



Alameda Drive Streetscape Public Input Summary: April 2019

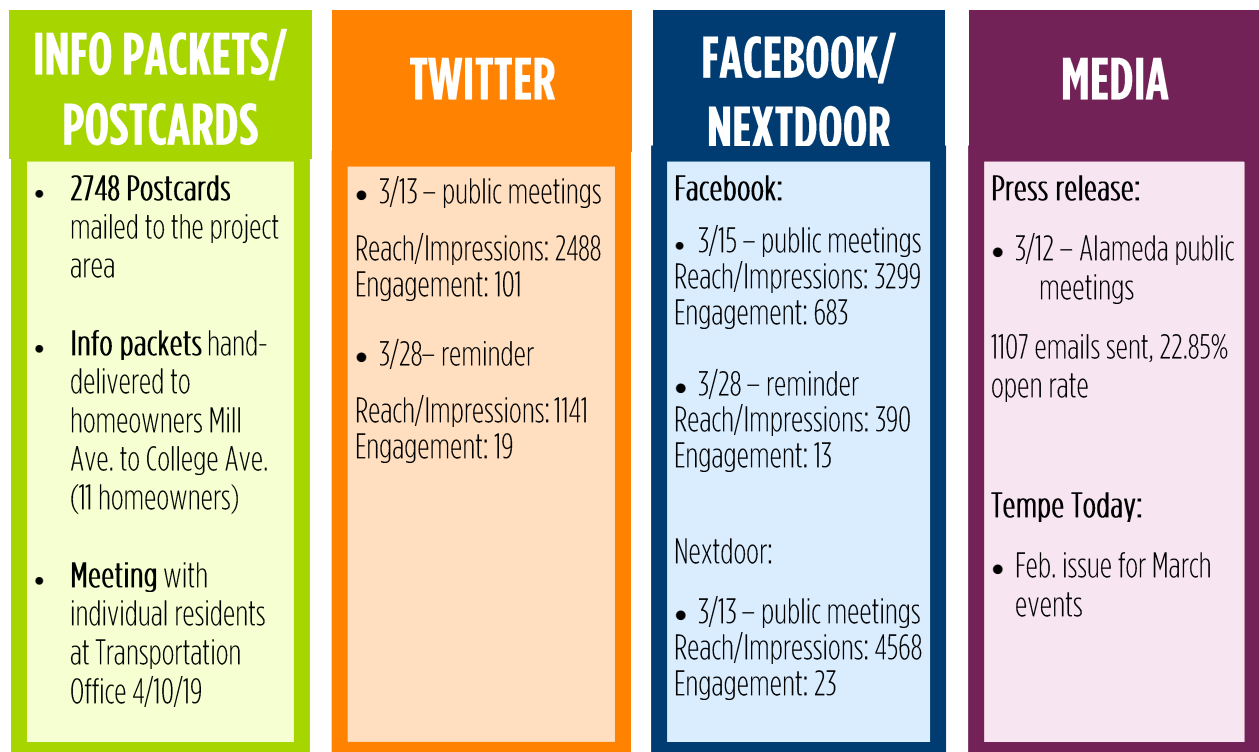
I. Background

After the meetings held in December 2018, staff delivered door hangers to homes on Alameda Drive between Rural Road and the railroad tracks with postcards self-addressed to the City requesting that each household on Alameda indicate whether they did or did not want the possibility of a bulbout in the right of way in front of their house. Letters were also mailed to property owners with the same information.

The City of Tempe held two public meetings on February 2 and 5, 2019. The exhibits presented included aerial maps of the area between the Rural Road and railroad showing the responses that had been received to date and if a participant lived on Alameda, they were asked to comment on the possibility of a bulbout. In addition, an alternative conceptual plan for the area between Mill Avenue and College Avenue was introduced.

Two additional public meetings were held March 26 and 30, 2019 that focused primarily on receiving input on the refined designs for the segment of Alameda between Mill Avenue and College Avenue. Twenty-nine people attended the meetings. Comments were taken from March 26 through April 6, 2019. Ten people provided feedback, two of whom reside on Alameda Drive.

II. Outreach



III. Survey Results

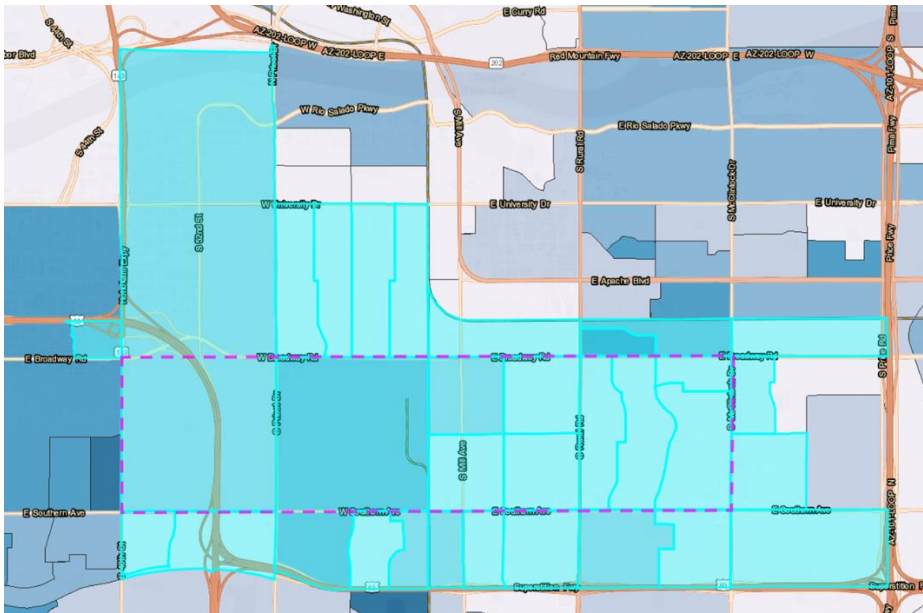
Survey respondents were asked to share their thoughts regarding the plans for Alameda Drive. Below are the comments.

1. I use the south crosswalk at Rural and Alameda five days a week during my evening commute and because drivers often don't use their turn signals, it is hard for me to gauge if drivers are turning left on Rural or proceeding through on Alameda so it has become my practice to wait until there are no drivers in the left turn lane before pressing the signal button and using the crosswalk. It would be great if traffic lights with dedicated turn signals are installed at the intersection. Thank you for your consideration.
2. I prefer the plan that was shown at the February meeting that shows landscaping along Alameda without the loss of parking. As shown at the March 26 meeting, I am not in support of having landscaping in front of my house as there is no longer parking on the north side of the street. I will also be speaking to my neighbor to the west who endorsed the February plan that she would also not have parking in front of her home. I will also call the pastor at the church and inform him of the loss of parking. From what I gathered, the folks who said "no" to the landscaping in front of their homes (or should I say investment properties) on the west side of College were concerned about losing parking. Since this in fact is not true with the February plan, those "no" votes should not count against what is best for the City. If for some reason the plans move forward as presented at the March 26 meeting, please remove the landscaping in front of my home.
3. I'd like the bike lanes to be safer. Creating distance between cars & bikes with a buffer is ideal!
4. Bike paths are always a great idea. I love in Tempe and use my bike practically every day. I love not having to resort to my car. Also, some street art would be a nice touch. It's visually appealing and can be updated as needed. There are lots of talented artists out there.
5. I am a business owner on Alameda and I support the streetscape plans for the street. The street should be inviting for all users to walk, bike, and drive. The addition of bike lanes and trees will allow more people to comfortably and safely access my restaurant and will increase business in the area.
6. For Mill to College: use earlier proposal with bike lane between parking lane and the landscape strip. Do not remove any parking spaces on the south side. We don't need 14 feet for 2 bike lanes.
7. Please keep the right turn lane at Alameda and Rural Rd. so people who want to go south off Alameda onto Rural on a red light may turn and those waiting to turn left or go straight will stop in a left lane.
8. Very nice! I like the buffers and the median landscapes. Please extend this to Country Club (or even over 101 to Daulmer Park). The investment in the US-60 & Country Club ped bridge would yield much better benefits if Country Club had better connectivity to other bike paths. The section of Tempe NE of McClintock & US60 has the worse bike access in the city - at least for us bikers unwilling to get killed on super-busy McClintock by drivers who resent the bike lanes. Thank you for continuing to make Tempe a better place to bike!

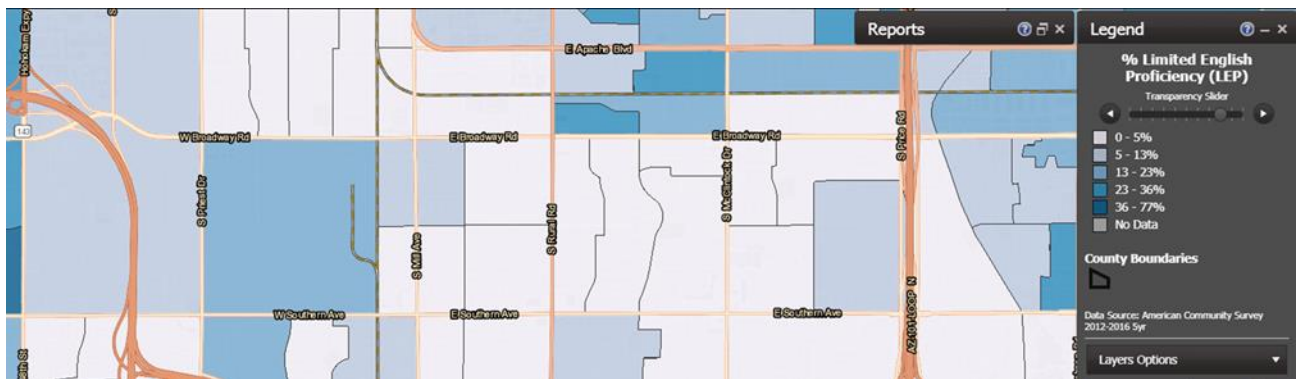
9. Love the idea of better accommodating bicycles and pedestrians!
10. Please extend this at least another half-mile to the east. Alameda Drive between Rural and Dorsey already has a landscaped median, it just needs paint to demark bike lanes. This would also connect the Alameda bike path to the marked bike path on Dorsey.

IV. Demographics

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



Limited English Proficiency



Other demographic information

Selected Block Groups ACS 2012-2016 ACS 5-Year Estimates		
Topic	Estimate	Percent
Total Population		45,191
Race and Ethnicity		
Hispanic	9,169	20.3%
Non-Hispanic		
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%
Ability to Speak English		
Population 5 years and over	42,869	-
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	-
Households		
Total Households	18,021	-
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	-
Household Income (in 2016 inflation-adjusted dollars)		
Total Households	18,021	-
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	-
Commuting to Work		
Workers 16 years and over	25,946	-
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%
Vehicles Available		
Occupied Housing Units	18,021	-
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%
Area		
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

Source: U.S. Census Bureau, 2012-2016 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Supporting documentation on subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website (www.census.gov/acs) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website (www.census.gov/acs) in the Methodology section. The MOE for individual data elements can be found on the American FactFinder website (factfinder2.census.gov). Note: Although the ACS produces population, demographic and housing unit estimates, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. Prepared by: Maricopa Association of Governments, www.azmag.gov, (602) 254-6300