

Las Tunas Drive Streetscape

Temple City, CA



With downtown's decline, major demographic and cultural shifts in its trade area, and limited retail growth prospects, the 75+ year-old arterial format of 1.4 mile-long Las Tunas Drive was overdue for reconfiguration.

BEFORE

- The "Red Car" on Las Tunas Drive set the stage for the city's original 4-block downtown in 1924.
- Today, Las Tunas Drive is lined by small parcels and storefronts, especially in downtown.
- The wide roadway, fast traffic, long crosswalks, and lack of bike lanes and shade trees make it unfriendly for shoppers, a poor fit to building and parcel types, and unmemorable as Temple City's Main Street.
- City tools for strengthening retail were weakened by loss of Redevelopment in 2012.

ASSIGNMENTS

- Reconfigure Las Tunas Drive to strengthen identity and retail investment, enhance gathering places, and increase safety and comfort for residents, customers, and visitors.
- Add bike lanes and optimize traffic management, bus stops, and pedestrian amenities to create an exemplary "Complete Street."



Las Tunas Drive's fast traffic and long crossings discourage the sharing of downtown customers. Though restaurants are expanding, storefronts can't market to fast traffic and the setting does not serve walkable retail or outdoor dining.

- Use streetscape and on-street parking to reshape downtown as a thriving retail/dining cluster.
- Develop design concepts through educational workshops, achieve City Council consensus, and assist with funding applications.

OUTCOMES

Phase I design completed

- Within 2 months, well-attended community meetings led to the City Council's endorsement of a "road diet" redesign of Las Tunas Drive from 5 lanes to 3 lanes with bike lanes, back-in angled parking, flexible parking/dining zones, tree canopies, and corridor entry landmarks designs.
- The design team assisted a METRO funding application which won \$6.9 million in grants.
- The City Council has reaffirmed its intent to profoundly transform the street and pursue Phase 2 design refinement, engineering and construction.

CLIENT: City of Temple City

IN COLLABORATION WITH: EFI Inc.(civil/traffic eng.), Nelson\Nygaard Consulting Associates (multimodal transportation), Withers & Sandgren Ltd (landscape architecture), Kahn Design Associates (architecture), Horton Lees Brogden Lighting Design, and Design West Engineering (electrical eng.).



With shorter crosswalks, traffic signals will be reset for longer "green time" so a single efficient lane each way can handle most of the previous two lanes' capacity. This enables 3 lanes to work instead of 5, angled parking to increase downtown supply (back-in configuration for a safe fit with bike lanes), trees within parking zones to "heal" the wide proportions of the street, and the swapping of curbside parking for outdoor dining at-will when a business opts for it.



Left: Aerial photo of existing downtown intersection with 76' crosswalks across 5 lanes and parallel parking. Image: Google
Right: Plan view of proposed redesign with 3 lanes, shorter 40 foot long crosswalks, new bike lanes, back-in angled safety parking, "flexible parking/dining zones" with trees between parked cars, and large landscaped areas at corner bulb-outs.



Pervious pavers and large corner "bulb-out" planting areas will add plant color and stormwater absorption, and trellis elements will provide thematic streetscape imagery, scale and seating opportunities. Image: Kahn Design Associates & Withers & Sandgren, Ltd.