

North/South Rail Spur Multi-use Path – Phase 1

Issue Review Session
September 19, 2019





Quality of Life

3.26: Achieve a multimodal transportation system (20-minute city) where residents can walk, bicycle, or use public transit to meet all basic daily, non-work needs.



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.



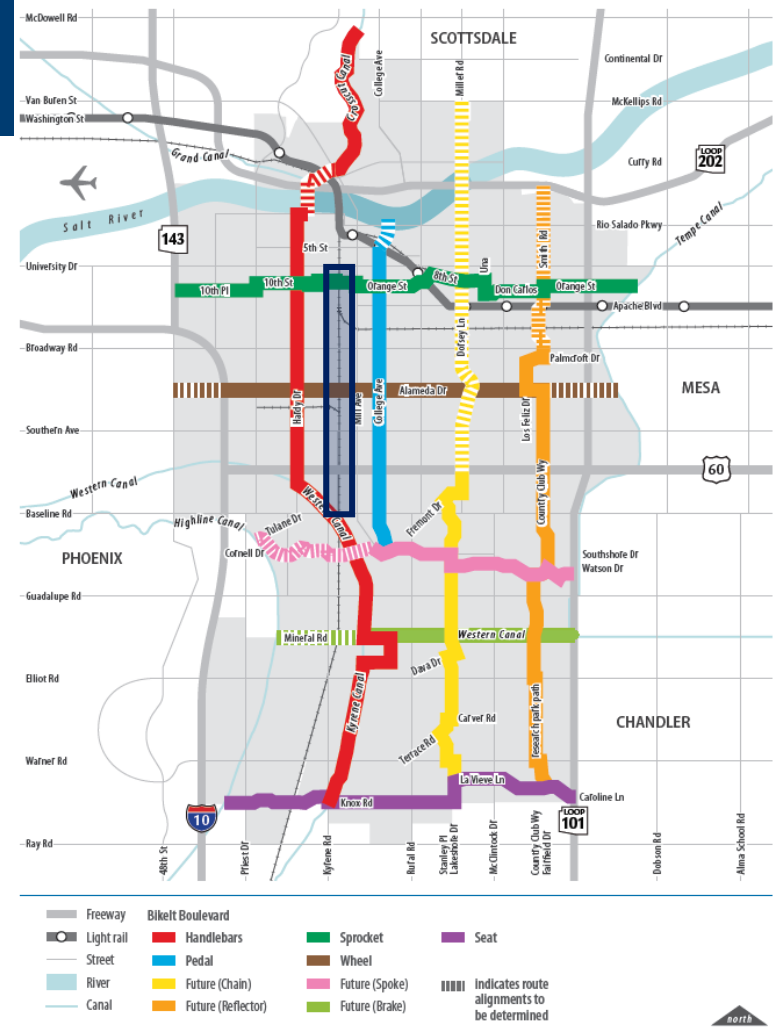
Safe & Secure Communities

1.08: Achieve a reduction in the number of fatal and serious injury crashes to zero.

City Council Direction

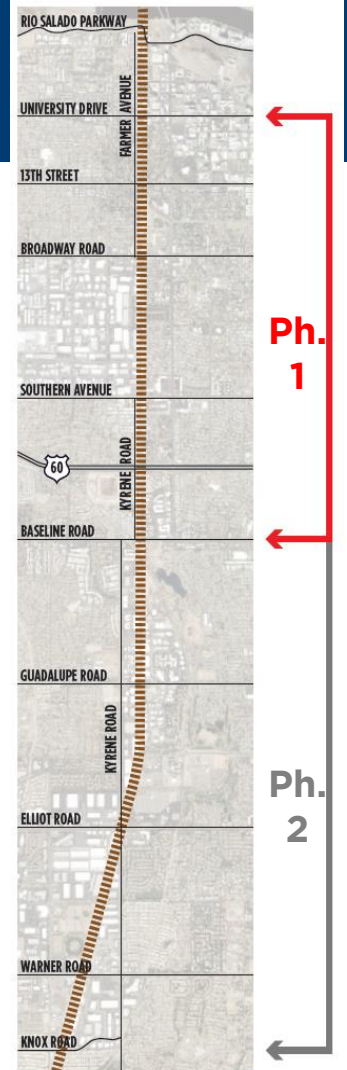
- Direction on Phase 1
- Existing Alignment (Not recommended - requires additional discussion on funding)
- Proceed with the alternative route
- No Build

Figure 45: BIKEIT Routes



Background

- Transportation Master Plan
- 2015 MAG Design Assistance funds completed for full 7-mile corridor
- Programmed Funds
 - Phase 1: in design
 - Design: \$500K Transit Fund
 - Construction: \$2.3M CMAQ and \$220K Transit Fund
 - Phase 2: in 2020
 - Design: \$491K Transit Fund
 - Construction: \$2.8M CMAQ and \$338K Transit Fund
- Public Meetings and Online Survey held October 2018
- Current Status: Between 30% and 60% Design



Intent & Issues



- Low-use UPRR corridor with issues
- Missing Link
- Safety and Crossing Enhancements
- Landscape Enhancements
- Controls Public Access Points
- Easement Acquisition Necessary
- Cultural Resource Testing



*Connection to Western
Canal Path – S. of Baseline Rd.*



Connection to North – N. of University Dr.



N. of Southern Ave. – Adjacent Properties



Alameda Drive Crossing

Discussions with Union Pacific Railroad



Cost Factors	Original One Time Cost Est.	Original Annual Cost Est.	Additional One Time Cost Est.	Additional Annual Cost Est.
UPRR Design Review - PE Agreements	\$ 25,000		\$ 200,000	
UPRR Crossing Design and Construction	\$ 185,876		\$ 1,650,000	
UPRR Easement - <i>unknown</i>	??	??	??	??
UPRR Annual Crossing Maintenance				\$ 50,000
Non-UPRR Corridor Costs	\$ 2,795,023			
Environmental - Testing and Monitoring	\$ 30,000		\$ 1,500,000	
Annual Corridor Maintenance		\$ 10,500		
Design and Construction Costs identified in CIP	\$ 3,035,899	\$ 10,500		
SUBTOTAL FOR ENVIRONMENTAL AND UPRR			\$ 3,350,000	\$ 50,000
TOTAL			\$ 6,385,899	\$ 60,500

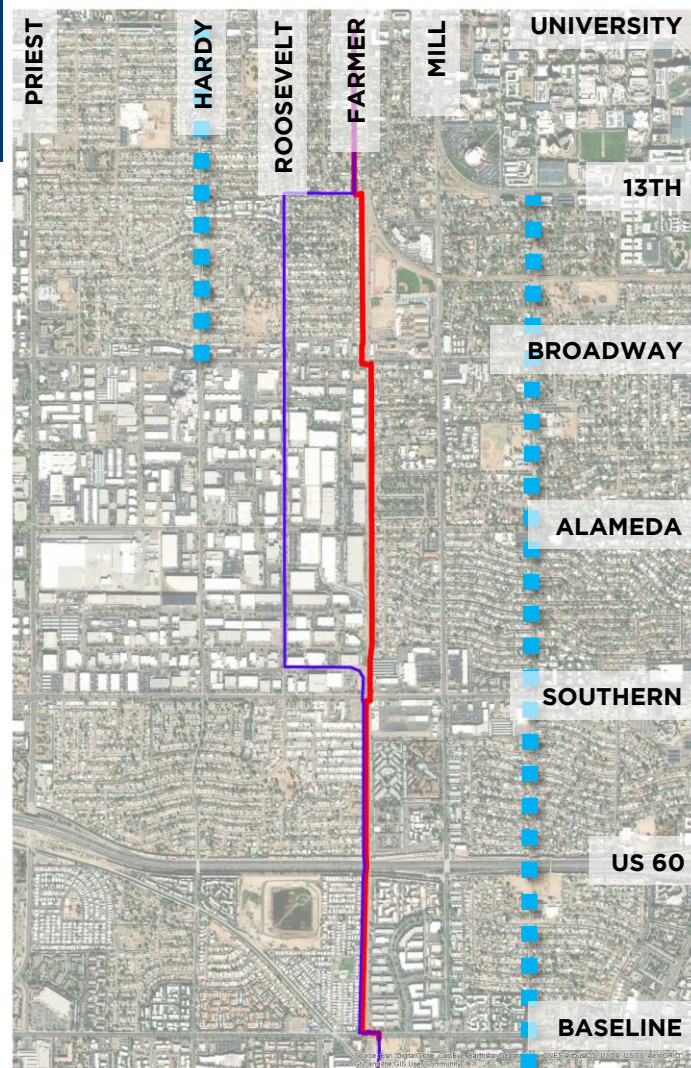
Phase 1: University to Baseline

Original Alignment

- Low stress design, capturing commuter and recreational users, addresses rail corridor issues

Alternative Alignment

- Moderate stress route, some property acquisition, adds ½ mile to trip



University to Broadway



University to 13th

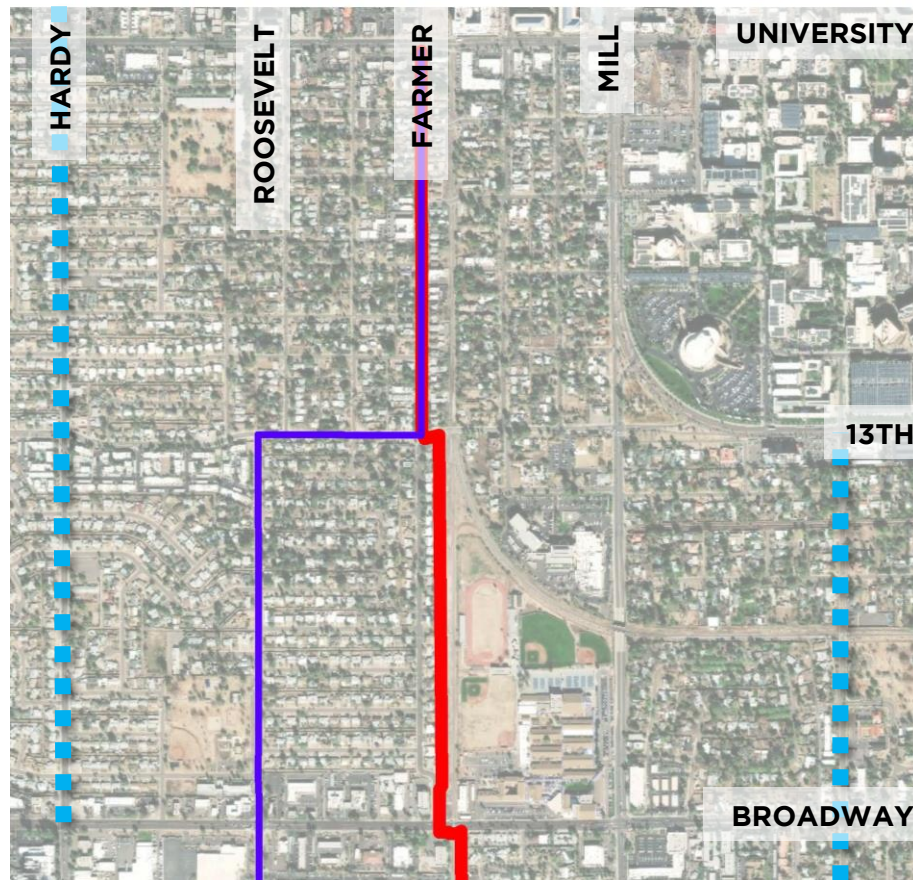
- UPRR ROW is too narrow.
- Farmer Ave. with on-street sharrow markings.

13th to Broadway

- UPRR ROW triggers additional costs.
- Alternative is to use bike lanes on 13th Street and to create a low-stress / traffic calming design on Roosevelt.

Original Alignment

Alternative Alignment



Broadway to Southern

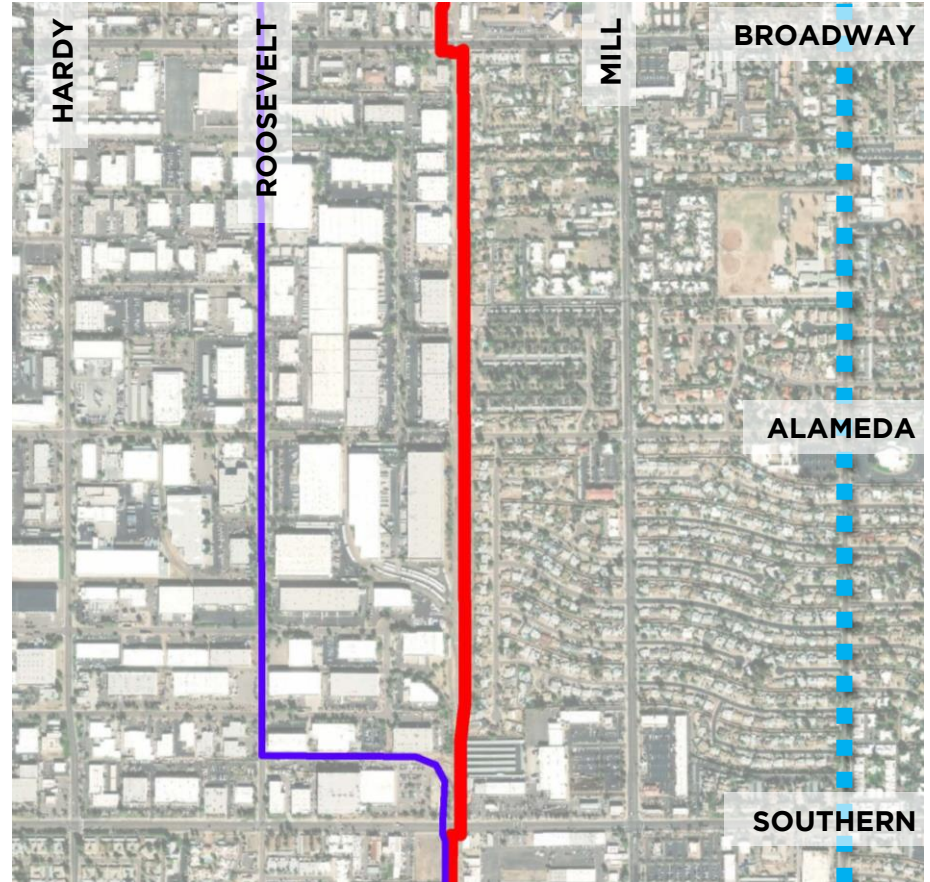


Broadway to Southern

- UPRR ROW triggers additional costs and is too narrow in the area 550' north of Southern.
- Alternative is to enhance bike lanes and fill sidewalk gaps on Roosevelt.
- Alameda crossing will be handled as a separate maintenance improvement project.

Original Alignment

Alternative Alignment



Broadway to Southern



Broadway to Southern

- Physically “abandoned” rail spur will provide a low-stress connection from Roosevelt to the existing Southern/Kyrene traffic signal and a location for a bike/ped node area. This will require right-of-way/easement acquisitions.



Node Example

North/South Rail Spur

Multi-use Path with Landscaping and Lighting (~25' wide)

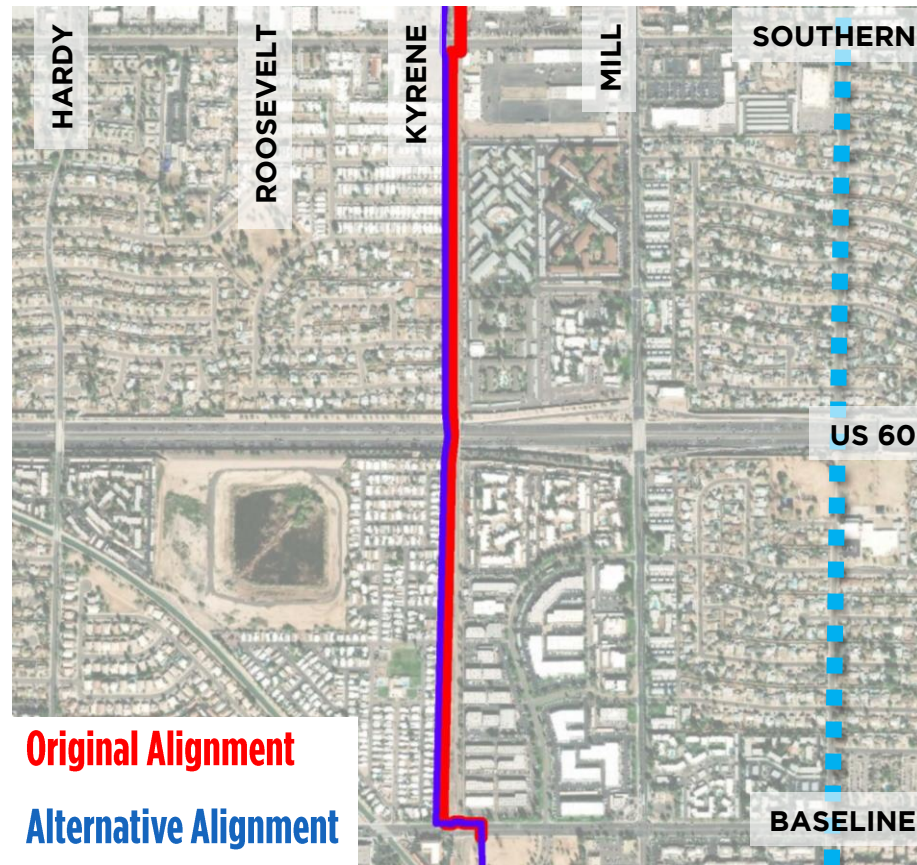
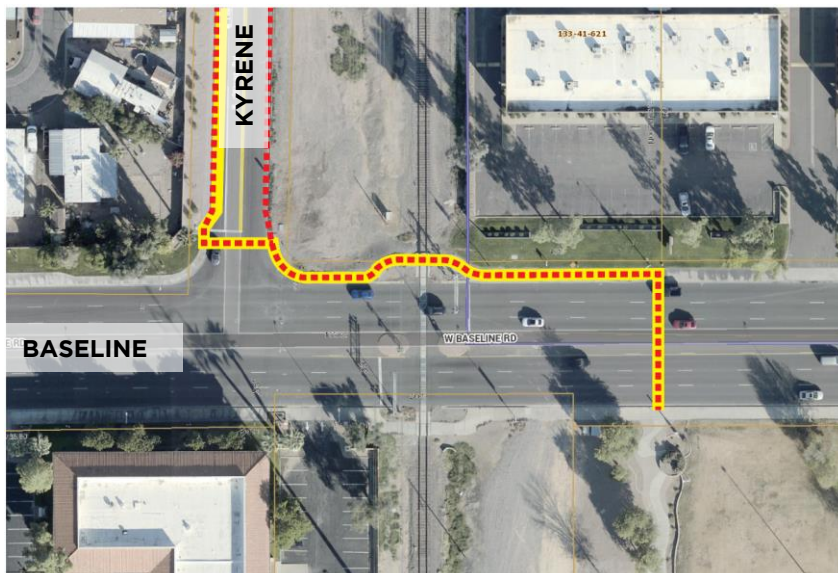


Southern to Baseline



Southern to Baseline

- Two options for the bike facility design will be explored:
 - Create a protected two-way cycletrack on west side of road with enhanced driveway treatments
 - Widen existing bike lanes and add physical barrier for protection



Original Alignment

Alternative Alignment

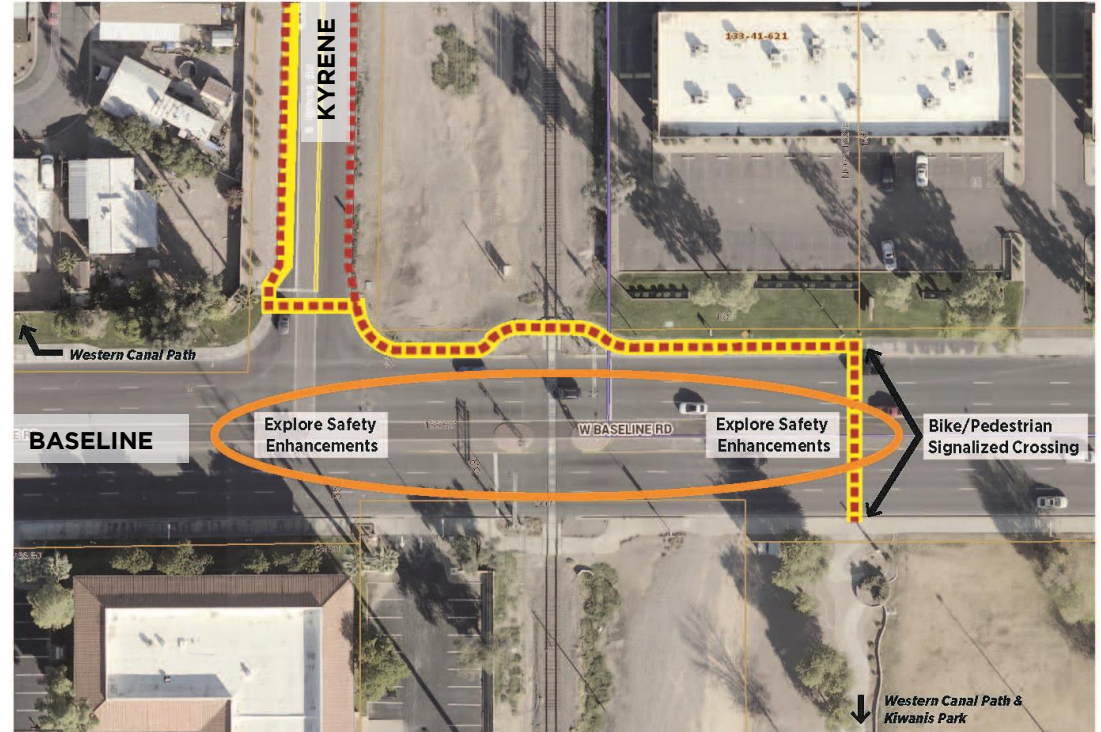
Southern to Baseline



Southern to Baseline

- At Baseline, bikes/pedestrians will travel along north sidewalk and cross at new bike/ped signalized crossing at approximately 130' to 200' east of the UPRR tracks, connecting to Western Canal Path and Kiwanis Park.
- Explore safety enhancements to reduce crashes and near misses, as well as to create a pedestrian refuge at the signalized bike/pedestrian crossing.

North/South Path Baseline Improvements



Staff Recommendation & Next Steps



- Proceed with Alternative Alignment & investigate costs
 - New Alignment Tentative Schedule
 - Winter 2022/2023: Bid
- September 10, 2019: Transportation Commission
- September 19, 2019: City Council Issue Review Session
 - Direction on Phase 1 Alignment
 - Existing Alignment (Not recommended - Requires additional discussion on funding)
 - New Alignment
 - No Build
- Future Considerations - Phase 2