



The Street Transportation Department received several general comments and notes of appreciation submitted through the chat box during the July 30 Virtual Meeting regarding the 3rd and 5th Avenues, North of McDowell Road project. All comments have been shared with the project team. Below are responses from the project team to specific comments and questions received during the meeting. Thank you again for your participation and interest in the 3rd and 5th Avenues North project!

## Questions

**Question: The flare out would encompass Cambridge, Windsor and Edgemont. How are you going to ensure that traffic does not surge in these areas?**

Answer: The flare out is mainly to provide storage and alignment of vehicles approaching the major signalized intersections and provides tapers departing from major intersections. The existing speed humps will stay in place.

**Question: Was any consideration given to trees or shade structures to mitigate the heat of all the asphalt and concrete and to make the pathway more bike/pedestrian friendly? If this path is on the east side of 3rd Avenue, the overhead power lines may make it impossible to plant trees to make this more usable.**

Answer: New landscaping along the corridor was not considered as a part of the scope of this project. Where we are impacting the existing landscaping/trees, we will try to replace as closely as possible to match existing conditions.

**Question: Will those of us whose driveways enter and exit onto 5th Avenue have to drive over the protections or bumps protecting the bicycle/pedestrian lanes? That is a lot of wear and tear on the tires.**

Answer: This will be a consideration when determining if vertical protection will be provided and, if so, what kind. If we are able to provide vertical protection, the spacing and layout will be taken into consideration for vehicles, pedestrians, cyclists, drainage, maintenance, etc. We will not place vertical protection devices directly in front of driveways.

**Question: Would you be so kind to explain the two-way cycle track on 3rd and how it will continue into Roosevelt Neighborhood and the city's goals of the Bike Path?**

Answer: At this time, the idea of the two-way cycle track would be an extension of the two-way cycle track from the 3rd Avenue project beginning at Roosevelt. The purpose of this is to provide a main north/south corridor along 3<sup>rd</sup> Avenue for cyclists. The goal is to extend the bicycle infrastructure in key corridors outlined by the Bicycle Master Plan.

**Question: Is the city seeking opportunities to do a demonstration or pilot project to show what these designs could be like by using temporary materials? This could help demonstrate the need for the project given limited funds and may be easier to do now given lower traffic volumes during the COVID pandemic.**

Answer: Pilot programs are not anticipated but could be a possibility for this corridor in the future.



**Question: Why isn't T2050 money contributing any funding for the construction of this project? What limits gas tax as the sole funding source for this?**

Answer: The T2050 program provides approximately \$30 million annually to the Street Transportation Department. However, the purpose of those Streets-directed T2050 funds, stated within Proposition 104, is to provide street infrastructure improvements that support major public transit (bus, light rail, and bus rapid transit) corridors. Therefore, our T2050 monies are primarily directed toward our major arterial street network.

Our T2050 funds are divided into four major sub-programs: major maintenance, new and expanded streets, mobility improvements, and technology enhancements. Of these four sub-programs, the mobility improvements category most closely aligns with a project like 3rd and 5th Avenues North. However, the projects that are funded through the T2050 mobility improvements subprogram are ones that fall into one of our mobility planning areas. The 3rd and 5th Avenues North project does not fall within one of our mobility planning areas. The mobility planning areas were selected and approved by the Citizens Transportation Commission, Council subcommittees, and City Council. These are areas that feature a variety of socio-economic factors and are in need of connectivity improvements to link neighborhoods to major transit corridors. The 3rd and 5th Avenues North project does not meet the criteria to use T2050 funds.

Our major funding sources for Street Transportation are Highway User Revenue Funds (HURF, or better known as the gas tax) and T2050. Based on the information above regarding the use of T2050 funds, that leaves HURF (gas tax) as the remaining funding source for a project like this one. Of course, there are opportunities for federal funding that we monitor and apply for that could supplement the HURF funds needed to construct this project.

**Question: Here is a question that I didn't have a chance to ask. The existing green bike lanes are already worn away. Will they be using better paint for the green bike lanes? They are already worn out.**

Answer: We use green thermoplastic material for our green bike stencils today. The green thermoplastic generally lasts three to five years. Previously, green paint was used but it did not last as long. These stencils are part of our regular maintenance schedule.

**Question: Can you please add the heat-reducing road surfacing to the asphalt?**

Answer: The Department is currently conducting a pilot program to test cool pavement to see if it is effective, stands up to our punishing heat and sun and provides lasting benefits over time ([phoenix.gov/streets/coolpavement](http://phoenix.gov/streets/coolpavement)). We will continue monitoring the results of the pilot program and, if the timing of this project and the results of the pilot are favorable, we will consider this concept.

## Comments

**Comment: One comment outside the scope of this project is that there are bike lanes on 3rd Ave all the way north to Camelback, but just south of Osborn, there is a short gap where there are no lanes. You should put this on your list for future projects.**



Response: Thank you for this suggestion. The Department is committed to the addition of and improvement to bicycle lanes. This comment has been brought to the attention of Marielle Brown, the Active Transportation Program Manager. This location has been added to the list and evaluation has been started.

**Comment: Willo worked for years to get these roundabouts installed and landscaped. Seems wasteful to just demolish them and go to a less efficient 4-way stop and also lose the vegetation and shade. As a bike rider, I have used this roundabout regularly and never had any difficulty with cars -- there are two full traffic lanes that go around the traffic circle, so I'm wondering why they think it would be safer with stop signs. (Having seen option 2 with curved traffic flow, I guess my input is that I prefer Option 2, but don't really see why it needs to be changed). Thanks.**

Response: An all-way stop was proposed due to the southbound bicycle/pedestrian movement in a roundabout.

**Comment: I make a LOT of left-handed bicycle turns riding northbound on 3rd Ave onto westbound Encanto, and I'm not sure if the 4-way stop, or the smaller roundabout median would work better for smoother turns.**

Response: The design team is working to ensure that all turning movements for vehicles and cyclists work for the selected option and, most importantly, are safe.

**Comment: It just occurred to me that I have not heard anything about the existing speed humps and whether those will stay. I spearheaded the effort to get those in our neighborhood, because we had traffic cutting through at 60 mph. It was a multi-year effort and involved a LOT of work, including surveying every home in Willo to get support. I will be opposed to any change that does not keep the speed humps, because we know that drivers will simply speed as fast as they can without those.**

Response: The speed humps are shown on the concept design and will remain (or be reinstalled) throughout the project as a traffic calming feature. You can see them included on the project plans/roll plot posted to the website: [phoenix.gov/streets/3rdand5thavenuesnorth](http://phoenix.gov/streets/3rdand5thavenuesnorth).