Corridor Progress in the Phoenix Comprehensive Downtown Transportation Study Area

Phased Improvements Completed or Construction Underway

Pre-Design/Design

Project in CIP

A. Improvements on Grand Avenue (completed in 2013)
B. (CIP) Pre-design - 3rd Street, Indian School Road to Garfield Street - completed
C. CIP (Pre-design) Van Buren Street, 7th - 24th Street - completed
D. (CIP) Design - 1st Street, Moreland-McKinley Street
E. (CIP) Design - Washington/Jefferson Street - 7th Avenue to 7th Street - Bike Lanes
F. (CIP) 5th Avenue – McDowell Road to Washington (Pre-design to begin)
G. (CIP) 3rd Avenue – McDowell Road to Washington (Pre-design to begin)
H. (CIP) 3rd Street – Roosevelt Street to Washington
I. (CIP) 3rd Street – Jefferson Street to Buckeye Road
J. (CIP) Buckeye Road – Central Avenue to 16th Street
K. (CIP) Phase II - Roosevelt Street Improvements – 4th to 6th Street
L. (CIP) Warehouse District/Economic Development Area
**Corridor Characteristics**

- Bicycle and pedestrian improvements to aid economic development and help create a sense of place – potential Main Street – Reinvent PHX.
- Street is highest ranked corridor in Bicycle Master Plan.
- Relatively low speeds and moderate traffic volumes.
- North-south corridor connecting to ASU, parks, museums, and downtown.
- Vision from Third Street Promenade – “Signature street that supports a live, work, play mixed-use district.”
- Existing right-of-way varies greatly throughout the corridor ranging from 70-120’.
- Existing street lights are consistent on both sides of Third Street.
- Existing utilities include: overhead power lines, SRP irrigation structures, backflow preventers and private utility cabinets, and underground utilities.
- AM and PM RAPID and express buses use Third Street to access I-10 from Downtown.
- Included in Midtown Focus Area for economic development and the Reinvent PHX Midtown District.

**Major Issues/Existing Conditions**

- Areas with varying right-of-way, inconsistent design, non-essential right turn lanes etc. that hinder growth as pedestrian corridor.
- Bicycle lanes through intersection and utility impacts.
- Options needed to get dedicated bicycle lanes through the intersection.
- Coordination with ADOT at interchange.
- High development activity and future change to two-way.
Future bicycle connections will take place at Indian School Road and Virginia Street.

During the 5-year period (2009-13) 364 crashes occurred within the study area, 22 related to bikes/pedestrian crashes and 342 vehicular related.

Third Street is a collector street within the Street Classification System.

Intersection crash rate at Indian School Road of 0.67 and McDowell Road of 0.51 are highest in corridor.

The approach Level of Service is “D” or better at study area signalized intersections with the exception of Indian School and McDowell Roads.

In 2035 is expected to be “E” or “F” during the AM and PM peak hours at these intersections:
- Indian School
- Osborn
- Thomas
- McDowell
- I-10 Ramp

Connection to future Indian School Road bike lanes between 7th Avenue and 3rd Street

Indian School intersection higher crash rate (0.67)

13,200 Average Daily Traffic Volumes
35 MPH (posted speed limit)

Variations in on-street parking (angled, parallel etc.) and business access.

Indian School

3rd St.

7th St.

Indian School Rd.

Osborn Rd.

Thomas Rd.

Oak St.

McDowell Rd.

McDowell Road intersection higher crash rate (0.51)

12,000 Average Daily Traffic Volumes
35 MPH (posted speed limit)

No center turn lane north of McDowell Road to Oak Street.

CP/EV Light Rail Line

Light Rail stations

Intersections/Areas with Major Concerns

Third Street Study Area

Roosevelt Streetscape Project (Phase I completed)
Proposed Design Elements

- New bicycle infrastructure
- Slower, safer streets
- Additional traffic signage
- Upgraded street lighting
- Areas for pedestrian and landscape improvements
- Upgrades to signalization and striping
- Safer, marked crossings
- Areas of improved, expanded on-street parking

Balance the Needs of all
3rd Street Improvements (Recommended Plan)

Process

- Completed 15% plans and a Recommended Plan for the corridor from Indian School Road to Garfield Street through the use of remaining Reinvent PHX funds, linking to the initial Third Street Promenade.

- Two public meetings in the corridor to gather final input from the community on the Recommended Plan.

- This project aligns closely with:
  - Comprehensive Bicycle Master Plan (#1 Corridor)**
  - Complete Streets Ordinances **
  - Downtown Comprehensive Transportation Plan**
  - Reinvent PHX Midtown**
  - Community and Economic Development Focus Area FitPHX

  ** Adopted by Phoenix City Council

Tentative Schedule

- Recommended Concept – (January-February 2016)
- Final Design – (2016)
- Construction – (2017)
Recommended Third Street Improvements: Typical Views

1-1-1 Lane Configuration with Bicycle Lanes

City of Phoenix
Street Transportation Department

View 1

View 2

Third Street
Recommended Third Street Improvements:
McDowell Road Intersection
(Aerial View)

1-1-1 Lane Configuration with Bicycle Lanes

City of Phoenix
Street Transportation Department
Recommended Third Street Improvements:
McDowell Road Intersection
(View to the north)

1-1-1 Lane Configuration with Bicycle Lanes

City of Phoenix
Street Transportation Department
Recommended Third Street Improvements: South of Osborn Road – Bicycle Protection (Parking or striping buffer)

Aerial View

1-1-1 Lane Configuration with Bicycle Lanes

City of Phoenix
Street Transportation Department

Existing Street
Recommended Third Street Improvements:
South of Osborn Road – Bicycle Protection
(Parking or striping buffer)
(View to the north)

1-1-1 Lane Configuration with Bicycle Lanes

Existing Street