

5th Street

Streetscape & Traffic Calming Project

Project Update | Spring 2017



Project Limits & Context



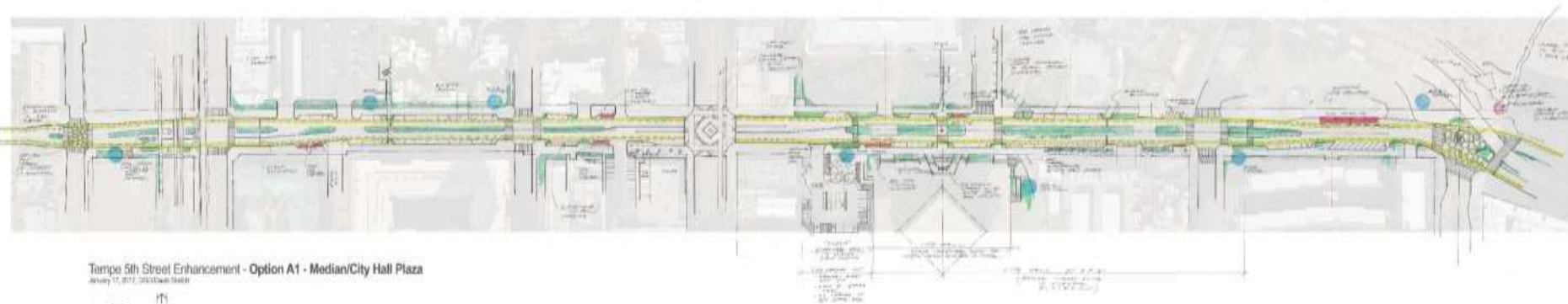
- Approximately ½ mile (2,900 ft)
- Connects City Hall, Mill Ave, ASU, Sun Devil Stadium, police admin and courts, Transportation Center, lightrail, transit services, mixed-use development, multi-family housing, hotels, Hayden Butte/A Mountain, historic and redeveloping neighborhoods

Design Goals

- Increase **on-street parking** opportunities and associated revenues
- Enhance **multi-modalism** (improve bike, ped, transit & ADA)
- Utilize **innovative transportation design** (NACTO)
- Maintain vehicular & **special event** access & integrate **traffic calming**
- Expand & improve **landscape & shade** options, particularly tree coverage
- Address **heat island & user comfort**, utilize **Low Impact Development** techniques where appropriate (water harvesting, solar)
- Preserve **utility operations** and allow for future growth
- Balance **design with cost control & long term maintenance**
- Connect to **neighborhoods**, protect & create **gateways/transitions**
- Create innovative, sustainable, iconic street with **mobility for all**

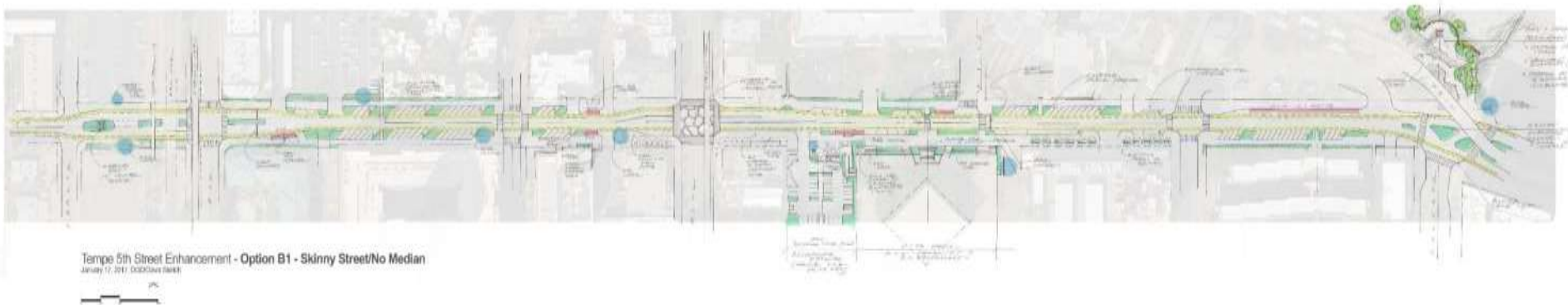


Preliminary Concepts



Median/City Hall Plaza

Wide street, landscaped,
parallel parking



Skinny Street/No Median

Skinny street, bikes have a
more straight and visible path



Skinny Street/ Separated Bike Lane

Skinny street, bikes meander
behind parking stalls and
through intersections

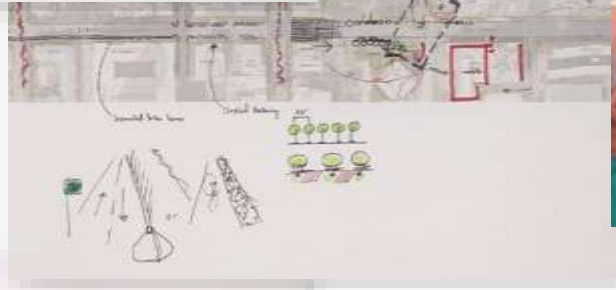
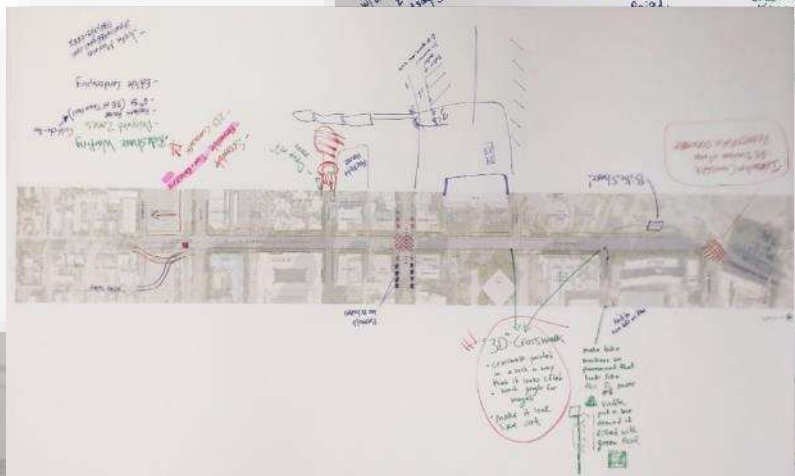
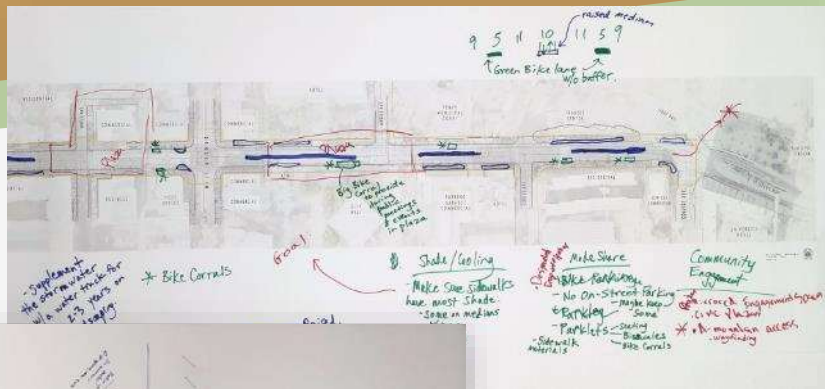
Stakeholder Input

- Public Meeting (Oct. 2016)
- Commissions
 - Transportation, Sustainability, Historic Preservation, Mayor's Commission on Disability Concerns, Municipal Arts, Parks
- Departments/Divisions
 - Police, Fire, Solid Waste, Utilities, Community Development
- Community
 - ASU, SRP, Mission Palms, DTA, Farmer Arts District, Studio 5c, Businesses and Property Owners

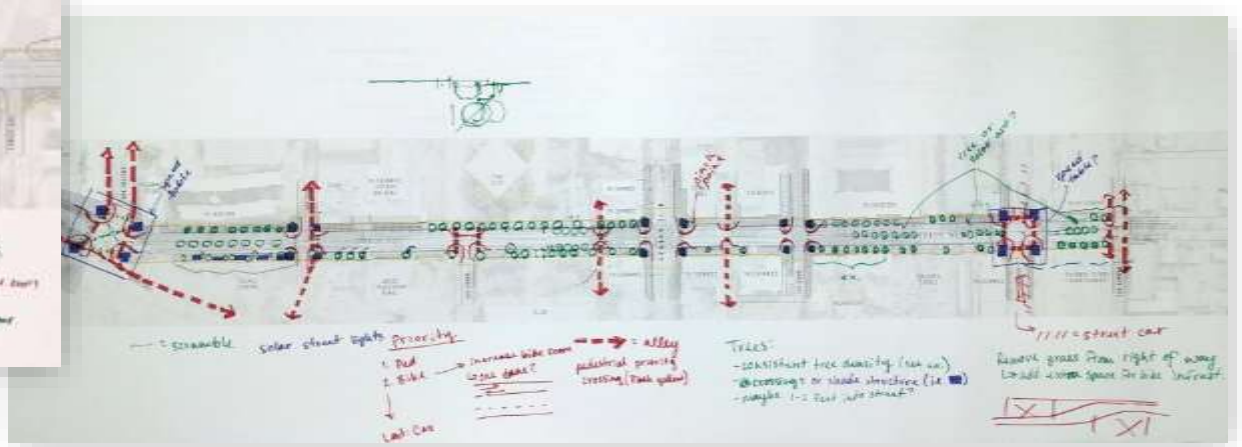
Highlights & Takeaways

- Recognize gateway / neighborhood / historical transitions
- Increase street parking, but not at the expense of good people space
- Maintain capacity but slow traffic
- Expand pedestrian space on sidewalk for patio overflow
- Capture water runoff, utilize in landscape features
- Increase Shade through trees and structures
- Date Palms are significant to the region
- Provide a flexible street for daily use as well as event/gathering opportunities
- Enhance bike and pedestrian visibility
- Utilize streetscape for art opportunities, both seasonal and permanent
- Extended sidewalks for public space and shorter intersection crossings

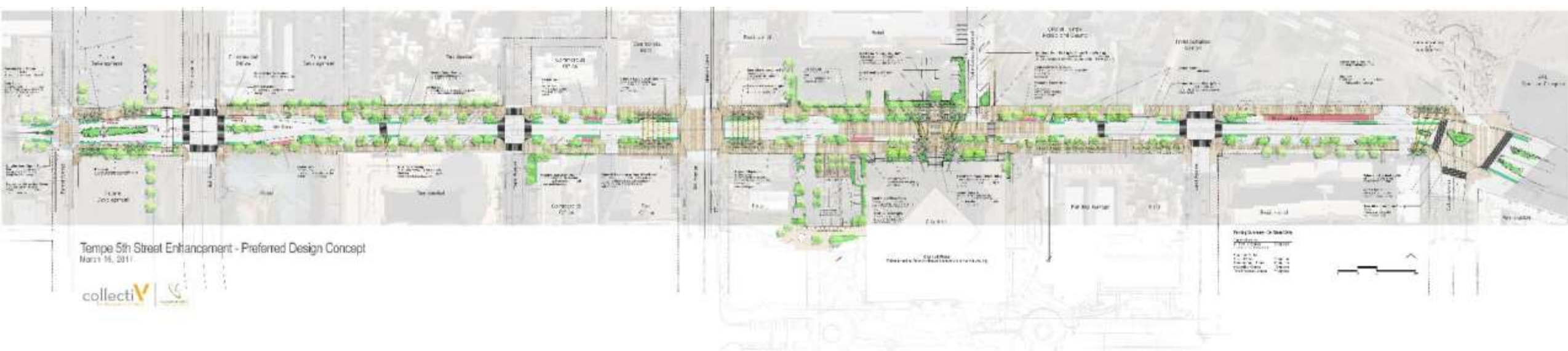
Stakeholder Input



Community planning charrette at ASU School of Sustainability



Preferred Concept

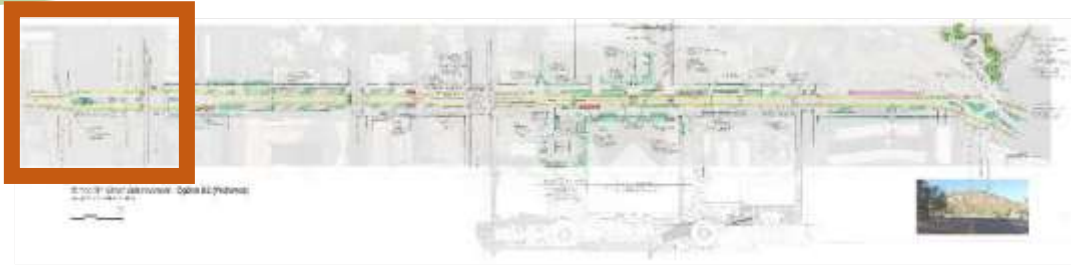


Balanced Street Approach

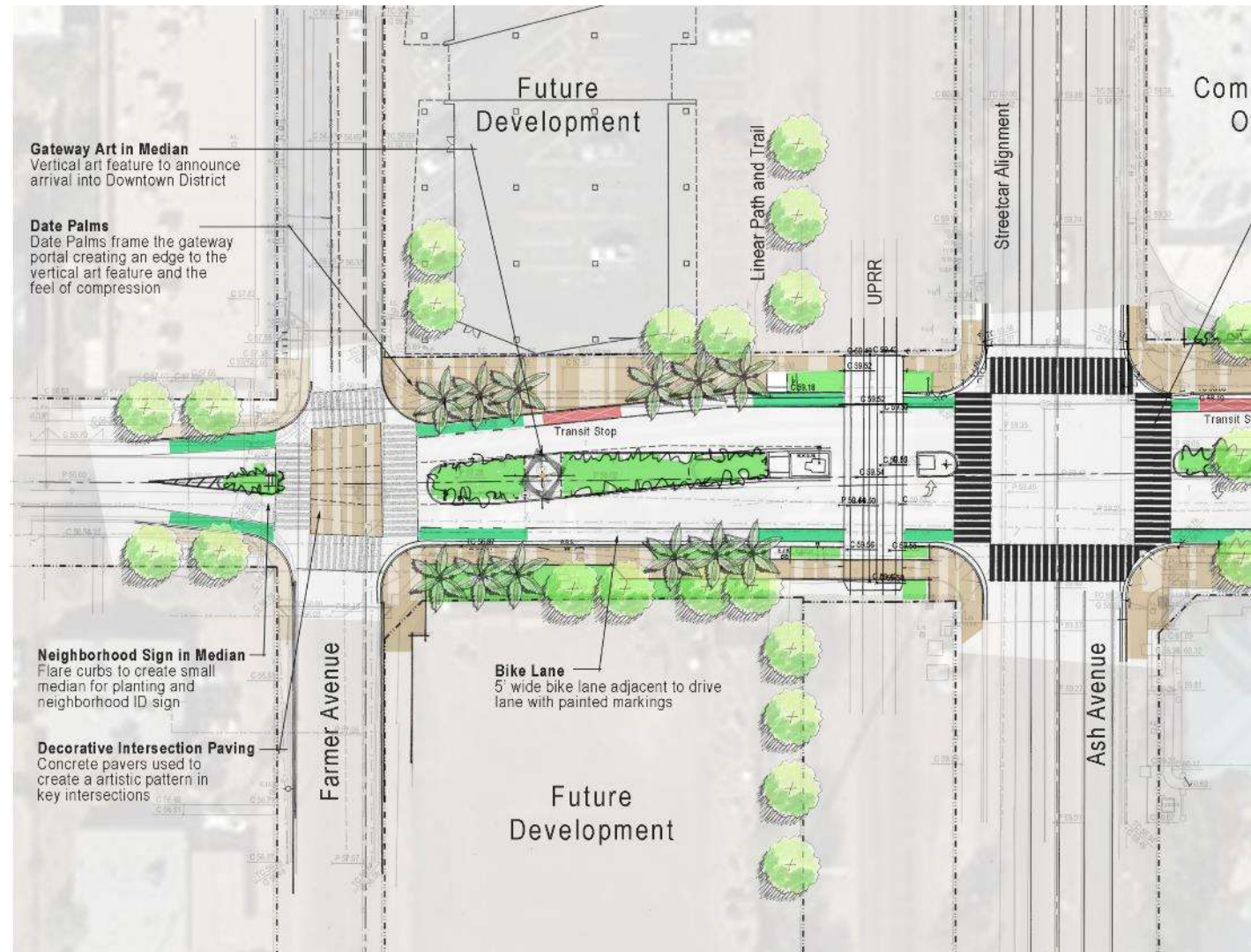
Focus on supporting an active street that provides for all modes of travel, encouraging engagement, recognizing landmarks and gateways, designed to be sustainable.

Parking increase from 38 to ± 77 metered stalls / Thinner street with more pedestrian-friendly crossings / Continuous, punctuated bike lanes / Introduce “City Hall Plaza” / Consistent lighting strategy / Increased shade and landscaping throughout / Decorative, permeable paving / Gateway treatments to buffer transitions

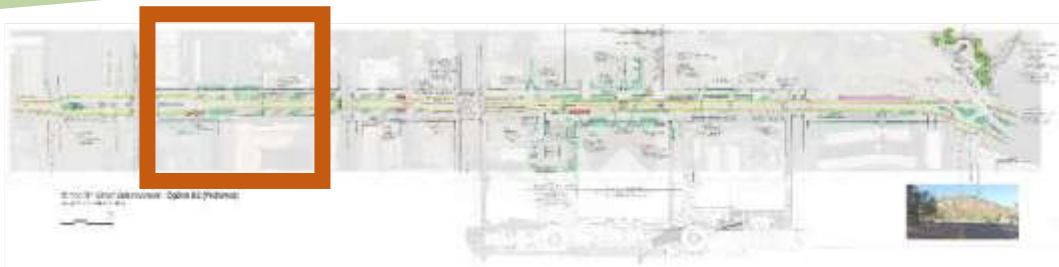
Walkthrough : Farmer & Ash



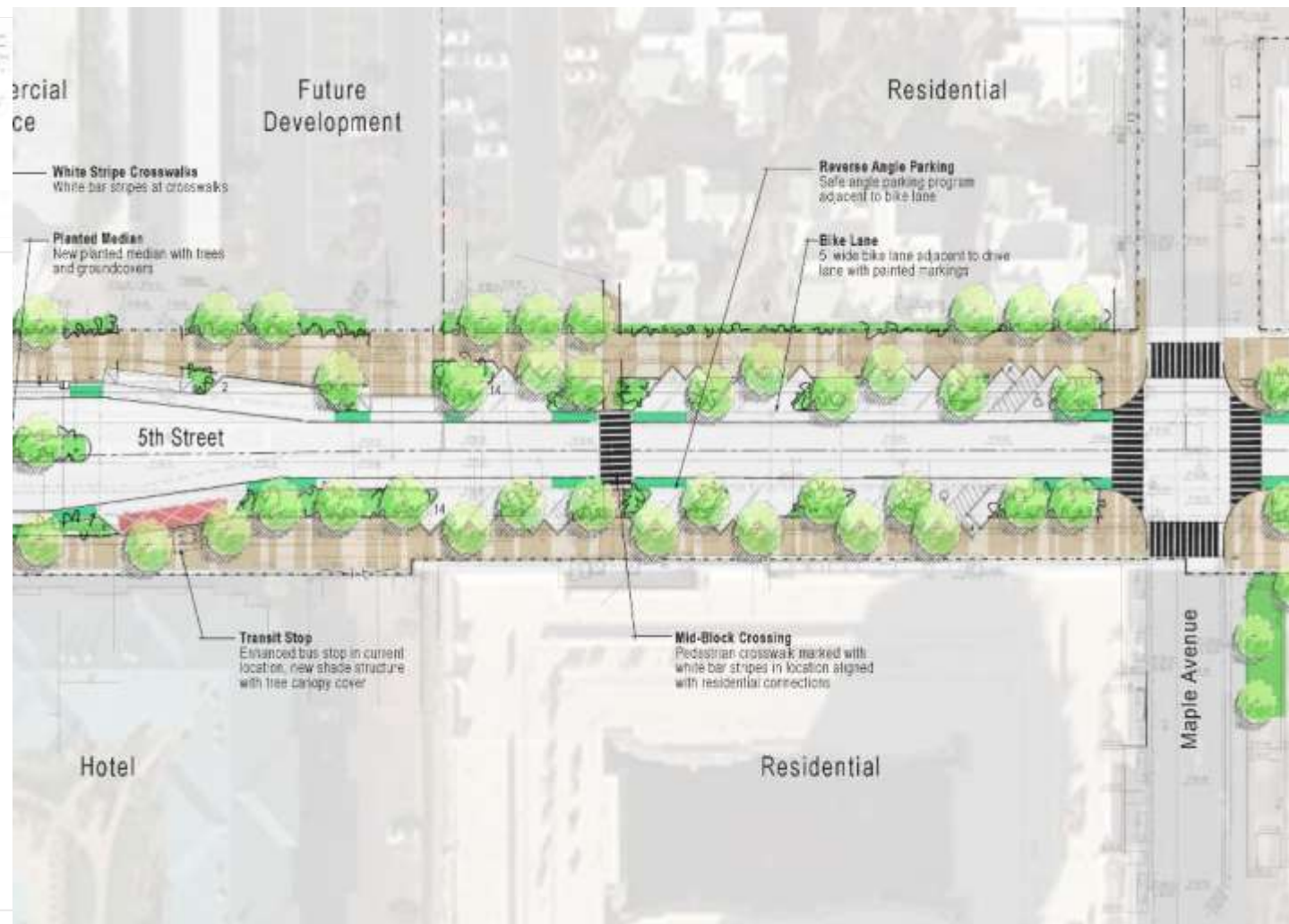
- Neighborhood Transition
- Median Gateway Feature
- Enhanced Street Legibility
- Preserves utility and railroad operations
- Introduces date palms and festooned lighting treatment



Walkthrough : Ash to Maple



- Introduction of reverse-in angled parking
- Street narrows
- Landscape and shade enhancements



Reverse-in Angled Parking

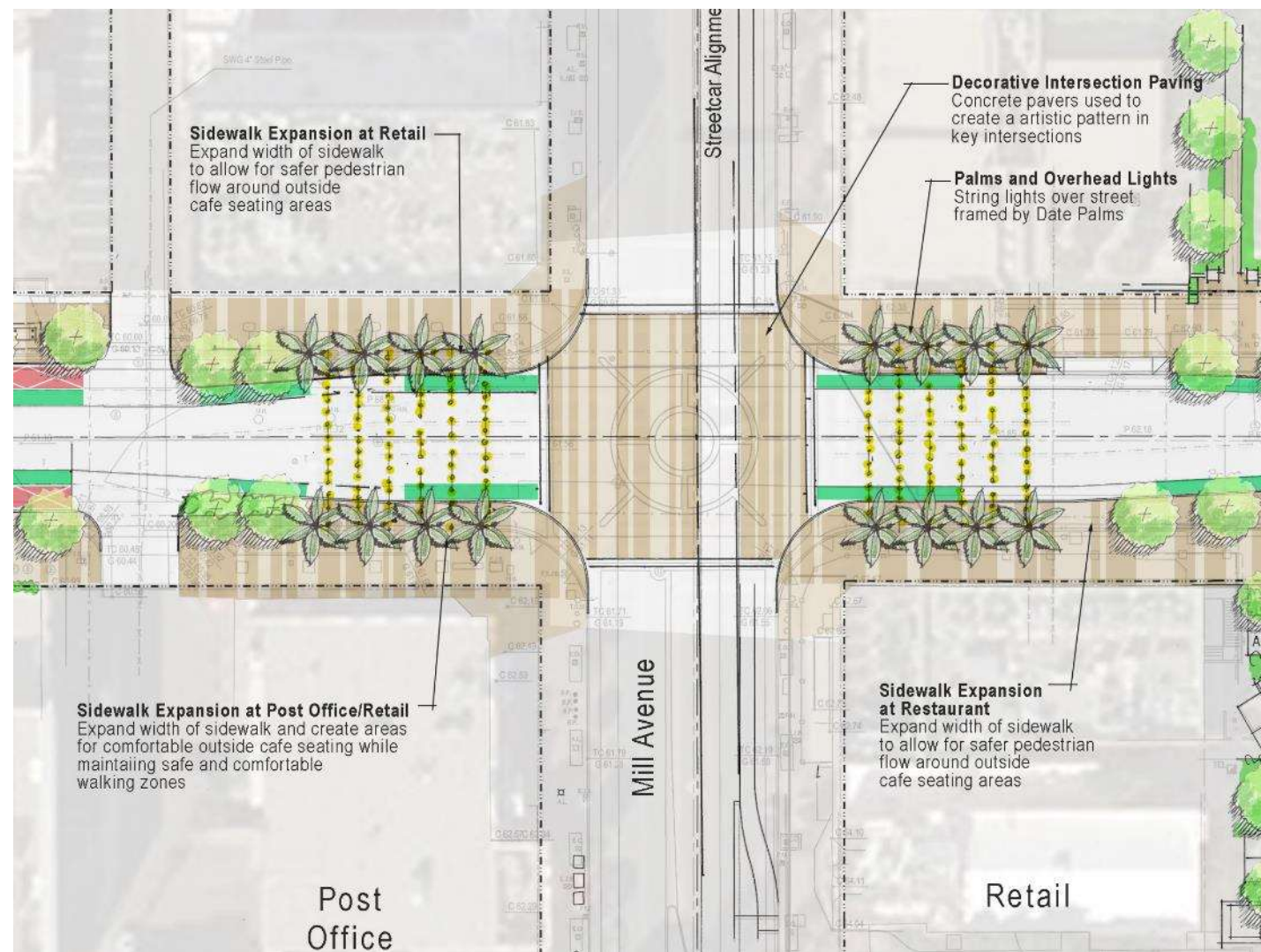
- Achieves narrowing of street to slow traffic
- Head-out movement enhances line-of-sight visibility for oncoming cyclists, vehicles
- Provides runoff capture and landscaping opportunities
- Geometry allows for additional parking spaces



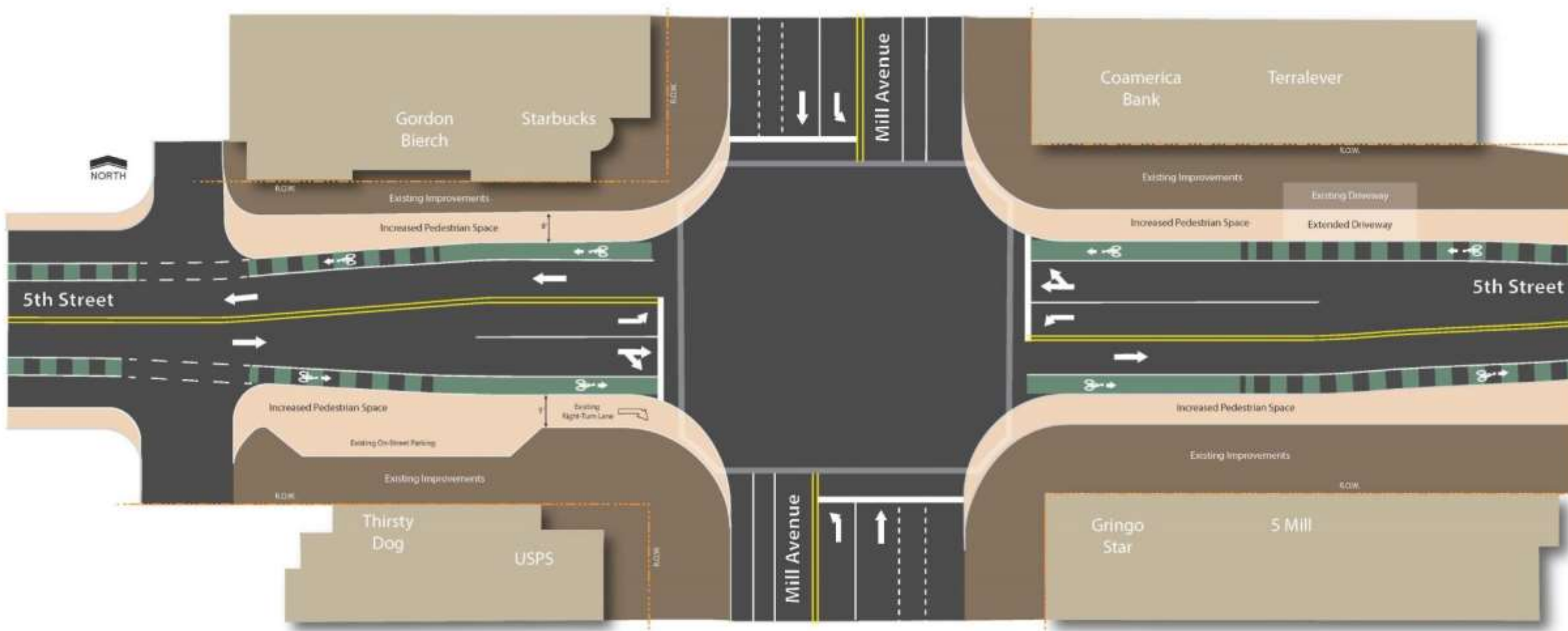
Walkthrough : Mill Ave



- Extended sidewalks for engaged public space
- Intersection accommodates left turns
- Decorative, functional paving



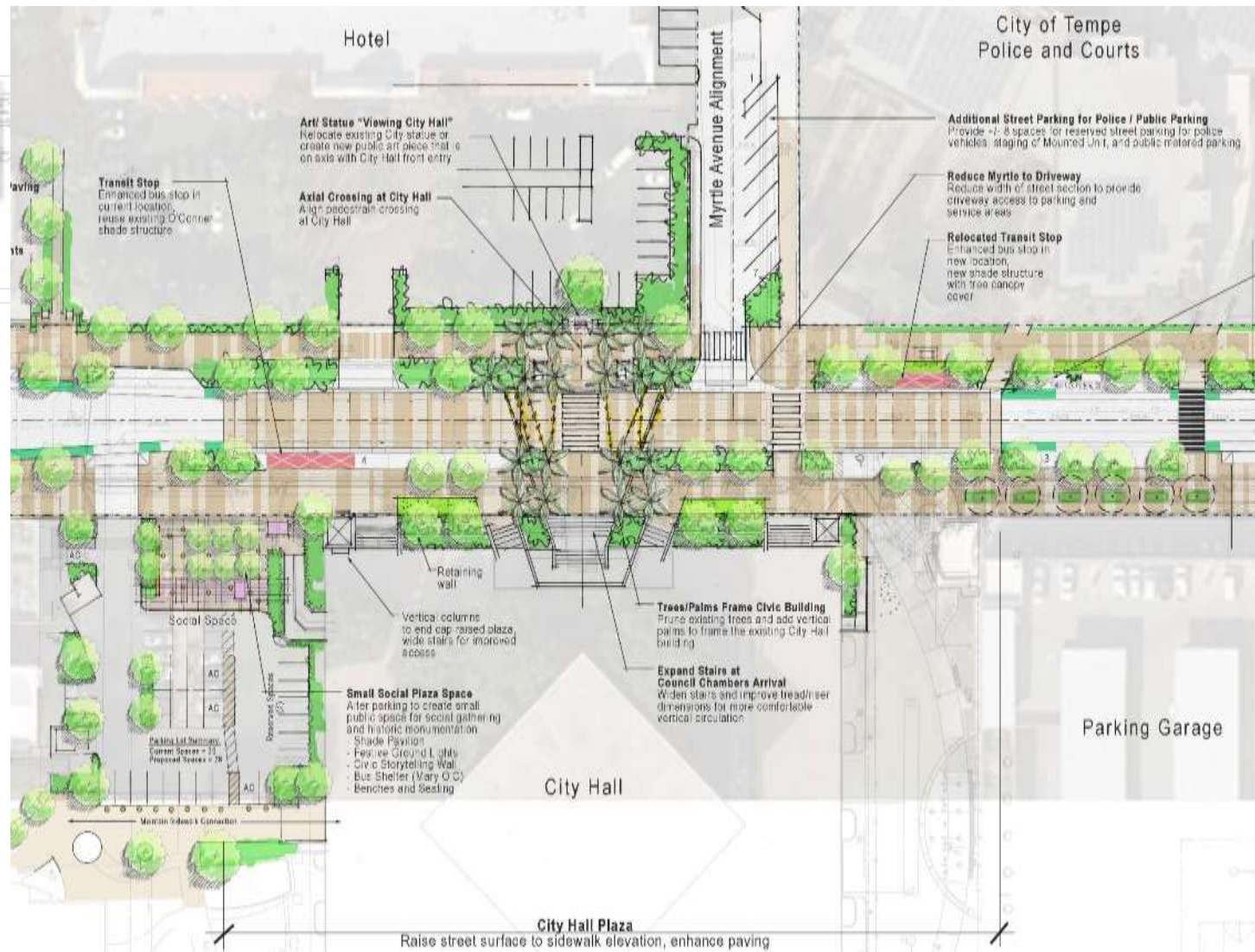
Walkthrough : Mill Ave (Detail)



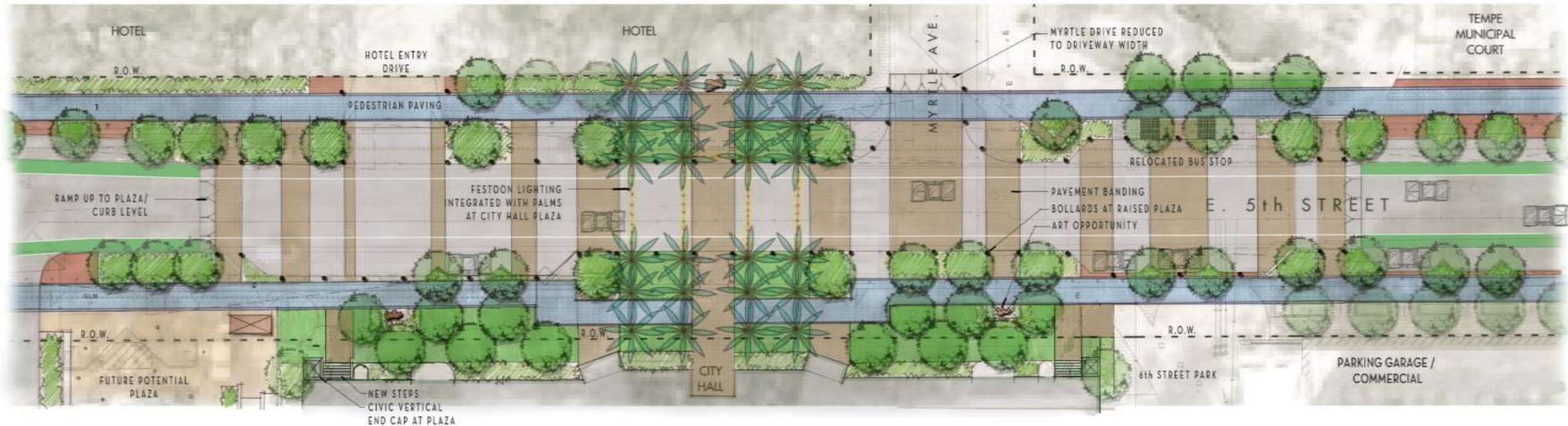
Walkthrough : City Hall Plaza



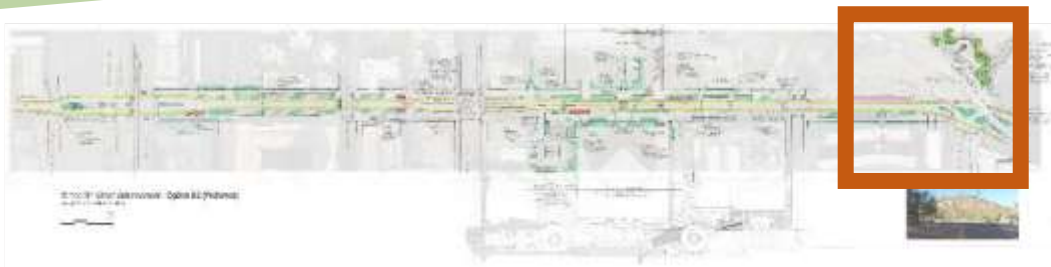
- Elevated street
- Celebrates the civic landmark
- Extends spirit of City Hall into the public realm
- Social plaza softens edges
- Cascading landscape treatment
- Re-aligned crossing from Mission Palms Hotel
- Myrtle Avenue reconfigured as a driveway, provides additional parking for Police
- Bollards in street for special events



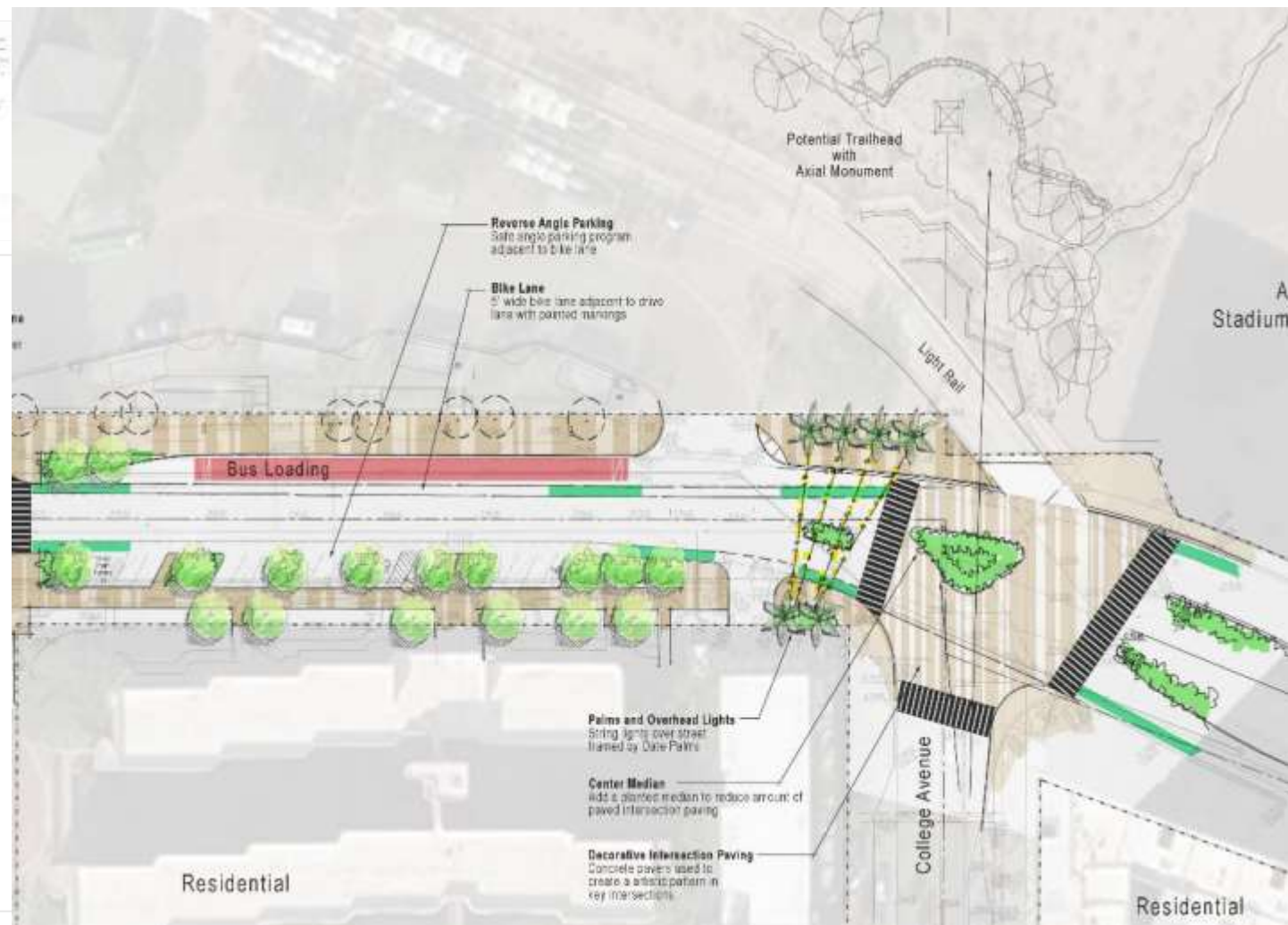
Walkthrough : City Hall Plaza (Detail)



Walkthrough : College Ave

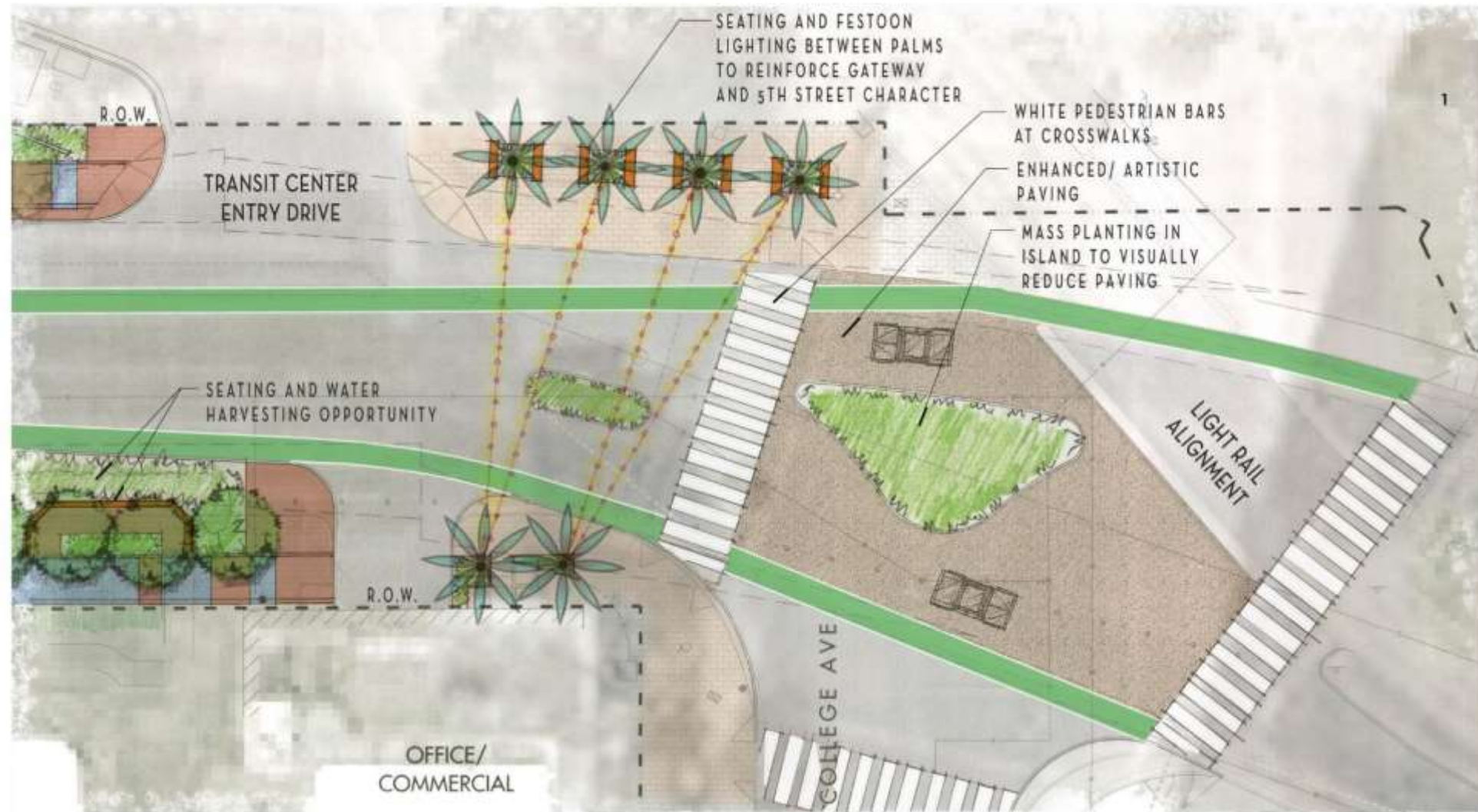


- Town & Campus gateway
- Median treatment to frame Hayden Butte
- Trailhead enhancement
- Curb extends to shorten crossing distances



Walkthrough : College Ave (Detail)

- Town & Campus concept
- Median treatment to frame Hayden Butte
- Trailhead enhancement
- Curb extends to shorten crossing distances



Design Treatment Examples



Next Steps

- **Spring 2017**
 - Public Meeting #2 - Review Preferred Concept
 - Boards & Commissions
 - City Council Direction
- **Summer 2017 / Fall 2017**
 - Council IRS update
 - Prepare final Construction Documents
- Develop phases, temporary & permanent solutions



Questions / Contact

www.tempe.gov/5thStreet



Project Manager : Eric Iwersen | 480-350-8810 | eric_iwersen@tempe.gov
Transportation Planner: Tony Belleau | 480-858-2071 | tony_belleau@tempe.gov