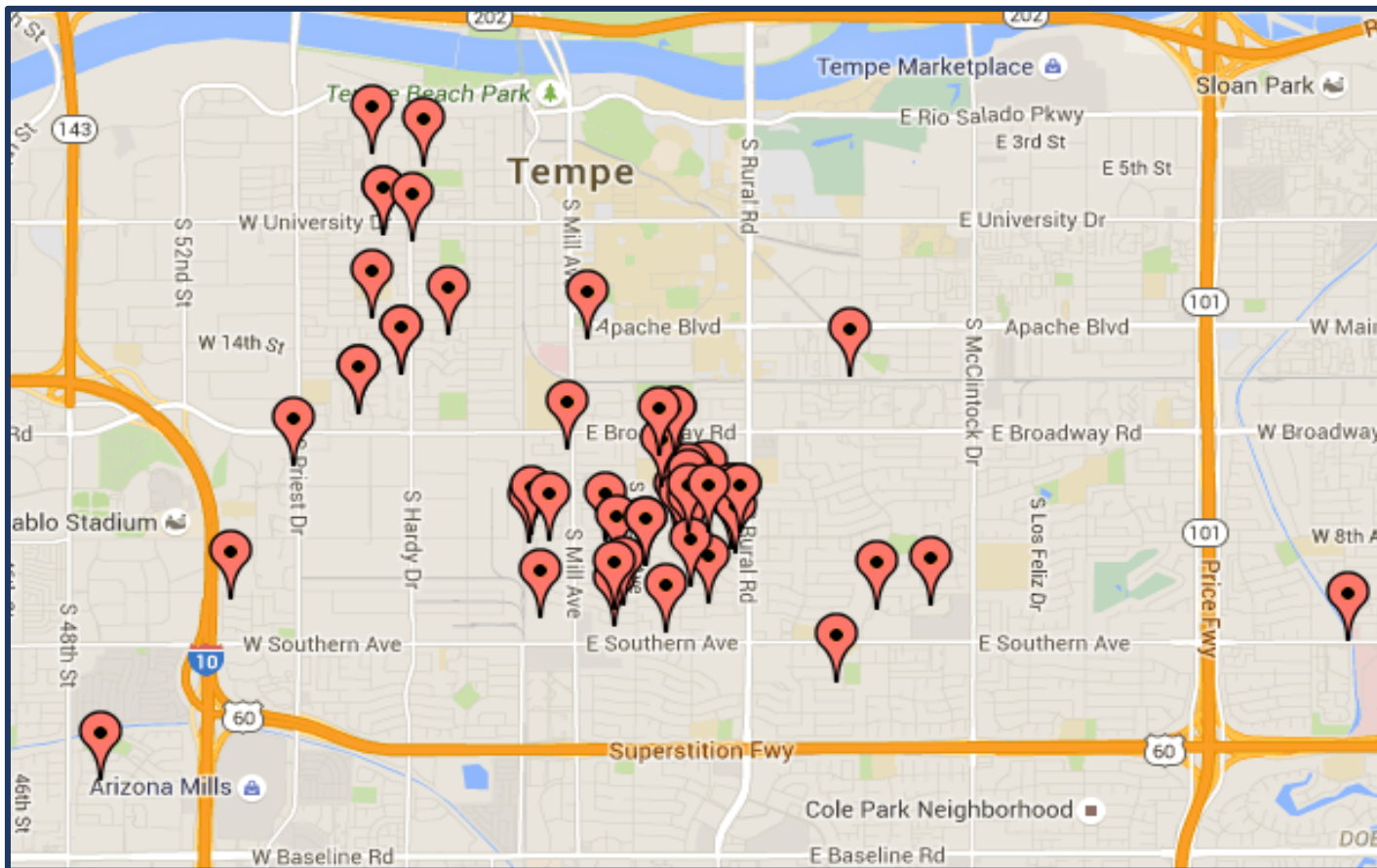
Background: Public Input, cont.



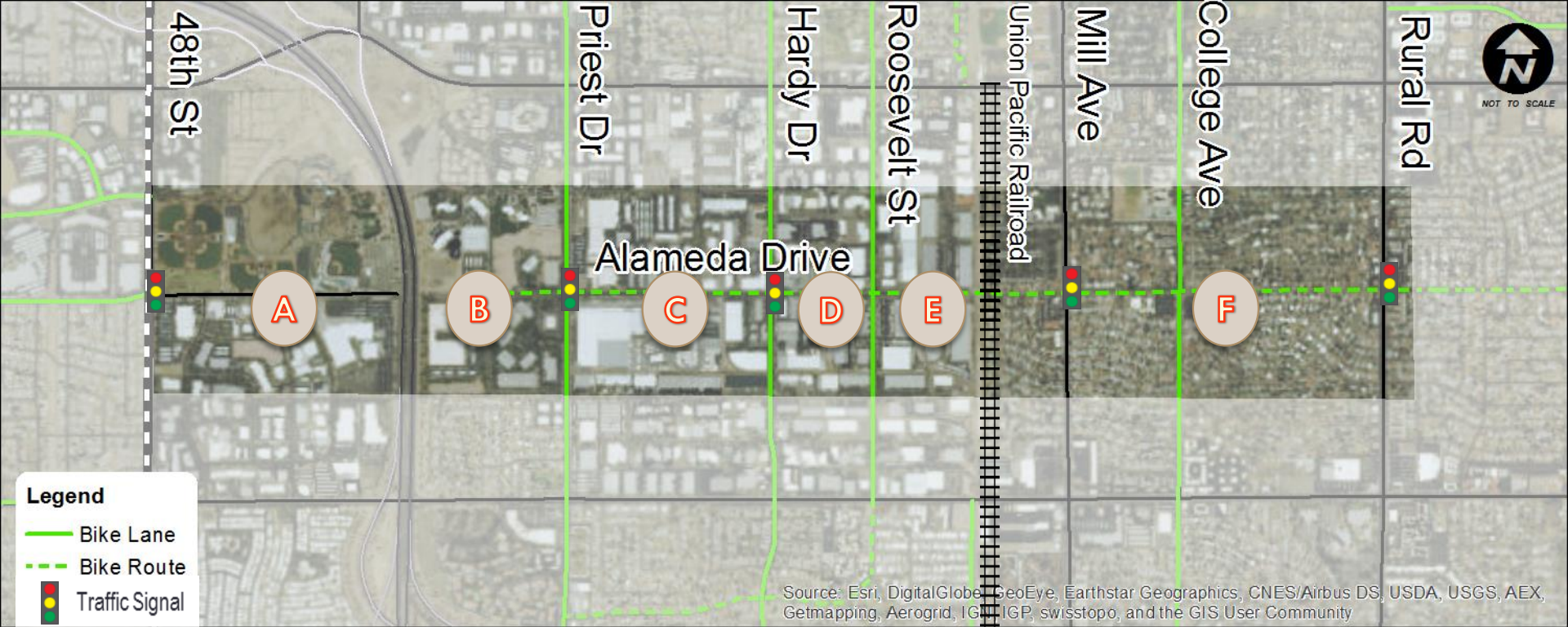
Public opinion on improvement segments priority



Background: Public Input by Location



Concept Development Process **Bold**

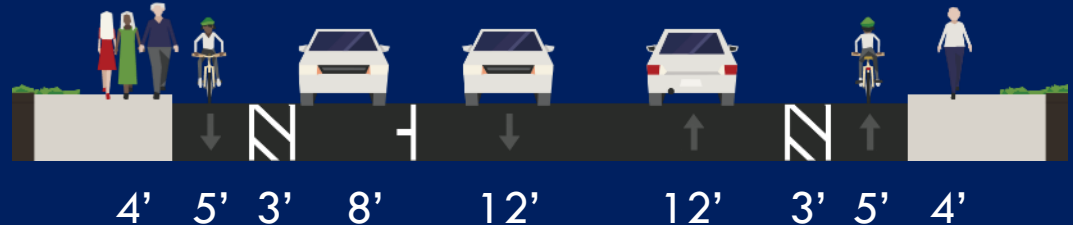




Preferred Cross Section A: Tempe Diablo

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- 48th Street to I-10 Overpass
 - 48' – Curb to Curb Paved Width
 - 66' – Right-of-Way Width
- Concept highlights
 - Adds buffered bike lanes
 - Improves sidewalk ramps & driveway aprons to meet ADA standards
 - Adds on-street parking for special events & traffic management

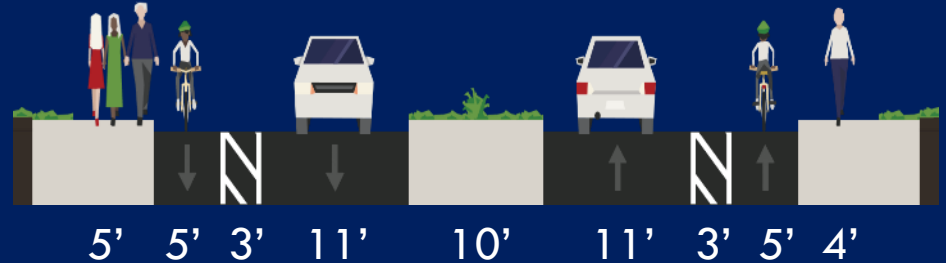


Preferred Cross Section B: Fountainhead



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- I-10 Overpass to Priest Drive
 - ▣ 48' – Curb to Curb
 - ▣ 66' – Total Right-of-Way
- Concept highlights
 - ▣ Adds buffered bike lanes
 - ▣ Adds landscaped median islands
 - ▣ Maintains left turn movements
 - ▣ Improves sidewalk ramps & driveway aprons to meet ADA standards

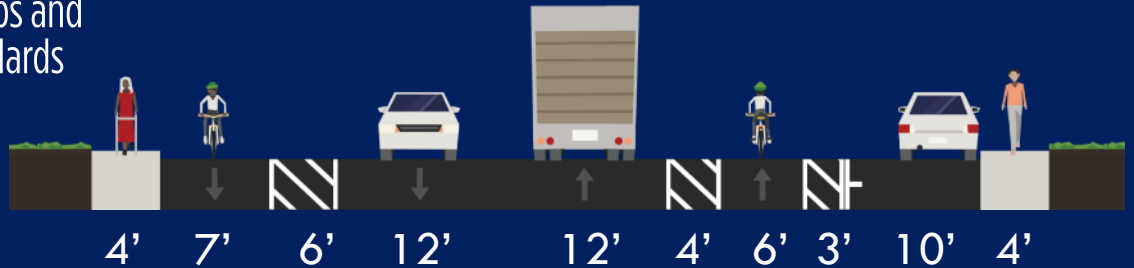




Preferred Cross Section C: Industrial District

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- **Priest Drive to Hardy Drive**
 - ▣ 60' – Curb to Curb
 - ▣ 80' – Total Right-of-Way
- **Concept highlights**
 - ▣ Adds buffered bike lanes
 - ▣ Maintains truck parking & staging on the south side of the street
 - ▣ Maintains full truck access to industrial sites
 - ▣ Fills sidewalk gaps & improves ramps and driveway aprons to meet ADA standards

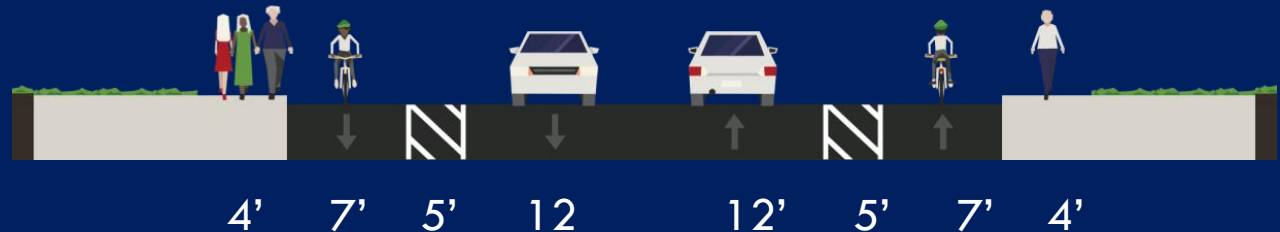




Preferred Cross Section D: Industrial District

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- **Hardy Drive to Roosevelt Street**
 - 48' – Curb to Curb
 - 82' – Total Right-of-Way
- **Concept highlights**
 - Adds buffered bike lanes
 - Maintains full truck access to industrial sites
 - Improves sidewalk ramps and driveway aprons to meet ADA standards

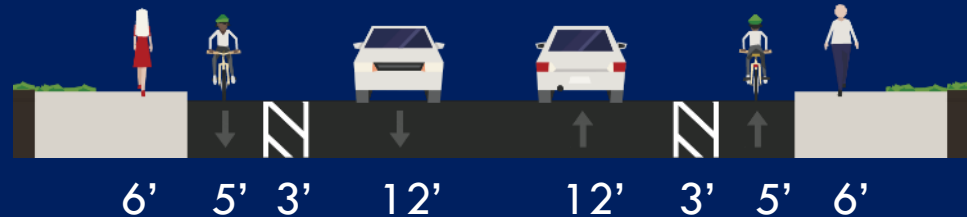




Preferred Cross Section E: Industrial District

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- Roosevelt St to Wilson St
 - 40' – Curb to Curb
 - 60' – Total Right-of-Way
- Concept highlights
 - Adds buffered bike lanes
 - Adds new sidewalks
 - Improves sidewalk ramps & driveway aprons to meet ADA standards
 - Maintains full truck access to industrial sites

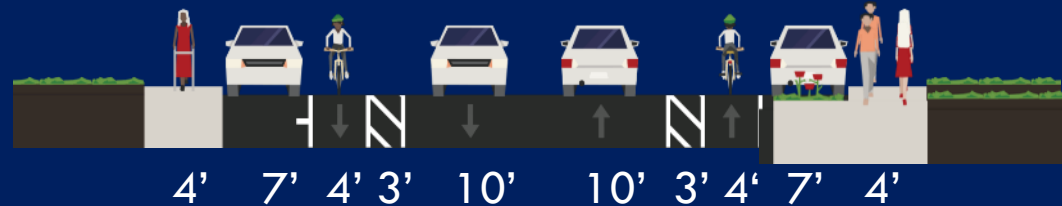




Preferred Cross Section F: Residential Area (Alt. A)

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- UPRR to Rural Road – Alternative A
 - 48' – Curb to Curb Paved Width
 - 80' –Right-of-Way Width
- Concept highlights
 - Adds buffered bike lanes
 - Improves sidewalk ramps & driveway aprons to meet ADA standards
 - Improves bike crossing at Mill Avenue
 - Maintains on-street parking
 - Adds mid-block bulb-outs for traffic calming & landscaping





Eliminated option with medians (Alt. B)

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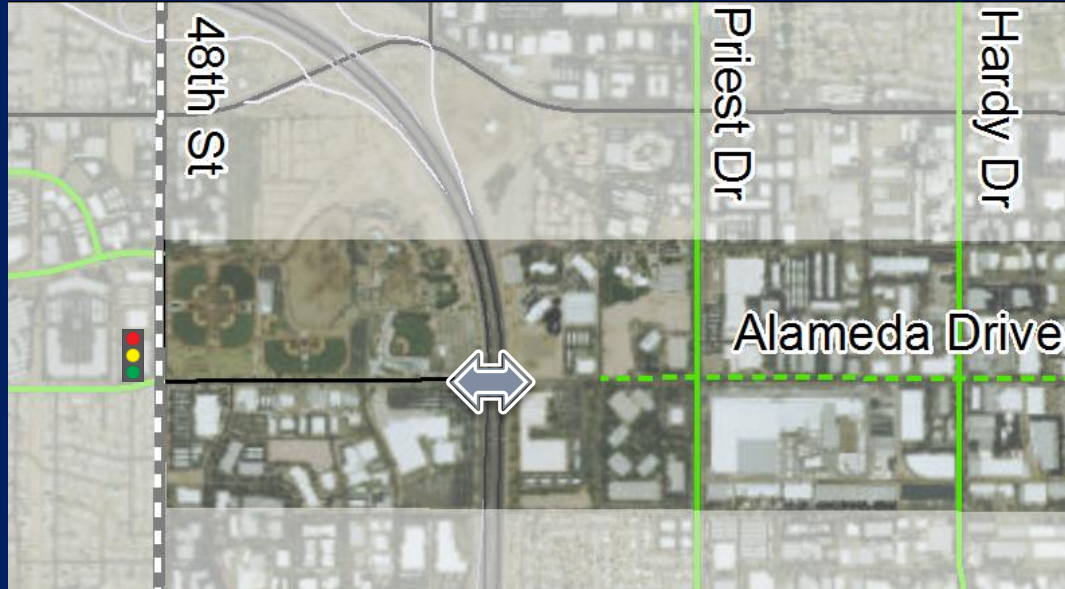
- UPRR to Rural Road – Alternative B
 - 48' – Curb to Curb Paved Width
 - 80' –Right-of-Way Width
- Concept highlights
 - Bikes share lane with automobiles
 - Improves sidewalk ramps & driveway aprons to meet ADA standards
 - Improves bike crossing at Mill Avenue
 - Maintains on-street parking
 - Adds medians for traffic calming & landscaping



I-10 Overpass



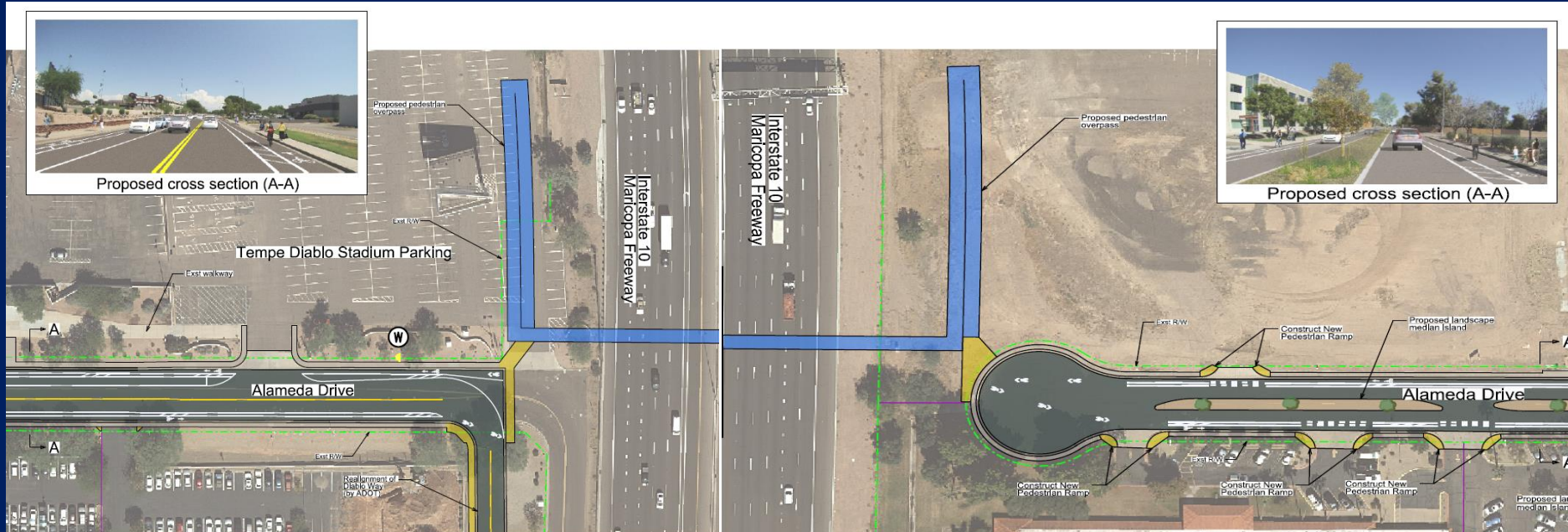
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Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting Alameda Drive on both sides of I-10.

The overpass is part of a larger improvement to the interstate constructed by ADOT.

I-10 Overpass Preliminary Layout



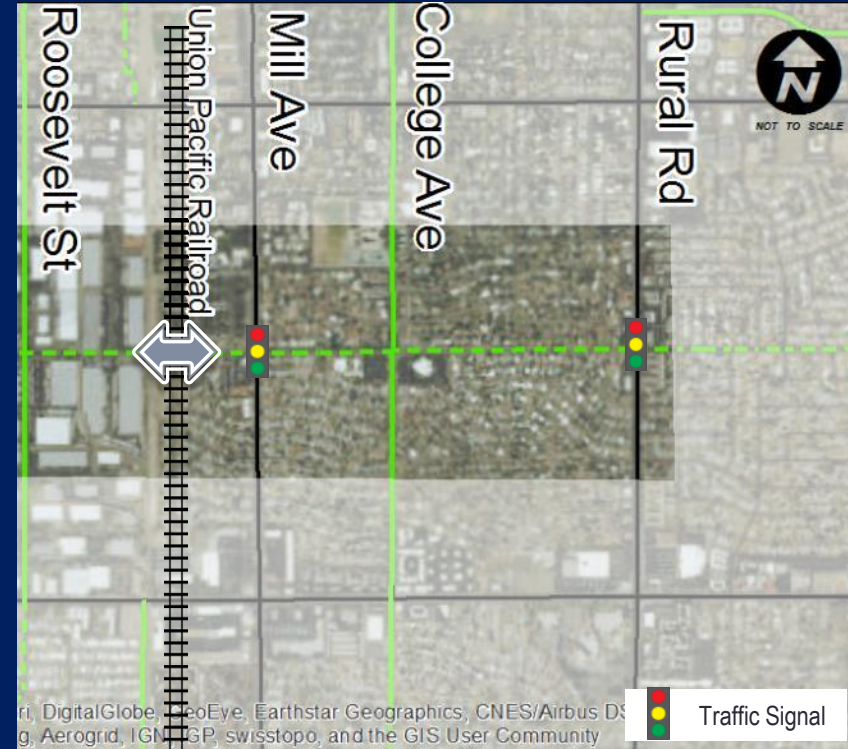
Union Pacific Railroad Crossing



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Bollards installed in the late 1980's allowed public pedestrian crossing (DOT 748300H) of the UP Tempe Branch railroad.

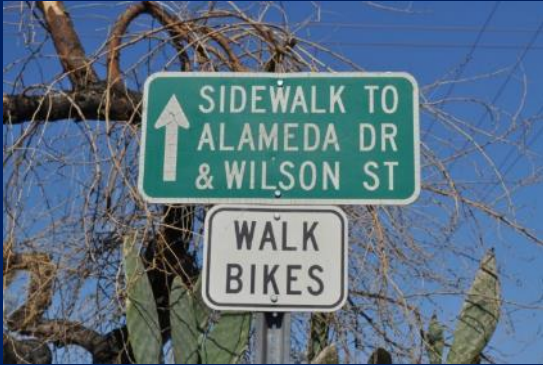
Improvements for this crossing location will be identified in the North/South Rail Spur Multi-Use Path Project that is currently underway.



Union Pacific Railroad Crossing



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Budget



Tempe Transit Tax Funds: \$ 110,000

Construction Mitigation &
Air Quality Grant (CMAQ): \$ 1,500,000

Total: \$ 1,610,000





- **Public Meetings:**
 - Residents & Public
 - December 12, 6:00-7:30 p.m.
 - Broadmor Elementary School, 311 E. Aepli
 - Businesses
 - December 17, 11:00-12:30 p.m.
 - Sundt Construction, 2620 S. 55th Street
 - Public Comment: December 12 – January 9, 2019
- **On-going coordination with North/South RR Spur Multiuse Path**
- **Return to Commission – March 12, 2019**

Questions + Comments



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