



Typical drawing of Van Buren Street after modifications. Changes illustrated in area that has undergone sections of redevelopment.

Existing street – two travel lanes in either direction with a center turn lane.

After Improvements – one lane in either direction with a center turn lane. Adding a buffered bicycle lane in both directions.

Van Buren Street Improvements: *Typical*

August 2016

City of Phoenix
Street Transportation Department





After improvements
(View to the east at the 32nd Street intersection)

Intersection drawing of Van Buren/32nd Street after modifications. Illustration shows all modes of transportation in corridor and how they interact.

Van Buren Street Improvements: *Intersection*

Existing street – two travel lanes in either direction with a center turn lane. No right-turn delineation or designated bicycle lanes.

August 2016

After Improvements – one lane in either direction with a center turn lane. Adding delineated bicycle lane through the intersection in both directions and right-turn lane.

City of Phoenix
Street Transportation Department



Existing 32nd Street Intersection
(View to the east)



Bus stop area drawing of Van Buren/11nd Street after modifications. Illustration shows proposed improvements to upgrade shade at pedestrian waiting areas in corridor.

Existing street – two travel lanes in either direction with a center turn lane. No improvements to upgrade pedestrian and passenger waiting areas in corridor.

After Improvements – one lane in either direction with a center turn lane. Focus potential landscape improvements and shade near passenger waiting areas.

Van Buren Street Improvements: *Bus Stop Area*

August 2016





Area drawing of Van Buren/15th Street after modifications. Illustration shows potential improvements to aid business development.

Existing street – two travel lanes in either direction with a center turn lane. No parking for business expansion or shade program.

After Improvements – one lane in either direction with a center turn lane. Add on-street parking and work with businesses to include shade canopies for coverage along sidewalk to augment other opportunities.

Van Buren Street Improvements: *Economic Development*

August 2016

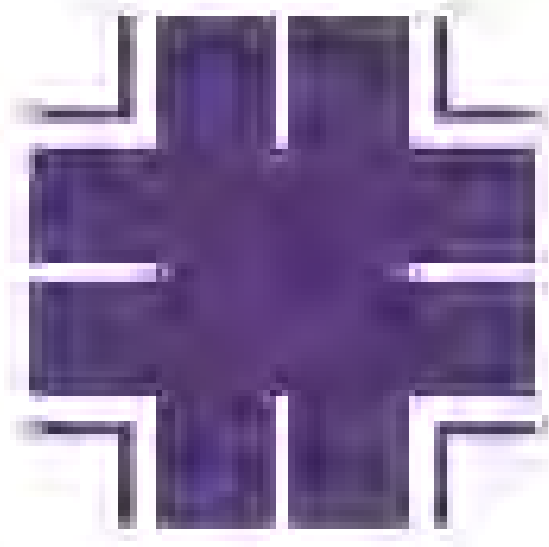
City of Phoenix
Street Transportation Department



Potential Design Elements



New bicycle infrastructure



Pavement improvements



Additional traffic signage



Upgraded street lighting



Pedestrian and landscape improvements in areas of opportunity



Upgrades to signalization and striping



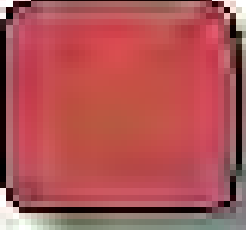
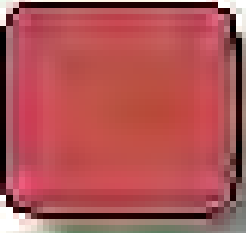
Safer, marked crossings



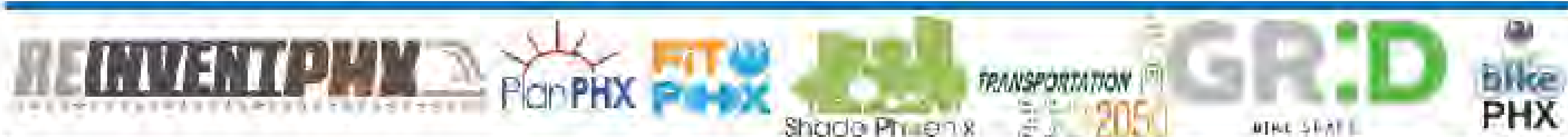
On-street parking for businesses

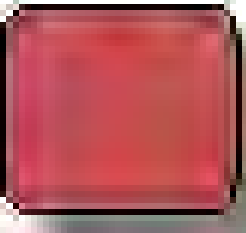
Van Buren Street Improvements (Recommended Plan)

Process

-  Completed 15% plans and a Phased Recommended Plan for the corridor from 7th to 40th Street through the use of remaining Reinvent PHX funds and MAG Design Assistance.
-  Two public meetings in the corridor to gather final input from the community on the Recommended Plan before it goes to Transportation and Infrastructure Subcommittee for final approval.
-  This project aligns closely with:
 - Comprehensive Bicycle Master Plan***
 - Complete Streets Ordinances ***
 - Downtown Comprehensive Transportation Plan***
 - Reinvent PHX Eastlake and Gateway***
 - Community and Economic Development Focus Areas*

*** Adopted by Phoenix City Council*



-  More detailed work and community input on the specifics of the project would occur in the final phases of the project.

Tentative Schedule






Recommended Concept – (September - October 2016)

Final Design – (2016)



Construction – (Late 2017)

Van Buren Street Improvements - *Shade Opportunity*

How can we create shade along Van Buren?

-  The Plan calls for landscaping in specific areas of opportunity along corridor.
-  As redevelopment occurs, a specific landscape palette would continue and build along the corridor.
-  Awnings on businesses to shade sidewalk through revocable permits.
-  Partner with Choice Neighborhoods Grant for shade opportunities.
-  More detailed work and community input on the specifics of the project would occur in the final phases of the project.

Impacts that hinder development of a landscaped corridor:

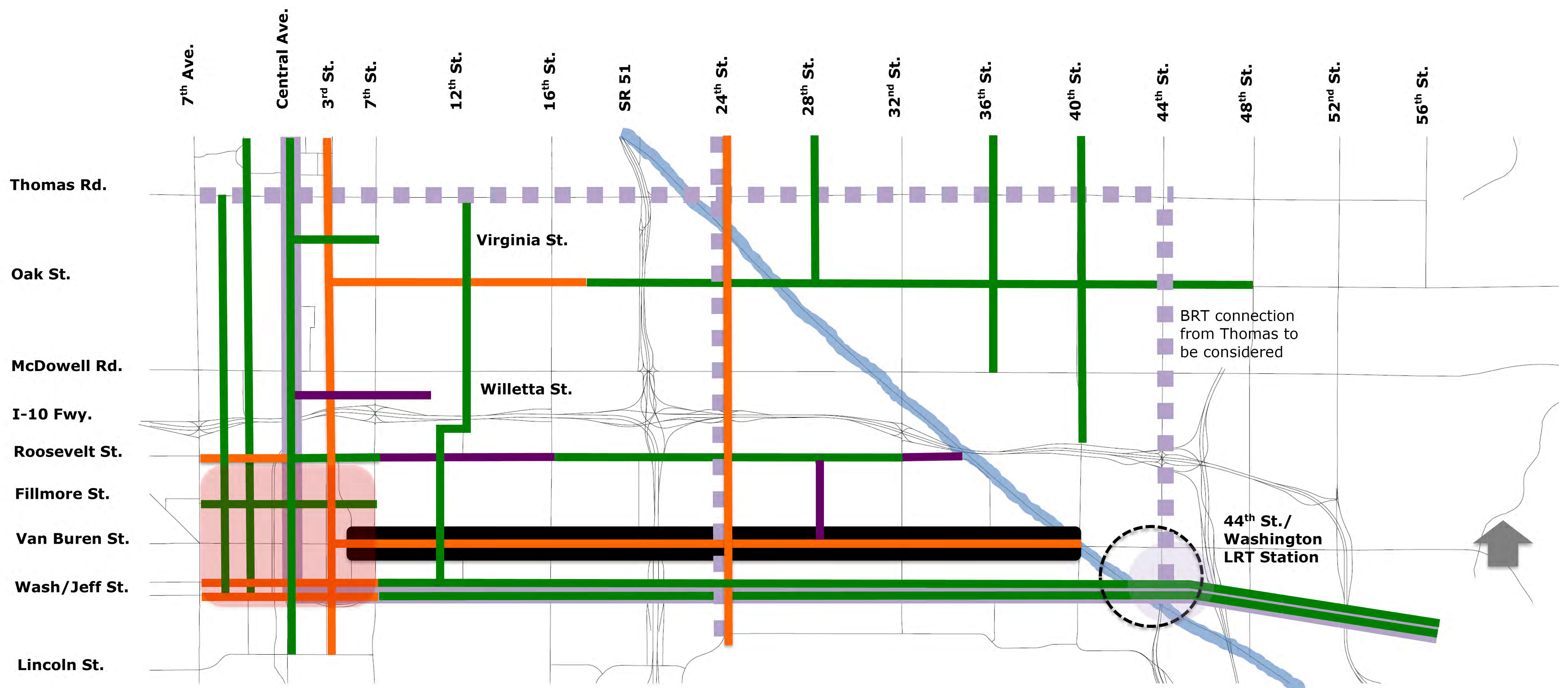
-  Utilities
-  Lack of right-of-way
-  Land uses
-  Funding



Area in need of pedestrian amenities



Example of area improvements in corridor



Existing LRT Route (CPEV)

Planned BRT Line (T2050)

Existing Bicycle Corridors

Planned Bicycle Corridors

Potential Bicycle Corridor Links

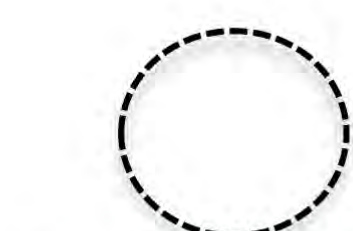


Major Intermodal Connection

Downtown Core

Grand Canalscape

Van Buren Street Project Area



Notes:

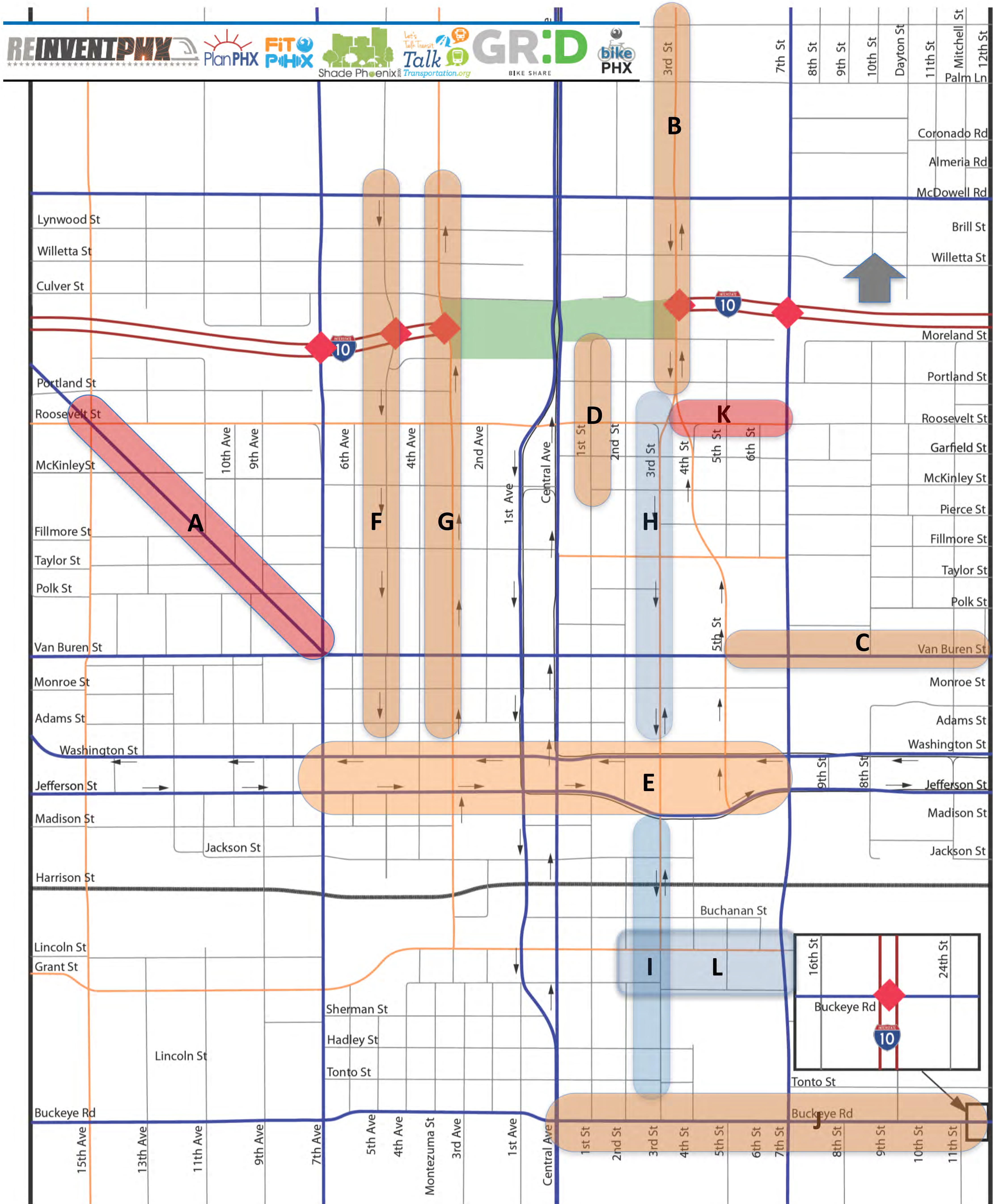
- Emphasis on collector street network for safer bicycle infrastructure.
- Many of the area streets, including Van Buren, have frequent local bus service.
- Restriping, lane narrowing and potential speed reduction are key components of safety to be considered.

Van Buren Street Multi-modal Connections

August 2016

City of Phoenix
Street Transportation Department





City of Phoenix Street Transportation Department

August 2016

Corridor Progress in the Phoenix Comprehensive Downtown Study Area Transportation

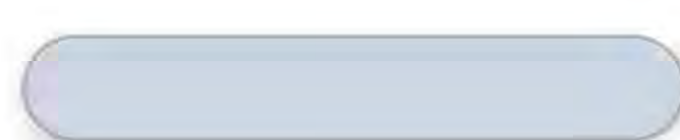
Phased Improvements Completed or Construction Underway



Pre-Design/Design Underway



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. (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
- G. (CIP) 3rd Avenue - McDowell Road to Washington
- 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