Bike Boulevards - BIKEiT
Seat Route (Knox Road Alignment)
August 12, 2015

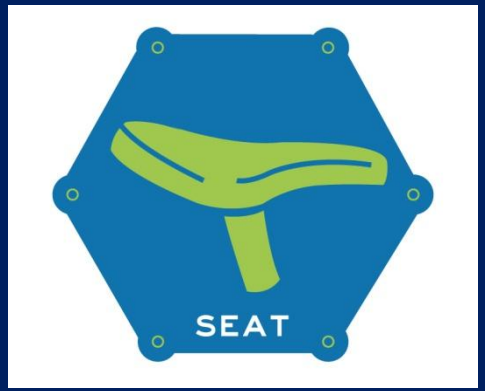
What is a Bike Boulevard?

Bicycle boulevards:

- are off-street pathways and streets with low-motorized traffic volumes and speeds designated and designed to give bicycle travel priority,
- can have a range of amenities to reflect local conditions and generally use signage, pavement markings, landscape and hardscape, as well as speed and volume management measures to discourage through trips by motor vehicles,
- promote safe, convenient bicycle use and crossing of busy arterial & collector streets, and
- connect neighborhoods to major destinations, employment centers and activity centers.

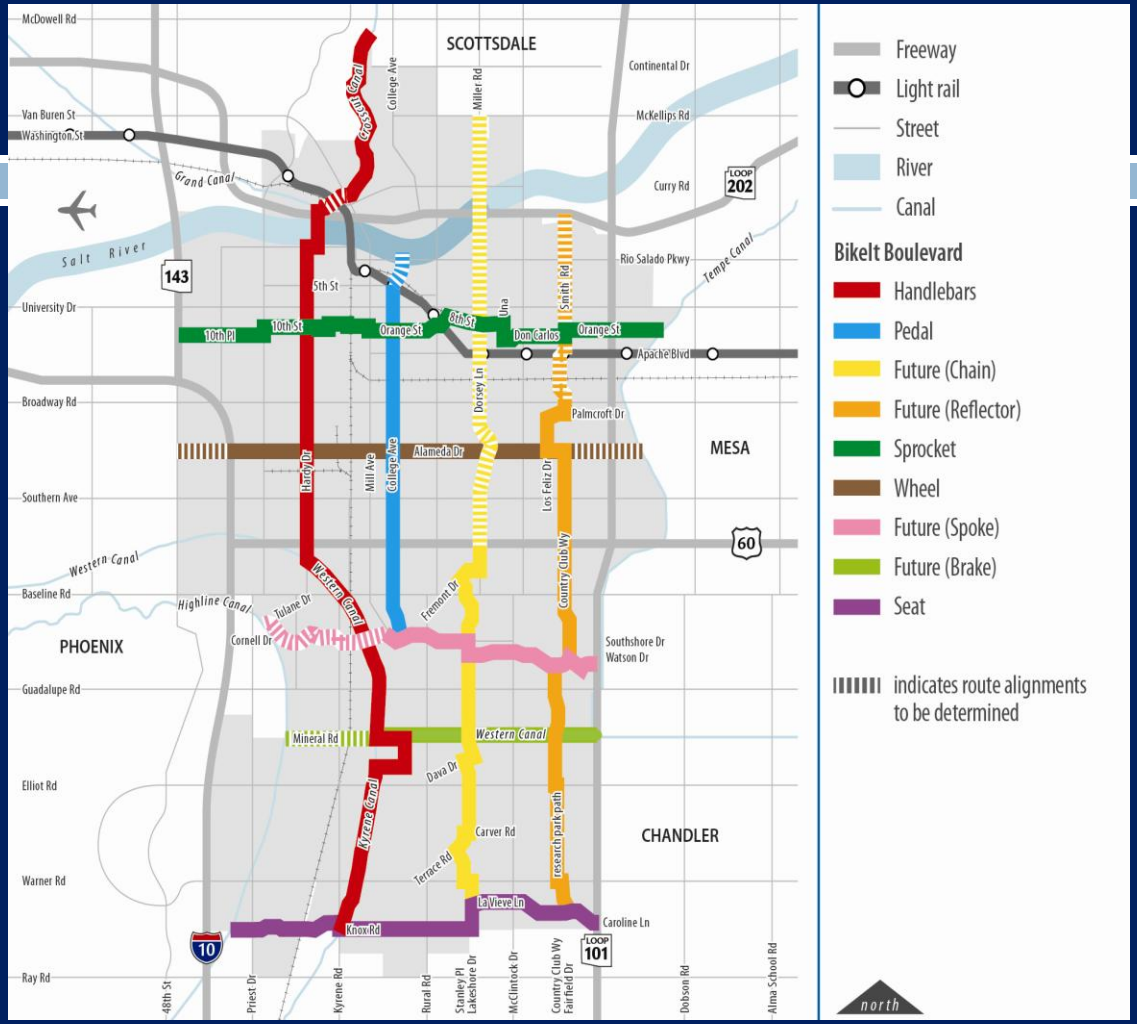
BIKEiT

- As part of the Tempe Transportation Master Plan (www.tempe.gov/transportationplan), approved by the Council on Jan. 8, 2015, the overall Tempe bicycle network was branded BIKEiT (Bike in Tempe).



BIKEiT Map

- Seat
- Pedal
- Chain
- Handlebars
- Reflector
- Spoke
- Brake
- Sprocket
- Wheel



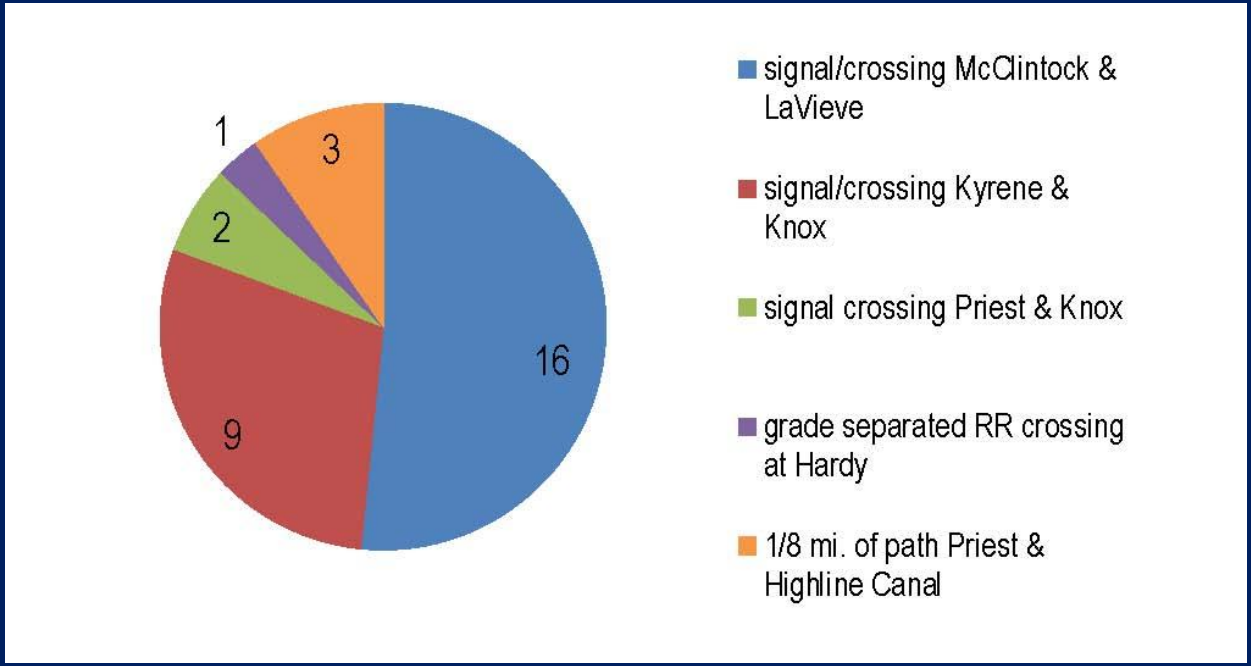
Funding

- $100,000 in the Capital Improvements Program (CIP) for FY 15/16
- The high and medium cost improvements will likely require infrastructure improvements (ex: traffic signals, traffic calming, new path, grade separated railroad crossings, etc.) that exceed the $100,000 identified for FY 15/16; these improvements will be submitted in the (CIP) for FY 16/17 or may be part of the FY 16/17 bike boulevard implementation.

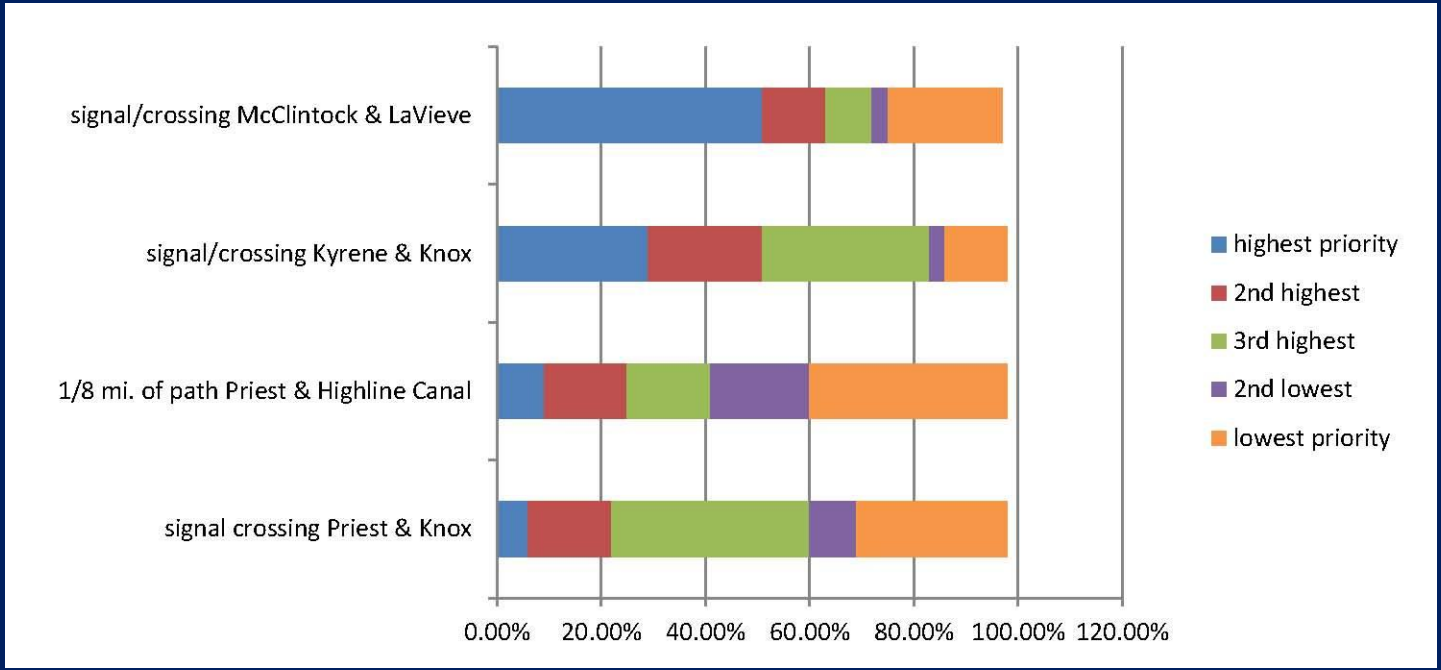
Public Input Received

- 25 residents signed in at the **May 13 public meeting**
- 35 people submitted comments online through the survey. Online comment was taken May 12 through June 14.
  - Of those, 13 were generally favorable to some type of bicycle amenities, 5 were opposed to any improvements, and 5 made comments that were neutral in nature.
  - Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity.
  - Those opposed to LaVieve/Knox being identified as a bike boulevard raised concerns.

Top priority for long range improvements



Top priority for long range improvements



Additional Public Input

- In addition to the survey, 5 emails were received through the website; all were opposed to the bike boulevard designation.
- 3 phone calls were also received by staff; callers were also opposed to all improvements.
- A full list of the public comments can be found online at www.tempe.gov/bikeit.

Planned Low Cost Improvements

- Adding way finding (BIKEiT)
  - Signage
  - Pavement Symbols
- Adding Sharrows (Knox between Rural and Warner ranch)
- Improving striping
- Adjusting signal timing during weekday non-peak hours and weekends
- Minor concrete improvements

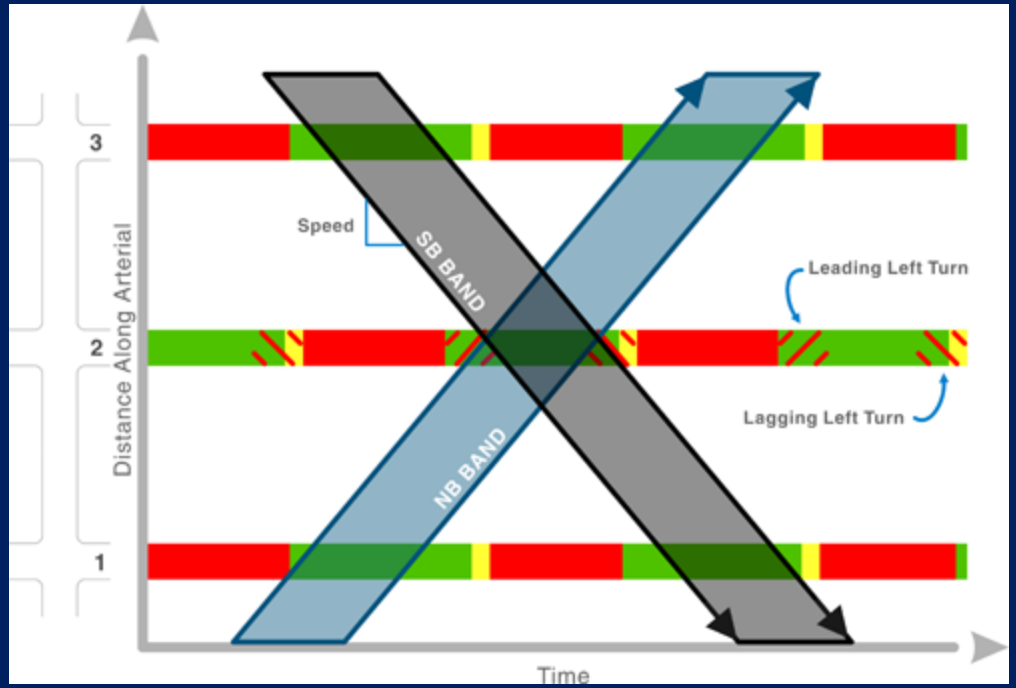
Low Cost: Signage

12” x 18”
Used on neighborhood & collector streets

18” x 24”
Used at major crossroads for destinations – Phase 2

Low Cost: Sharrows

Low Cost: Modified Signal Timing



Low Cost: Minor Concrete Improvements

Medium Cost Improvements

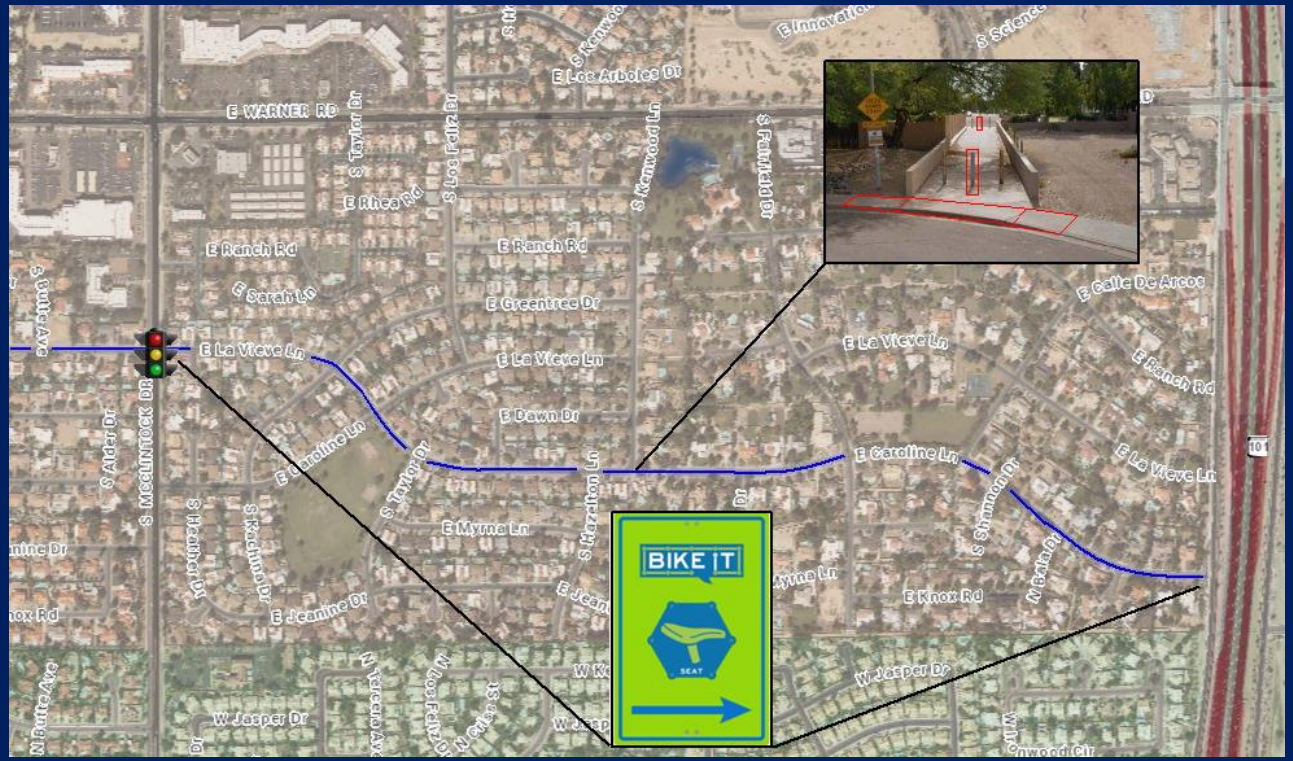
- Adding new signals/crossing treatments at:
  - McClintock and LaVieve
  - Kyrene and Knox
  - Priest and Knox

Medium Cost: New/Improved Street Crossings

High Cost Improvements

- Grade separated railroad crossing east of Hardy Drive (unfunded and unapproved)
- 1/8th of a mile of new path between Priest and future Highline Canal MUP project (funded by private development project)

McClintock to Price

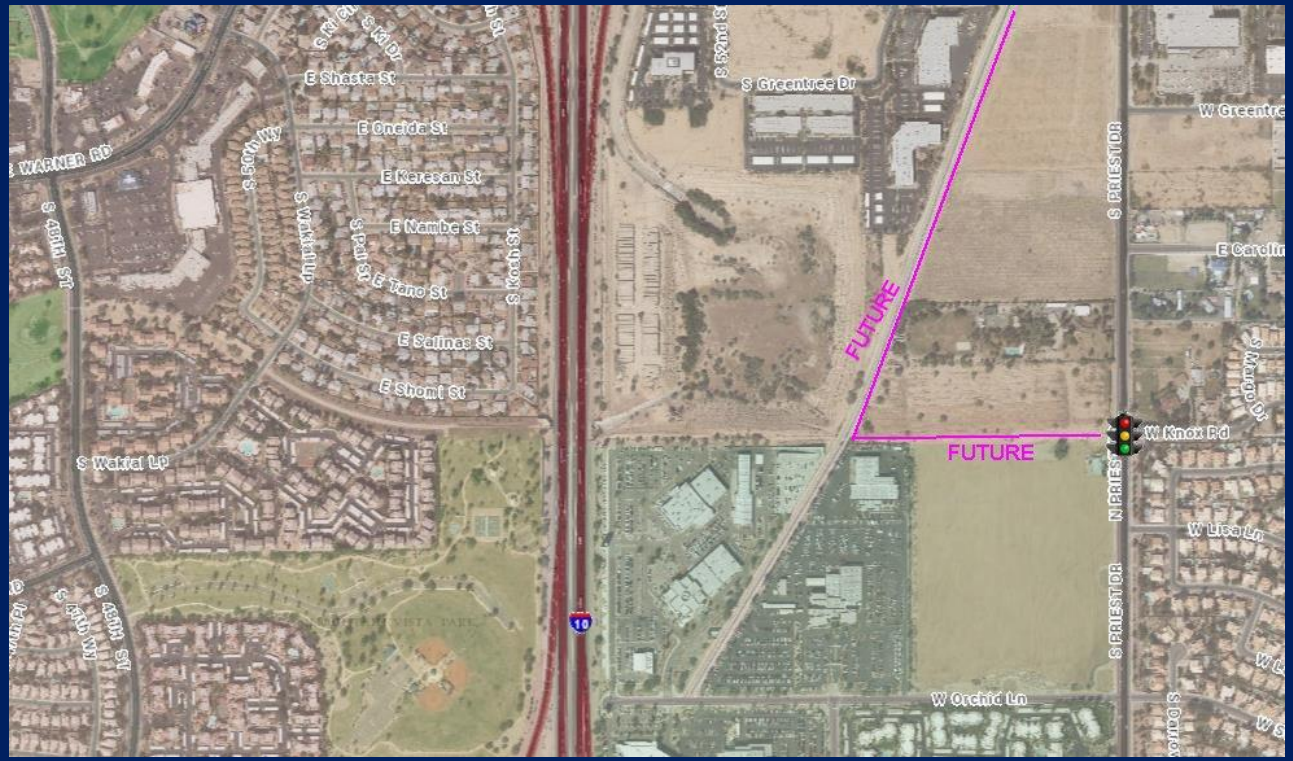


Rural to McClintock

Kyrene to Rural

Priest to Kyrene

Highline Canal to Priest



Next Steps

- City Council meeting on Oct. 1, 2015
- Staff plans to implement the first phases of the work related to the Seat (Knox Road) bike boulevard routes in FY 2015/16.

Contact Us

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