

Alameda Drive Bicycle & Pedestrian Streetscape Update

Issue Review Session

June 20, 2019





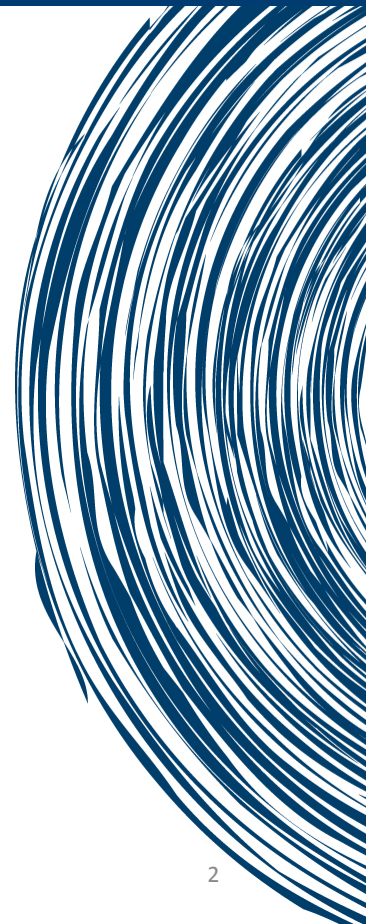
Quality of Life

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.



Sustainable Growth & Development

4.7: Achieve or exceed Council adopted standards for improved access and usability as documented in the “Above and Beyond ADA” plan.

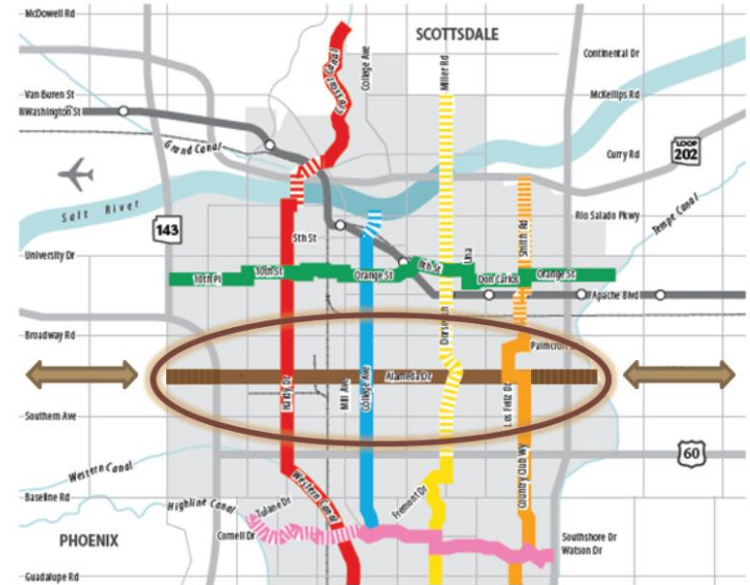


Background



- **Purpose:** to make bicycle & pedestrian improvements to Alameda Drive, from Rural Road to 48th Street, re-characterizing 3 miles of a wide existing collector street into a premier bike boulevard and walkable corridor.
- Alameda Drive Bicycle & Pedestrian Streetscape corridor is part of the **Bikelt Boulevard** network in the Transportation Master Plan
- Prior concept project scope (2015):
 - 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

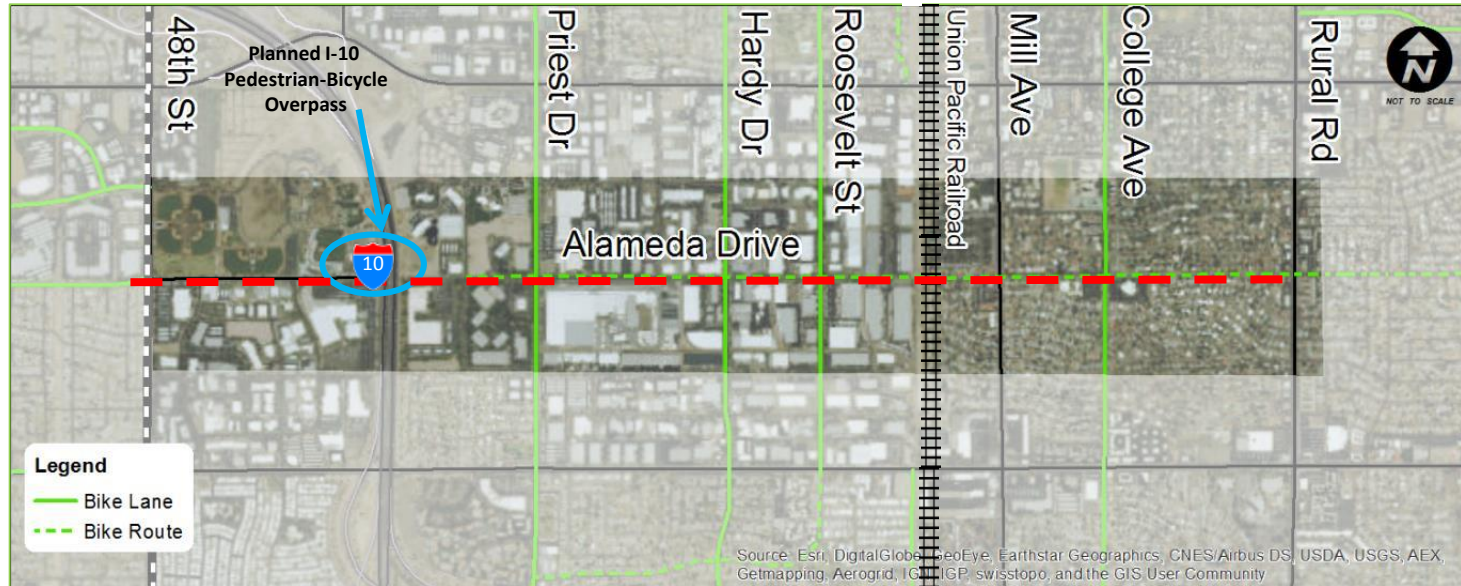


Background: Analysis of Conditions

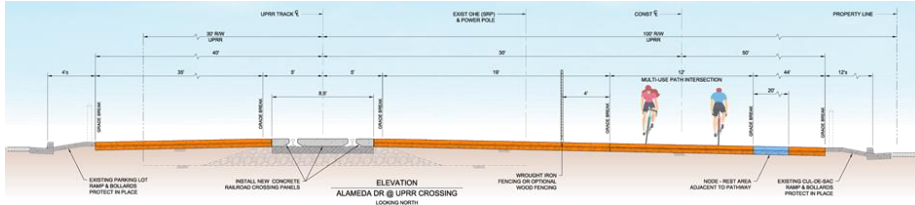


Alameda Drive traffic characteristics are ideal for pedestrian/bicycle movements:

- Low vehicle traffic volumes
- Regional pedestrian & bicycle connectivity
- Non-continuous vehicular route



Background: Adjacent Projects



I-10 Pedestrian-Bicycle Overpass

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.

North South Rail Spur Multi-use Path



Connecting existing multi-use paths, improving pedestrian/bicyclist safety by providing an alternate route to existing north/south arterial and collector roadways



Background: Concept Plan Development



- Preferred Alternative completed: Dec. 2015
- Funding
 - Tempe Transit Tax Funds: \$ 109,718
 - Transportation Alternatives Program Grant 1,584,282
 - Total: \$ 1,694,000



Initiating Project Development:



Process

- Build on Preferred Alternative from 2015 concept development
- Identify constraints, opportunities, challenges
- Re-engage the public
 - Property owners
 - Neighborhoods (4)
 - Stakeholders



Alameda Character Area Plan Principles

Streetscapes: Streets as Open Space

Shade

Mobility

Connectivity

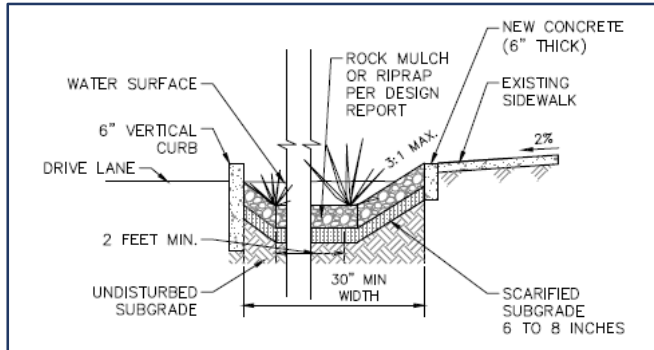
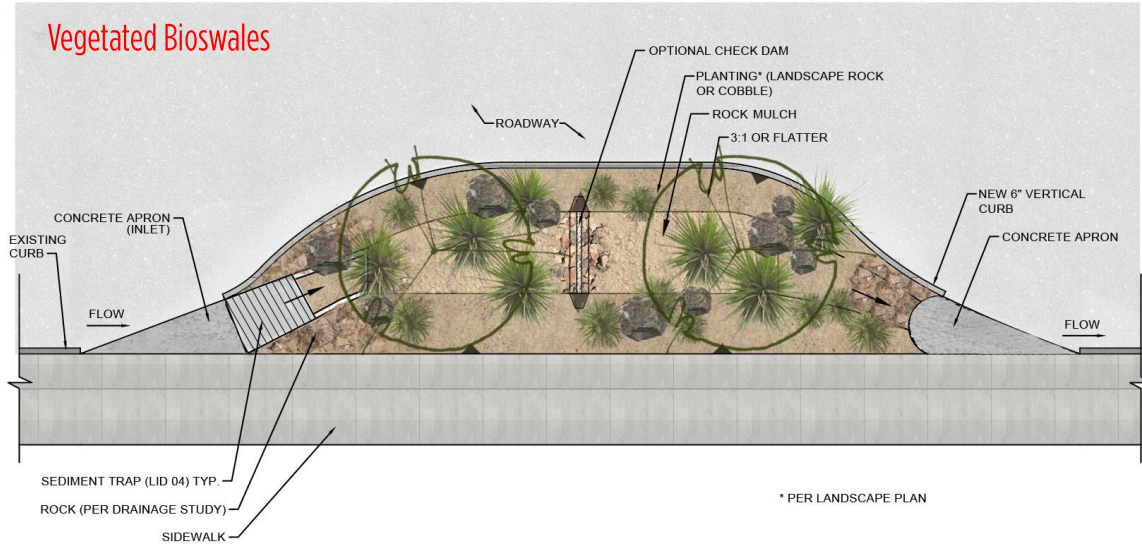
Green Infrastructure

Project Sustainability Opportunities



Opportunities

- Provide additional tree shade
 - Bulb outs with parking
 - Landscape strip with parking
- Include stormwater mgmt. (LID)
- Improve street infrastructure
 - Bicyclists
 - Pedestrians
 - Vehicles



Challenges

- Multiple types of users/needs

Constraints

- Multiple underground utilities
- Express Bus Stops
- Parking
- Budget

Public Input Opportunities



- Public Meeting (49 attendees)
- Public Meeting (28 attendees)
- Public Meetings (38 attendees)
- Neighborhood Meeting (30 attendees)
- Public Meetings (48 attendees)
- Public Meetings (30 attendees)

May 6, 2015

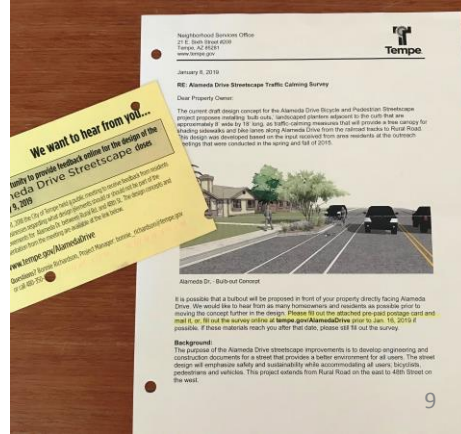
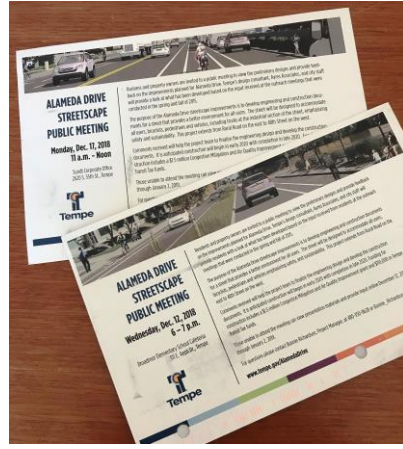
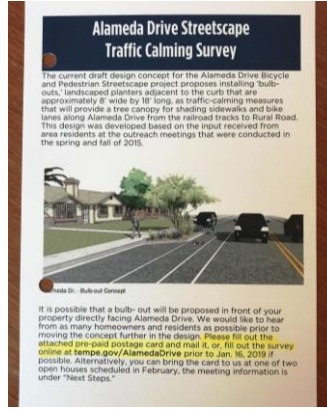
Sept. 16, 2015

Dec. 12 & 17, 2018

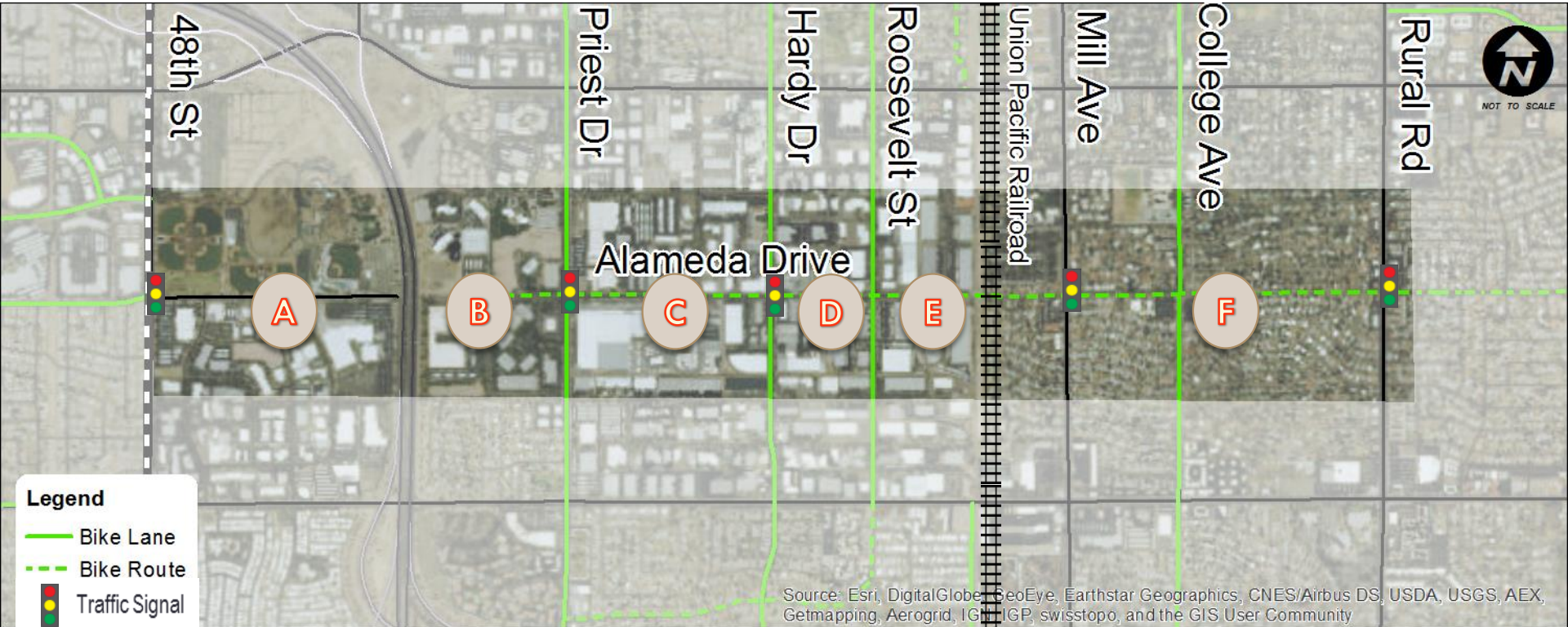
Jan. 15, 2019

Feb. 2 & 5, 2019

Mar. 26 & 30, 2019



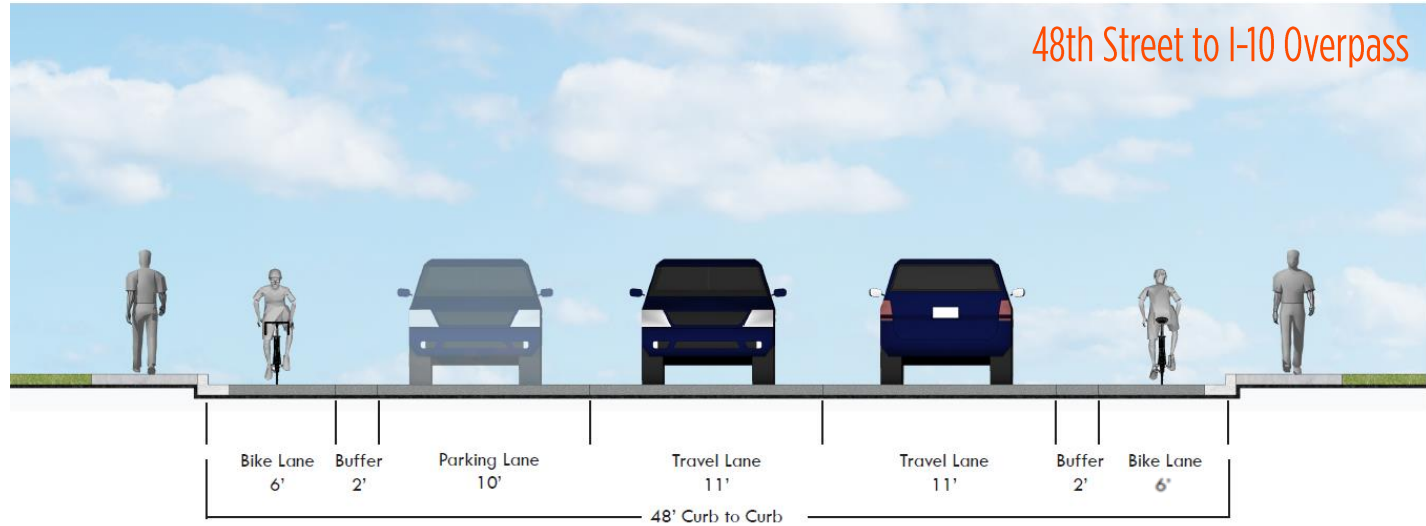
Concept Development Process **Bold**



Section A: Tempe Diablo



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



Concept highlights

- Adds: - buffered bike lanes
- on-street parking for special events & traffic management
- Improves sidewalk ramps & driveway aprons to meet ADA standards

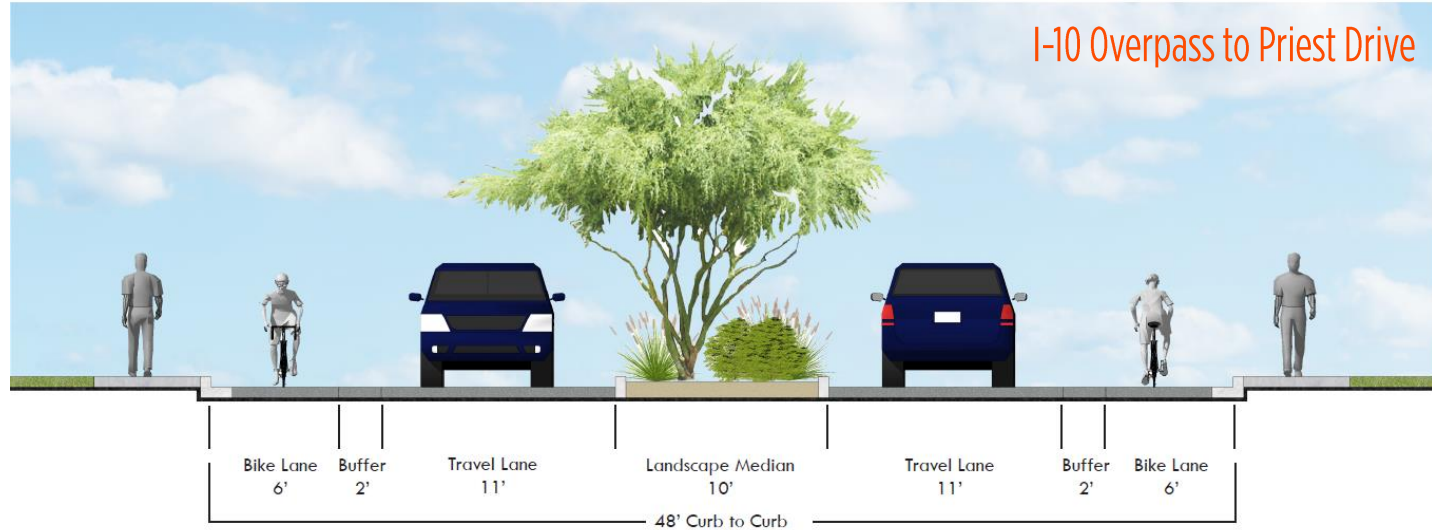


Remove center turn lane

Section B: Fountainhead



48' – Curb to Curb Paved Width
66' – Right-of-Way Width



Concept highlights

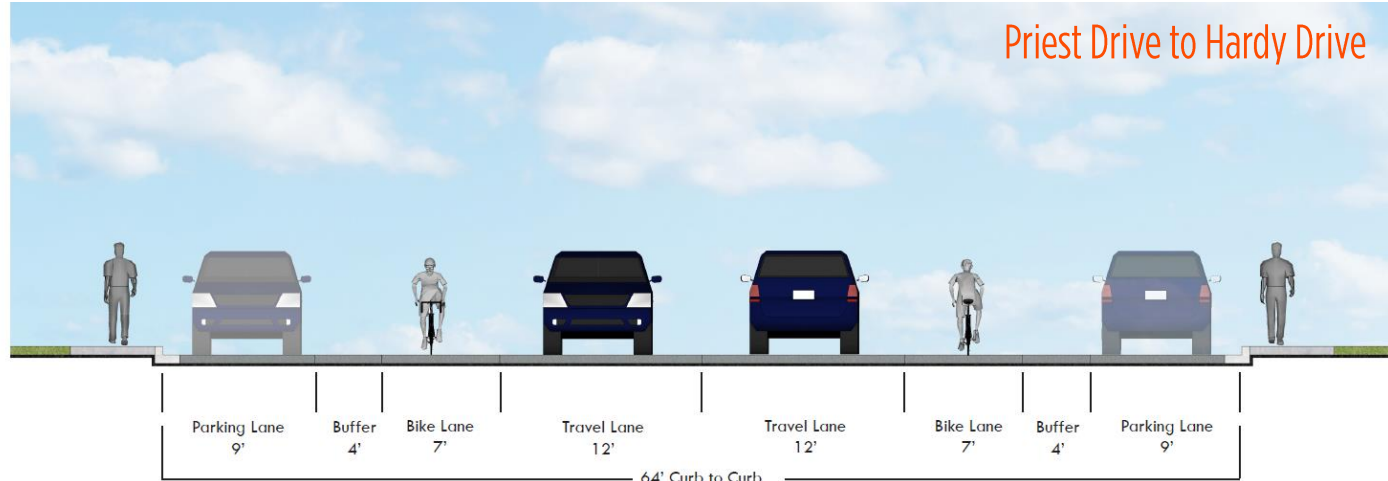
- Adds: - buffered bike lanes
- landscaped median islands
- Maintains: - left turn movements
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Section C: Industrial District

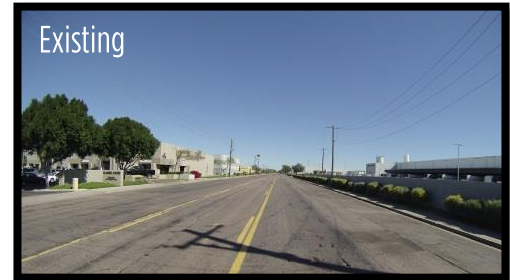


64' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

- Adds: - buffered bike lanes
- sidewalk where missing
- Maintains: - truck parking & staging on south side of the street only
- left turn movements
- truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards



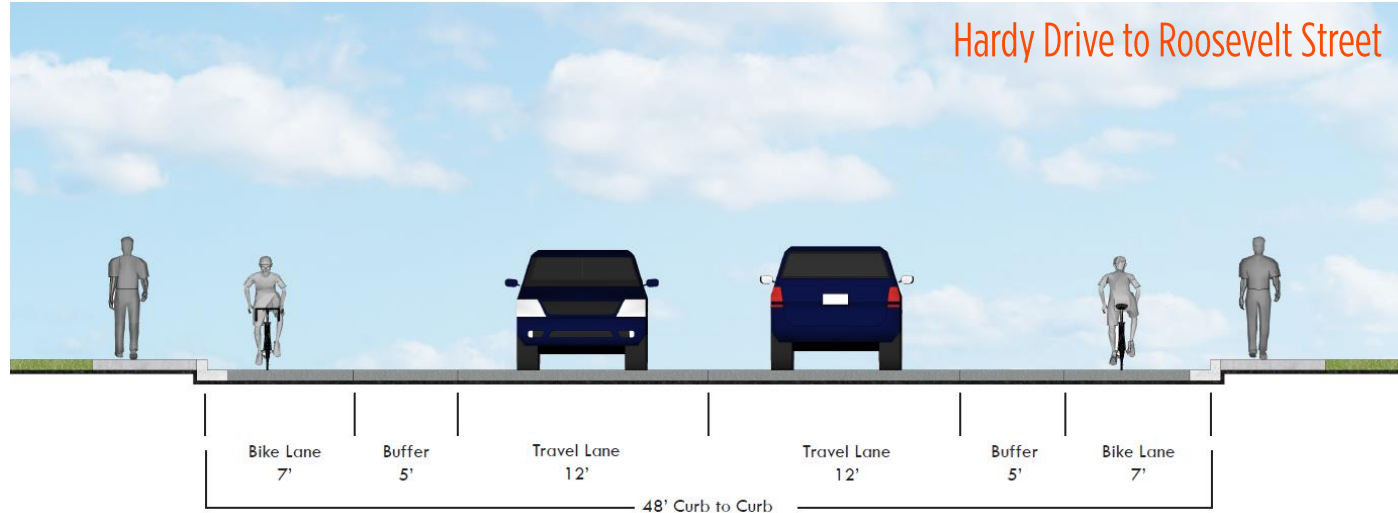
Remove center turn lane

Section D: Industrial District



48' – Curb to Curb Paved Width
66' – Right-of-Way Width

Hardy Drive to Roosevelt Street



Concept highlights

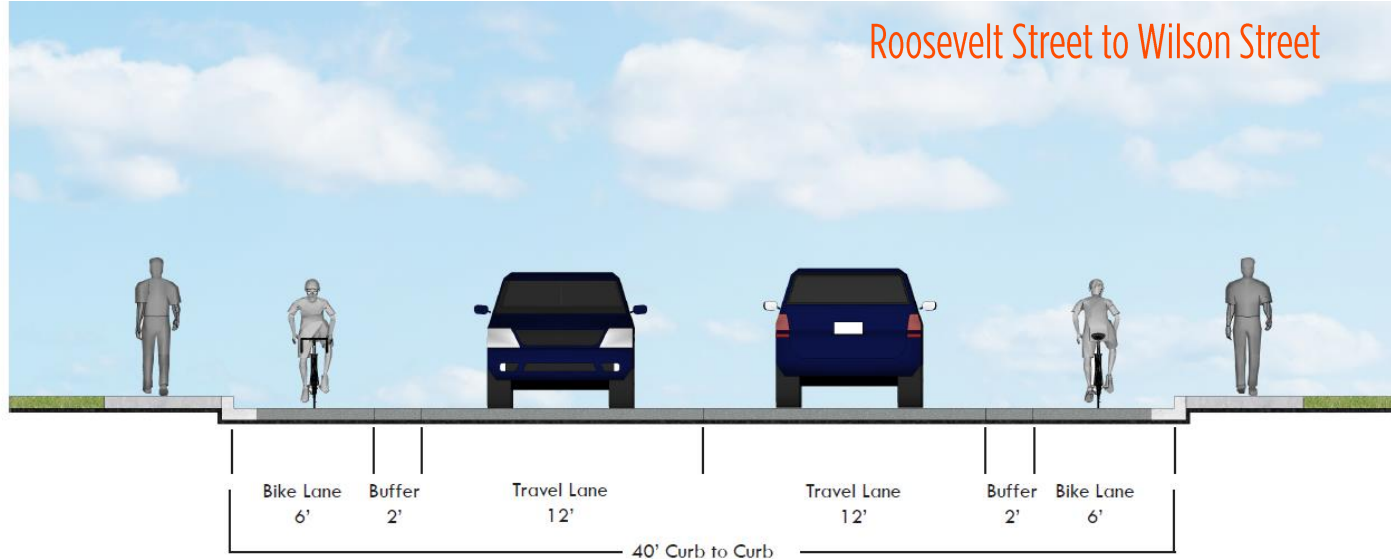
- Adds: buffered bike lanes
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Section E: Industrial District

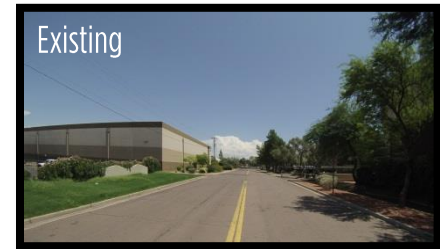


40' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

- Adds: - buffered bike lanes
- new sidewalks
- Maintains full truck access to industrial sites
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Section F-1: UPRR to Mill Avenue

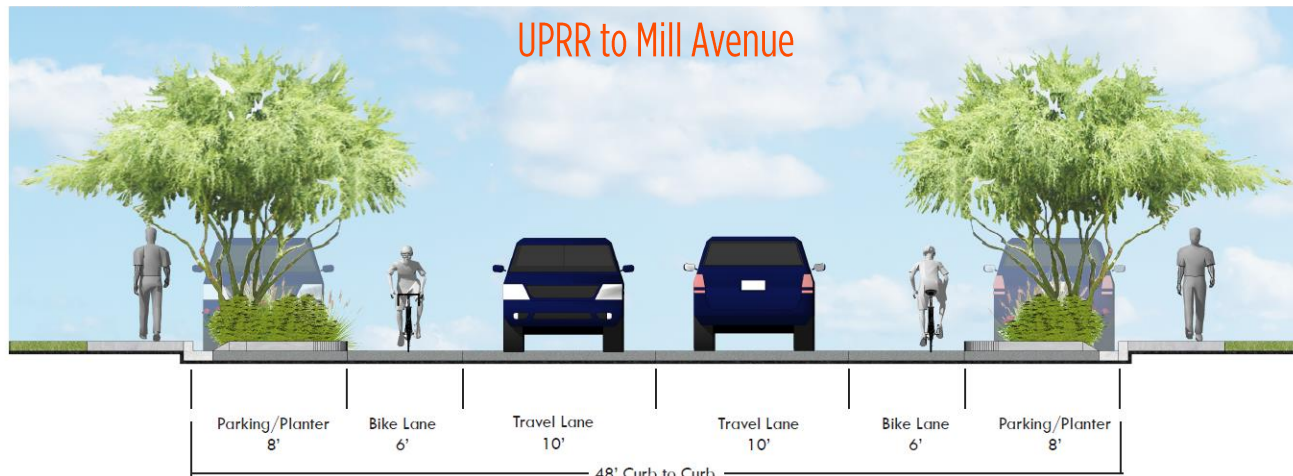


48' – Curb to Curb Paved Width

80' – Right-of-Way Width

Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - bicycle/pedestrian crossing at Mill Avenue
 - sidewalk ramps & driveway aprons to meet ADA standards

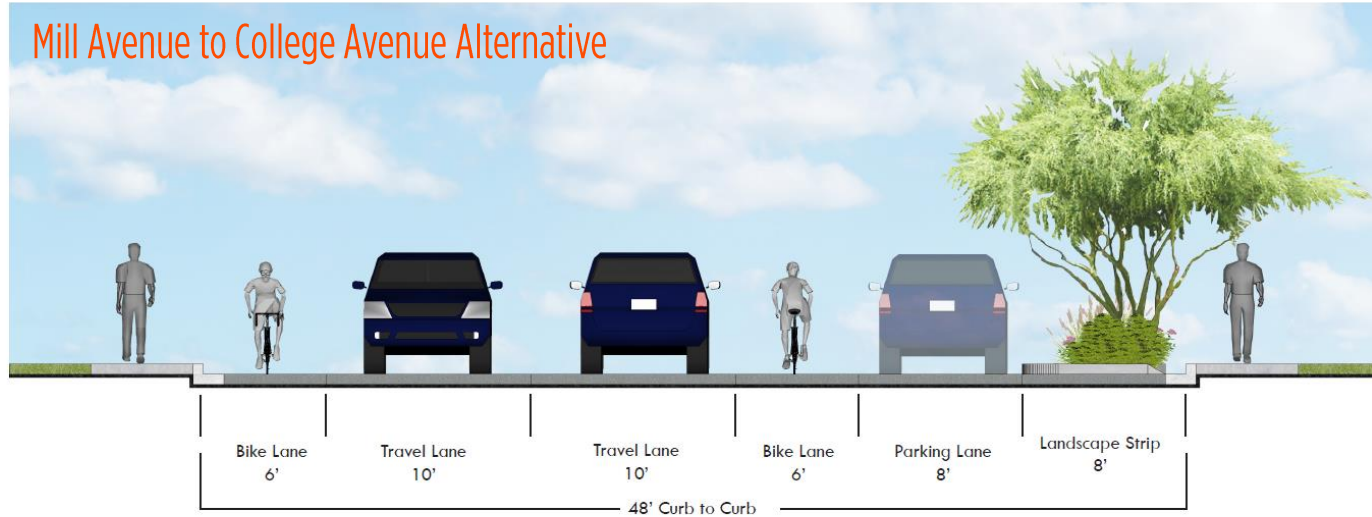


Remove center turn lane

Section F-2: Mill Avenue to College Avenue Alternative



48' – Curb to Curb Paved Width
80' – Right-of-Way Width



Concept highlights

- Adds - buffered bike lanes
- landscaping planters for traffic calming & shade
- Maintains on-street parking, South side of Alameda
- Replaces dedicated right turn lane with landscaping at Mill Avenue
- Improves sidewalk ramps & driveway aprons to meet ADA standards



Remove center turn lane

Section F-2: Mill Avenue to College Avenue Alternative



Mill Avenue to College Avenue



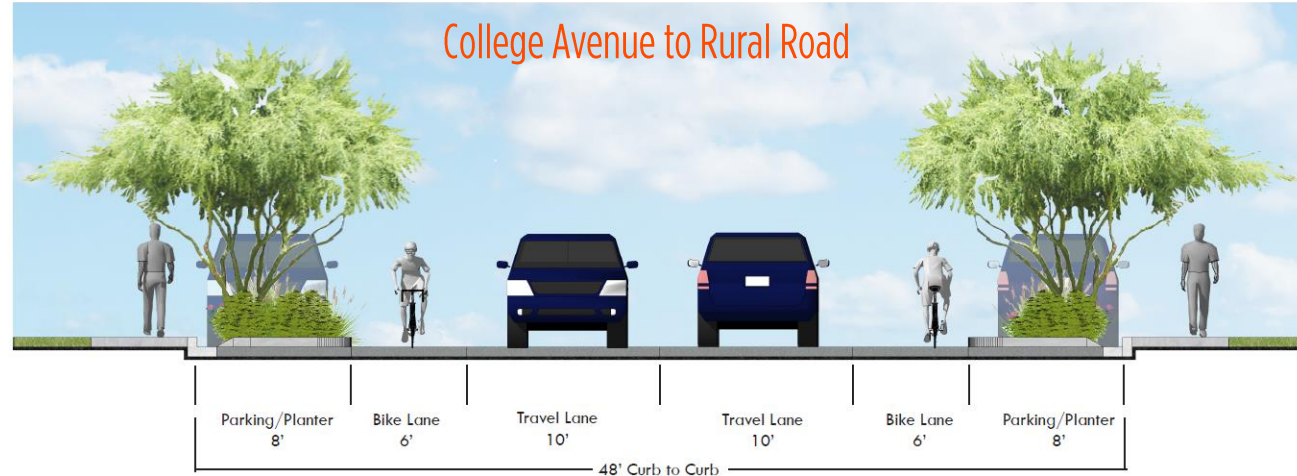
Section F-3: College Avenue to Rural Road



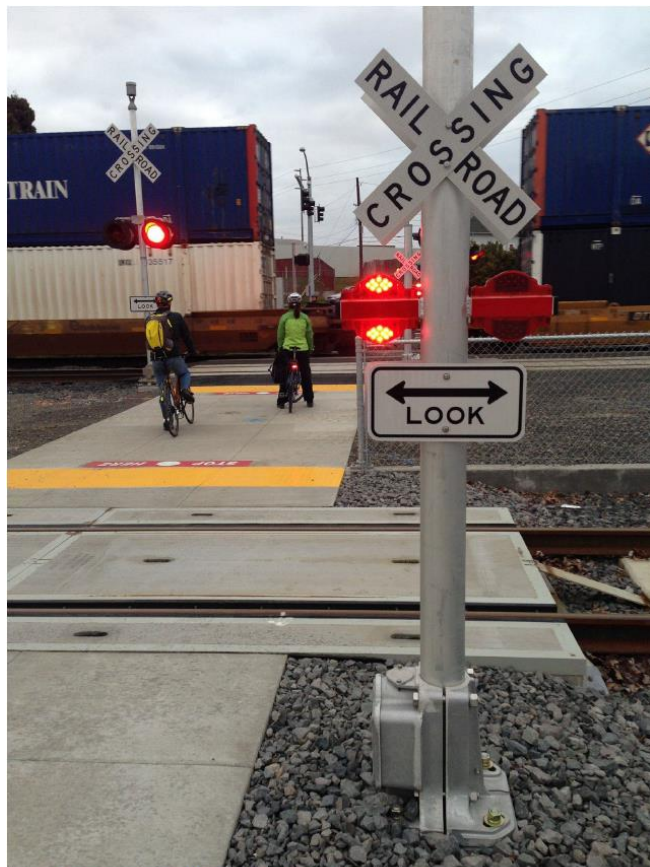
48' – Curb to Curb Paved Width
80' – Right-of-Way Width

Concept highlights

- Adds
 - buffered bike lanes
 - optional bulb-outs for traffic calming & landscaping
- Maintains
 - on-street parking
 - left turn movements
- Improves
 - bicycle/pedestrian crossing at Rural Road
 - sidewalk ramps & driveway aprons to meet ADA standards



Remove center turn lane



- On-going coordination with North/South UPRR Spur Multiuse Path
- Transportation Commission – June 11, 2019
- Sustainability Commission – June 17, 2019
- Council IRS – June 20, 2019
- Construction Documents Complete – Aug. 30, 2019
- Construction Begins: January 2020

Figure 24 Pedestrian and Bicycle Rail Crossing Signal Example

Questions + Comments



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