

Open House #2

MAG Study

15% Concept
Design



56TH STREET CORRIDOR STUDY



City of Phoenix
STREET TRANSPORTATION DEPARTMENT



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Project Overview

- MAG - Maricopa Association of Governments Active Transportation Program - Design Assistance Study
- Concept Design to a 15% level progress

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Project Overview

- Scope of Work to include:
 - - Data Collection
 - - Data Analysis
 - - Project Assessment Report (15% concept) DRAFT
 - - Project Assessment Report (15% concept) FINAL
 - - Recommendations Summary Report



Project Overview

- Project Goals:
 - - Bicycle and Pedestrian safety
 - - Improve existing pedestrian environment / complete network
 - - Improve existing bicycle environment
 - - Address ADA compliant gaps and connectivity
 - - Develop corridor identity and sense of place
 - - Provide a Complete Streets environment
 - - Promote safe route to school connections



Project Overview

- Overall Study Schedule
- - Kick Off: April 2018
- - Study Completion: November 2018
- - Public Outreach: Open House #1 - 6/20
Open House #2 - 7/18
Open House #3 - 9/26



Summary of Open House #1

- Open House Q&A input summary
- Questionnaire results
 - Indian School to Earll Drive highest issue location
 - Pedestrian Improvements and Shade most requested priorities
 - Top issues include heavy traffic, flooding, and traffic circle



Summary of Open House #1



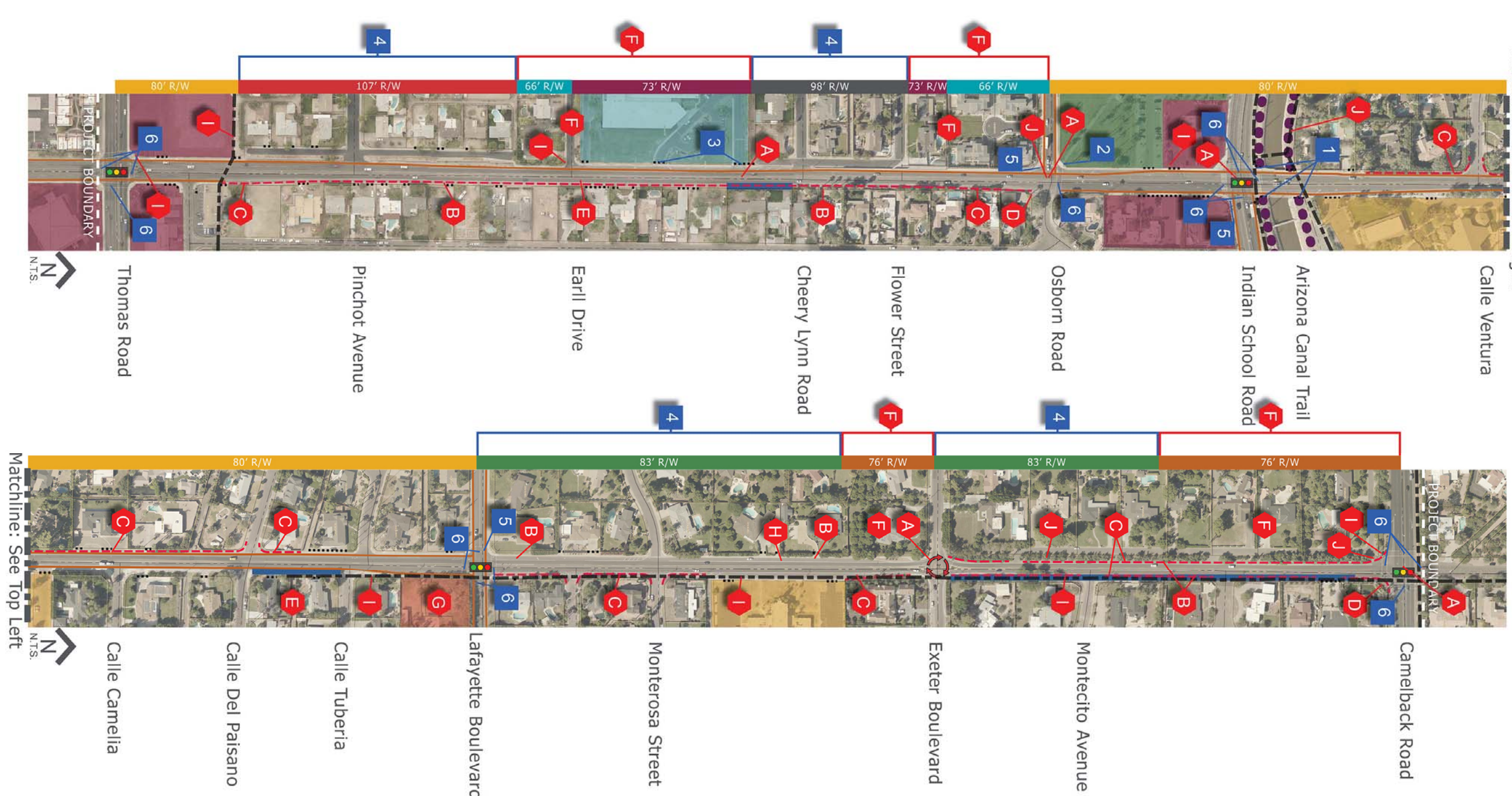
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Open House #2: preliminary concepts

- Developed from data analysis and the Opp/Con Map
- Provided response to public input and issues
- Respond to existing Right-Of-Way space for redevelopment
- Alternatives created for two proposed conditions (typical sections)
- Images of typical design character provided to choose potential materials and features
- Input session of preferences following slideshow





LEGEND

- Existing Right of Way
- - - Existing Center Line
- ⋯ Existing Driveway
- ⋯ Existing Overhead Power
- Existing Bike Lane
- - - Missing Sidewalk
- Arizona Canal Trail
- 🚦 Traffic Signal
- 🔄 Roundabout
- 🏢 Commercial
- 🎓 Church
- 🎒 School
- 🌳 Park
- 🏠 Historic Homes
- 🌊 Area Experiencing Erosion / Flooding

OPPORTUNITIES

- 1 Trail Connection
- 2 Park Connection
- 3 School / Church Connection
- 4 Right of Way Over 80'
- 5 Bike Lane Connection
- 6 Existing Crosswalk

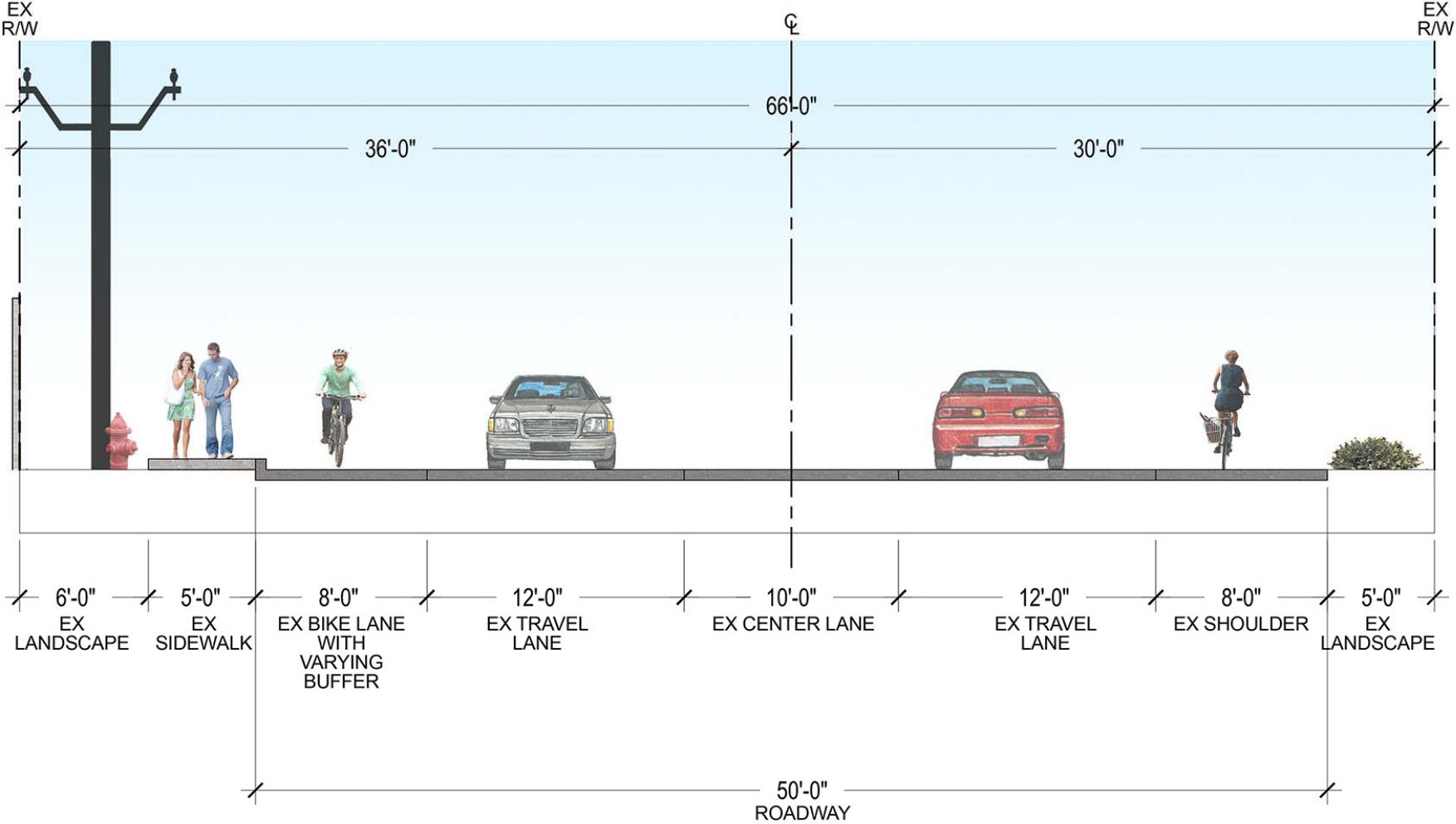
CONSTRAINTS

- A Traffic Conflicts
- B Missing Bike Lane
- C Missing Sidewalk
- D Missing ADA Ramps
- E Existing Drainage Issues
- F Right-of-Way Under 80'
- G Historic Property
- H Existing On Street Parking
- I Utility Conflicts
- J Sight Visibility Conflicts

- Color coded R/W segments
- Analysis summary tool
- Larger map printed for input session



Section near Earll Drive

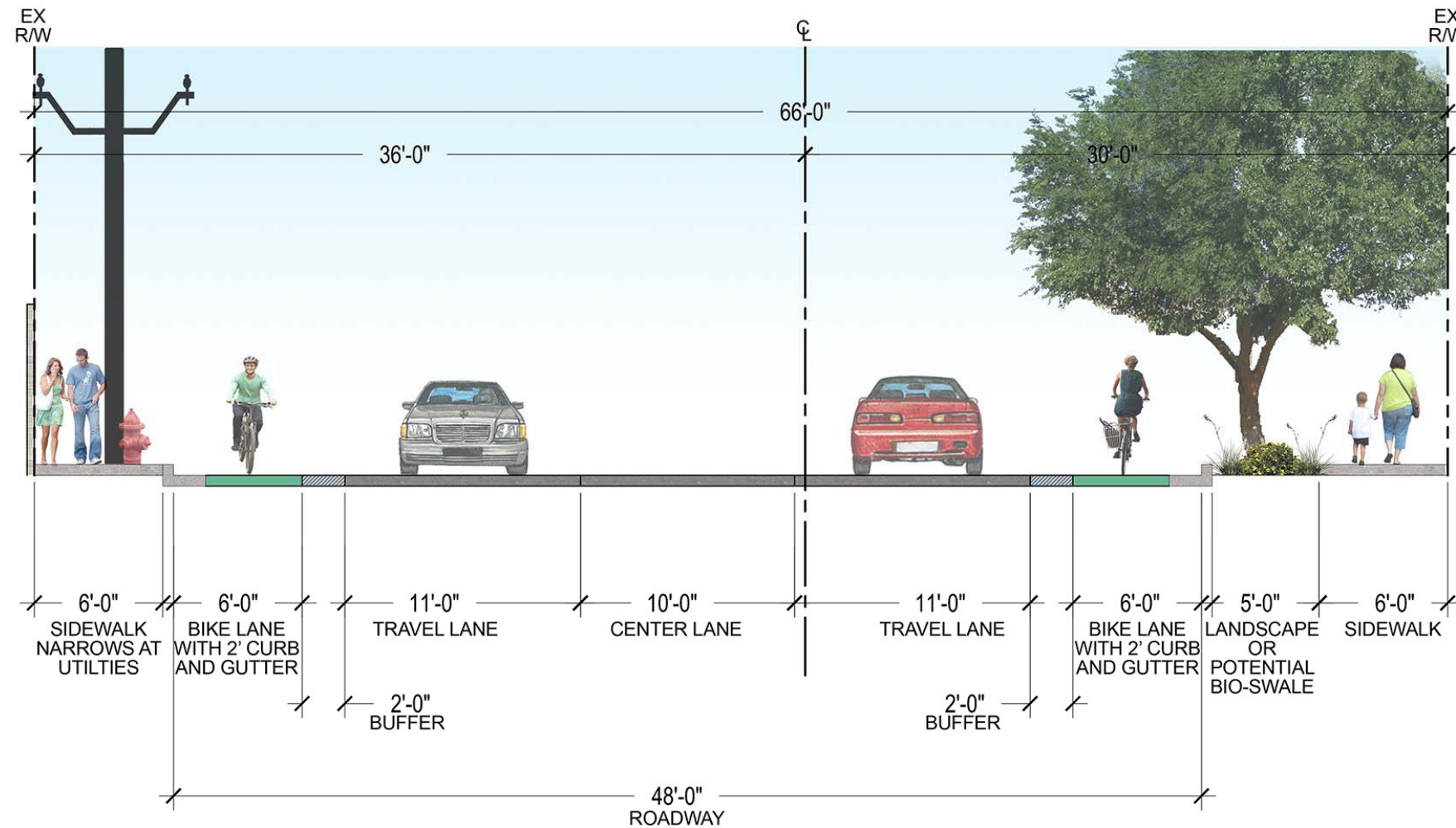


- 460' of the total corridor
- Locations with overhead utilities

Existing Sections - 66'-0" ROW

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- Narrow roadway width for traffic calming (48'-0")
- Bike lane at-grade with 2'-0" separation buffer
- Detached sidewalk east side
- Bio-swale landscape buffer potential

Proposed Sections - 66'-0" ROW - Alt 1

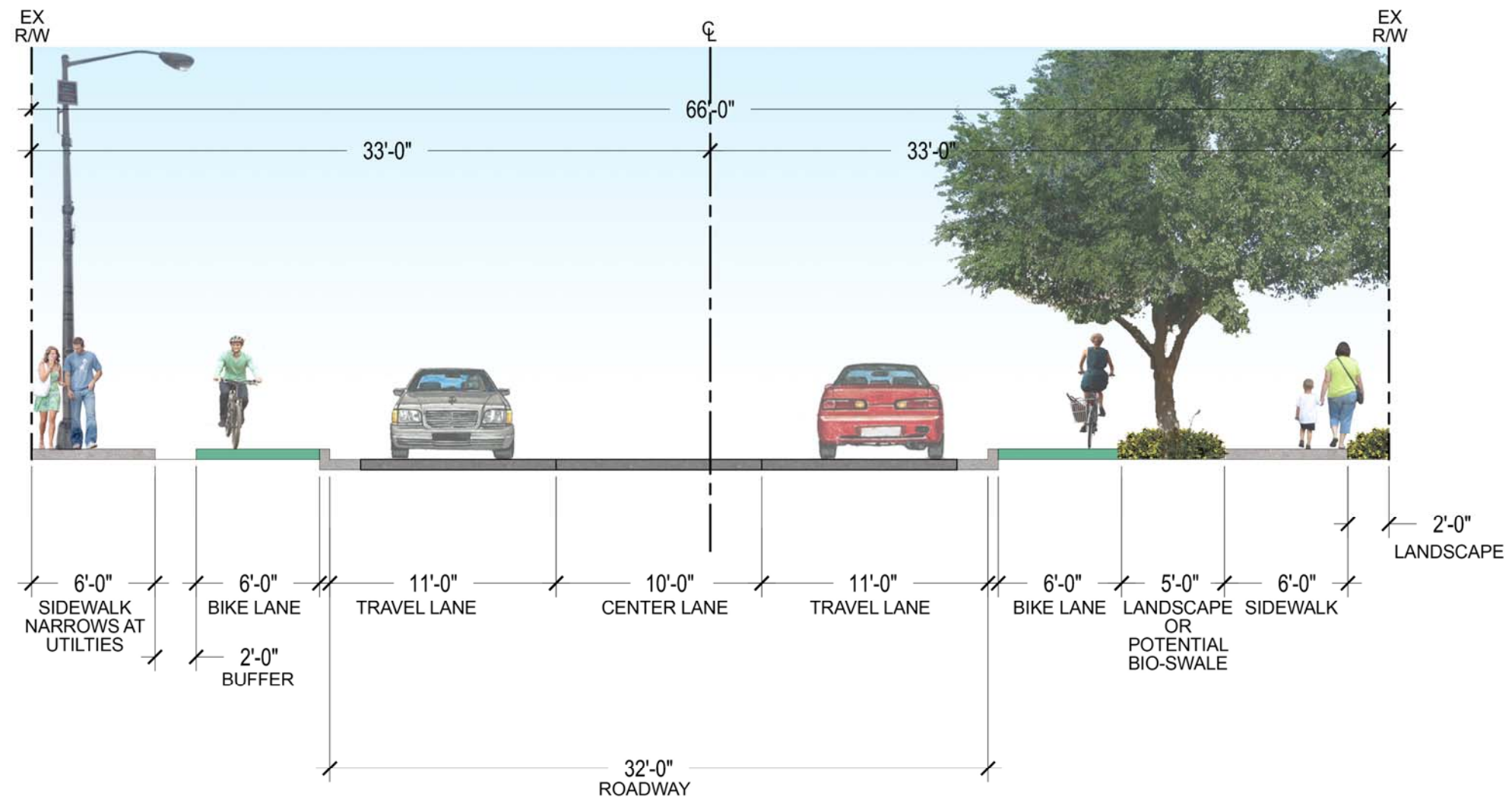
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- Narrow roadway width for traffic calming (32'-0")
- Bike lane grade separated from traffic (potential roll curb)
- Detached sidewalk east side

Proposed Sections - 66'-0" ROW - Alt 2

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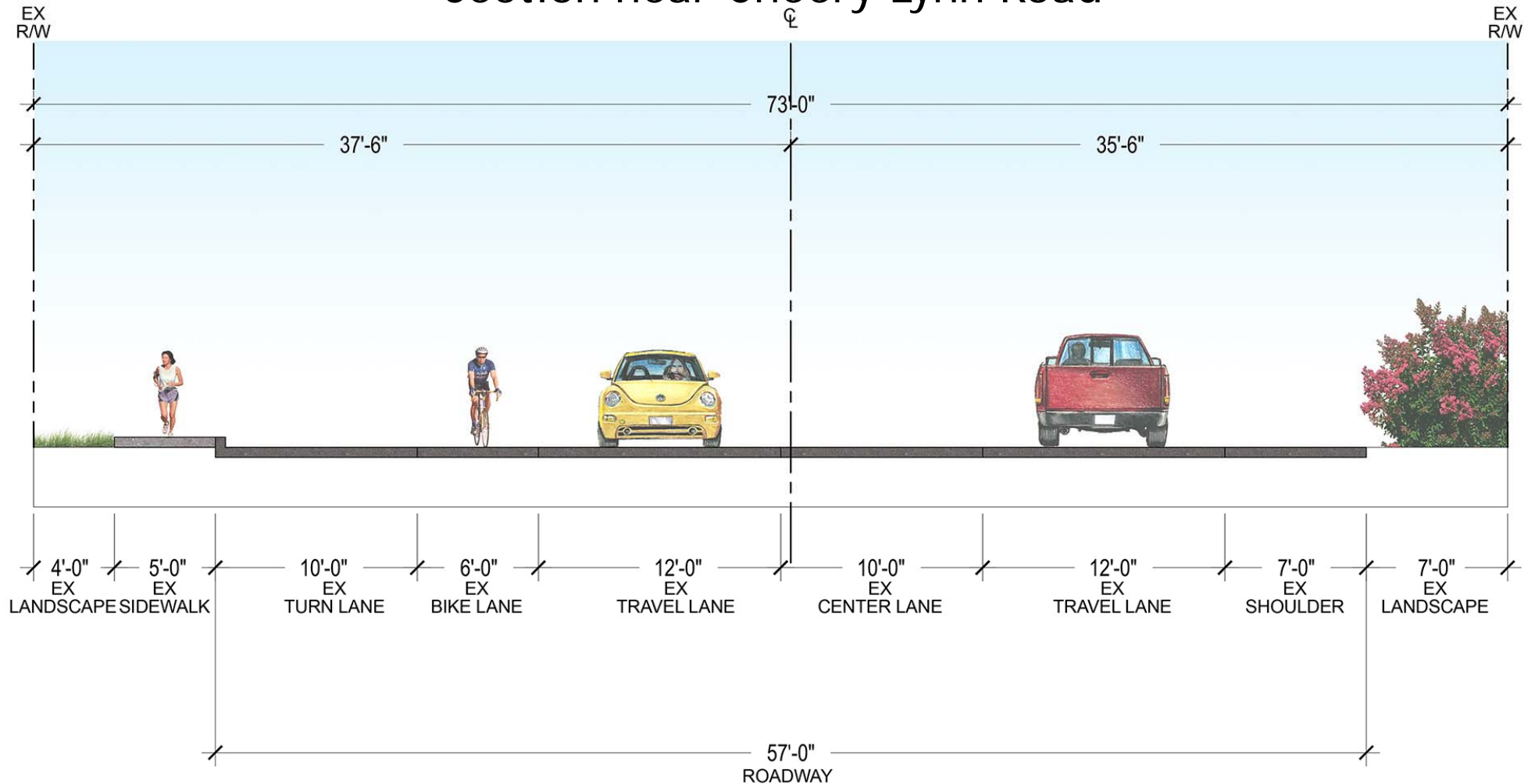
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Section near Cheery Lynn Road



- 615' of the total corridor for 73'-0" ROW
- 260' of the total corridor for 76'-0" ROW
- Segments missing curbs and sidewalks
- Wide pavement cross-section

Existing Sections - 73'-0" to 76'-0" ROW

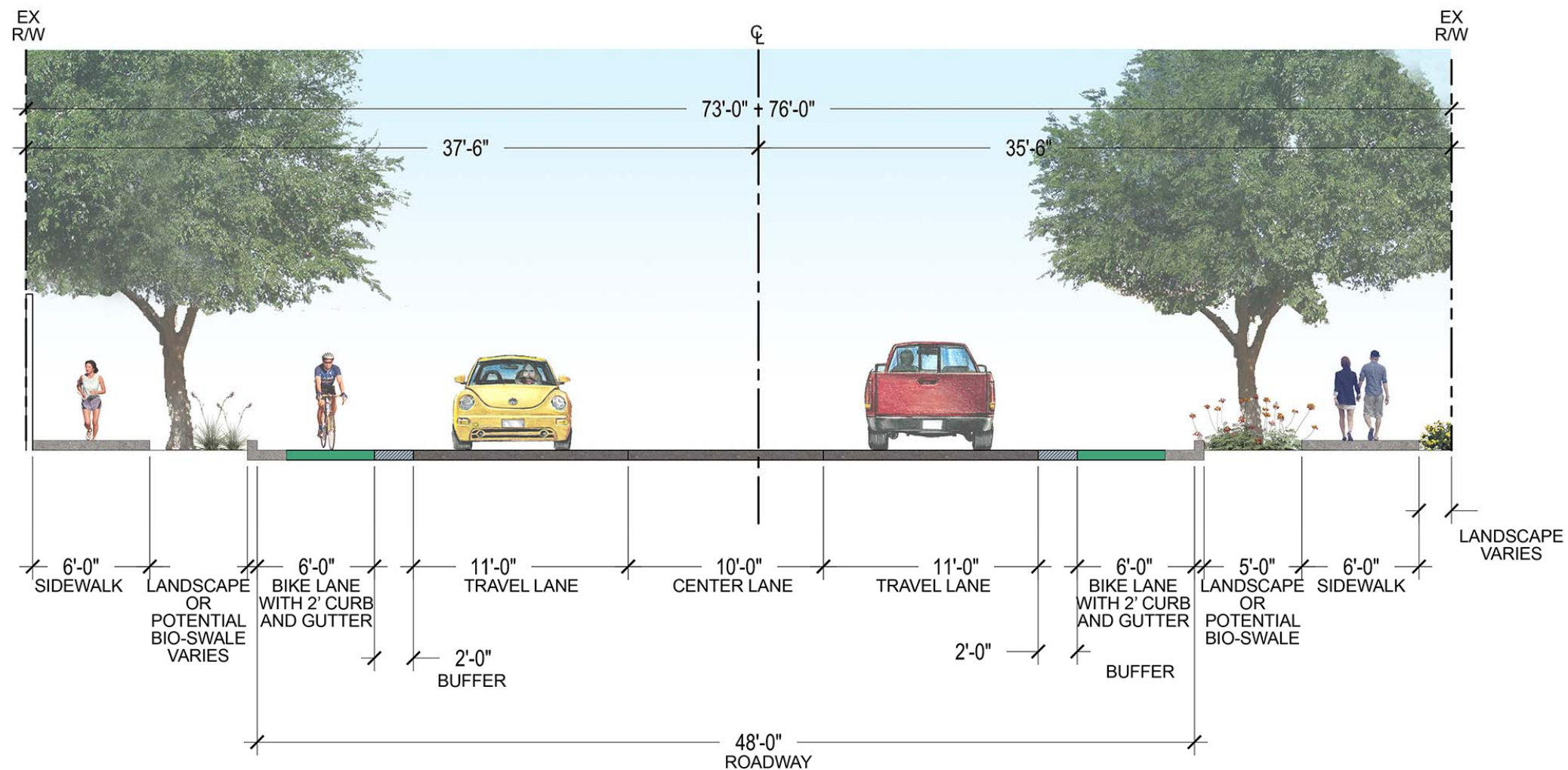
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- 76'-0" width adds +18" to landscape buffers or behind walk zone

Proposed Sections - 73'-0" to 76'-0" ROW - Alt 1

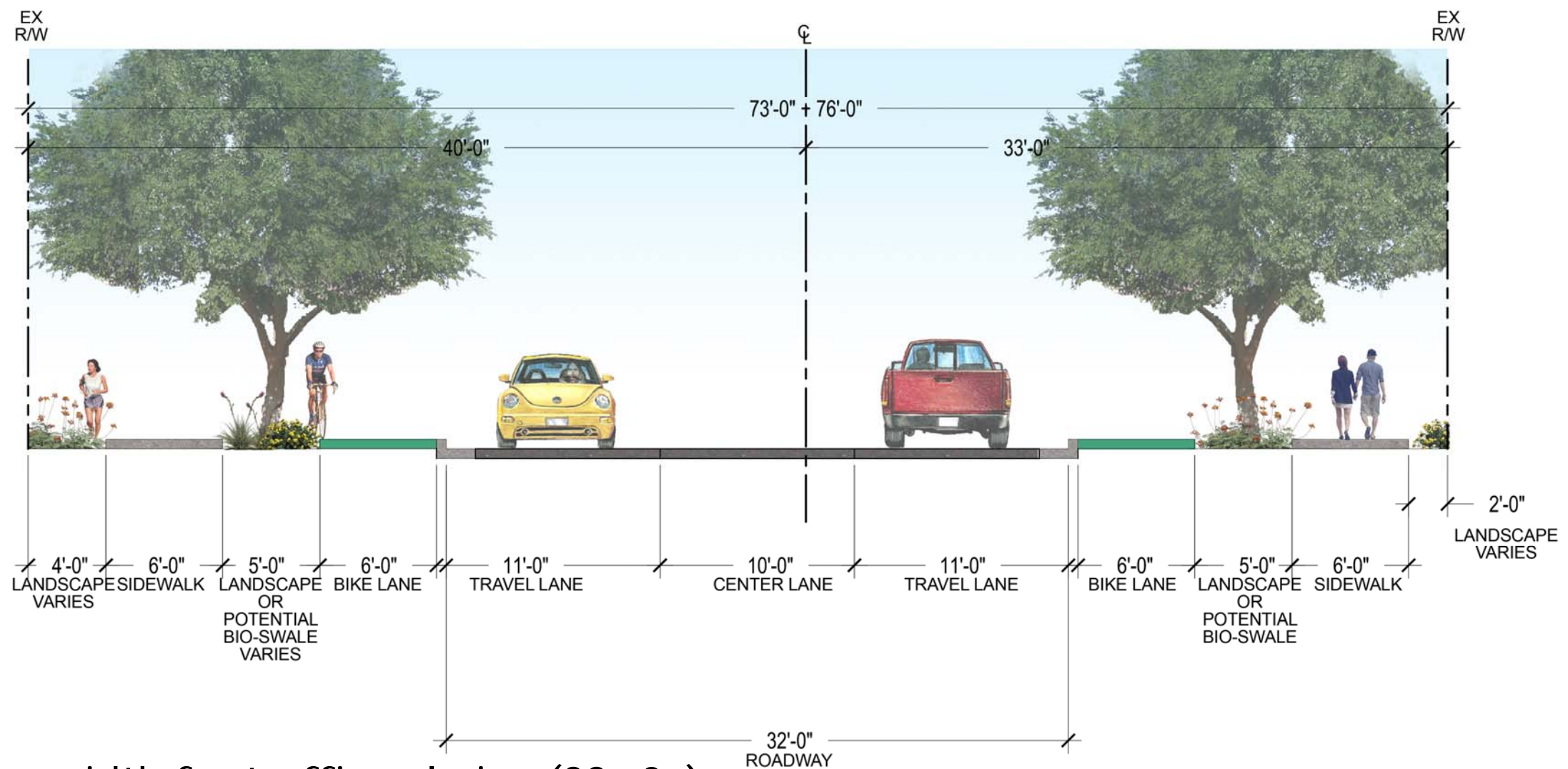
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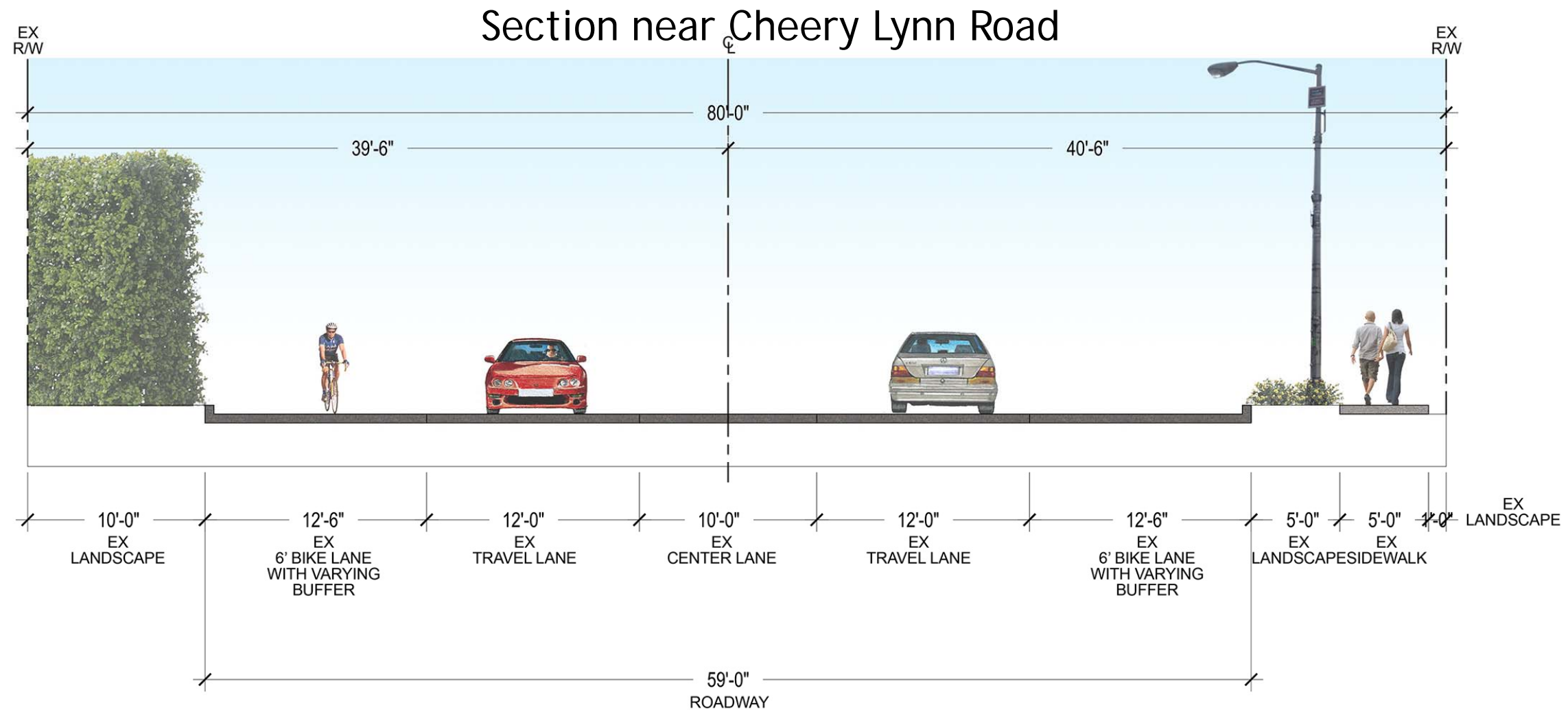


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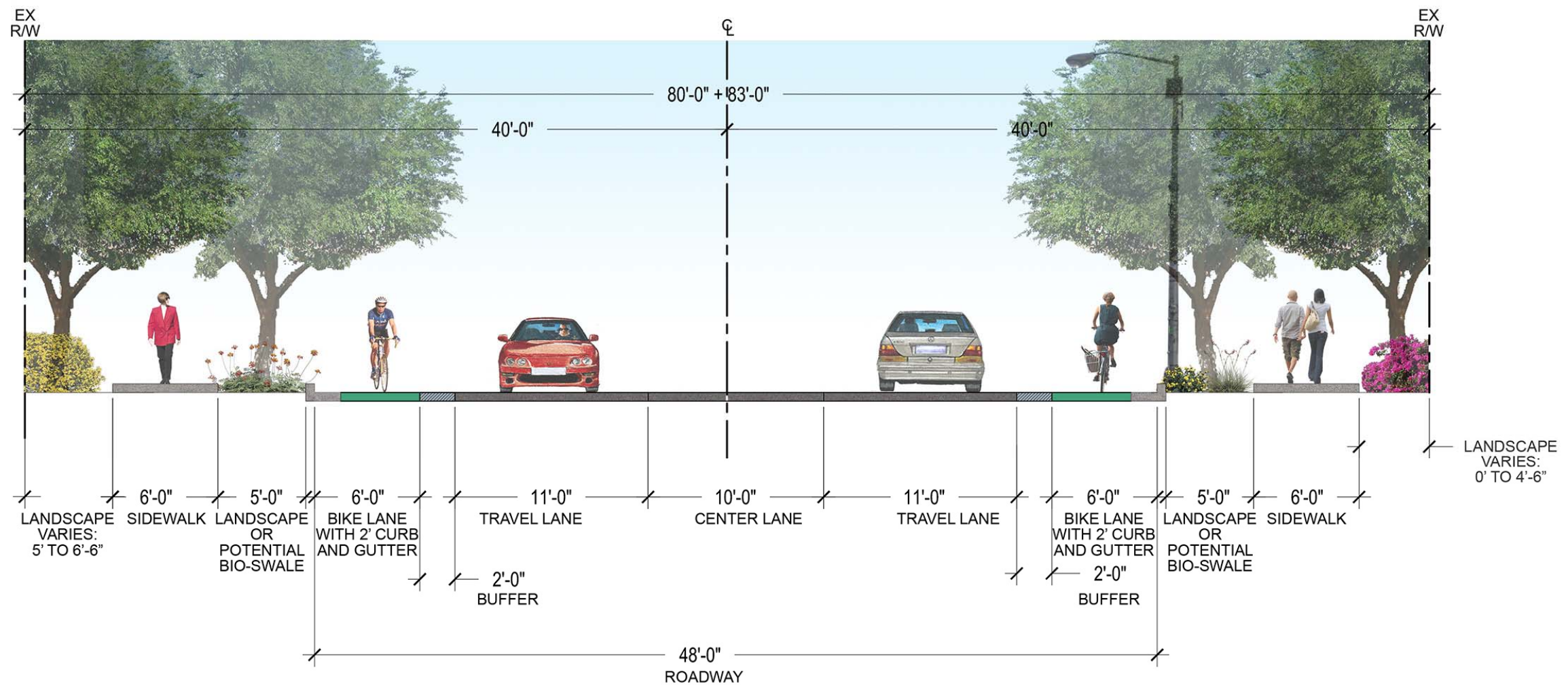


- 2580' of the total corridor for 80'-0" ROW
- 1685' of the total corridor for 83'-0" ROW
- Segments missing sidewalks
- Wide pavement cross-section

Existing Sections - 80'-0" " to 83'-0" ROW

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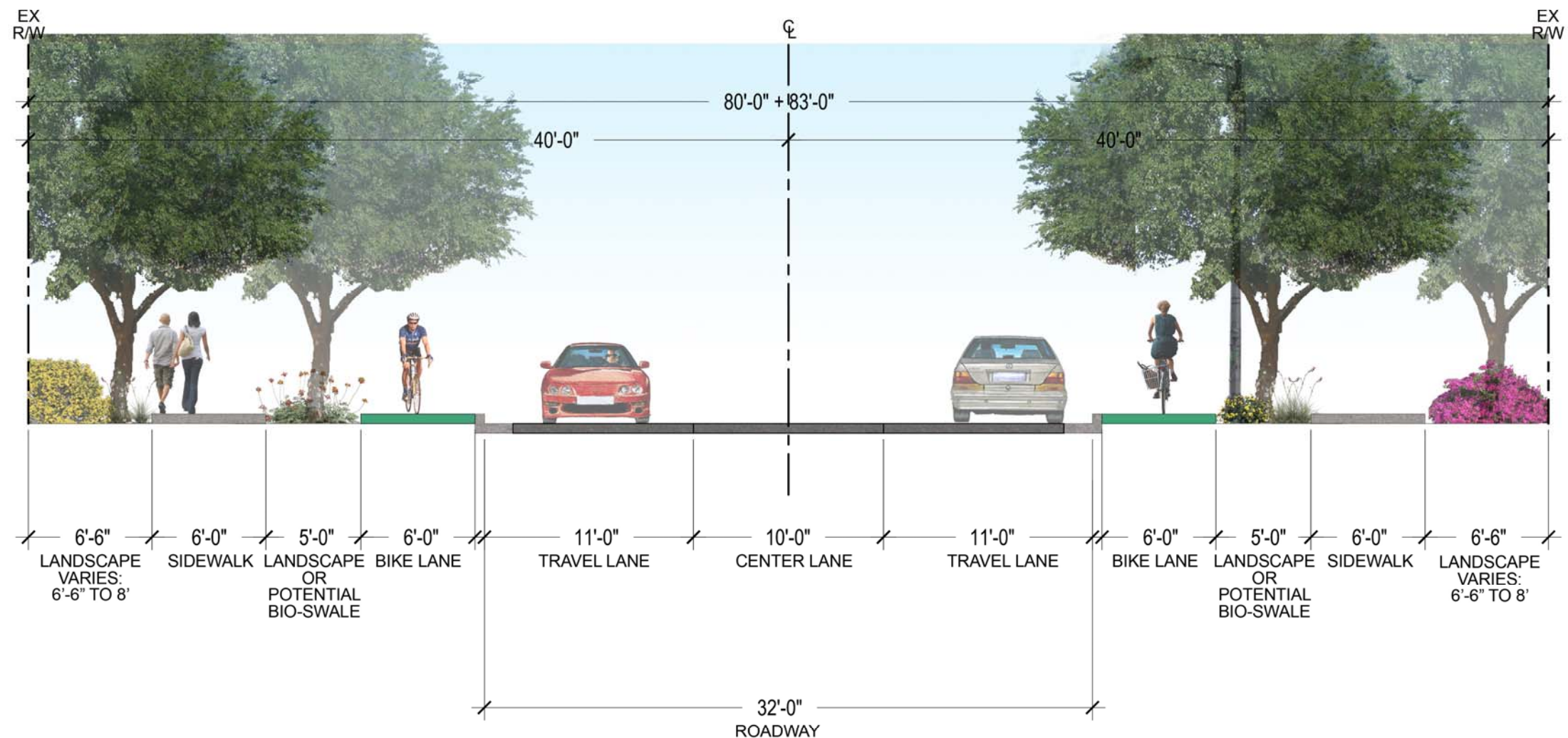




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- Character Images for design material selections
- Larger graphics printed for input session
- Form two groups following slideshow
- Provide input on preferred option for design materials with event staff
- Provide comment on preference of Alternative 1 or 2 general design

BIKE BUFFER MATERIALS



Raised Silver Pavement Markings



Delineators at Buffer



Striped Buffer

BIKE LANE MATERIALS



Green Paint over Asphalt



Concrete Bike Lane



Asphalt Bike Lane with Concrete Gutter

Project Potential Design Elements

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GRADE SEPARATED BIKE LANE MATERIALS



Roll Curb



Concrete



Asphalt

TRAFFIC CALMING



Chicane



Splitter Median



Lane Shift

Project Potential Design Elements

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SITE FURNISHING



Concrete Bench



Metal Bench



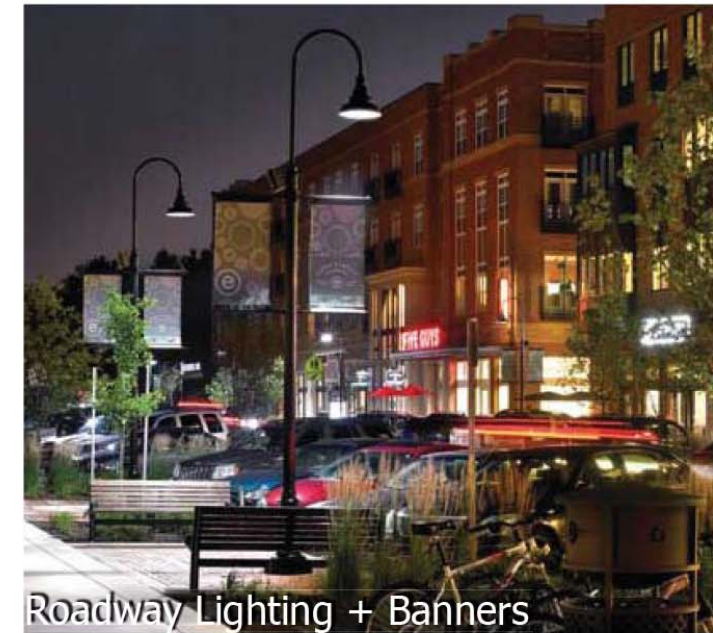
Concrete Seat Wall



Pedestrian + Roadway Lighting



Updated Lighting



Roadway Lighting + Banners

Project Potential Design Elements

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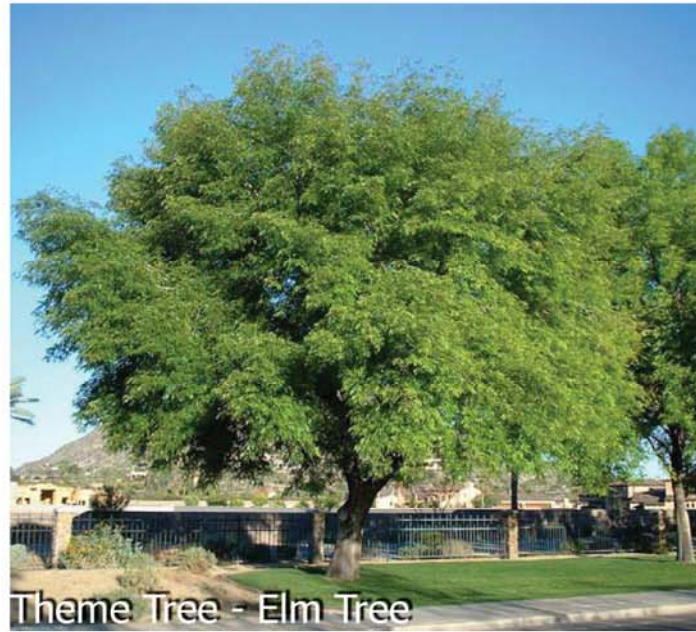
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THEME TREES



Theme Tree - Chinese Pistache



Theme Tree - Elm Tree



Theme Tree - Dalbergia Sissoo



Secondary Theme Tree - Desert Willow



Secondary Theme Tree - Chaste Tree



Secondary Theme Tree - Mulga

Project Potential Design Elements

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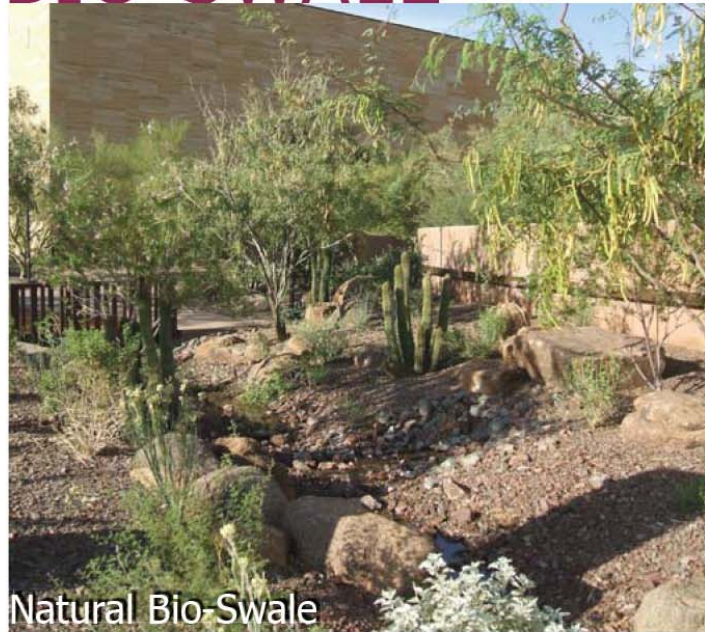
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BIO-SWALE



Natural Bio-Swale



Landscaped Bio-Swale + Drain



Bioswale + Check Dams + Filtration

SIDEWALK MATERIAL



Integral Color Concrete + Salt Finish



Decorative Joints + Salt Finish



Brushed Finish

Project Potential Design Elements

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CROSSWALKS / MID-BLOCK



Ladder Crosswalk



Decorative Paint Crosswalk



Raised Crosswalk



High Intensity Crosswalk



Rapid Flashing Beacon



Rapid Flashing Beacon

Project Potential Design Elements

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Engagement Opportunities

- Follow the project status on the project website
- Attend Public Meeting #3

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Next Steps

- Final PA Report - preferred design solution
- Develop Final Budget
- Develop Final Schedule
- Open House #3 event 9/26 - present preferred design



Thank You

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Matchline: See Bottom Right



LEGEND

- Existing Right of Way
- - - Existing Center Line
- Existing Driveway
- - - Existing Overhead Power
- Existing Bike Lane
- - - Missing Sidewalk
- Arizona Canal Trail
- 🚦 Traffic Signal
- 🔄 Roundabout
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- I Utility Conflicts
- J Sight Visibility Conflicts

Matchline: See Top Left

OPPS + CONS

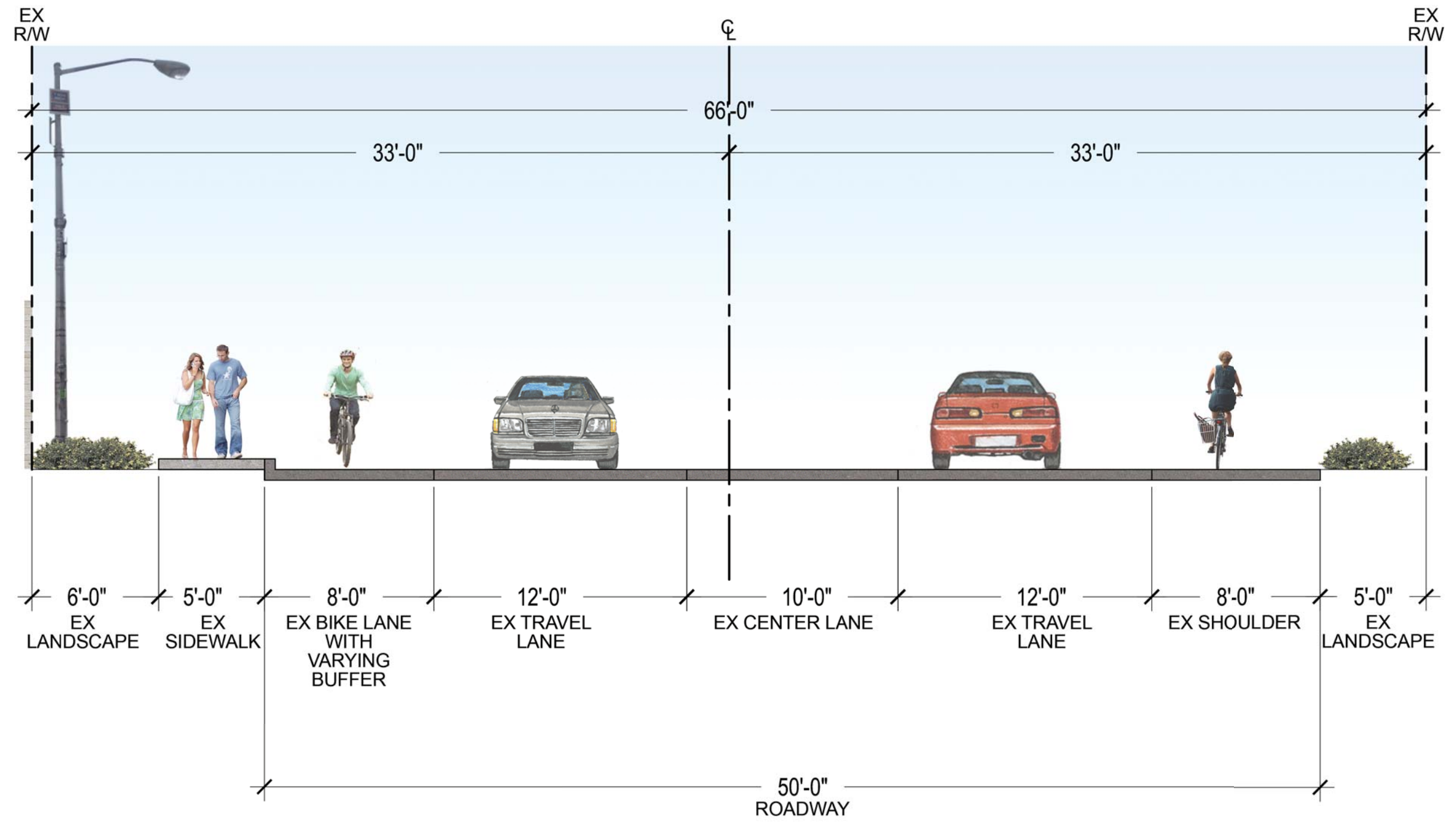
OC 1.0



66' TYPICAL
RIGHT-OF-WAY

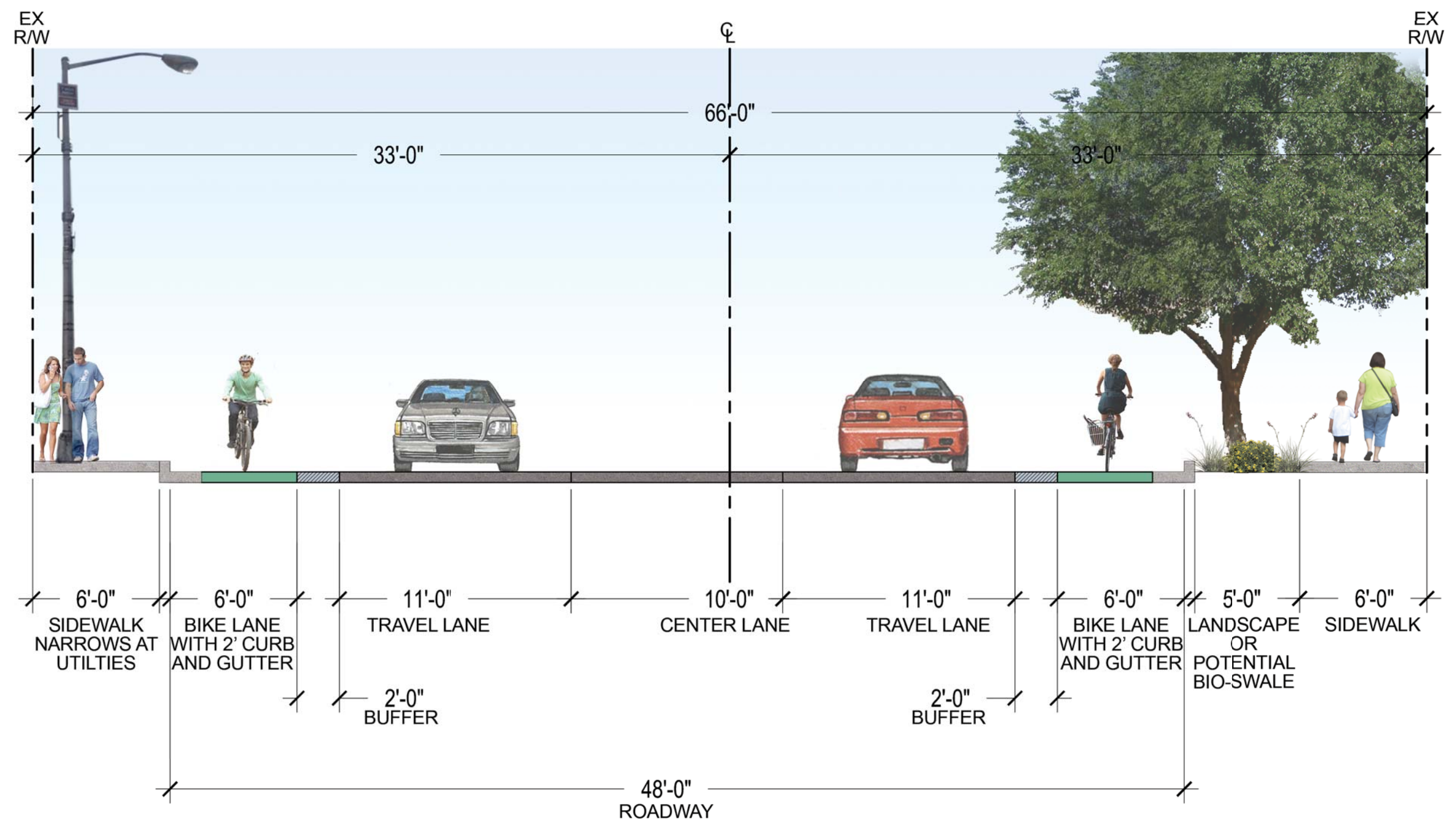
66' Right of Way - Existing

- 460' of the total corridor
- Locations with overhead utilities



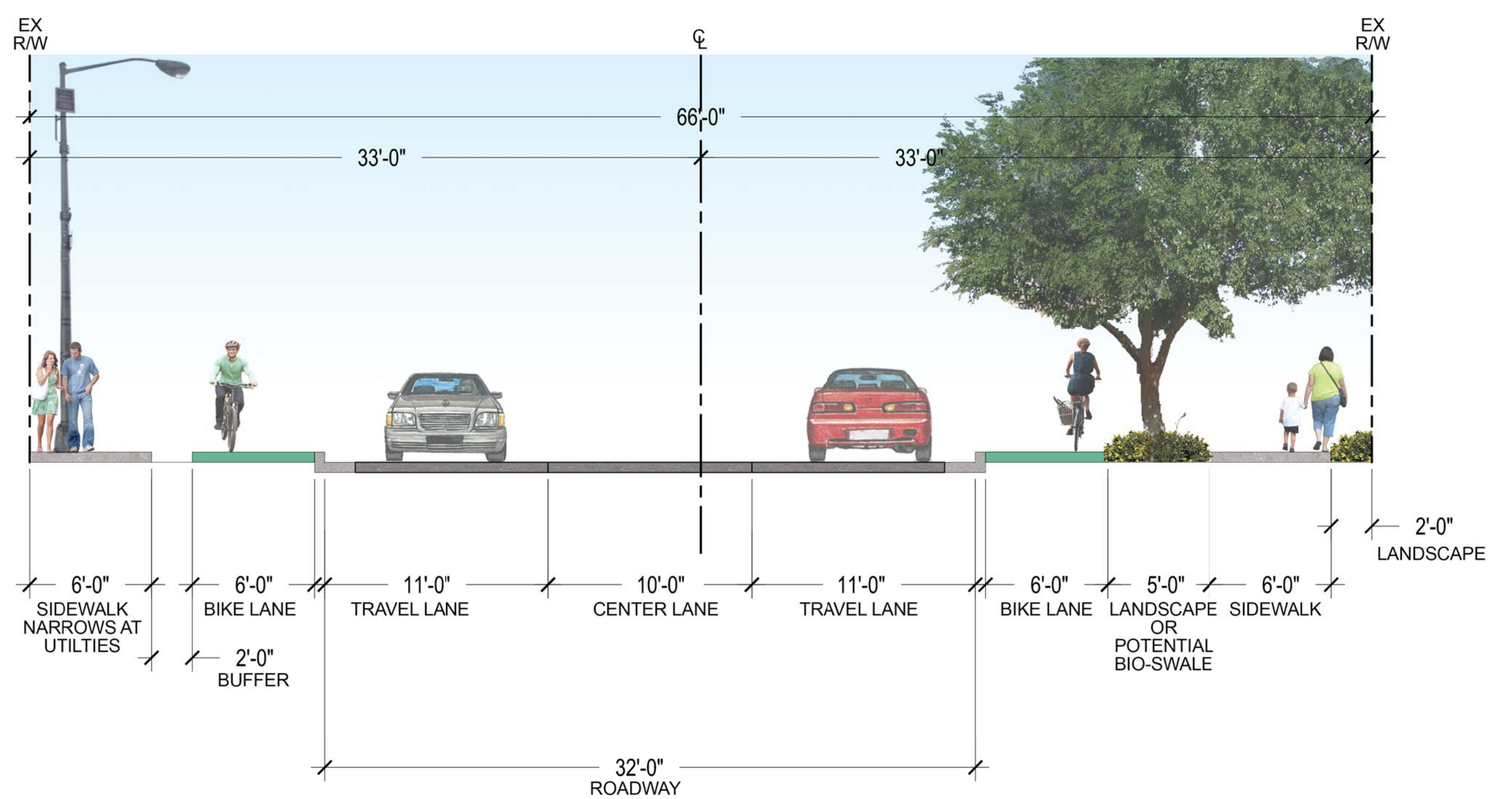
66' Right of Way - Alt 1

- Narrow roadway width for traffic calming (48')
- Bike Lane at-grade with 2' separation buffer
- Detached Sidewalk on east side
- Bio-swale landscape buffer potential



66' Right of Way - Alt 2

- Narrow roadway width for traffic calming (32')
- Bike Lane grade separated from traffic (potential roll curb)
- Detached Sidewalk on east side





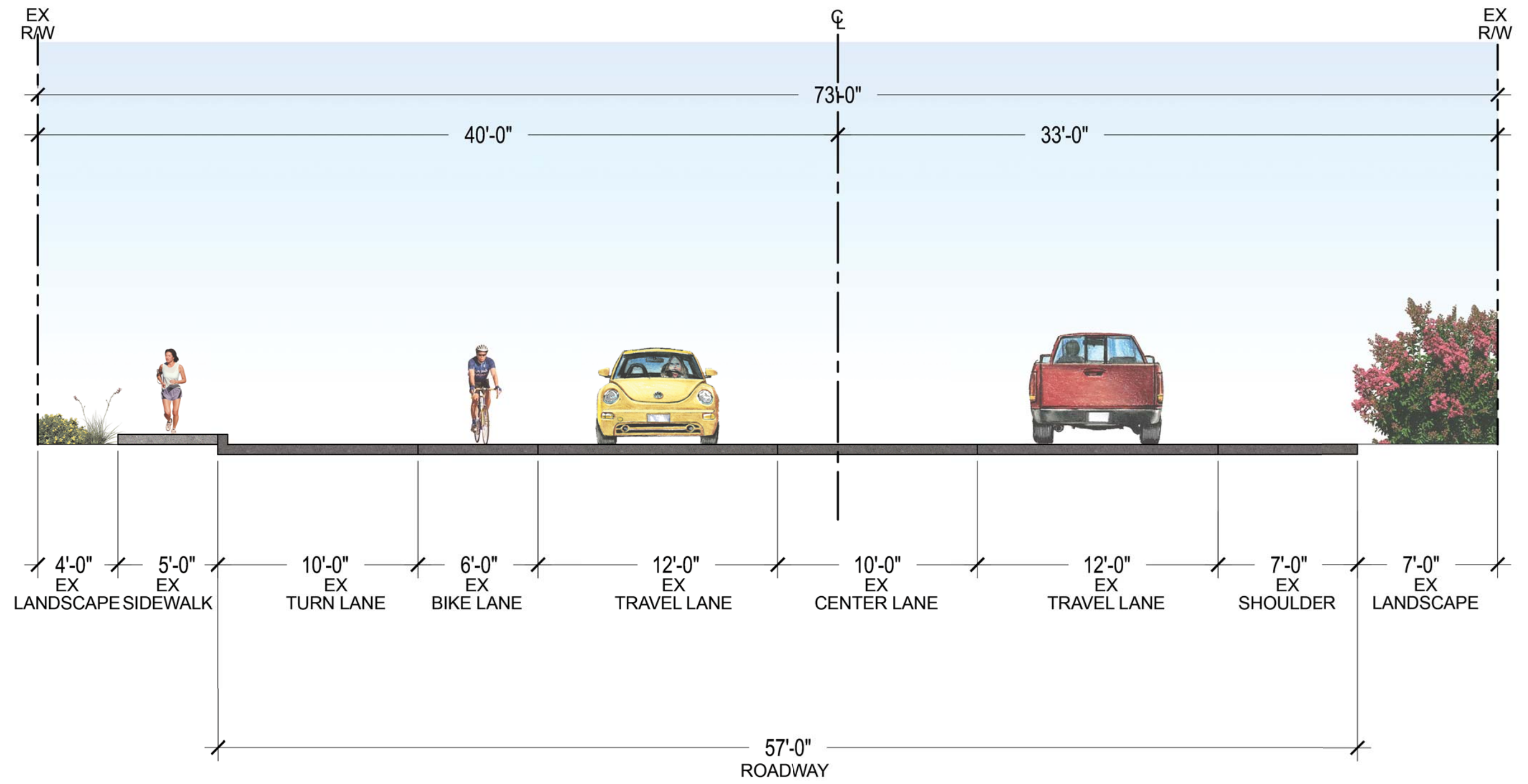
73' + 76' TYPICAL RIGHT-OF-WAY

73' Right of Way

76' Right of Way + Landscape

98' Right of Way + Frontage

- 615' of the total corridor for 73'-0" ROW
- 260' of the total corridor for 76'-0" ROW
- Segments missing curbs and sidewalks
- wide pavement cross-section

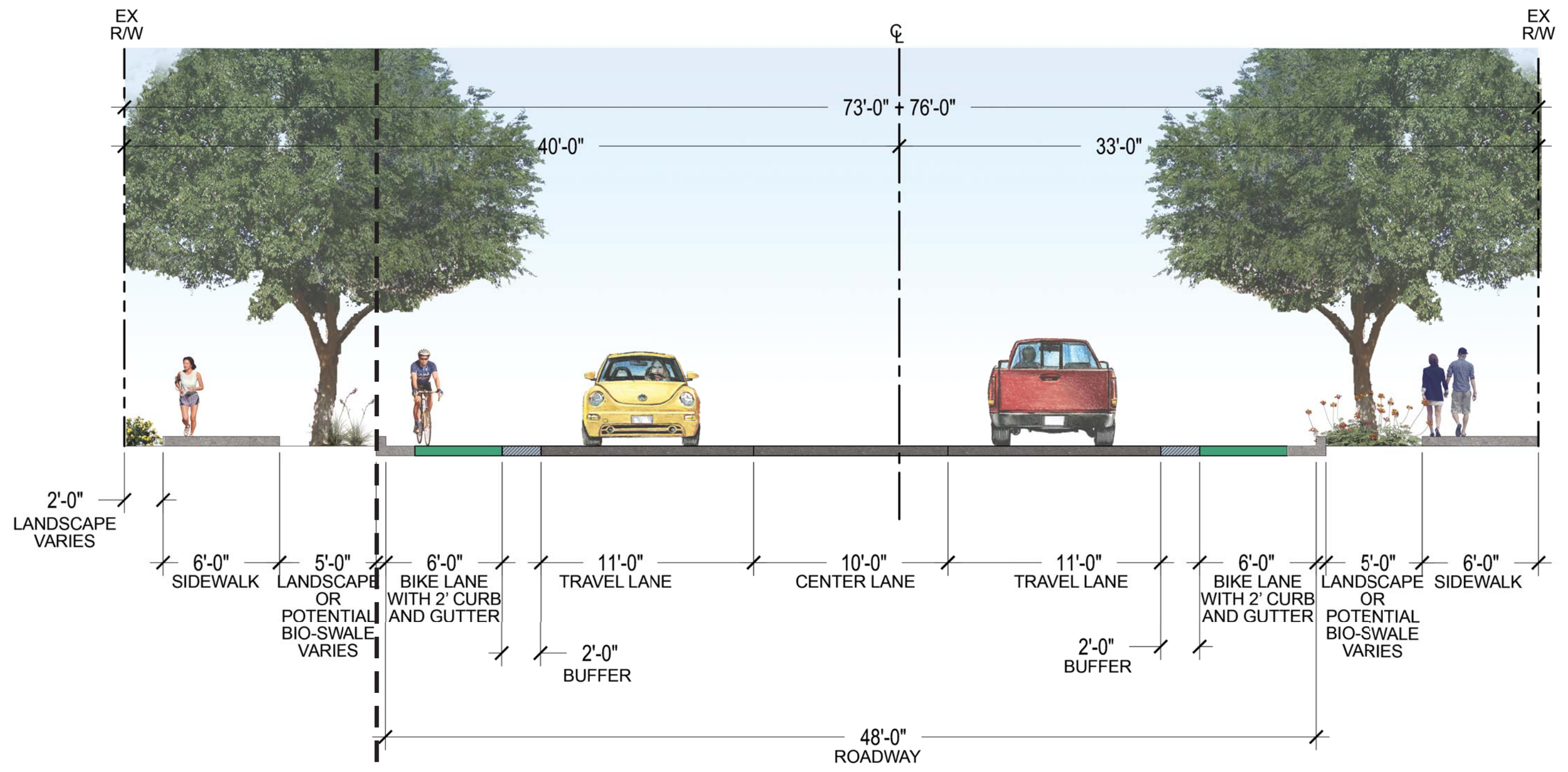


73' Right of Way + Alt 1

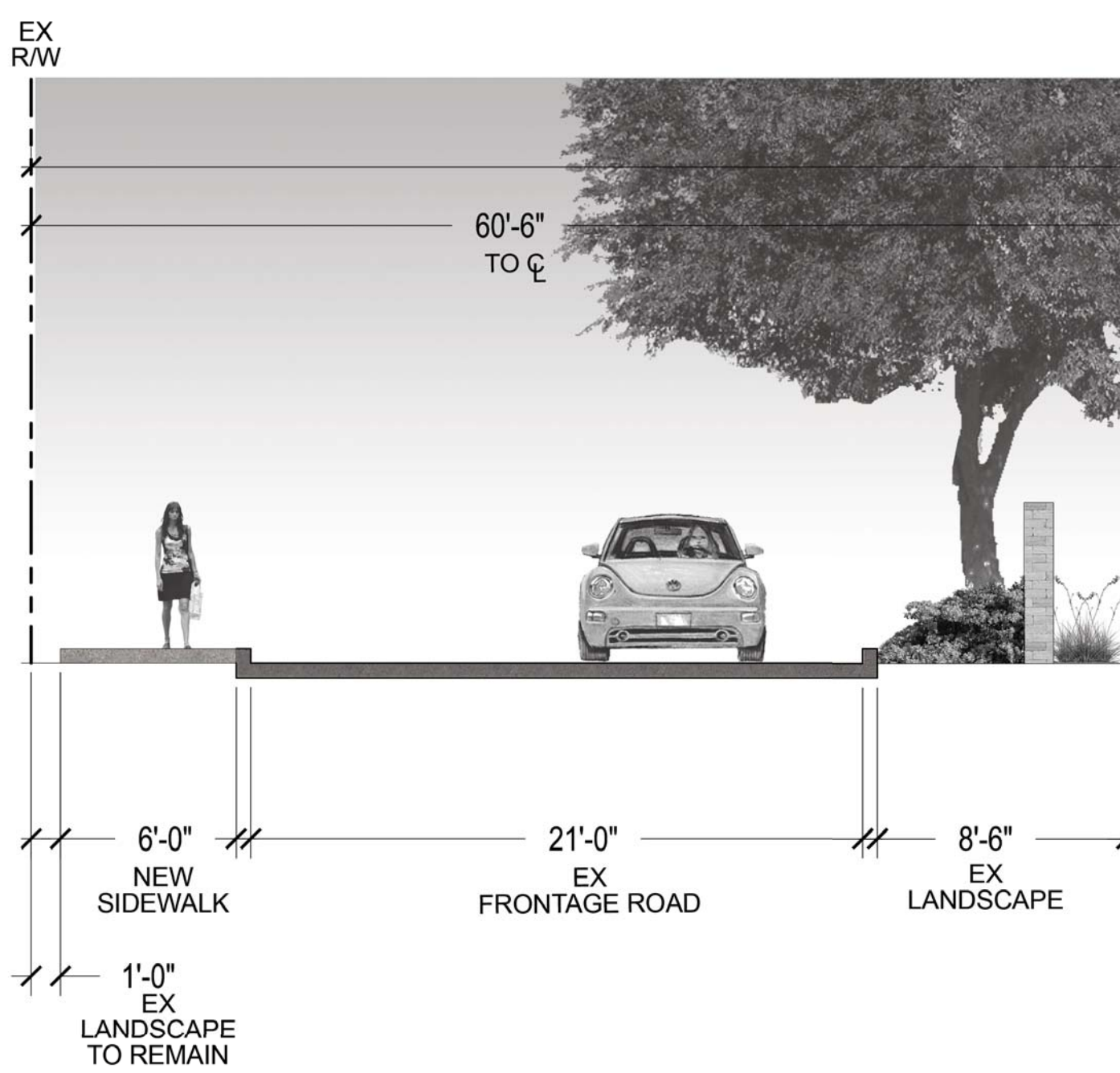
76' Right of Way + Alt 1

98' Right of Way + Alt 1

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Only Found at 98' Right of Way

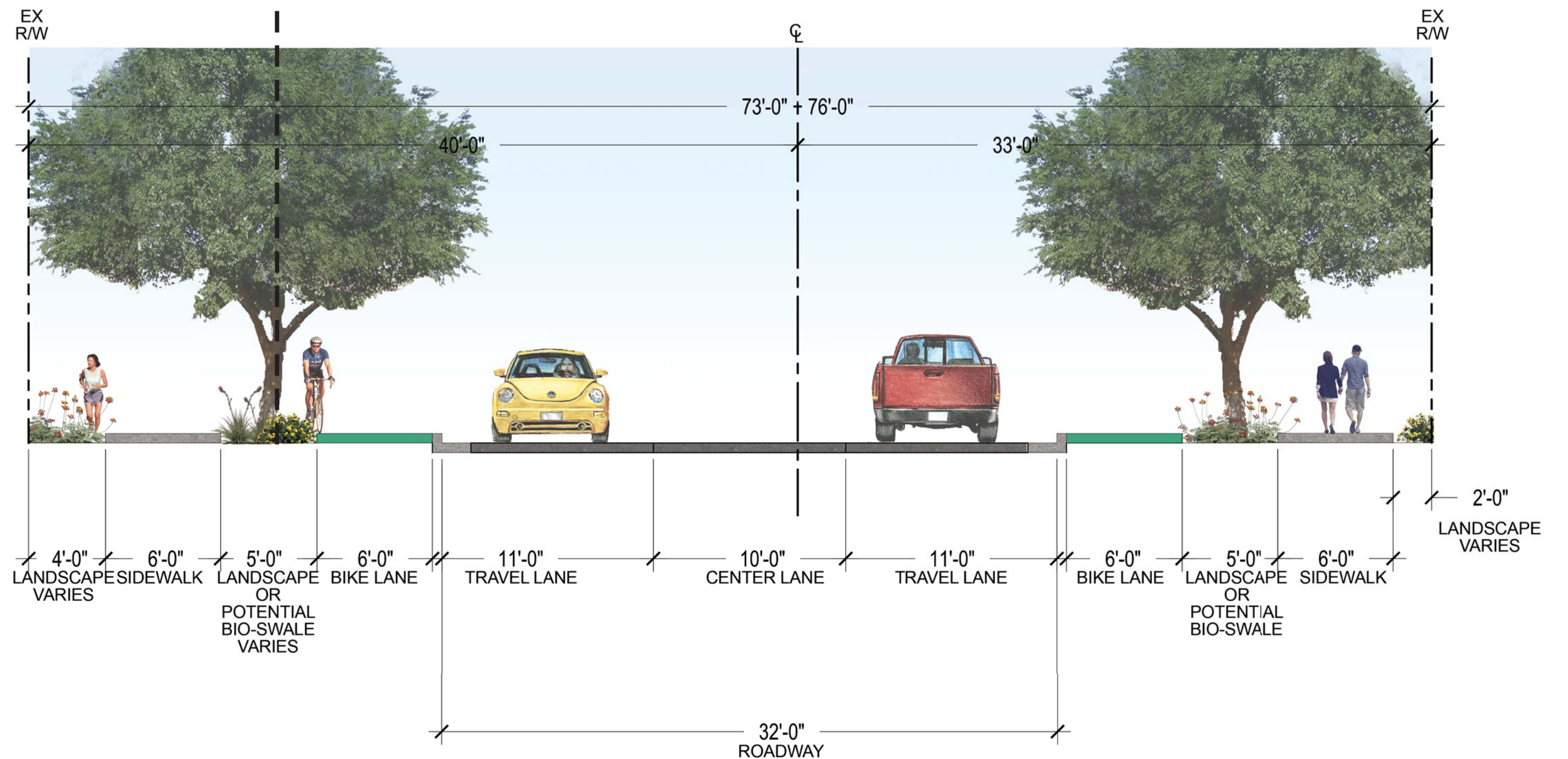


73' Right of Way + Alt 2

76' Right of Way + Alt 2

98' Right of Way + Alt 2

- Narrow roadway width for traffic calming (32')
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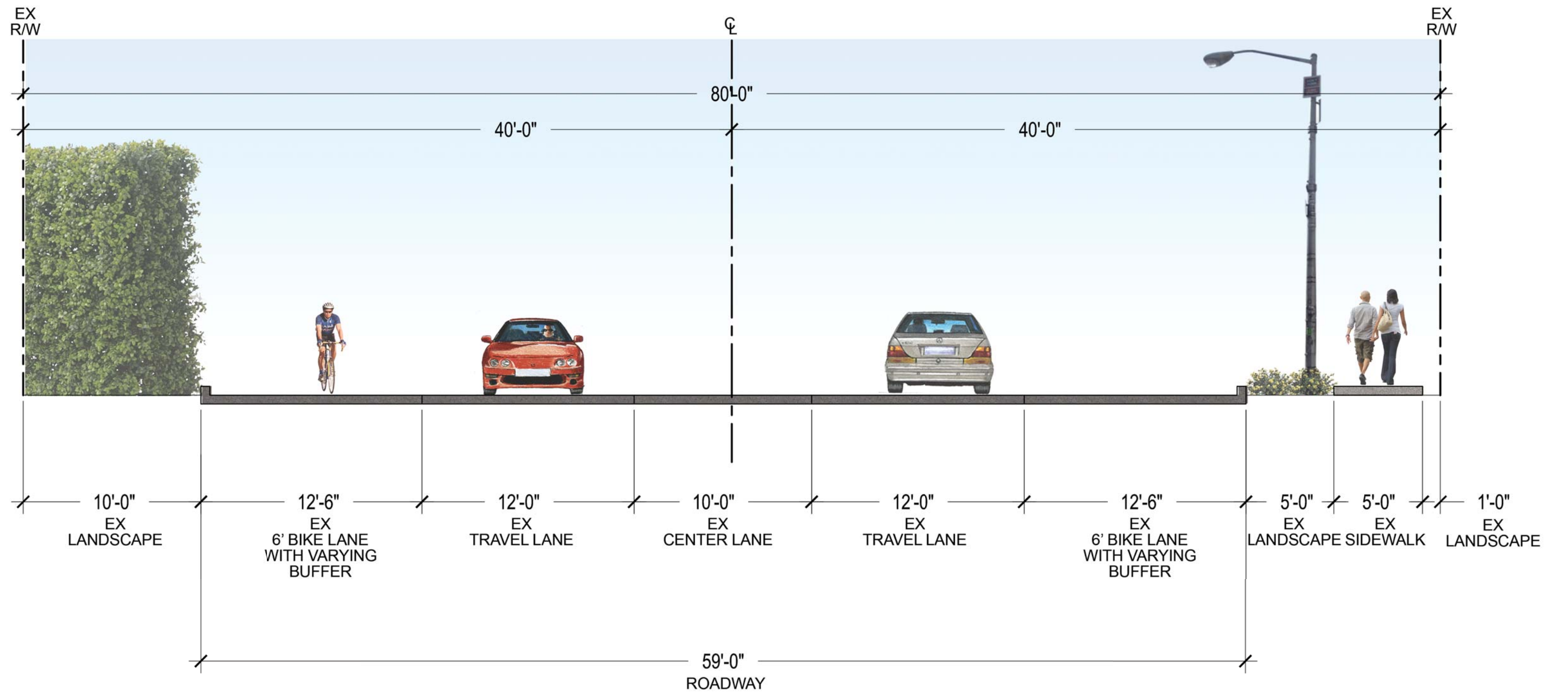
CONCEPT SECTIONS



80' + 83' TYPICAL RIGHT-OF-WAY

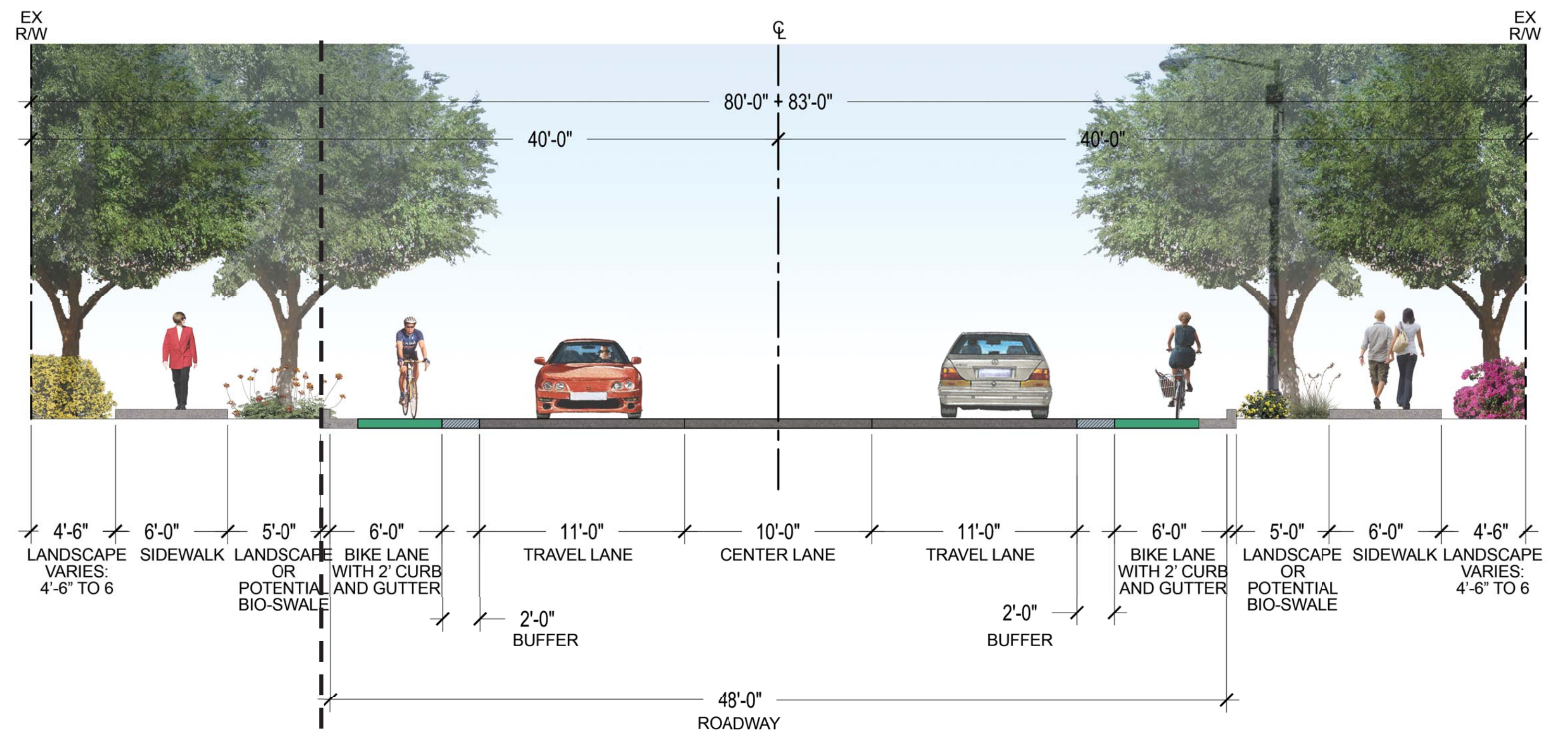
- 80' Right of Way
- 83' Right of Way + Alt 1
- 107' Right of Way + Alt 1

- 2580' of the total corridor for 80'-0" ROW
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- Wide pavement cross-sections

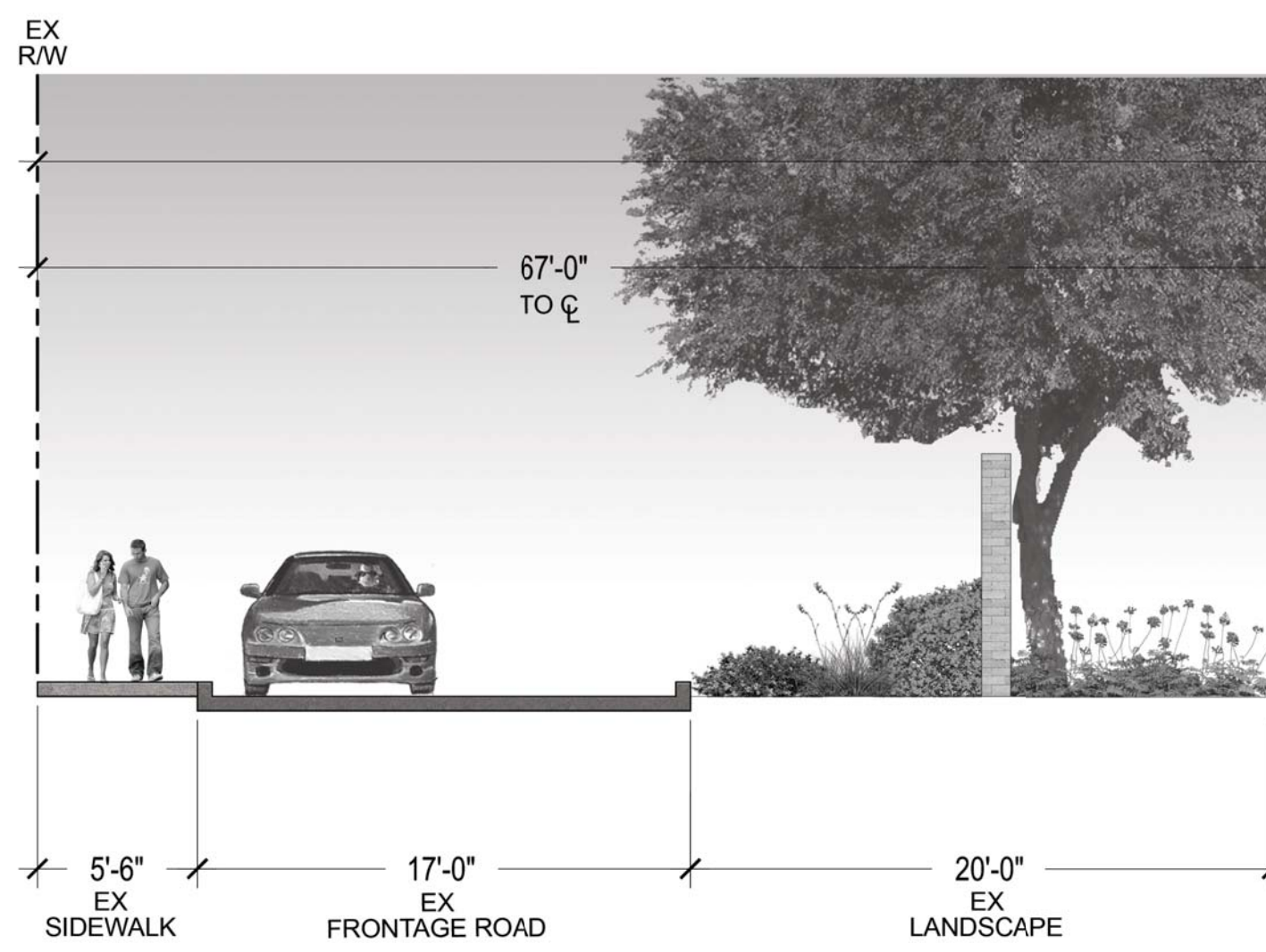


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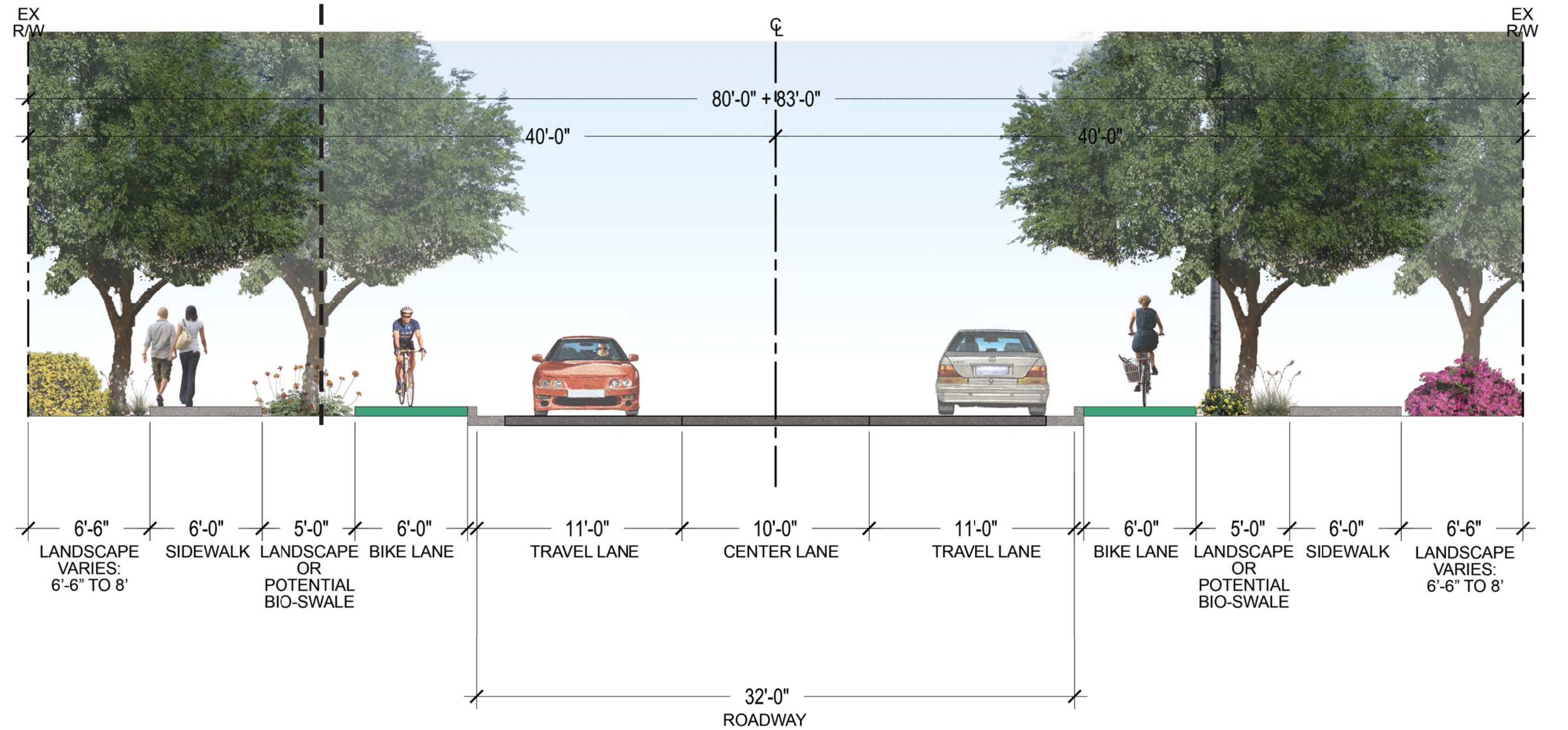


Only Found at 107' Right of Way



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- 83' Right of Way + Alt 2
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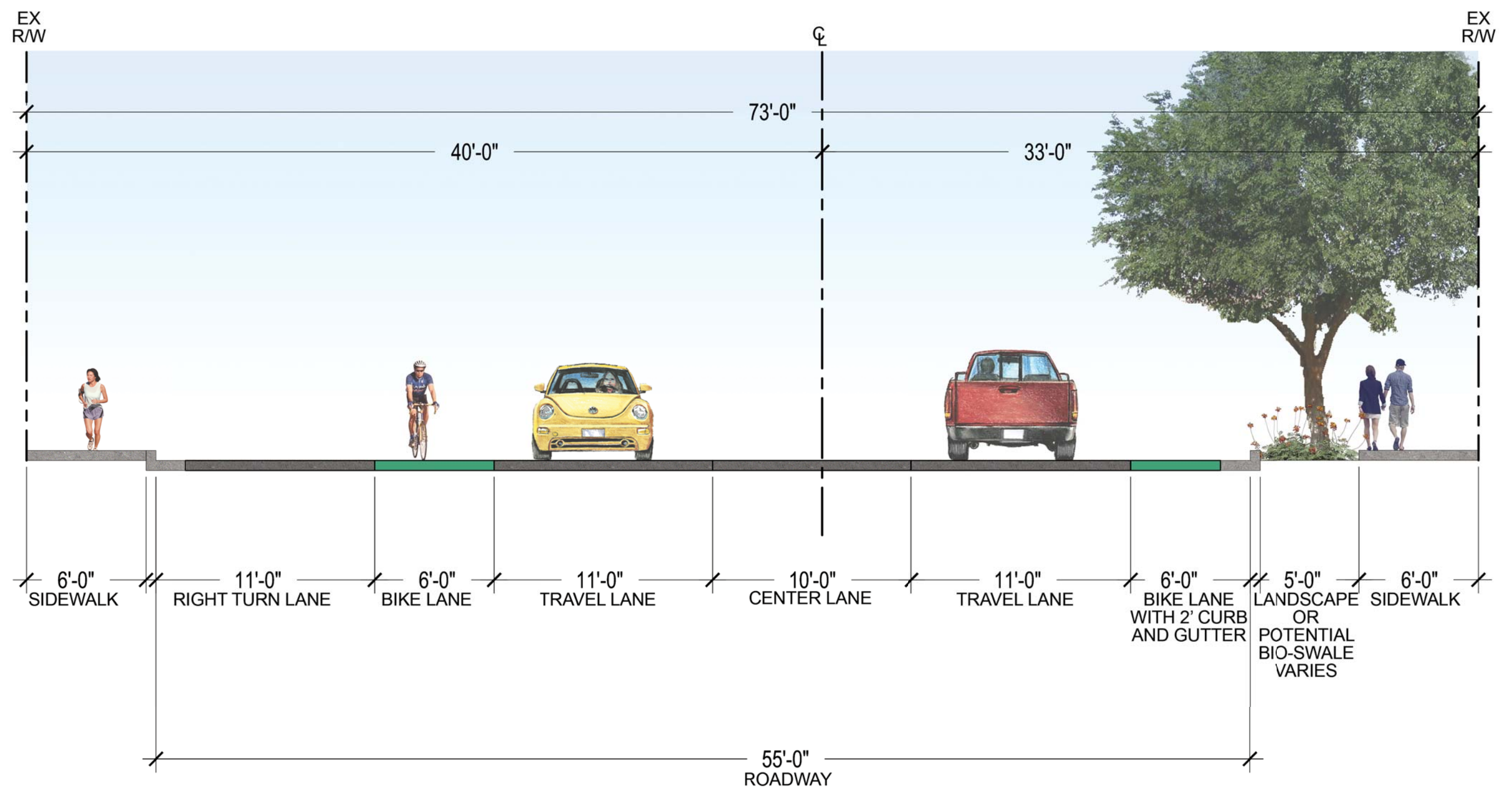
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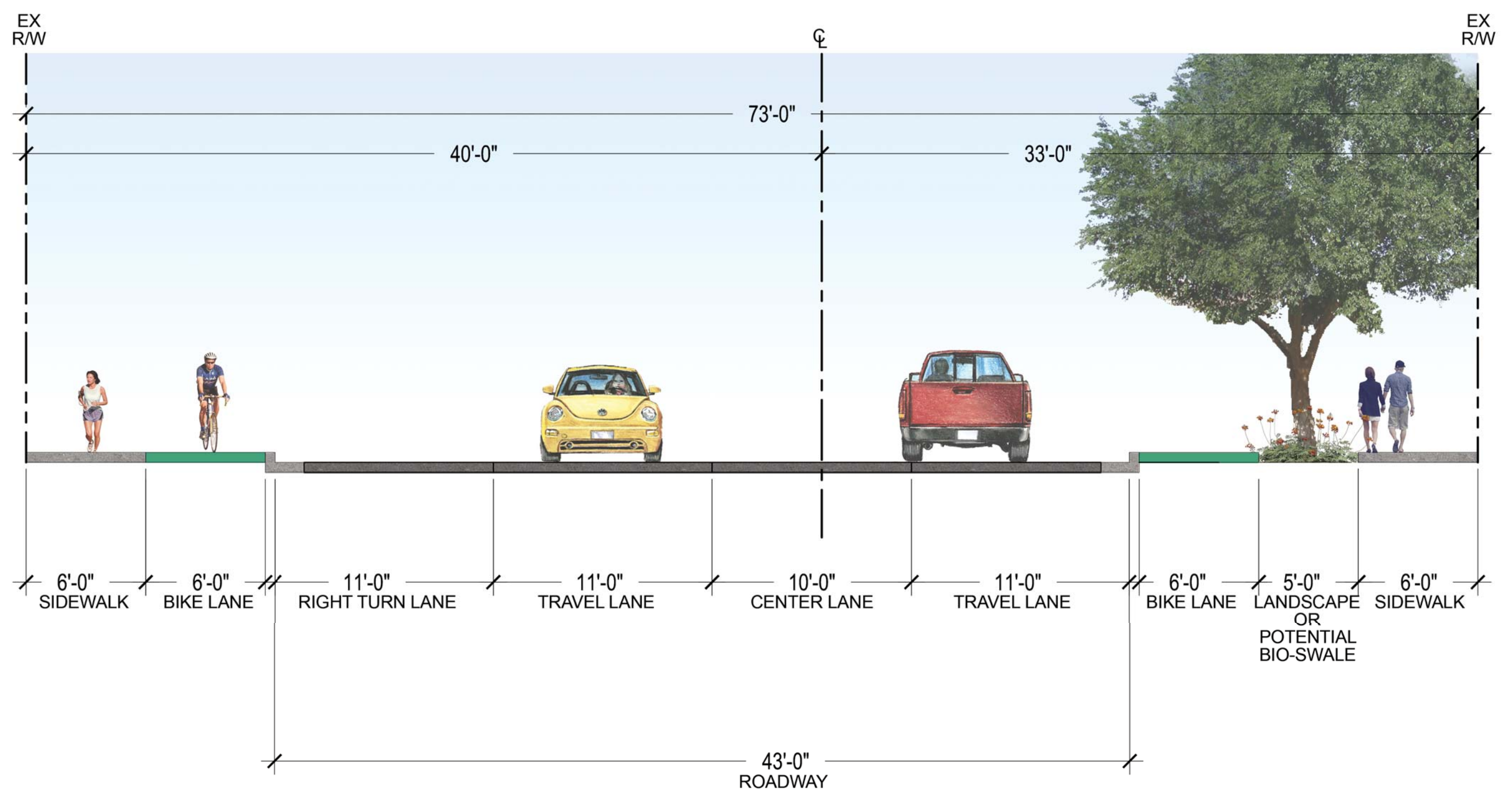
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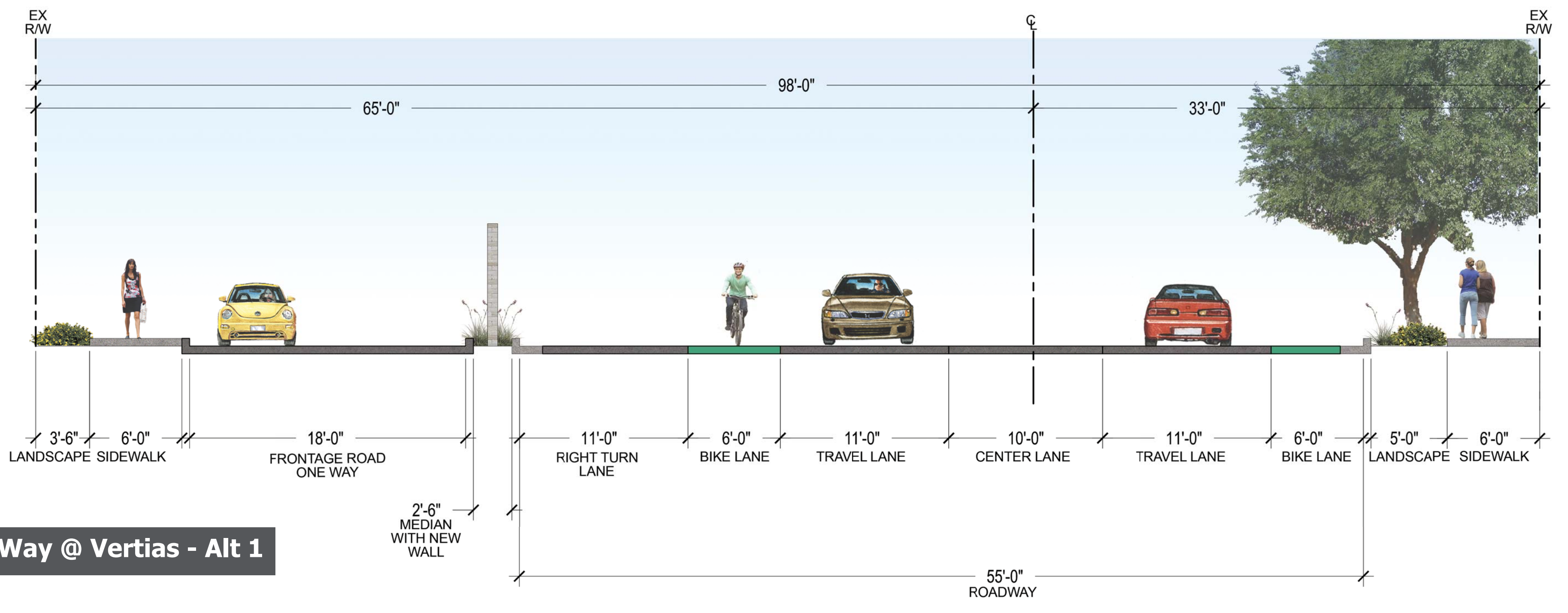
73' + 98' SPECIAL CONDITIONS
RIGHT-OF-WAY



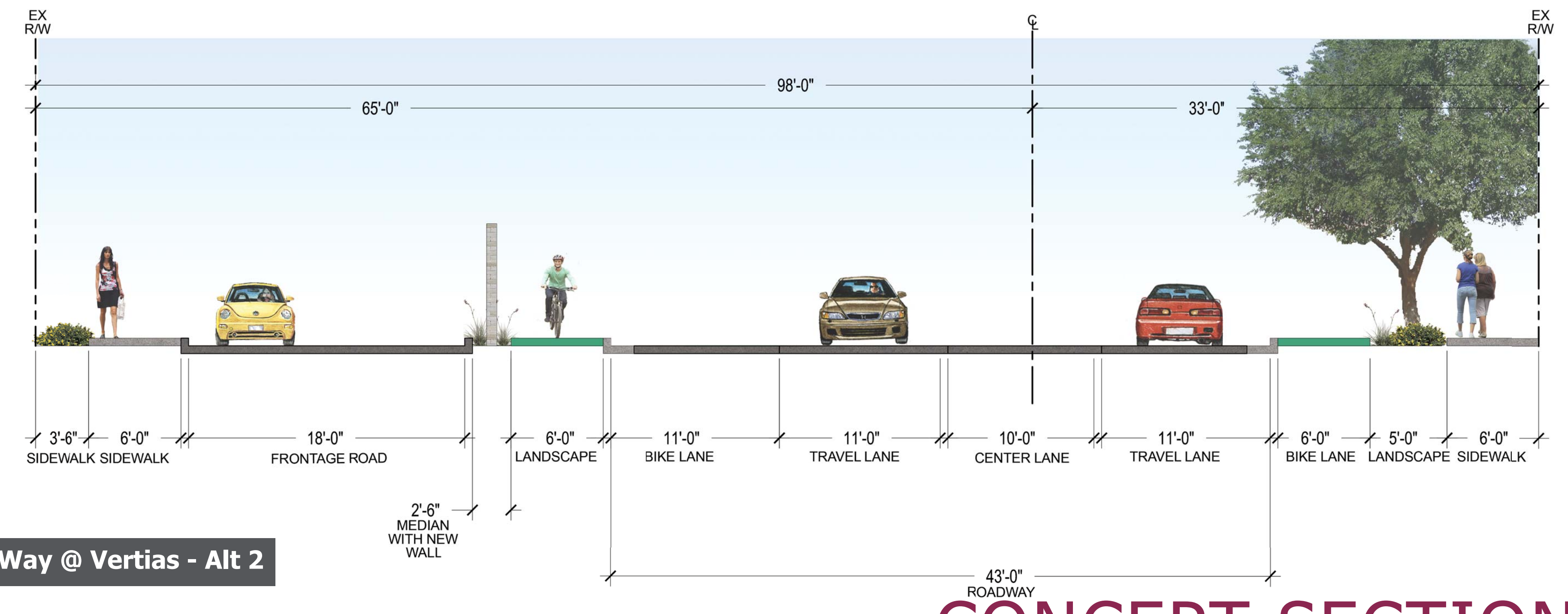
73' Right of Way @ Vertias - Alt 1



73' Right of Way @ Vertias - Alt 2



98' Right of Way @ Vertias - Alt 1



98' Right of Way @ Vertias - Alt 2

CONCEPT SECTIONS

