

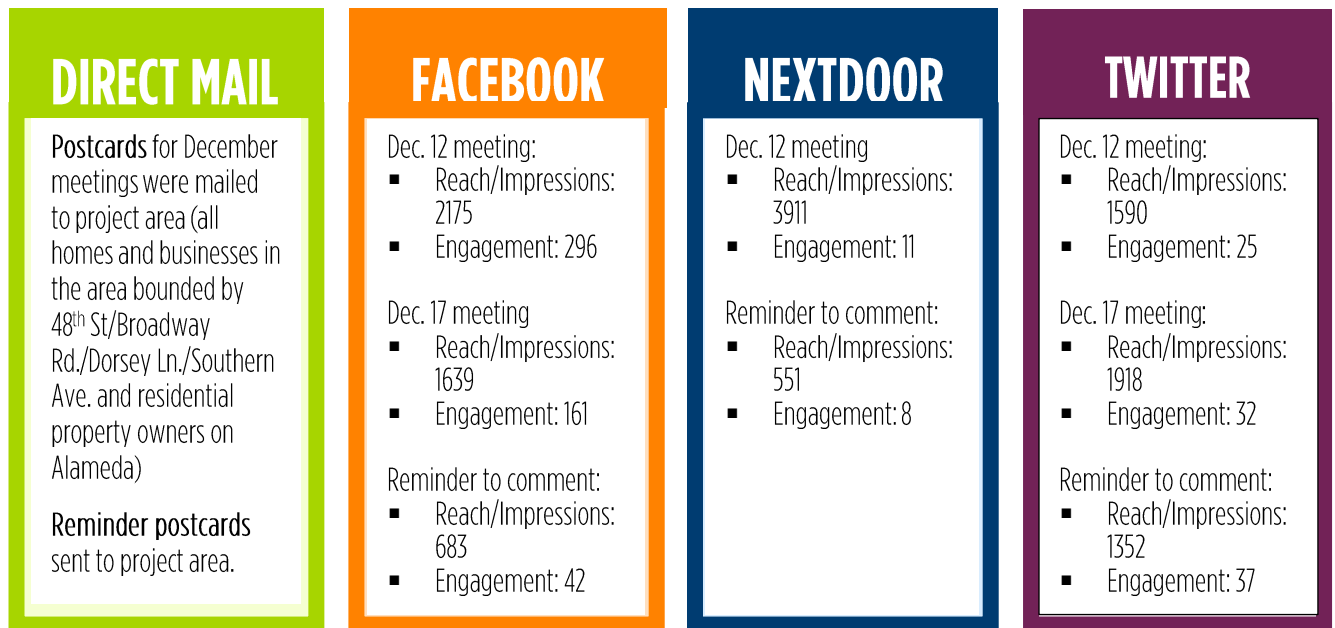


## I. Background

The City of Tempe held two public meetings on December 12 and 17, 2018 to remind / introduce people to designs prepared by Kittelson & Associates, Inc. in 2015 for streetscape improvements to Alameda Drive between Rural Road and 48<sup>th</sup> Street. The plan that was presented includes preferred designs for the six segments of the roadway that respond to the specific characteristics of Alameda Drive in those areas.

Thirty people attended the December 12 meeting at Broadmor Elementary School and eight people attended the December 17 meeting that was geared toward the business community in the project area. Comments were taken from December 12 through January 9. Sixty-five comments were received.

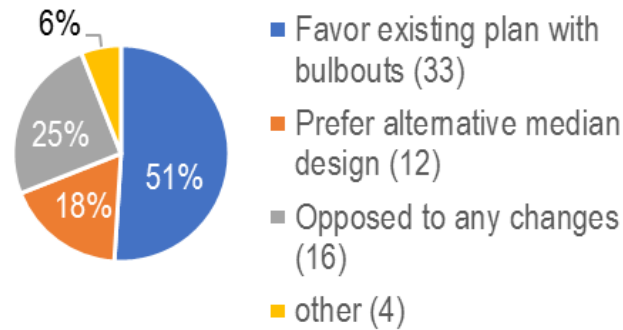
## II. Outreach



## III. Survey Results

Survey respondents were asked to provide comments on the proposed conceptual design. The results of the survey responses are summarized in the chart below and each individual response is included in this report. Overall, 51% of the respondents support the design concept, 25% are opposed to the design concept, 18% would prefer medians to be included in the design, and 6% provided other comments.

## Alameda Streetscape Improvements Survey



### Favor existing plan with bulb outs (33)

1. Regarding the options for UPRR to Rural road, I prefer Alternative A so that people can easily pull into their driveways. I also prefer that option for Biker safety as it keeps them separate and away from cars.
2. I love it, it's exactly what this wide street needs. I can't wait to bike to a Spring Training game at Tempe Diablo Stadium!
3. I bike Alameda often, especially between Ventura and College. Although the street is wide, I am now unnerved by cars behind me with no dedicated lanes. Also, shade trees in medians and on homeowner properties along Alameda would make the ride cooler and cut the glare. I would also appreciate pedestrian/bicycle bridges over Hwy 10 and 101 to increase access to Phx and Mesa.
4. Hi I'm not sure what I'm supposed to be commenting on but I wanted to find a forum to request bike lane protection. Especially on school routes and around Asu campus. Small kids are often inches away from cars edging into the bike lane. There should be a median or those poles or at the very least the bumps in the road to warn people they are veering too close to the bikers. I watch the tiny kids (and students and professors) riding on college rd and unaware of drivers veering towards them. Please forward this to the correct department if this is not it. Thank you for your time.
5. Please make wide radius turns on I-10 crossing ramps more like I-17/Maryland crossing not SR 51 /Oak crossing. Reduce and/or reconfigure bollards at railroad crossing. Include cameras to detect bicycles at arterial crossings.
6. Good idea. Need to get data from previous applications to allay the fears of residents.
7. As resident of the Holdeman Neighborhood, which is located 1/2 mile north of Alameda Drive, I very much support this project. I believe adding much needed bicycle lanes, pedestrian upgrades, and landscaping improvements will be a very big win for the community. This will also really help link the community to the Tempe Diablo Stadium. I know for a fact that I will be using the new pedestrian bridge myself to get to the stadium. With that said, I have one minor reservation about this project: I hope the redesigned street will not discourage commercial truck drivers from using Alameda and push them out to Broadway Road. We do not need more commercial trucks driving along Broadway Road near our neighborhoods. I hope the street design is done very

carefully to accommodate commercial vehicles since this is still largely an industrial area. Lastly, I'm really hoping this project can spearhead the discussion for the future Broadway Road Streetscape project, between Priest Drive and Mill Avenue, as outlined in the Tempe Transportation Masterplan. This section of Broadway Road badly needs to be redesigned to better accommodate cyclists and pedestrians. I strongly believe that the community would solidly support removing one car lane (eastbound) and adding new bicycles lanes on each side of Broadway Road (similar to Broadway Rd east of Mill Ave).

8. Very excited to see these improvements along Alameda and the benefits it will bring to the residents of Tempe. Also, we are very excited to see a ped bridge over I10. Will Tempe residents be involved in the public art process for the bridge?
9. I am a property owner at XXX W Alameda Drive. I am excited for this project and its completion. I noted landscaping was important to many in the area and I share that view. I hope the end project includes lots of trees, some center street islands like College, and/or even some bulbs which I know are not super popular but I'd be fine with one in front of my house if included some way I could park up on it. Perhaps a rerouting of the sidewalk or something to accommodate the parking spot on the bulb?
10. It is exciting to see this project moving forward -- I cycle from College & Alameda to the Sundt Construction building at 55th & Alameda four days a week year round. The current condition of the roadway in section C creates less than a comfortable ride on a bicycle. The traffic patterns and car counts at the intersection of 55th & Alameda has also changed so much in the last 3 years that the 2-way stop sign is very accident prone. Needless to say, the improvements will be welcome!

General comments:

- -The cross section mockups show raised medians. Are there any benefits to using lowered medians? I've seen some excellent median designs in Tucson that act as rain collectors and reduce the need for irrigation as well as storm water management.
- -I would love to see a set of plans if they are/when they become available.
- -Thank you for all of the hard work on this project. I love the direction of this design intent.

Area B:

- There should be a break in the center landscaped island at the southern driveway from the Sundt parking lot. Much of the traffic from the office building exits the south driveway and heads eastbound. I also make that movement every day and will want to make sure visibility for cycles is considered making a eastbound turn. The current mockup shows no break in the median.

Area C:

- If possible, including some do not block intersection signs southbound on Priest at Alameda would be greatly appreciated. from about 4:15 - 5:15 every day southbound traffic backups and people often block the intersection and I'm forced to weave through stopped cars in the intersection on my bike. Are there currently plans for a company to move into the old safeway depot on the SE corner of Alameda and Priest? It seems like the parking aisle on the south side of alameda there will create significant traffic heading to the currently occupied businesses to the north. At the moment all of

the traffic parking on the south side of the street just heads north to one of those businesses.

- Is the cross section wide enough here to put both bike lanes in the middle of the street with some landscaping around it? This plan seems like it will keep a significant amount of surface area as asphalt for a road that isn't utilized heavily by cars.

Area D:

- Love it! Just curious to see how the right turn lane is handled at Roosevelt since auto traffic will have to cross the bike lane.

Area E:

- Currently the parking lot east of where Alameda turns North into Wilson is confusing for vehicles and cyclists. There are parking spaces that cover the bike path and prevent correct use of the paved sidewalk/bike path extending east from Alameda. While I know removing parking spaces is probably not an option, at least having one noted as a bike path could make it the last space to be occupied, making sure cyclists have access most of the time. I'd love to see some signage or a painted bike bath line that shows how westbound cyclists get onto westbound Alameda. Right now it is very confusing as one has to cross two lanes of traffic immediately adjacent to a forced turn.

11. The plan looks good. It basically helps define the areas for bikes, etc. which is needed. The more trees involved would help soften the area. The planning seems to improve the area with reasonable cost.
12. These plans look great. But the sketches show relatively few shade trees. For pedestrians and bicyclers, the more shade trees the better -- even if that eliminates some spaces for street parking.
13. I'd like to see more traffic calming features in section F, Rural Road to the Railroad crossing. And it is imperative to eliminate the bollard structures that make it impossible to ride a bike, take a bike trailer or stroller, or I imagine take a wheelchair easily through the crossing. If you don't eliminate the bollards, at least make them much wider apart so the path is accessible.
14. I like the overall plan. The changes to Alameda from Mill to Rural will help ALL users to understand that it is multi-modal transportation with the demarcation for parking and separate bicycle lanes. I believe there will be ample room for residents to back out and turn their cars. I suggest green paint at the intersections going E/W, Alameda and Rural. Bicyclists at the corner have to dismount their bikes to hit the turn-signal button, otherwise the light does not perceive them. That leaves them less visible to motorists turning right or left at the light.
15. I think it would make sense to continue the improvements East to Meyer Park (Dorsey).  
2. For the residential section, I would prefer to see something more like the improvements made on College between Southern and Alameda. Larger offset bulb-outs for more effective traffic calming. I can't see how the bulb-outs proposed in Alternative A would have any traffic calming effect.  
3. For the proposed overpass over I-10, I understand the need for the long ramps for bicycles and wheelchairs, but it would be really nice to also have direct stairs so those walking don't need to go three times as far just to get to the bridge.

16. Love the plans. Appears to be consistent with the recent improvements to College Ave. A bike friendly roadway will enhance the neighborhood. I read a comment regarding painting the bike lanes green and agree that many motorists don't understand that bike lanes are ONLY for the bikes. Also consider bike safety when crossing Alameda (East and West) at Rural.
17. The buffered bike lane definitions should be more substantial than white paint. At least in some intervals or sections there should be a physical barrier of some type. Curbs, raised planters, etc. "Alt B" (shared bike lanes with cars) would be a disaster.
18. More trees, less concrete. The residents of this street, I'm sure, want beauty to be a characteristic of their front yards. The proposed build diagram has lots of busyness, paint and concrete. It does not have natural beauty. It lacks character. Please consider bringing more life to it. Trees like those on College would make a huge difference.
19. I live near the Mill to Rural section (F) of your planned bike lane concept. Looking at your plans, I feel that Alternative A would be the safest way to go with it. The bike lanes would be off the side of the road while residential vehicles can still park along the street instead of having the bike lane share the driving lane with cars (Alternative B). Alternative B for Concept F would be much more hazardous in my opinion due to the way people drive in this area and the state for that matter. Drivers tend to get irritated having to drive behind a bicycle and in turn may try to drive around a biker and cause an accident or get some sort of road rage and cause some sort of different accident. Otherwise, I like your concepts. I hope you go with Alternative A for Concept F.
20. I am in support of the proposed improvements. I would support alternate "A" for the section between college and rural roads.
21. I live on Alameda and I think the street needs to be slowed down considerably. People drive like crazy people on this road. I don't think the proposal takes that into account sufficiently. I would also really like some shade trees put along the route from Rural to College.
22. Two thoughts:
  - The Preferred Cross Section F: Residential Area (Alt A) with no median would be safer for bicyclists and car riders/drivers despite the loss of the median in Alt B.
  - I would like to see removal or rearrangement of barriers on both sides of the the UPRR crossing to allow for bicyclists to ride through without having to get off of the bike to walk through on both sides of the railroad crossing. It's a pain in the butt.
23. We live at XXXX S. Grandview Ave. in Tempe and regularly travel Alameda to take our children to school and exit/enter the neighborhood. We appreciate all that's being done to calm traffic on Alameda and commend the project teams for their hard work to solicit feedback from the community. Whatever options are chosen, we hope that landscaping will be a priority. It looks like bump-outs (bulb-outs?) are the most popular compromise, and we just ask that some of the same options that were done along College between Broadway and Southern be used for this stretch of Alameda between Mill and Rural so that the neighborhood looks uniform. Shade trees are always preferred and we enjoy the other sculptural and structural elements that were used on College just north of Southern. Again, thank you for working so hard to make our city so lovely!

24. Thank you for doing this. The layout looks great. Also, thank you for eliminating Alternative B in the residential area. I do not want to drive my car in a lane shared with bicycles.
25. Please make sure that Alameda has speed humps. People tend to speed at excess of 45 miles an hour down neighborhood streets. Please make sure that there is street parking available as a lot of us have more than two vehicles per household.
26. TREES, TREES, TREES! Look at Alameda E of Rural for inspiration.
27. Trees are important. Pedestrians and bicyclists and the city in general benefits from added shade, cooling and beauty. Please maximize trees in the design. Give them enough room to thrive and become large.
28. Hello- Thank you for proposing this plan! I have a comment about Alternative B at the Rural Road to College. I love the median depicted in Alternative B. It would provide shade and stormwater relief if you had curb cuts. However, I do not trust the distracted or impaired drivers to share the road/lane. I want this a safe place for my 12 and 11 year old to move safely around the neighborhoods and there are just too many distracted or not courteous drivers.
29. I support this motion - upgrading Alameda Drive to an exceptionally user friendly biking corridor. Thank you
30. Love the concept! Never been an easy way to bike west of I-10 and this provides easy bike access to Angels spring training games. I will make use of this access to attend games via bike instead of driving my car and dealing with parking. I like the concepts that have parking still available on one side and/or the other. As for the railroad to Rural I prefer option A, as it separates the car and bike traffic.
31. Pedestrian improvements, rail-crossing highest priority for us.
32. This sounds like a great plan. It would definitely be a great use of land space and a great way to bring these neighborhoods together. I especially like the idea of the bike/pedestrian bridge over the 10. I can't wait to see the end result.
33. Please do not remove parking from Alameda Dr. I live on Alameda with current street parking on one side of the street only. Removing parking would negatively impact the utility of my property. Also, are four bus stops on Alameda, between Mill and Rural, absolutely necessary? Calming the street by removing bus stops would be great for bikers and pedestrian. The street would also be more of a warm neighborhood street. Generally, improvement to the area sounds great. Thank you for your hard work on this project!

#### Do NOT support any changes (16)

34. For over 30 years I've used Alameda Dr as a pedestrian, cyclist and motor vehicle operator and have never had a problem! This change is unnecessary and combined with the increased traffic due to removing the traffic lane on Broadway will negatively impact the residents. Rush hour traffic is backed up on Broadway from Rural to Mill forcing vehicles south on College and east on Alameda. Removing the southbound lane on McClintock between Apache and

Broadway has shifted traffic onto Rural backing up traffic from Southern to Broadway.

35. Losing the left turn lane on Alameda between Rural and College is not necessary. Bicyclists report they safely bicycle on Alameda the way it is now. As a resident of Alameda (north side) I will have to stop traffic every time I turn left into my driveway. When I need to drive east I will need to wait at rush hour until there is no traffic to exit. With parked cars and bicycles there will be little visibility and the risk for accidents will be great. Recycling bins- where will they go now? In bike lanes? Many people on this section of Alameda have blue and green organic bins. Have you spoken with the drivers who drive recycling and green organic trucks?
36. Leave street as is. Do not take away center turn land into peoples driveways. By the parked cars can be a bike lane. Bicycles have been cycling down Alameda Dr. SAFELY for years that I have lived there. Why change it! More trees make more mess. They also have to be maintained. Cause roots to ruin sidewalk and waterlines. At sunrise and sunset the tree bump outs will be hit and cause more accidents.
37. 5 days a week I sit in stopped traffic looking at fake orange trees on Broadway eastbound. Traffic calming on Alameda will just make Alameda like Broadway. It will be a parking lot 3 pm - 7 pm. Good luck.
38. Leave the street as it is at this time.
39. XXXX E. Campus: The current configuration of Alameda has been great for as long as I have lived here My kids biked to Mckemmy everyday from Dorsey to College as did a lot of other children. there were a lot more kids on the road then. it seems like a lot of money for very little in return. Seems to me this is driven by a few. Alameda doesn't have much traffic from Mill to Rural. It is already 25 miles speed limit. Please use the money more wisely. Leave the street alone. We have had bikers in the neighborhoods since I've lived here '77.
40. Since Broadway was narrowed, the traffic through our neighborhood, including down Alameda from College to Rural, has been terrible. Now you want to make the traffic noise and air pollution even worse for those of us living in this previously very pleasant neighborhood? Please make it stop! Pick some other neighborhood to mess up. Enough is enough!
41. I do not think this is a good idea. since The City of Tempe is allowing more and more Hi rises to be built the traffic has increased to the point that the streets the size they are now are barely managing the congestion. Making the streets smaller by adding center plants or shrinking them in any way is not good at all, especially on Alameda Drive. This may be all due to your plan 2040 that we have this congestion in the first place.
42. With all the meetings they had for this they never gave us the option of leaving the streets the way they are. The city will probably not listen to the real neighbors affected.
43. I live in the Dromadary neighborhood at Alameda and Mill and we already have a terrible traffic and speeding issue with people cutting through our neighborhood trying to bypass the traffic on Mill Ave. I feel that opening Alameda in our neighborhood where it currently dead ends at the rail road tracks would make matters worse in our area specifically. I strongly oppose this decision.

44. More money wasted. Why doesn't the city look at fixing pot holes first instead of tearing up yet another street? The best improvement would be to offer traffic rules to all the kamikaze bicycles who dare you to hit them as the blow through the intersections
45. Tempe keeps spending money in an attempt to deny what a street was designed for originally, is used as now and even after spending a lot of money in hopes of change will still be used the same after the work is done. College changes appeared to me to deny that it is a Secondary Arterial, hoping to make it into a pedestrian, and bike route. I was a major bike route before all the money spent and the traffic hasn't been lessened at all because the street still serves its' original purpose. The one mile of change to Broadway between Mill and Rural basically just created traffic backup, and no real bike use. I appreciate well landscaped and maintained streets like others, but the traffic increase is real and isn't going to change with all the continued office use construction in Tempe, so lets quit spending money to deny what is happening, put it to better use somewhere else or just lower our taxes.
46. I live in the Dromedary neighborhood. I feel that this extension would create too much traffic through the neighborhood. We already have an issue with people cutting through and speeding. That poses an issue for safety for the kids and animals. I would highly suggest signage at the corner of Dromedary and Alameda for resident access only. Also I would propose speed humps on Dromedary and Alameda within the neighborhood.
47. I have lived on Alameda between Rural and College for 20 years. I have always enjoyed our wide open street because I felt like it naturally gave bikers and cars enough space to coexist. Although the new designs designate clear spaces for cars and bikes everything seems to be crowded closer together. If a biker passes another biker they are definitely pushed into the car lane. Also we are losing the center turning lane which I feel will lead to more congestion. Anyone making a left turn will stop all traffic behind them until they complete the turn. This will be a nightmare during rush hour. I am also hoping that the bulb-outs will be placed in appropriate spots. I would not like to have one centered in front of my home. Hoping they will be centered between 2 homes.
48. It is very important to maintain on street parking so guests can park near our home. Alameda has a history of safety. I'm sure that is in part because of the room on the street. Please don't use the room for stationary medians that would not allow room for a car to move over and avoid problems. It is now wise to use Federal money for such projects when we are so in debt as a nation. When are we going to become wiser with the use of our money?
49. We need to change the way we think about Alameda Drive in relation to the rest of the neighborhoods north and south of this street. Alameda is the gateway but looks like and drives like a major thoroughfare. We become the default street when Broadway and Southern are heavy with traffic. Those of us who live on Alameda live with the roar of traffic during rush hours, morning and night and it makes being in our front yards impossible. Our children are not safe with cars driving well above the speed limit, nor are the many bikes who use our street regularly. We have to make our city bike friendly, walking friendly and discourage cars from taking over our lives. We need traffic calming, landscaping, public art projects, and pedestrian and wheelchair friendly sidewalks. Perhaps one side of Alameda could be for parking and that would allow for medians filled with art and landscaping and still allow for bike lanes. If traffic were slowed way down, bikes might even be able to share a lane with cars. Shade on the street would be lovely.



## Prefer alternative median design (12)

50. I live on Alameda between Mill and Rural. Please, please go with plan B, including the medians. Traffic goes too fast down Alameda, if you go with plan A it will not slow traffic, we really really need the medians to help slow and divert traffic.
51. I would like to see islands for traffic calming and more shade, and designated bike lines. I am in favor of the plans and would love an island in front of my property. I wanted a landscaped median similar to Alameda east of Rural. Thanks!
52. I live on Alameda Drive. I'm happy Tempe is moving forward with making Alameda a bike-through route. I am NOT happy, though, with the proposed conceptual drawing. I was hopeful Tempe would be considering an Alameda beautification project along with the bike-through route. The proposed concept, as is, only adds paint to the street to delineate the driving lanes from the bike lanes. To support more vegetation, there should be traffic-calming islands installed; similar to what was installed on College Ave. This will provide more safety to neighborhood people. It will be a much bigger deterrent for speeding traffic. It will also support the idea of sustainability and shade. As is now, the city is planning to add paint. That is not sufficient, in my opinion.
53. Most of the improvements seem very reasonable through the commercial sections of this project, and my family is very excited for the bike bridge to connect us with downtown Phoenix finally. If only I could get my trailer through the bollards at the railroad. My comments focus on the section of roadway between Rural Road and the railway, Section F. I MUCH PREFER the eliminated option, Option B. I live just 2 blocks north of Alameda and all 5 of my family members bicycle to school and work daily. We also drive Alameda almost daily, especially between Mill and McClintock. I would prefer that the planted medians currently in place between Dorsey and Rural be mirrored on the stretch between Rural and Mill to provide shade to the roadway as well as a visual and physical buffer that clearly indicates Alameda as a slow moving stretch of roadway that is not convenient as a cut-through. There should be clear, green, buffered bike lanes leading to each light and stop sign, but otherwise sharrows are more effective at creating safe bicycling conditions for commuters and children who need to be out away from parking vehicles. I think this stretch of road especially lends itself to medians and sharrows since there aren't any t-intersections in the stretch between Rural and College. We experience an increased number of speeding drivers cutting south from Broadway through our neighborhood on Sierra Vista, to Ventura to Alameda each day during the peak commuting hours. We had a high speed crash recently right around the corner on Ventura as children were walking and biking past. Every effort needs to be made to make high speed traffic impossible through this neighborhood. Right now Alameda is a thoroughfare that is not safe for cyclists or pedestrians during peak hours. I also highly suggest elevated and more obvious crosswalks at Alameda and College (perhaps painted in a grid or in a different color.) Drivers are consistently running through the stop signs there and children on their way to school or to their buses have been hit or nearly hit multiple times in the past few years. That intersection should have green bike lanes or even bike boxes that clearly illustrate cyclists have the right to turn or cross there. Finally, I would like the city to create an alternative railway crossing that acomodates people with alternative methods of commuting, like trailers or wheelchairs. Currently to get a trailer or wider bicycle across the railroad tracks from the east you must either bike through the alley to the south , cross, and then go through an

unpaved path on the north, or lift your equipment over the bollards. Thank you so much for the opportunity to comment. My family is excited for this project and what it can add to our neighborhood!

54. The streetscape between the Railroad tracks and Rural is probably the most influential because it is all residential. I live a few blocks south of Alameda and College but drive the street a lot. One of the biggest factors to slow traffic are the large street tables that rise up as they do along College Ave. With center landscape islands, recessed sidewalks, and clearly marked bike paths the city will continue to create beautiful cityscapes as they did renovating College Avenue. Even if you don't live along the street, just being in the neighborhood gives the whole area a feeling of friendliness and warmth that connects neighborhoods together.
55. I'm very excited that the city is undertaking this improvement. I ride my bicycle from Loma Vista Dr. to ASU campus every day and around other parts of Tempe, including through the Alameda zone. I have reviewed the power point presentation from December 2018. As a resident of Alameda Estates, which borders Alameda Dr. in Zone F of the plan, I wanted to comment that I strongly prefer the option for Zone F that includes medians on Alameda Dr. (I believe this is labeled Alt. B, as shown on page 15 of the power point). Medians on Alameda Dr. will improve property values for local residents by reducing the expanse of asphalt and including more vegetation. There is sufficiently little car traffic on Alameda Dr. between UPRR and Rural that sharing lanes between bicycles and cars doesn't seem to be a significant issue and the benefit of the improved visual appearance of the medians will be worth the shared use.
56. I'd like to express my strong preference for medians on Alameda (alternative B for Zone Fh). That has made a major difference in appearance and traffic calming on College Ave. I ride my bike to the ASU campus (up college) and to the Clark Park Farmer's Market via Alameda. I think this would be a great improvement to Alameda!
57. I only moved to the neighborhood in May 2018 so I didn't get to participate in the last round, but I use this corridor daily from my house eastward and would use it more in the westward direction if it were more biker friendly. I think this proposal looks good. I have a few comments to improve the plans in my particular vicinity: Section E runs from Roosevelt to College. In your presentation this area is labeled industrial but only from Roosevelt to the railroad tracks is industrial; the rest is residential. Hardly anyone parks on the street on the residential sections. For the block from Mill to College there are no front-facing structures on the North side of the street. A layout where parking is only on the South side of the street (like Section C or A) would be sufficient. Of course I defer to my neighbors on Alameda but for the section from the railroad to Mill, but I think a median strip would be great there, and would calm traffic. Section F alt. B would be my preference.
58. I prefer concepts that include a nicely landscaped median for Alameda Drive, particularly through neighborhoods. It would be good if the landscaped medians include large shade trees rather than small desert trees. Large trees are fitting with older neighborhoods and help to reduce the heat island effect. Perhaps the city could utilize SRP irrigation along portions of Alameda where this is available? Otherwise, it's good to see an emphasis on bike lanes and traffic calming measures.
59. I support the Rural B option that includes the median section (with trees, plants). Traffic calming is important on the section between Mill and Rural.

Currently, Alameda is a bit of a speedway, with cut-through traffic as people escape Broadway and Southern traffic congestion.

60. Alameda Drive is the namesake of the entire Character Area. The street should be fully and continuously shaded with evergreen trees as described in the Character Area Plan. My thoughts are the bulb outs will not provide enough continuous shade along Alameda Drive. This is our one shot to improve this road. My comment would be to "detach" the sidewalks by providing a minimum 5-foot landscape strip adjacent to the existing sidewalk with trees every 25-feet.. In doing so, both pedestrians and bicyclists will be shaded .I also believe more has to be done for traffic calming. Similar to College Avenue, a similar method of lane narrowing/medians need to be provided. Alameda is currently used as a cut through to avoid traffic along Broadway and Southern. Unless some traffic calming method is done, no bicyclist will feel safe even closer to the vehicle travel lanes traveling at least 40 mph (no joke, I think cars even travel faster than that).
61. How about adding some shade trees in the median? Also, there is a constant heavy flow of traffic every weekday morning and evening. Our pets and our children are not safe with so many of which driving over the speed limit. Cyclists and scooter riders, many of whom use Alameda to get to and from school and work aren't safe either. Please add to the plans some traffic calming along with sidewalks that don't dip down at each driveway, which currently makes walking a challenge for the elderly. Thank you, 24-year resident of Alameda Drive.

#### Other (4)

62. To slow bikes at Alameda and College, and get them to STOP at the 4 way stop sign you could install a speed bump right where the cars and bikes need to stop anyway. Cars can easily get over it since they stop anyway, and the bikes WILL SLOW DOWN because bikes do not want to zoom over a speed bump. It would be a narrow but high speed bump which only goes from the center of the road to the gutter. Thank you for all your efforts. Please consider leaving the left turn land for residents between College and Rural.
63. Please make the parking lot at 421 W Alameda and the entrance / exit of the parking lot a priority in the bike / ped planning. The bike / ped path is currently marked as a parking lot and presents a danger to bikers / peds and my employees using the parking lot. Also, the Alameda / Wilson Street curve and entrance to the bike / ped path is also a danger due to high truck traffic and lack of bike / ped path markings and signage. Please address this situation ASAP before someone is injured.
64. The most important thing Tempe can do is a full vehicle crossing of the railroad tracks on Alameda to create an East/West corridor with a street treatment similar to College from Alameda to Southern
65. I want absolutely no planters or anything that limits on-street parking in front of 421 East Alameda. We have a large family and it would prohibit us from having any gatherings. My husband recently retired from ASU and we had hoped to make this home or final dwelling. Thank you.

#### IV. Emailed Comments

I received the postcard in the mail today, Thank you and I am VERY happy to hear about the future construction on Alameda Dr. I am unable to attend the meeting

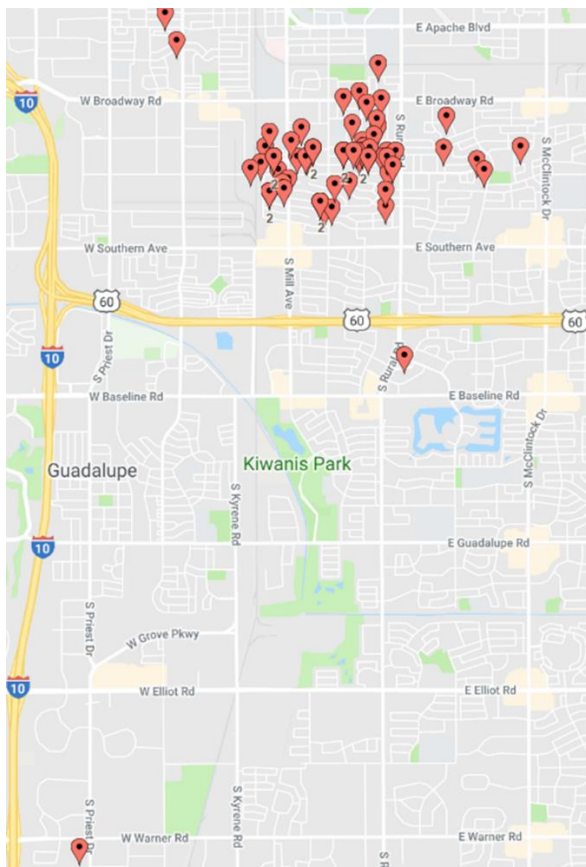
but just wanted to put in a comment that I like the looks of the new plans for lanes. We have many issues with Semi trucks parking on the North side of the road in the no parking zones & it makes getting out of the parking lots hard to see. We are hoping with the re-paving & the lines being put in that this will help with the trucks parking illegally. Alameda has needed a re-paving for some time now. Thank you & Happy Holidays !

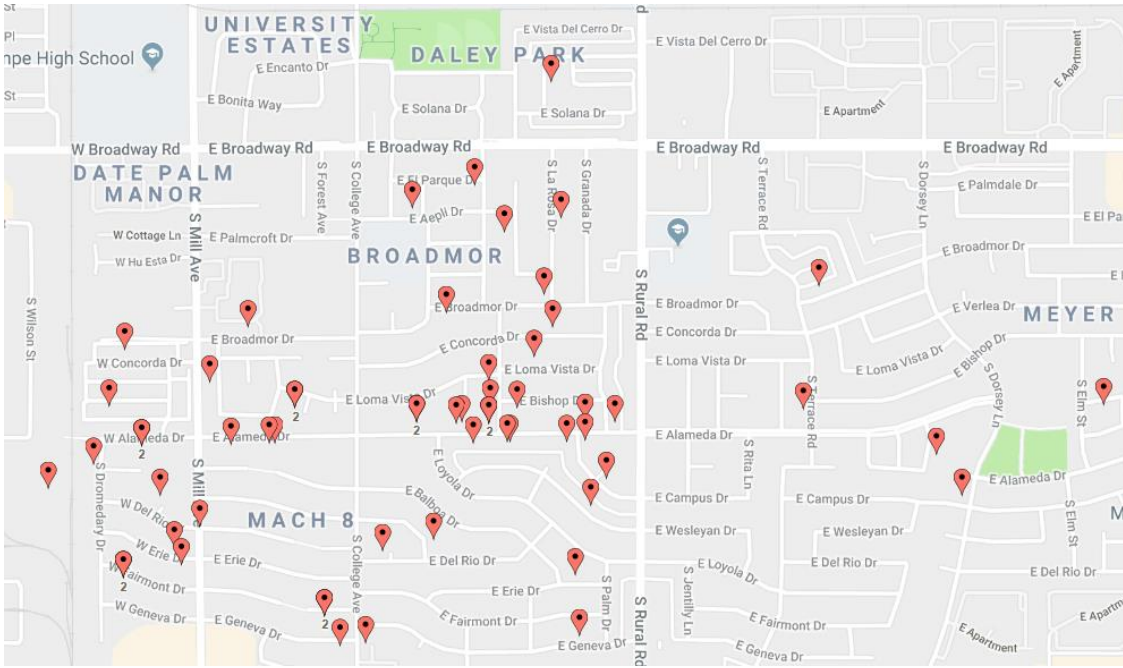
## V. Individual Meeting with resident

1. He is in favor of installing as many bulbouts as possible between Rural and Mill. (His association is along the south side of Alameda from Rural to College.)
2. He wanted to know more about the utilities under the street, as that could affect bulbout locations. I showed him current maps from Mark Weber.
3. I showed him our draft map of potential bulbouts, and said that document would be available on line concurrent with the February meetings.
4. He will be contacting all the residents on the south, between Rural and College, to provide information about the meetings and in support of the project.
5. He will also be reaching out to work with the other associations' chairs so they can work together to be sure people are informed.
6. His neighborhood will be applying for a grant to plant trees along the properties on Alameda, and he is approaching the other associations to consider the same.

## VI. Survey Respondents Mapped

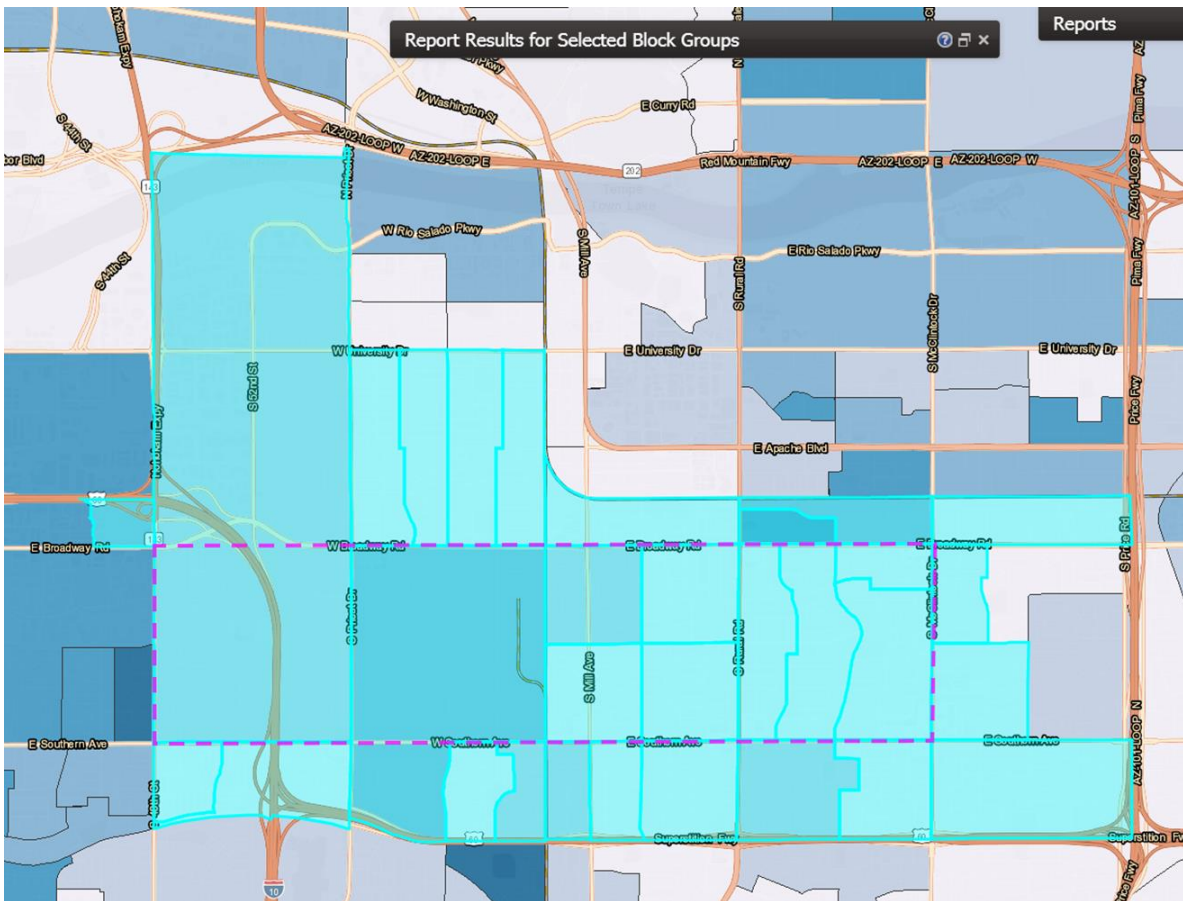
Each red tag represents a respondent household location.



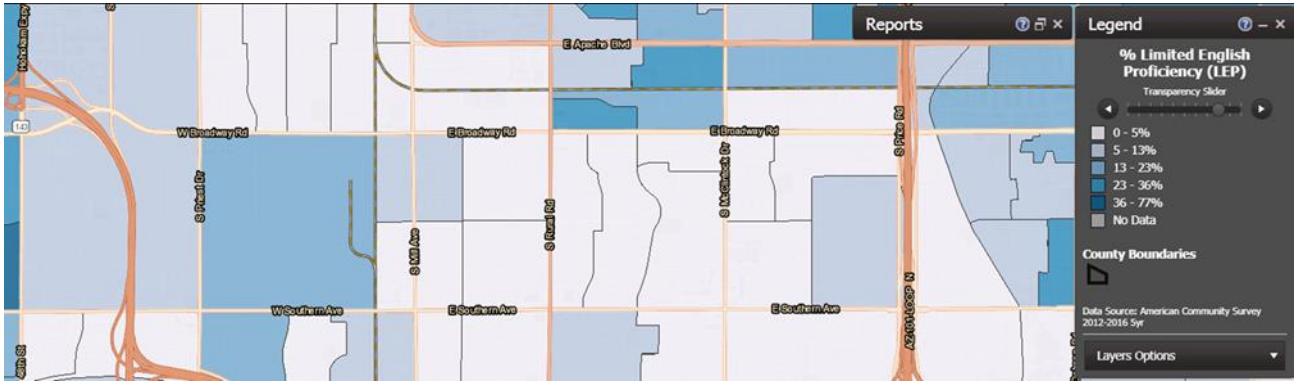


## VII. Project Area Demographics

Project Area is designated by purple dashed line.  
 Data that follows includes all census tracts that touch project area (turquoise)



# Limited English Proficiency



Selected Block Groups ACS 2012-2016 ACS 5-Year Estimates

Topic	Estimate	Percent
<b>Total Population</b>		<b>45,191</b>
<b>Race and Ethnicity</b>		
Hispanic	9,169	20.3%
<b>Non-Hispanic</b>		
White, Non-Hispanic	27,256	60.3%
Black, Non-Hispanic	3,189	7.1%
Native American, Non-Hispanic	1,127	2.5%
Asian, Non-Hispanic	2,602	5.8%
Pacific Islander, Non-Hispanic	451	1.0%
Other, Non-Hispanic	22	0.0%
Two or More, Non-Hispanic	1,375	3.0%
Minority (1)	17,935	39.7%
<b>Ability to Speak English</b>		
<b>Population 5 years and over</b>	<b>42,869</b>	<b>-</b>
Speak Only English	33,072	77.1%
Speak Other Languages	9,797	22.9%
Speak English "very well"	7,198	-
Persons with Limited English Proficiency (LEP)	2,599	-
Speak English "well"	1,716	-
Speak English "not well"	725	-
Speak English "not at all"	158	-
<b>Households</b>		
<b>Total Households</b>	<b>18,021</b>	<b>-</b>
Family Households (Families)	8,430	46.8%
Married-couple family	4,997	-
Female Householder, no husband present	2,138	-
with own children under 18 years	906	-
Nonfamily Households	9,591	53.2%
Householder living alone	5,919	-
<b>Household Income (in 2016 inflation-adjusted dollars)</b>		
<b>Total Households</b>	<b>18,021</b>	<b>-</b>
Less than \$10,000	2,041	11.3%
\$10,000 to \$14,999	1,104	6.1%
\$15,000 to \$24,999	1,990	11.0%
\$25,000 to \$34,999	1,811	10.0%
\$35,000 to 49,999	2,701	15.0%
\$50,000 to \$74,999	2,851	15.8%
\$75,000 to \$99,999	2,652	14.7%
\$100,000 to \$149,999	1,800	10.0%
\$150,000 to \$199,999	638	3.5%
\$200,000 or more	433	2.4%
with related children under 18 years	101	-
Female householder, no husband present	671	-
with related children under 18 years	612	-
Male householder, no wife present	206	-
with related children under 18 years	145	-
<b>Commuting to Work</b>		
<b>Workers 16 years and over</b>	<b>25,946</b>	<b>-</b>
Car or Truck - drive alone	18,570	71.6%
Car or Truck - carpool	2,381	9.2%
Public Transportation	1,227	4.7%
Bicycle	1,543	5.9%
Walked	545	2.1%
Other means (taxicab, motorcycle, etc.)	619	2.4%
Work at home	1,061	4.1%
<b>Vehicles Available</b>		
<b>Occupied Housing Units</b>	<b>18,021</b>	<b>-</b>
No vehicle available	1,946	10.8%
1 vehicle available	7,362	40.9%
2 vehicles available	6,100	33.8%
3 or more vehicles available	2,613	14.5%
<b>Area</b>		
Total Area in Acres	6,816.2	-
Total Area in Square Miles	10.7	-

Source: United States Census Bureau, American Community Survey 2012-2016 5yr Estimates