

MEMORANDUM

TO: Mayor and Council

THROUGH: Steven Methvin, Deputy City Manager (480-350-8811)
Marilyn DeRosa, Engineering & Transportation Director (480-350-8896)

FROM: Shelly Seyler, Deputy Engineering and Transportation Director (480-350-8854)
Bonnie Richardson, Principal Planner (480-350-8628)

DATE: June 20, 2019

SUBJECT: Alameda Drive Bicycle/Pedestrian Streetscape (Alameda Drive Project)



PURPOSE:

The purpose of this memo is to provide the Council with an update on the Alameda Drive Bicycle/Pedestrian Streetscape Project.

RECOMMENDATION OR DIRECTION REQUESTED:

Staff seeks approval from the Council on the proposed design.

CITY COUNCIL STRATEGIC PRIORITY:

- Safe & Secure Communities - 1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.
- Sustainable Growth & Development - 4.7: Achieve or exceed Council adopted standards for improved access and usability as documented in the "Above and Beyond ADA" plan.

BACKGROUND INFORMATION:

The Alameda Drive Project is identified in the Tempe Transportation Master Plan as the Wheel Bikelt route. The goal of the Alameda Drive Project is to provide an enhanced east/west bicycle and pedestrian connection in Tempe between Rural Road and 48th Street, connecting to existing bike lanes at the Phoenix border. The project began in 2015 with concept studies re-characterizing three miles of a wide collector street with no bicycle or pedestrian amenities other than signage and inconsistent sidewalks. A public process led by the City and a design consultant developed a design recommendation for the corridor.

As part of the 2015 process, a public meeting was held May 6, 2015 with public comment available from May 6 to June 14, 2015. A second public meeting was held September 16, 2015 with public comment available from September 16 through October 7, 2015. The final design was used to seek federal funding to develop engineering drawings and construct the project.

The existing corridor has some of the highest east/west bicycle ridership counts in Tempe, according to annual bicycle counts conducted by Tempe Bicycle Action Group. The project connects to 10 transit routes, including some of the busiest bus routes (72) and Tempe's Orbit system. This collector street also provides access to two schools, established neighborhoods, and major industrial/employment areas like Fountainhead.

The project will integrate with the ADOT I-10 Bike/Pedestrian Bridge, which will include switchback paths that connect to Alameda Drive on both sides of the I-10, providing access to Tempe Diablo Stadium. East of Rural Road, the Wheel Bikelt route will eventually link to the City of Mesa including a future bicycle/pedestrian bridge over the 101 freeway. The two bicycle/pedestrian bridges over I-10 and the 101 freeway will be coordinated with ADOT as separate projects. The Wheel Bikelt route east of Rural Road will be funded as a separate project.

CURRENT STATUS

The current Alameda Drive Project, the formal design process, was initiated in summer 2018. Daniel Hartig with Ayres Associates completed the pre-design phase of data collection, survey and mapping, field review and utility coordination. Because Alameda Drive crosses the railroad west of Mill Avenue, we are coordinating this project with the North/South Rail Spur Multi-use Path Project (www.tempe.gov/northsouthrailroadpath), a 7-mile, non-motorized path from Knox Road on the south to a planned pathway north of University Drive. The City is currently assessing easements on a property connecting to the North/South Spur, west of the Union Pacific Railroad tracks, to provide a seamless bicycle and pedestrian system.

Meetings with residents, property owners and stakeholders in 2018-2019 included:

- Public Meetings Dec. 12 & 17, 2018 38 people
- Neighborhood Meeting Jan. 15, 2019 30 people
- Public Meetings Feb. 2 & 5, 2019 48 people
- Public Meetings March 26 & 20, 2019 30 people

Schedule:

- On-going coordination with North/South UPRR Spur Multi-use Path
- Transportation Commission – June 11, 2019
- Sustainability Commission – June 17, 2019
- Council IRS – June 20, 2019
- Completion of documents – August 30, 2019
- Construction begins – January 2020

FISCAL IMPACT or IMPACT TO CURRENT RESOURCES:

A Maricopa Association of Governments Design Assistance grant of \$75,000 was secured for the 2015 conceptual design project. This current project includes finalization of engineering design and construction. This effort is funded by a federal Transportation Alternatives Program grant with a required local match contribution from the Tempe Transit Tax funds:

	\$ 109,718	Tempe Transit Tax funds
	\$1,584,282	Transportation Alternatives Program Grant
Total:	\$1,694,000	

Funding for the project has been deferred once from FY 2018-2019 to FY2019-2020.

ATTACHMENTS:

1. PowerPoint
2. Streetscape Plans
3. Public Involvement Plan
4. Public Comments