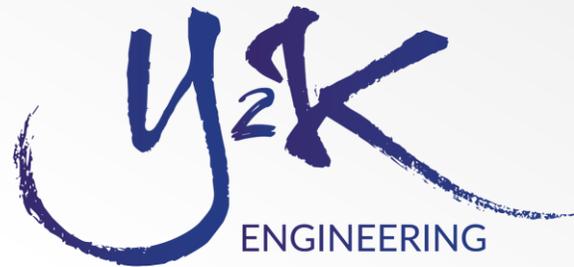


Open House #3

MAG Study
15% Concept
Design



56TH STREET CORRIDOR STUDY



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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

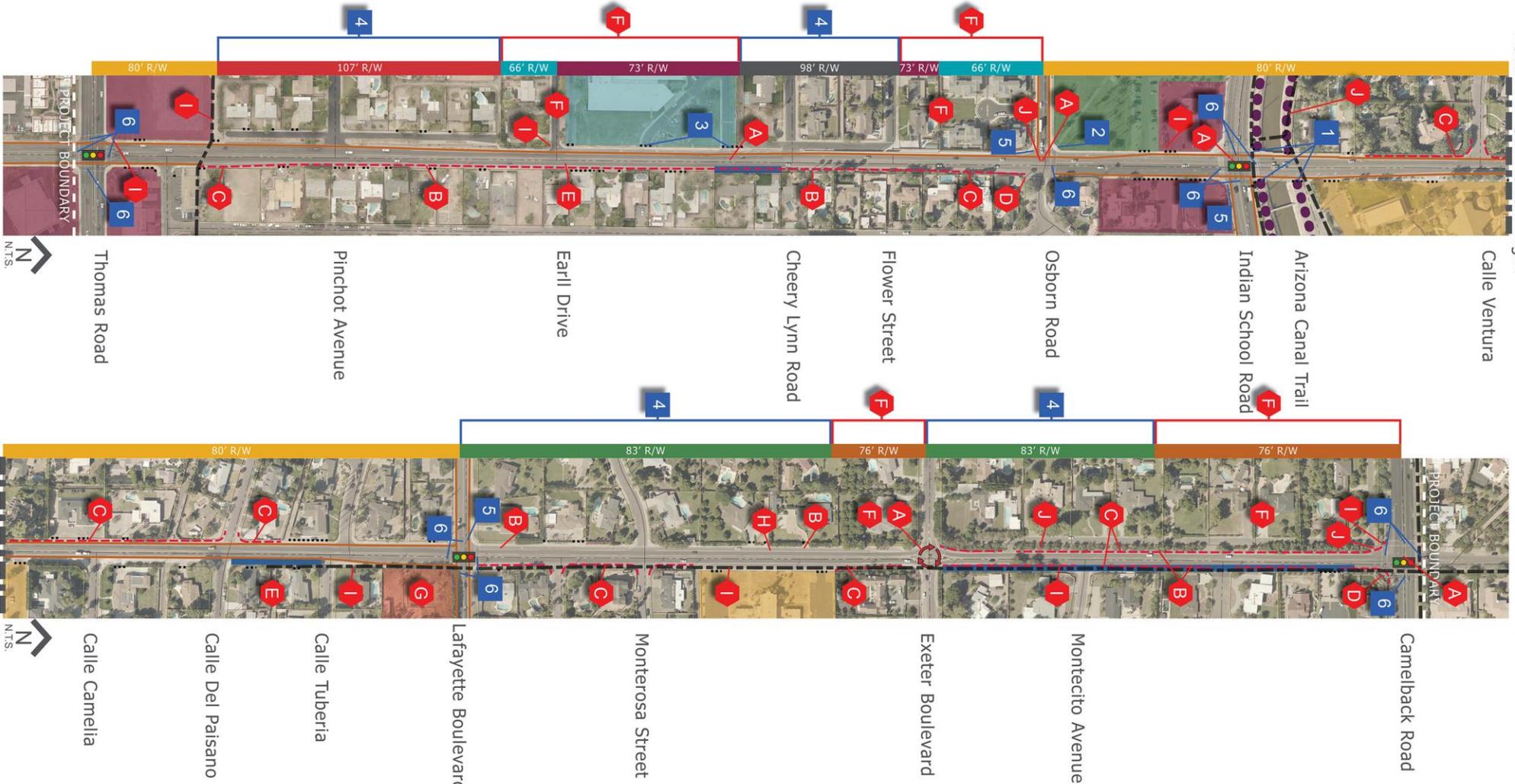
- Overall Study Schedule
 - - Kick Off: April 2018
 - - Study Completion: November 2018
 - - Public Outreach: Open House #1 - 6/20
Open House #2 - 7/18
Open House #3 - 9/26



Summary of Open House #2

- Alternative 2 - Raised Bike Lanes preferred
- Preferred Site Elements:
 - Bike Lane Materials / Buffer/ Location
 - Landscape Materials / Bio-swale
 - Crosswalk / Crossing options
 - Traffic Calming
 - Sidewalk / Site Furnishings / Fixtures





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

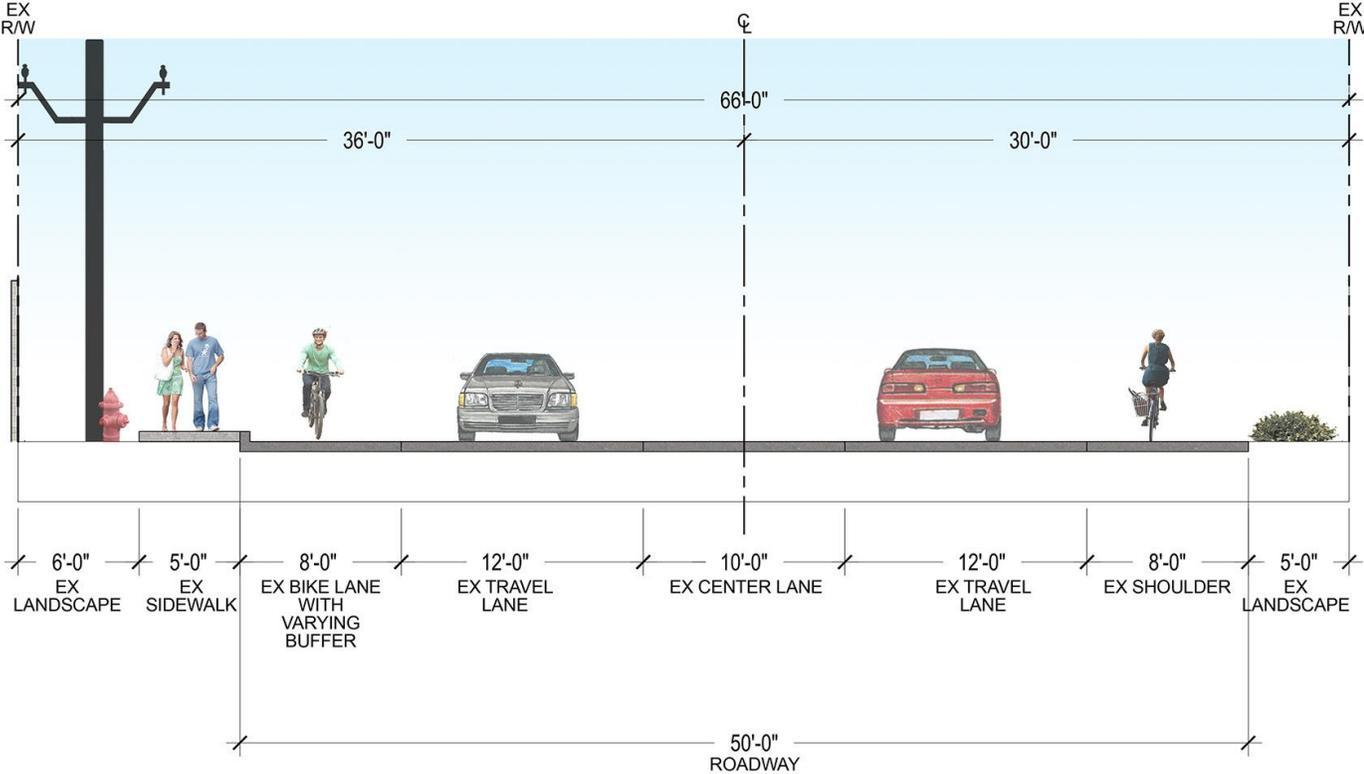
- A Traffic Conflicts
- B Missing Bike Lane
- C Missing Sidewalk
- D Missing ADA Ramps
- E Existing Drainage Issues
- F Right-of-Way Under 80'
- G Historic Property
- H Existing On Street Parking
- I Utility Conflicts
- J Sight Visibility Conflicts

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

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Section near Earll Drive

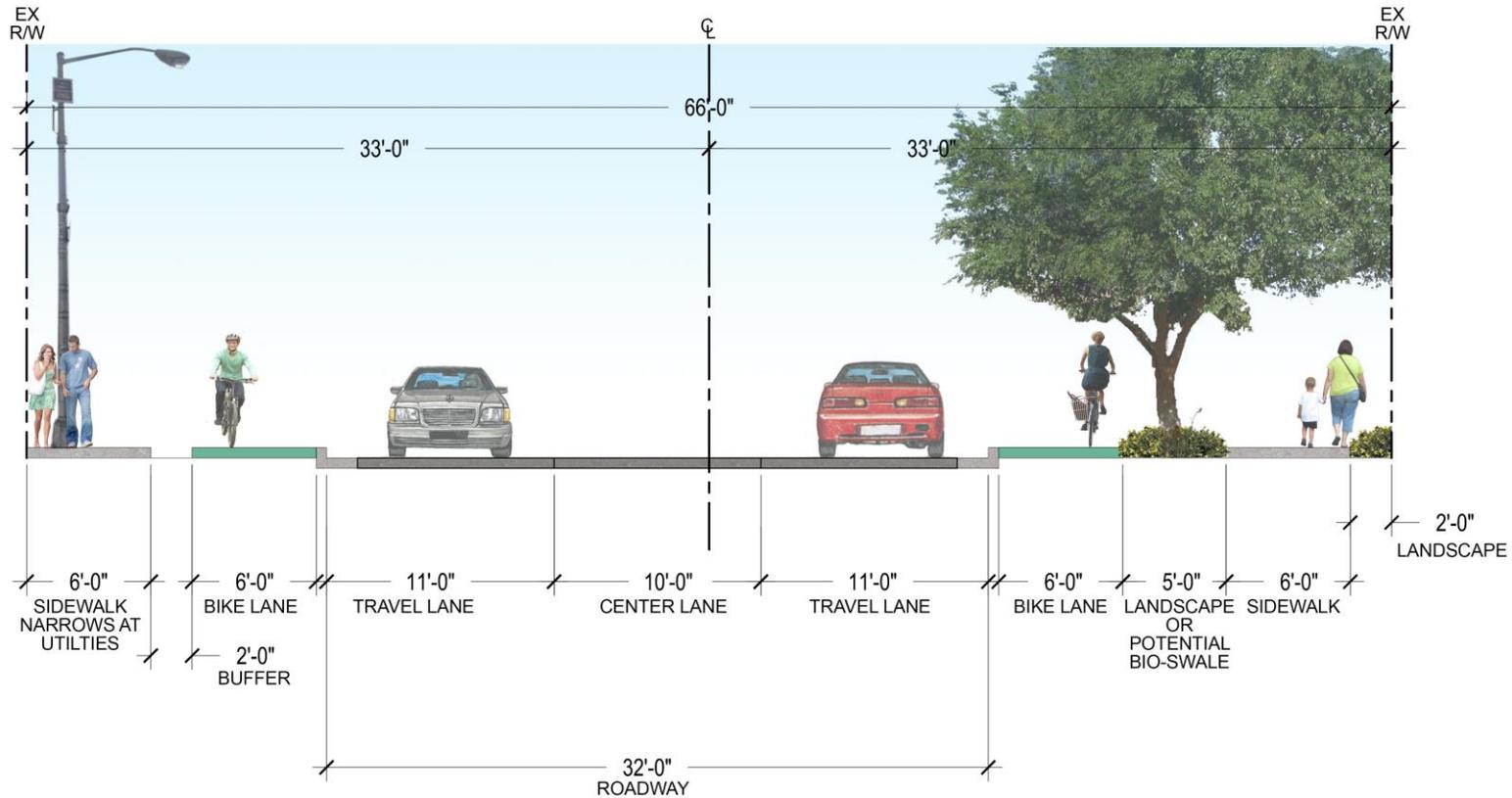


- 460' of the total corridor
- Locations with overhead utilities

Existing Sections - 66'-0" ROW

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- Narrow roadway width for traffic calming (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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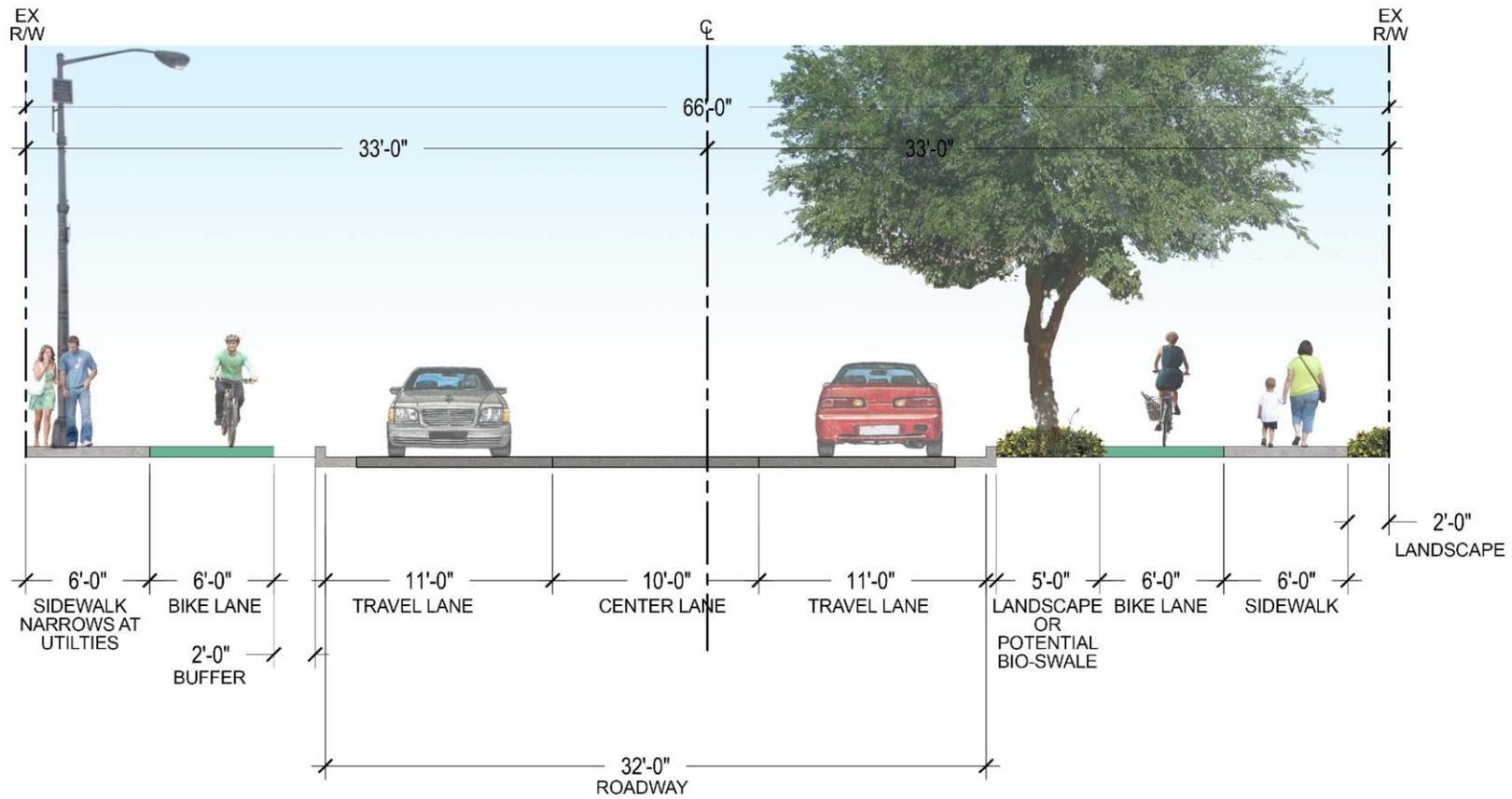


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- Narrow roadway width for traffic calming (32'-0")
- Bike lane grade separated from traffic
- Detached sidewalks
- Landscaped buffer varies

Proposed Sections - 66'-0" ROW - Alt 3

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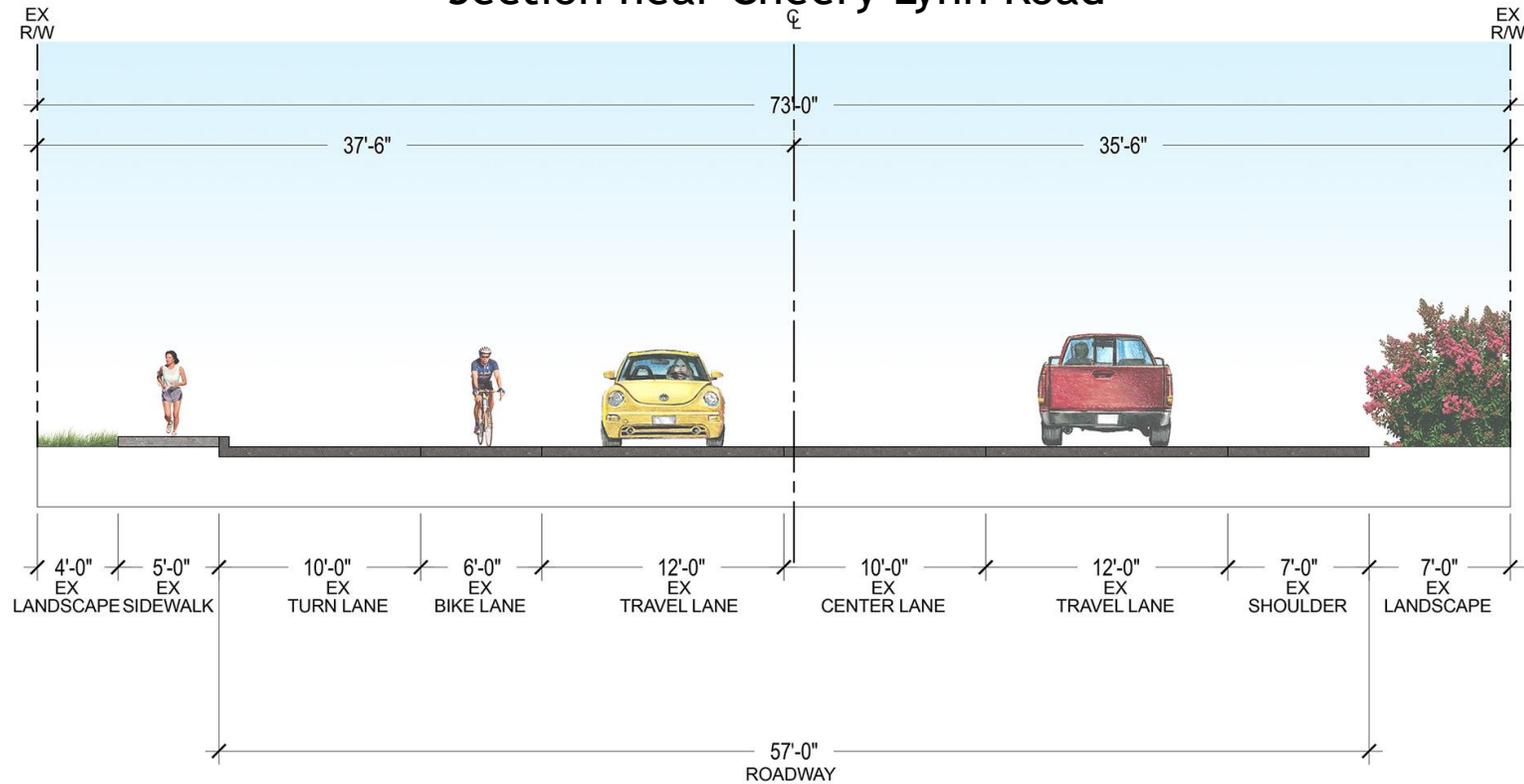
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Section near Cheery Lynn Road

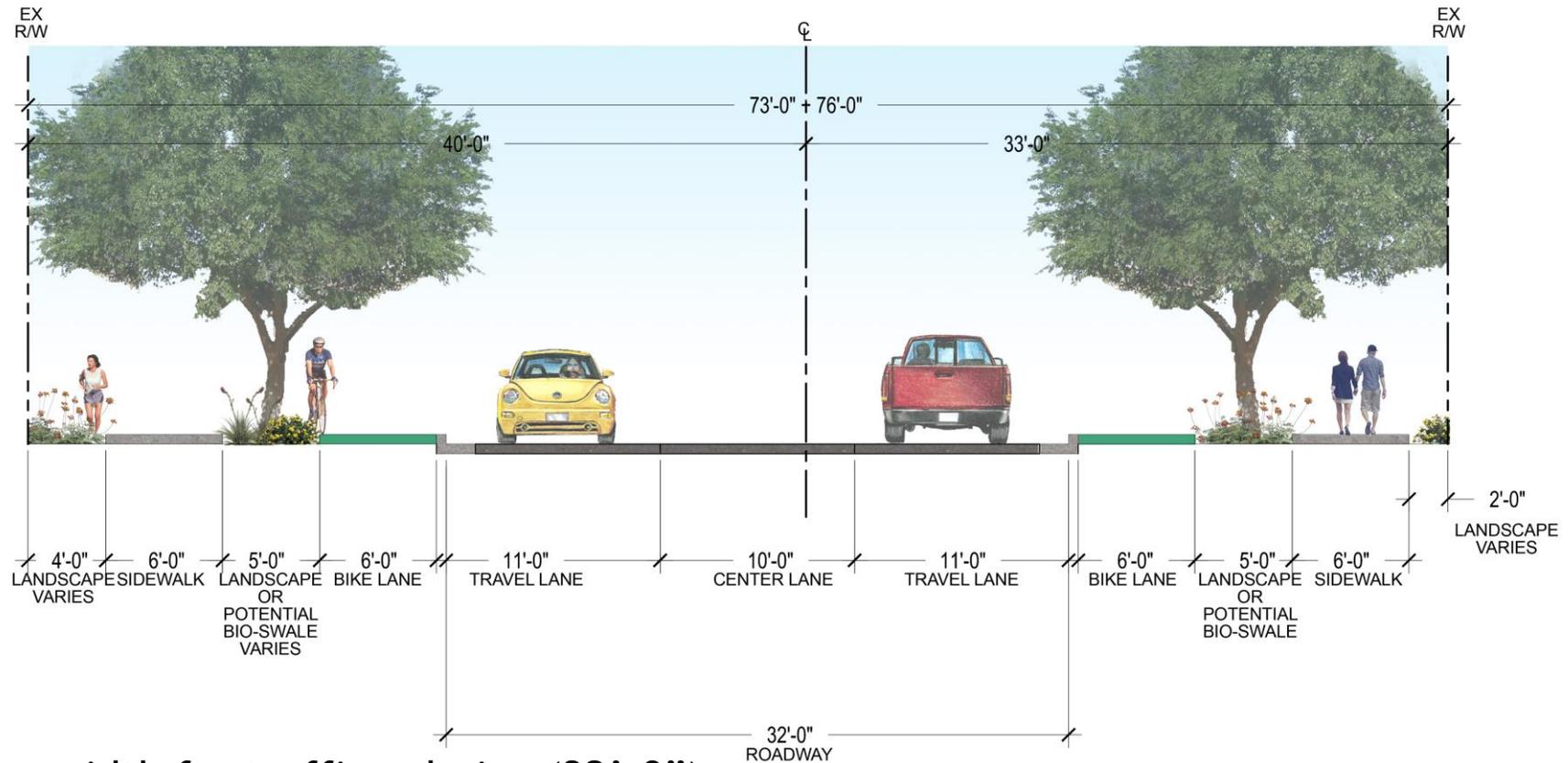


- 615' of the total corridor for 73'-0" ROW
- 260' of the total corridor for 76'-0" ROW
- Segments missing curbs and sidewalks
- Wide pavement cross-section

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

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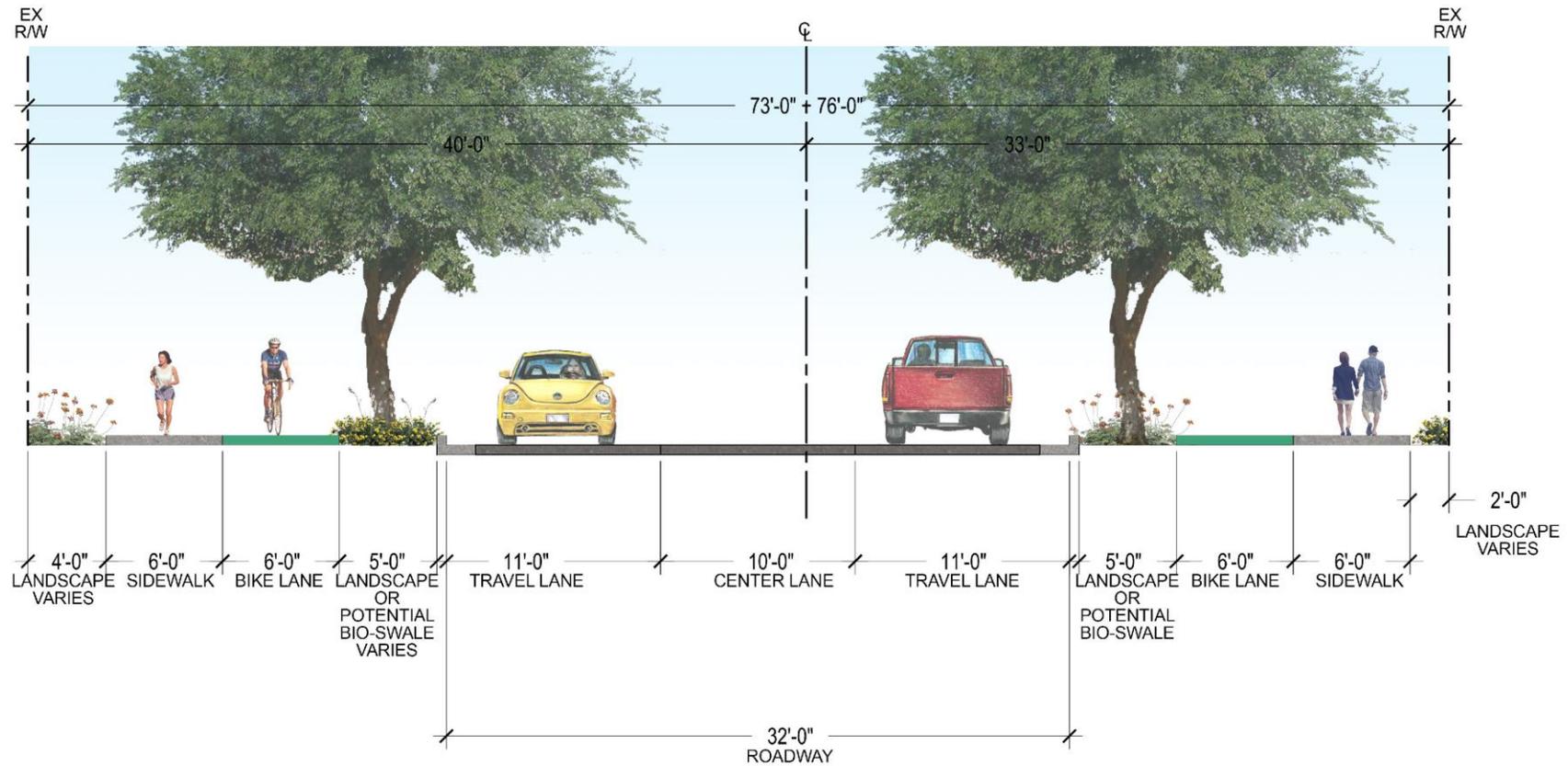


- Narrow roadway width for traffic calming (32'-0")
- Bike lane grade separated from traffic (potential roll curb)
- Detached sidewalk both sides with landscape buffers
- 76'-0" width adds +18" to landscape buffers or behind walk zone

Proposed Sections - 73'-0" to 76'-0" ROW - Alt 2

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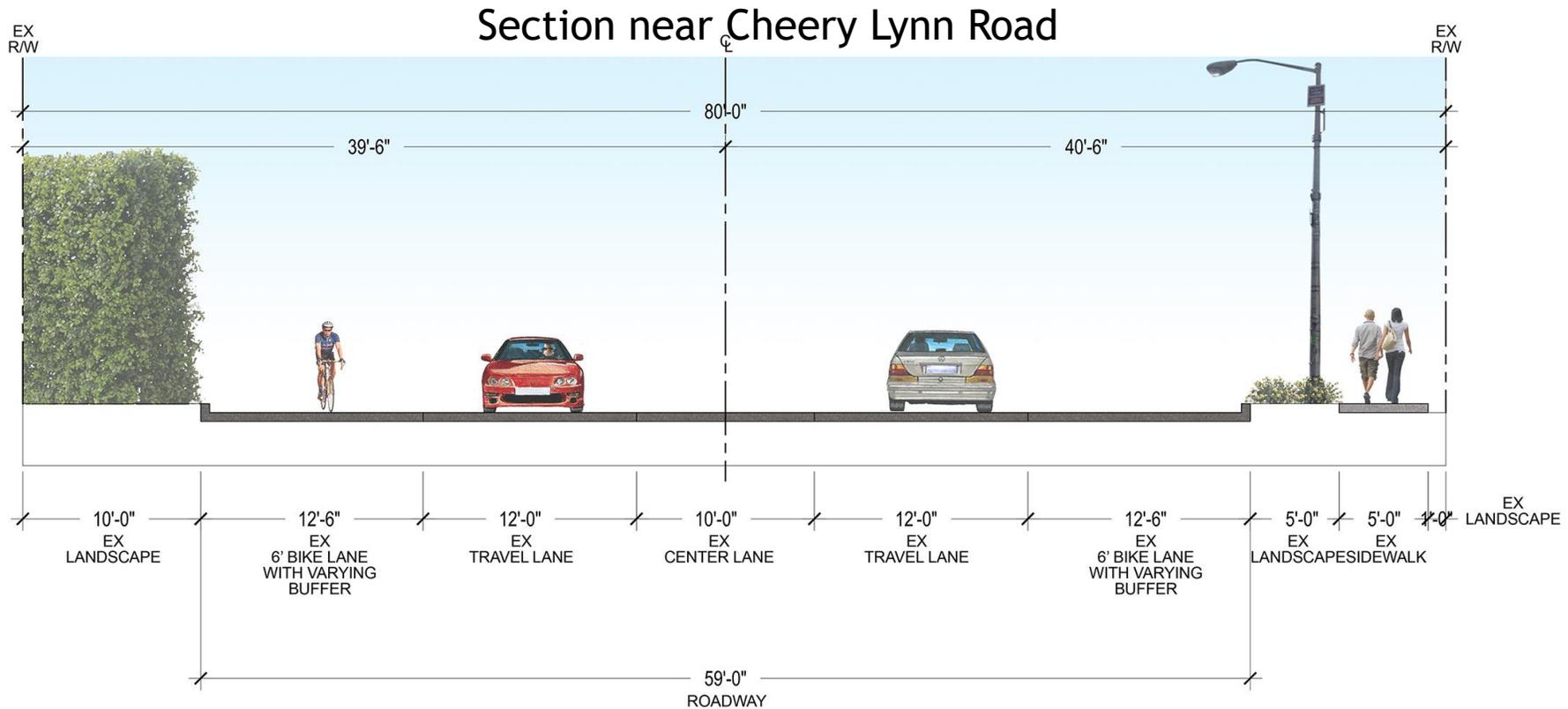


- Narrow roadway width for traffic calming (32'-0")
- Bike lane grade separated from traffic with detached sidewalks
- Landscape buffers adjacent to roadway
- 76'-0" width adds +18" to landscape buffers or behind walk zone

Proposed Sections - 73'-0" to 76'-0" ROW - Alt 3

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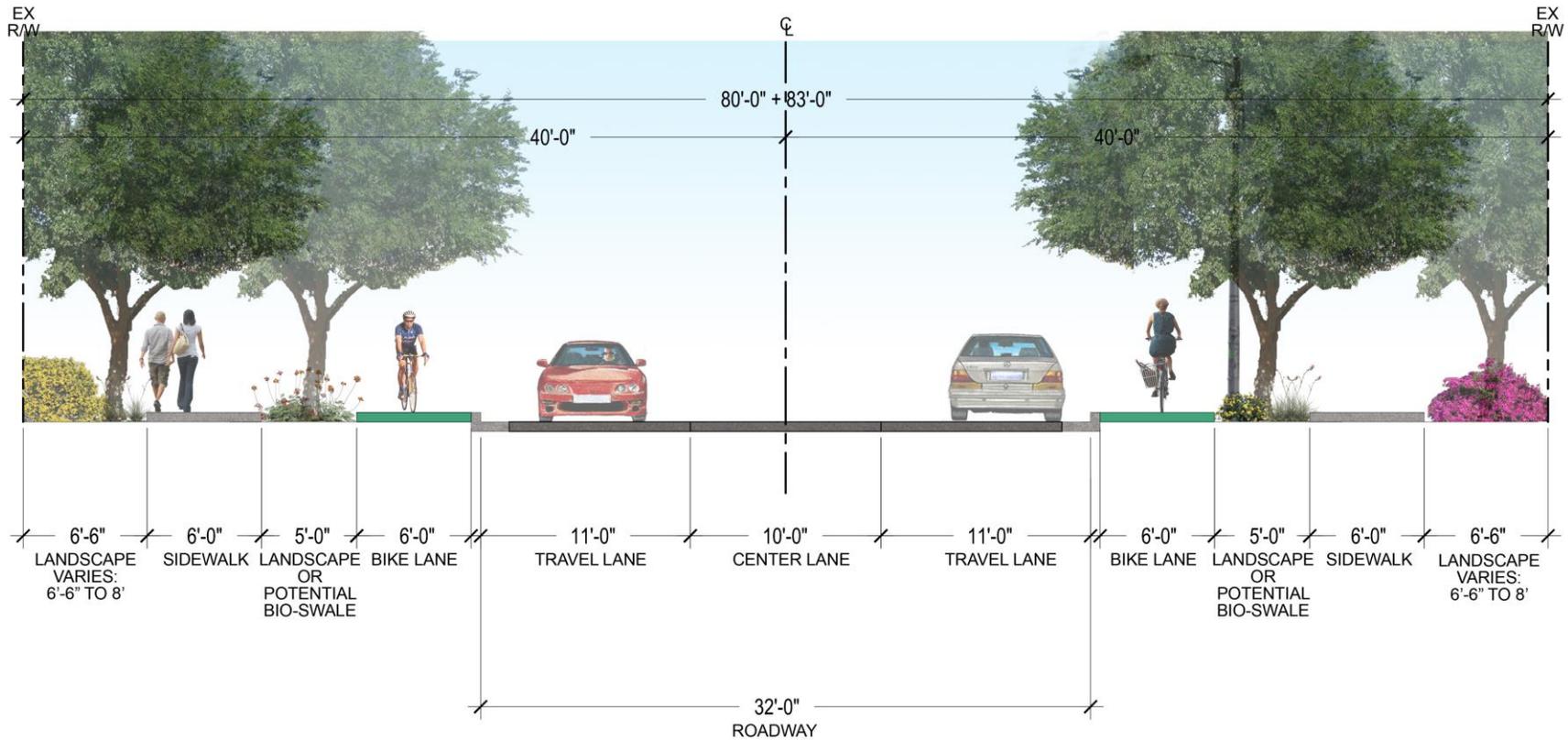


- 2580' of the total corridor for 80'-0" ROW
- 1685' of the total corridor for 83'-0" ROW
- Segments missing sidewalks
- Wide pavement cross-section

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

56TH STREET CORRIDOR STUDY





- Narrow roadway width for traffic calming (32'-0")
- Bike lane grade separated from traffic (potential roll curb)
- Detached sidewalk both sides with landscape buffers
- 83'-0" width adds +18" to landscape buffers or behind walk zone

Proposed Sections - 80'-0" to 83'-0" - Alt 2

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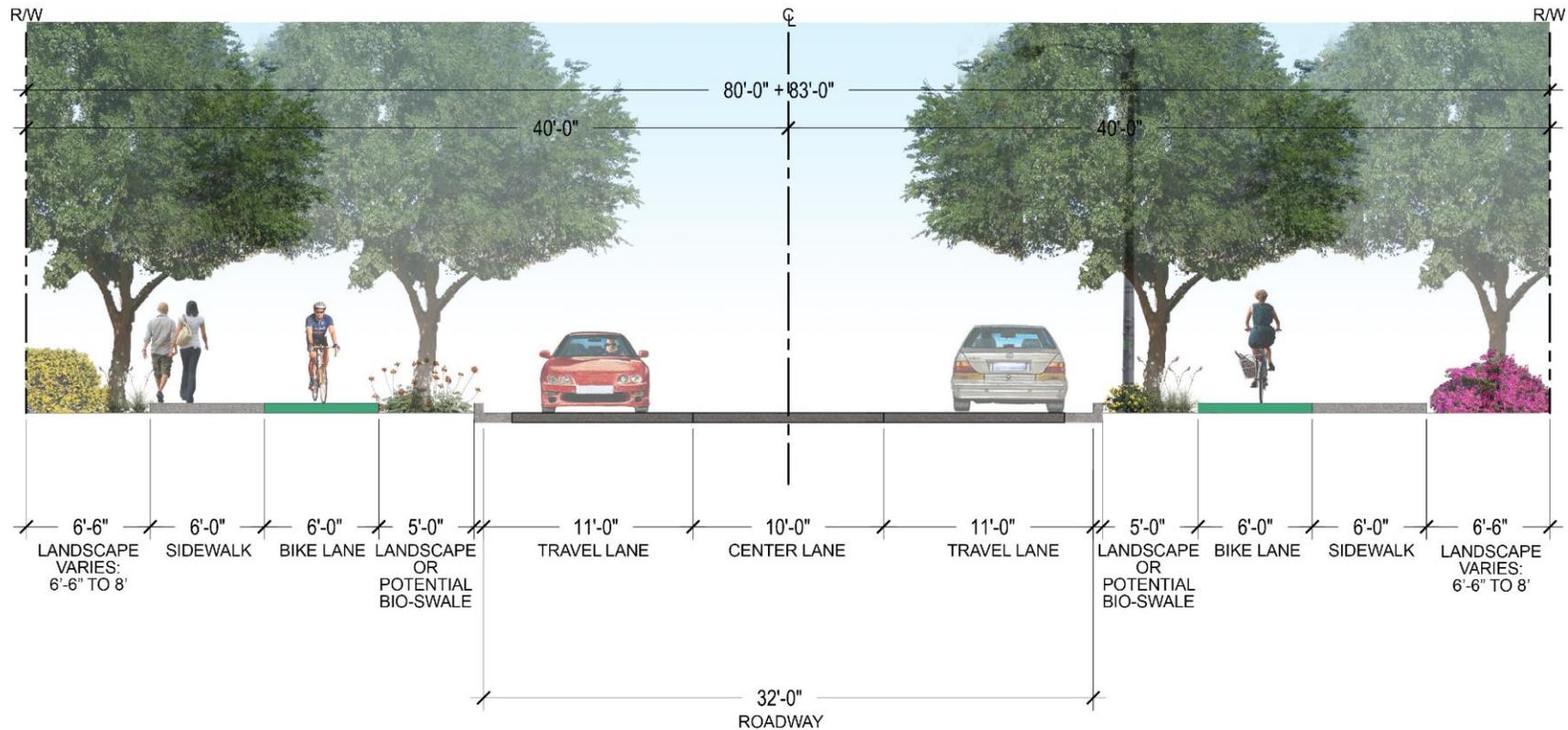


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Proposed Sections - 80'-0" to 83'-0" - Alt 3

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Bike Buffer Materials



Bike Lane Materials



Preferred Design Elements

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Grade Separated Bike Lane



Traffic Calming



Preferred Design Elements

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Site Furnishing / Fixtures



Preferred Design Elements

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Theme Trees



Bio-Swale



Preferred Design Elements

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Sidewalk Materials



Decorative Joints + Salt Finish

Crosswalk Materials



Decorative Paint Crosswalk

Mid-Block Crossing



Pedestrian Hybrid Beacon (H.A.W.K.)

Preferred Design Elements

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Next Steps

- Refinement Session / review roll plots following slideshow
- Final PA Report - preferred design solution recommended
- Develop Final Planning Budget
- Develop Final Planning Schedule



Thank You

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