

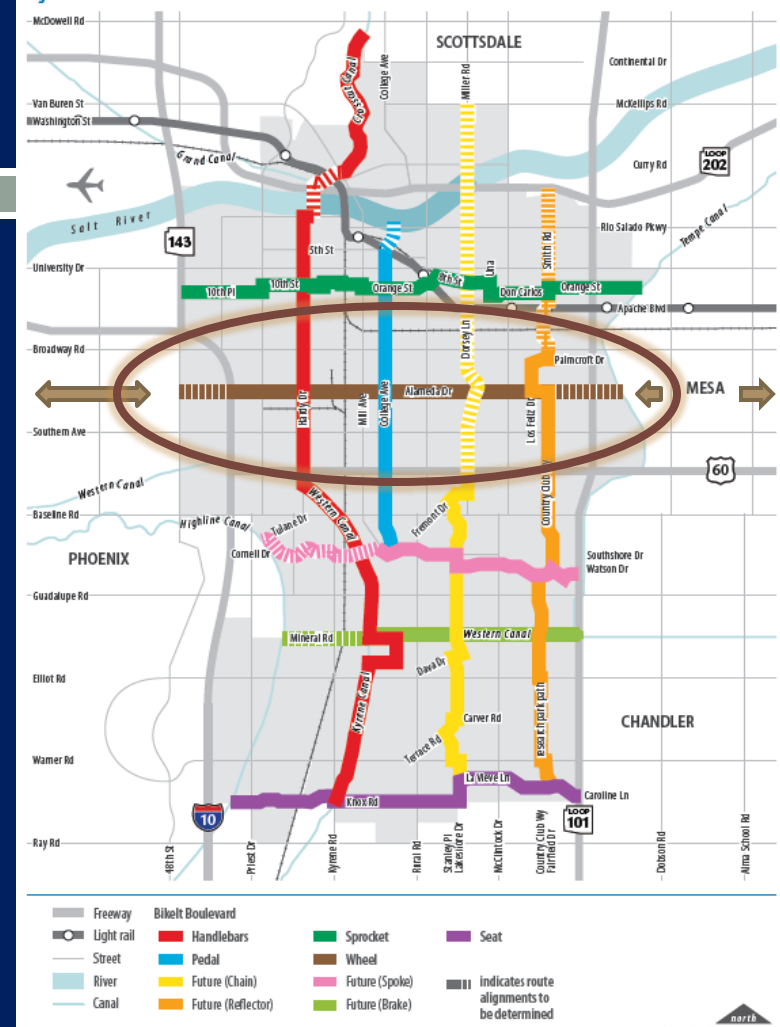
**Alameda Drive
Pedestrian and Bicycle
Design Concepts
September 16, 2015**



Background

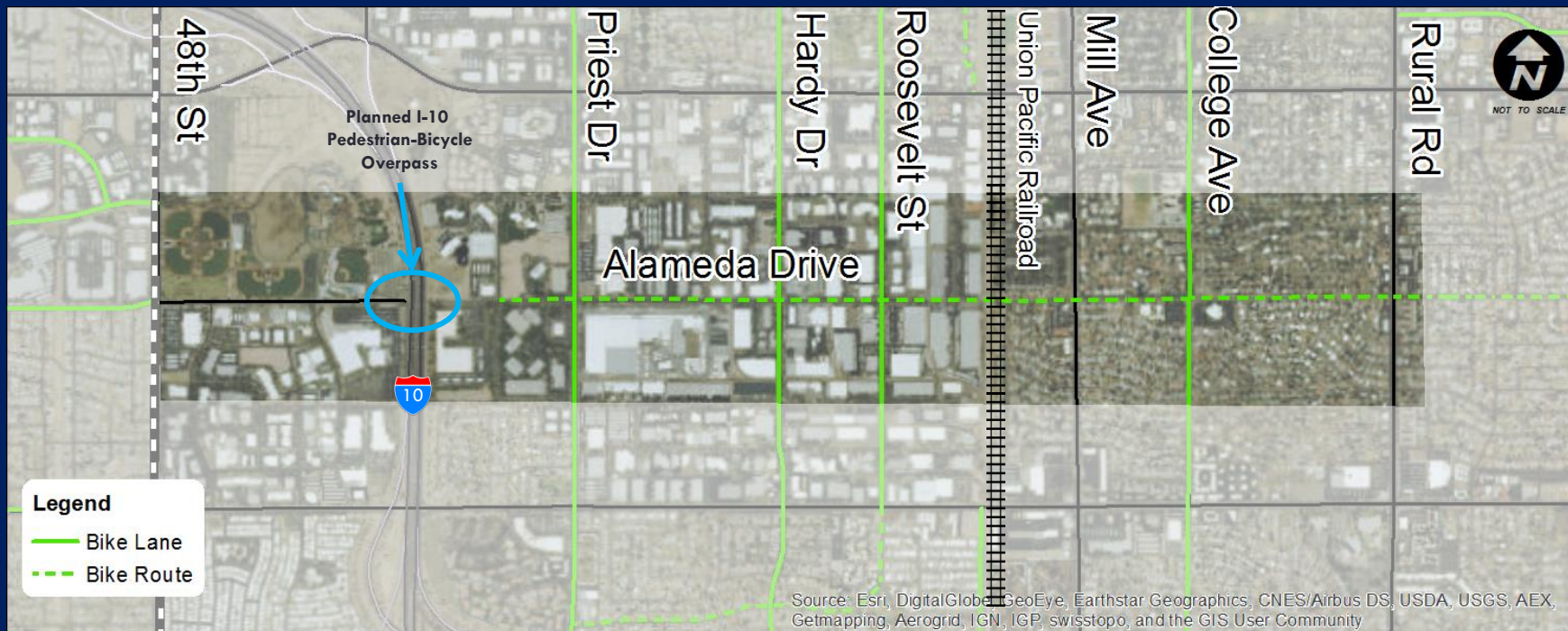
- Alameda Drive corridor is the Wheel Route of the bike boulevard network in the Transportation Master Plan
 - Alameda is regionally significant with connections to Phoenix & Mesa
- \$75K Funding for planning obtained from the Maricopa Association of Governments (MAG)
 - No construction funding identified
- Project scope....
 - Collect and analyze transportation data
 - Solicit public input on potential improvements
 - Develop pedestrian/bicycle concepts
 - Create a 'Preferred Alternative' used for grant applications for federal 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

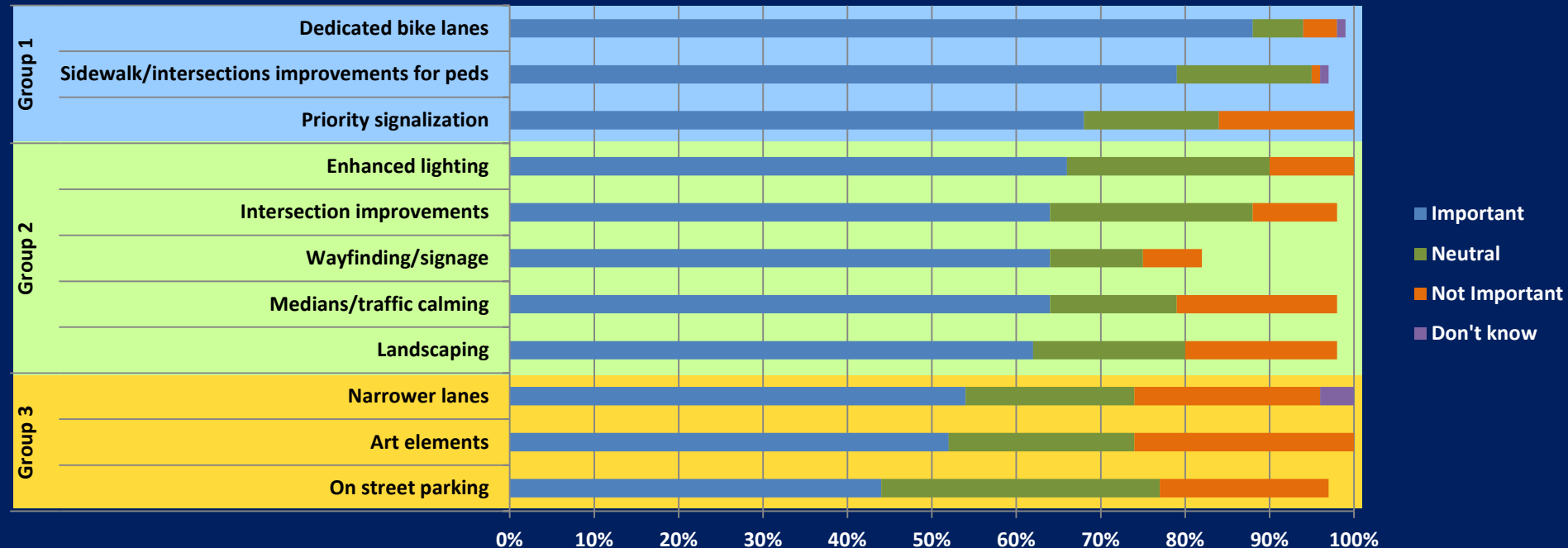


Background: Public Input

- The first project public meeting was held on May 6th.
 - 45 people attended the meeting
- An online survey was also open for comments after the public meeting
 - 56 responses were submitted by the public
 - A reminder postcard was mailed to residents in the neighborhood (Broadway Rd. to Southern Ave. Rural Rd. to 48th St.) on May 27th
 - The comment period ran from May 6th through June 14th

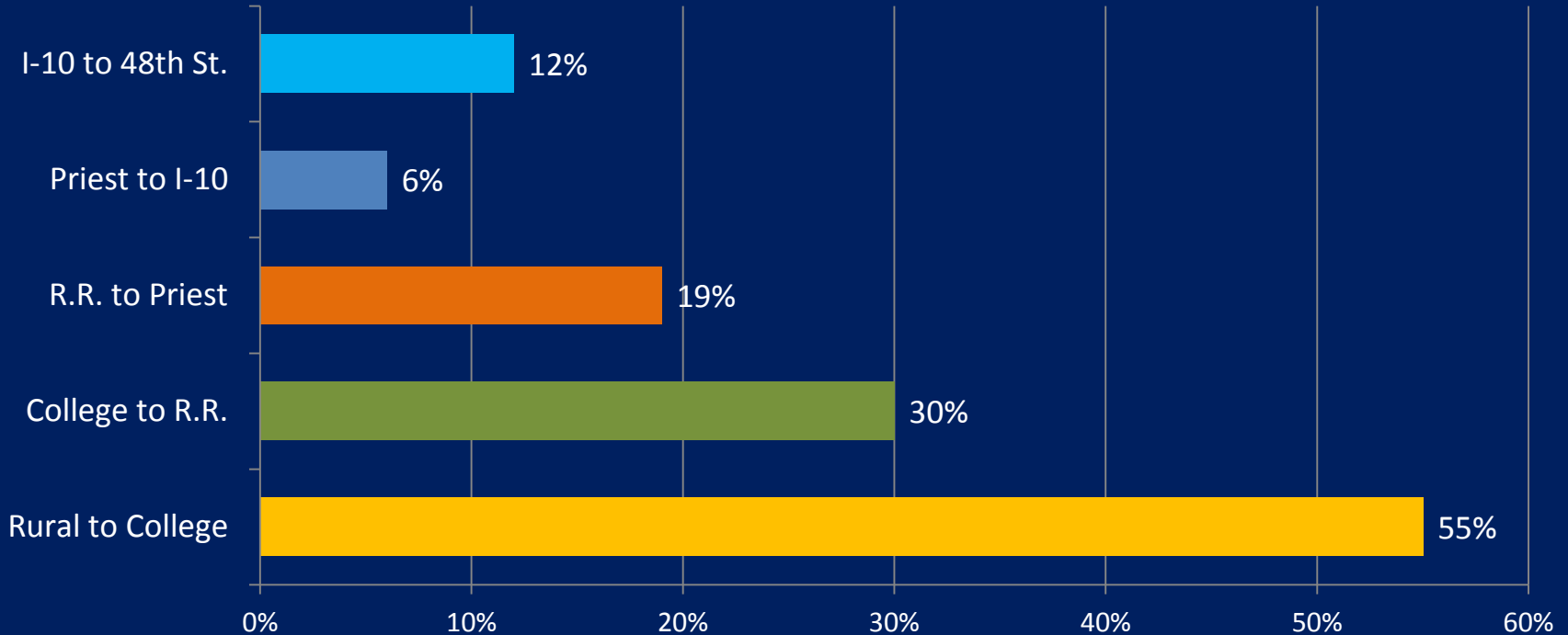
Background: Public Input, cont.

Public opinion on potential improvement elements

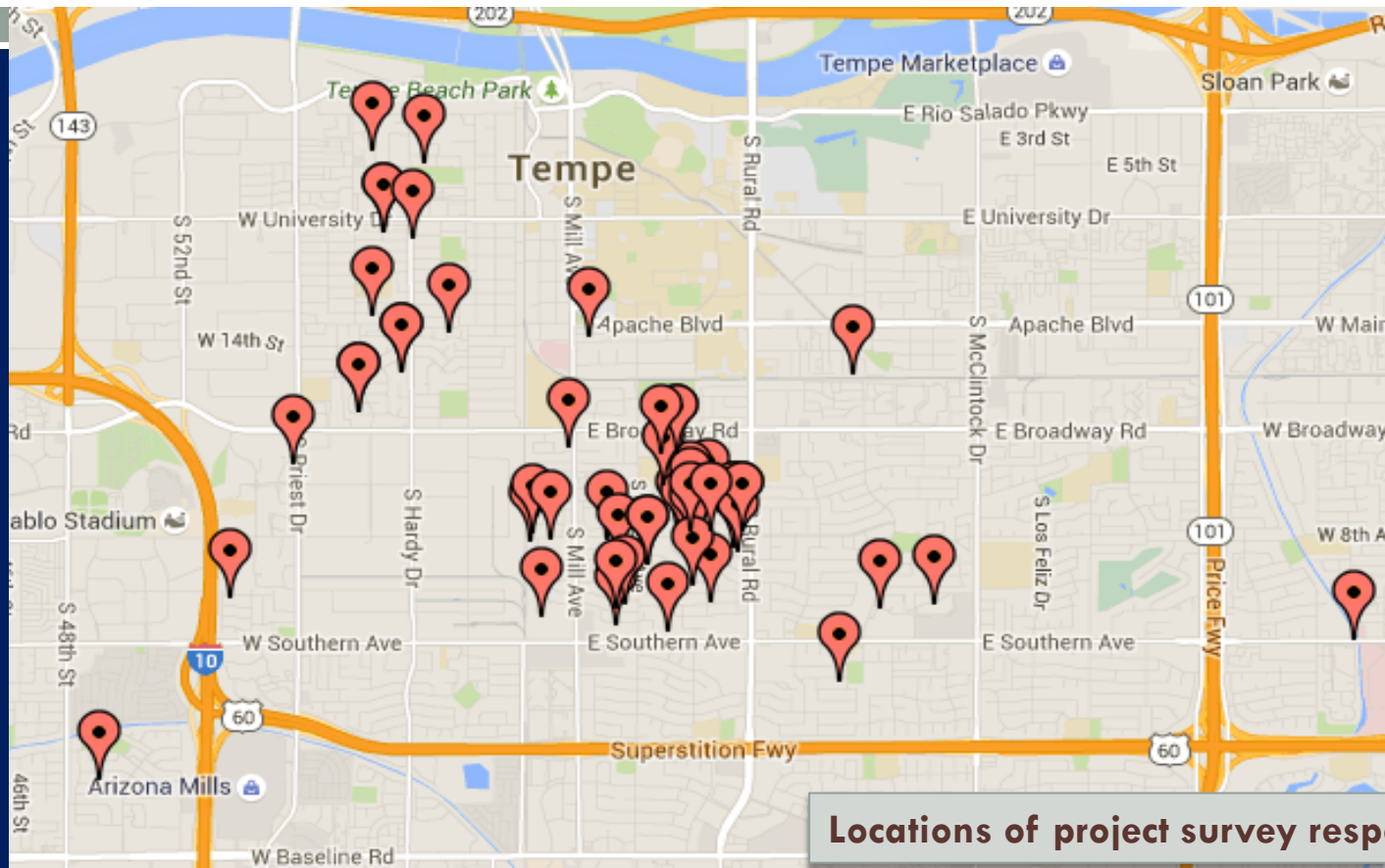


Background: Public Input, cont.

Public opinion on improvement segments priority

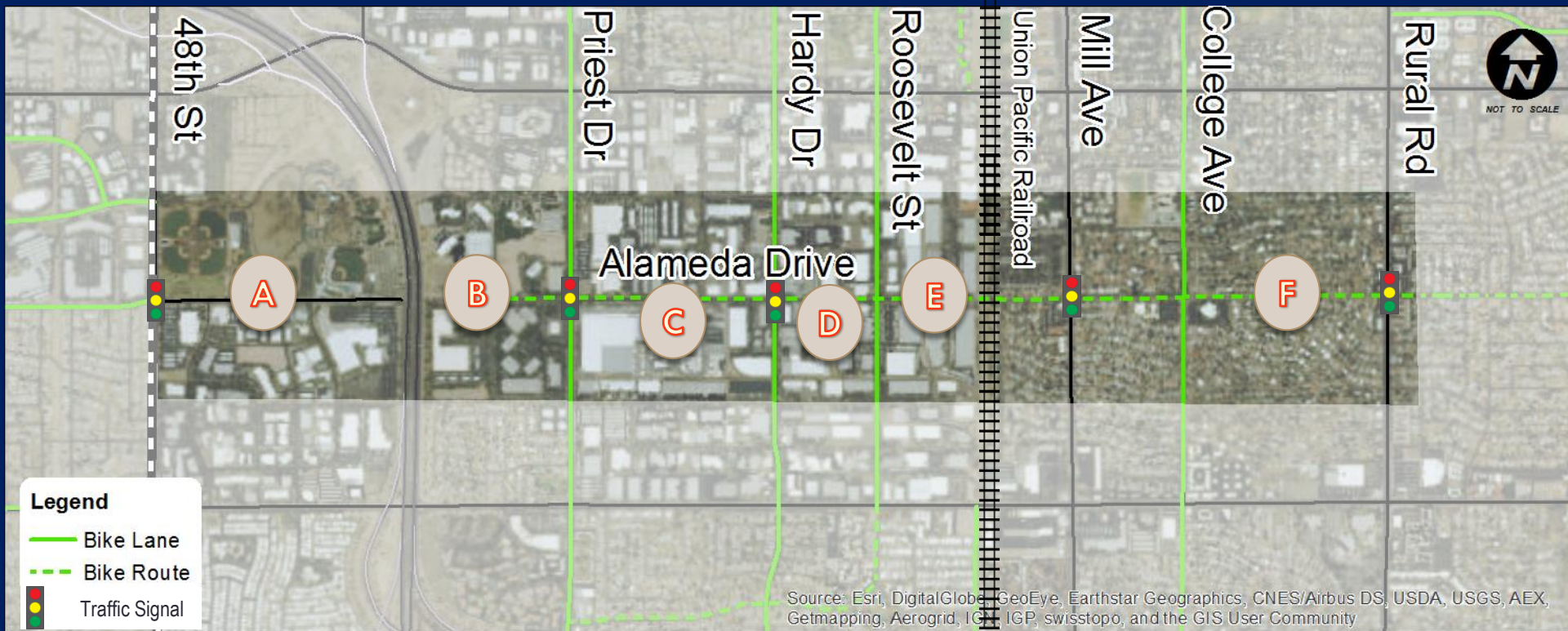


Background: Public Input by Location



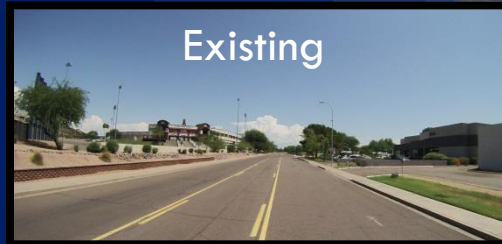
Locations of project survey responders

Concept Development Process



Preferred Cross Section by Tempe Diablo (A)

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



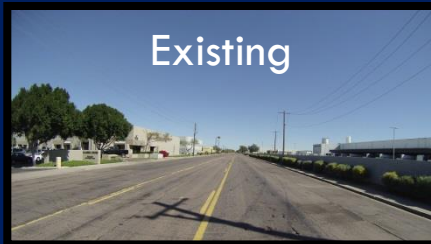
Preferred Cross Section by Fountainhead (B)

- 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 and driveway aprons to meet ADA standards



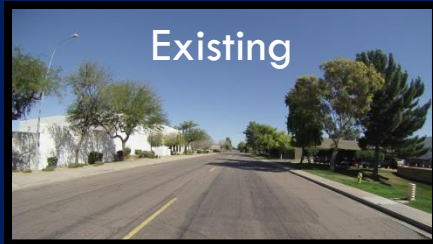
Preferred Cross Section along Industrial Dist (C)

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



Preferred Cross Section along Industrial Dist (D)

- 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 along Industrial Dist (E)

- 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 and driveway aprons to meet ADA standards
 - Maintains full truck access to industrial sites



Cross Section Example E of College Ave (F)

- 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 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

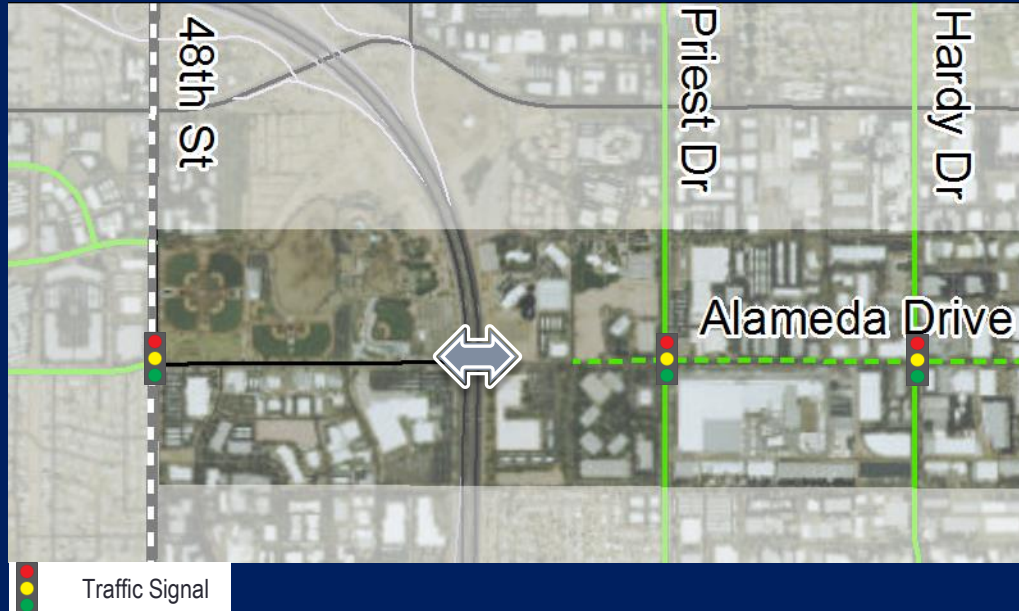


Cross Section Example E of College Ave (F)

- Mill Avenue to Rural Road – Alternative B
 - 48' – Curb to Curb Paved Width
 - 80' –Right-of-Way Width
- Concept highlights
 - 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

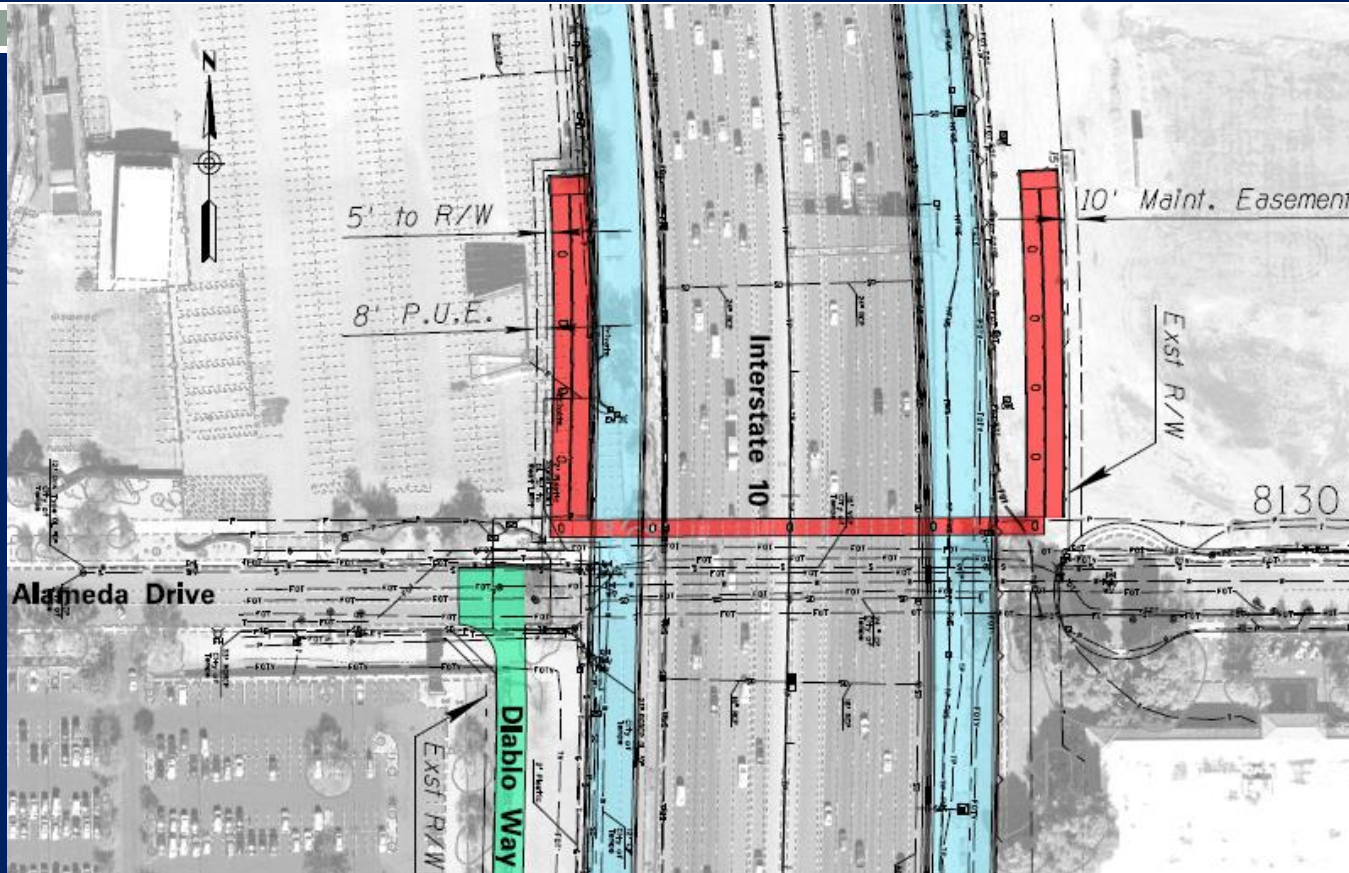


I-10 Overpass



Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting both ends of Alameda Drive on either side of I-10. The project is part of a larger improvement to the interstate and will be constructed by ADOT.

I-10 Overpass Preliminary Layout

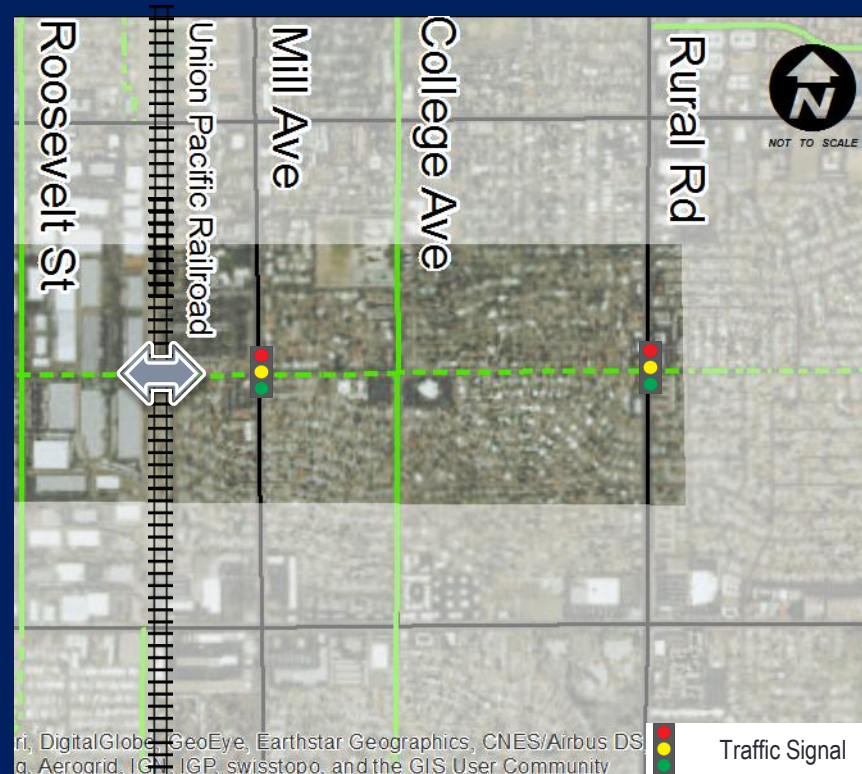


Union Pacific Railroad Crossing

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

Maricopa Association of Governments studied this crossing and proposed the following future improvements:

- Execute a two-party agreement for a private crossing with public characteristics between UPRR, and City of Tempe
- Install flashing lights and audible device
- Install new crossing signage and advance warning signs
- Install new pavement advance warning markings
- Replace the surface with new asphalt approaches



Union Pacific Railroad Crossing



Parking lot west of Union Pacific Railroad Crossing



Community Improvements Input

- Please turn your attention to the paper plots on the tables.
- Which improvement concept for Alameda Drive between Mill Avenue and Rural Road best support your activities?
- Please point out additional spot improvements the project team should consider!

Thank you for your Feedback!

