



City of Phoenix Street Transportation Department

January 2016

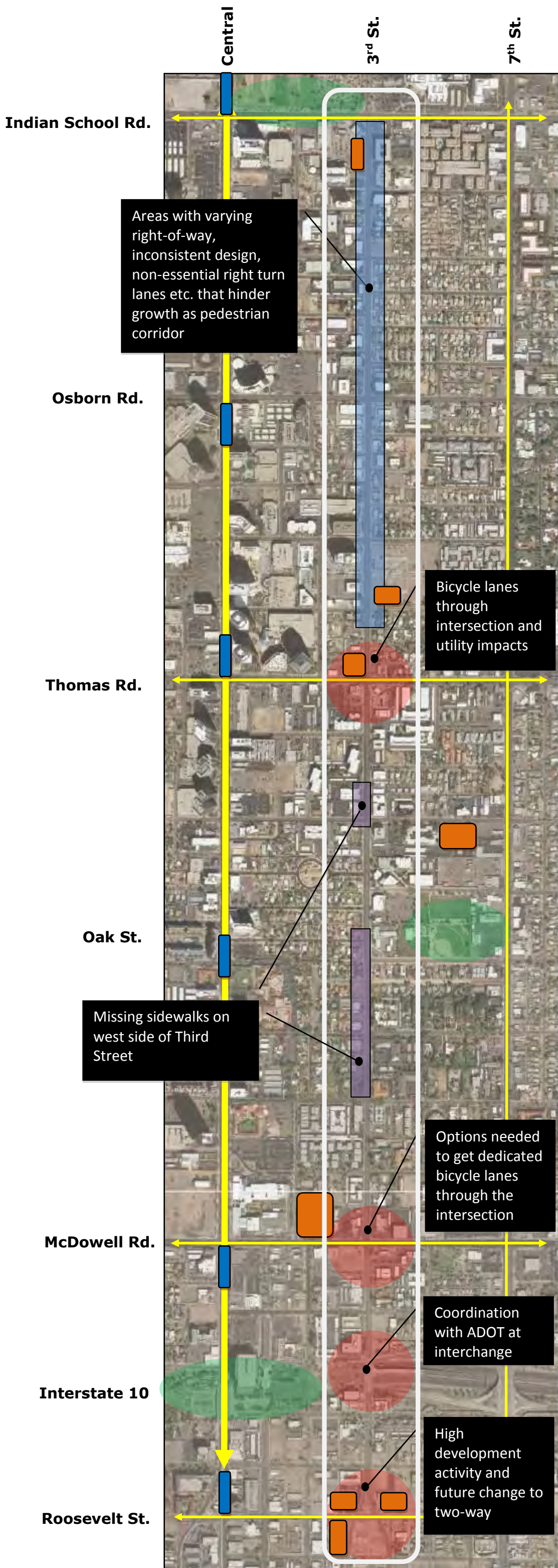
# Corridor Progress in the Phoenix Comprehensive Downtown Transportation Study Area

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 - 1<sup>st</sup> 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.

CP/EV Light Rail Line and Bus Routes	
Light Rail stations	
Redevelopment Activity	
Intersections with major Issues	
Parks	
Third Street Study Area	
Areas Missing Sidewalks, Existing features that impact Pedestrians and Bicyclists	

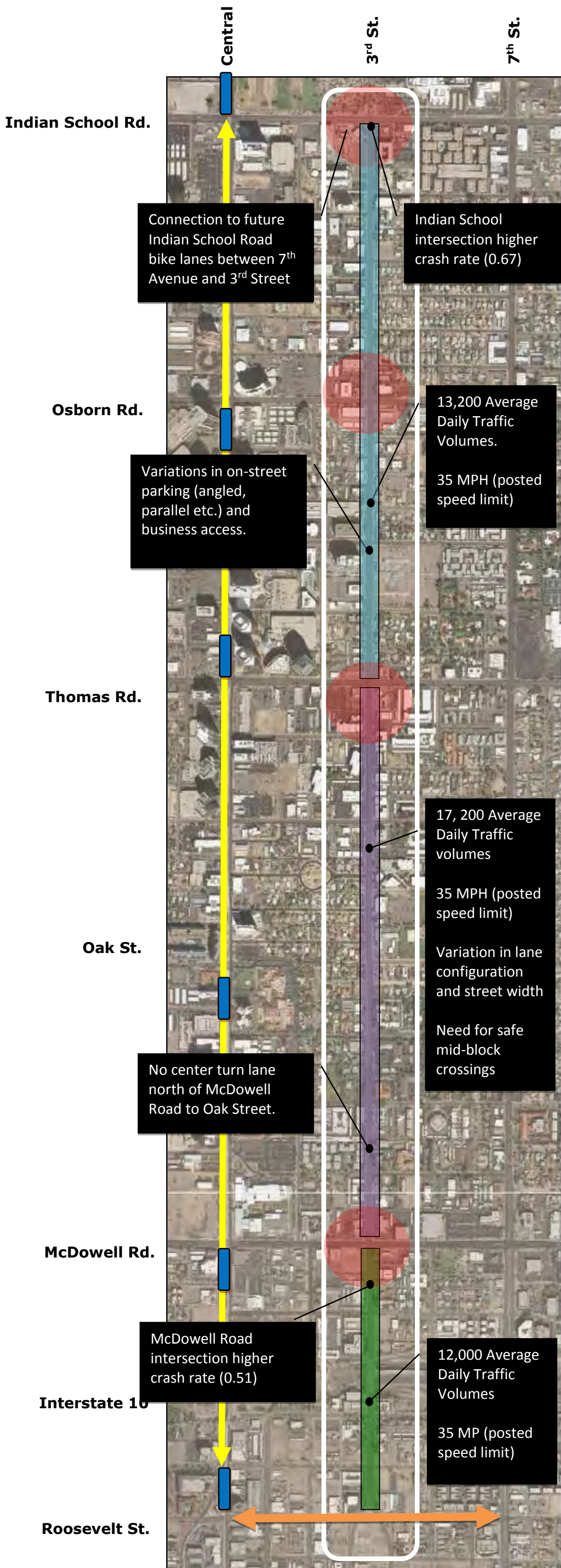
## Major Issues/ Existing Conditions



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### Corridor Characteristics

- 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

- CP/EV Light Rail Line 
- Light Rail stations 
- Intersections/Areas with Major Concerns 
- Third Street Study Area 
- Roosevelt Streetscape Project (Phase I completed) 

## Transportation System



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# Proposed Design Elements

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New bicycle infrastructure



Slower, safer streets

Created by misrlou from Noun Project



Additional traffic signage



Created by Mister Post from Noun Project

Upgraded street lighting

Created by Misaelito Fusillo from Noun Project



Areas for pedestrian and landscape improvements

Created by Creative Stall from Noun Project



Upgrades to signalization and striping

Created by Lloyd Humphreys from Noun Project



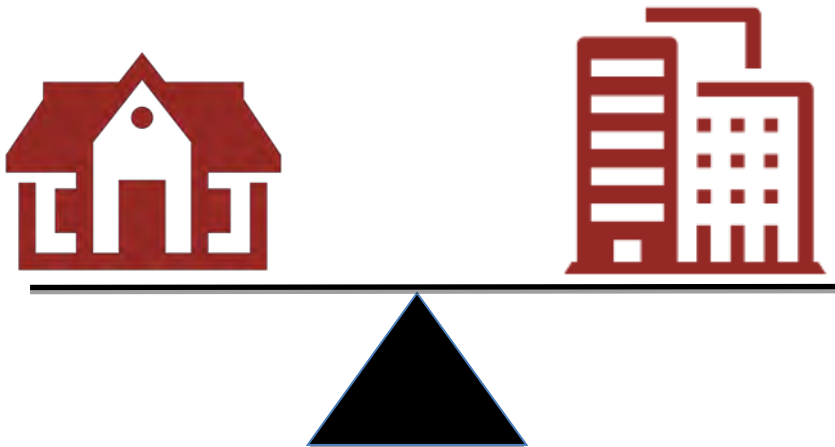
Safer, marked crossings

Created by N.K.Narasimhan from Noun Project



Areas of improved, expanded on-street parking

Created by Paulo S&Ferreira from Noun Project



Balance the Needs of all

# 3<sup>rd</sup> Street Improvements (Recommended Plan)

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## 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*



- 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 – (January-February 2016)

Final Design – (2016)

Construction – (2017)

# Recommended Third Street Improvements: Typical Views

## 1-1-1 Lane Configuration with Bicycle Lanes

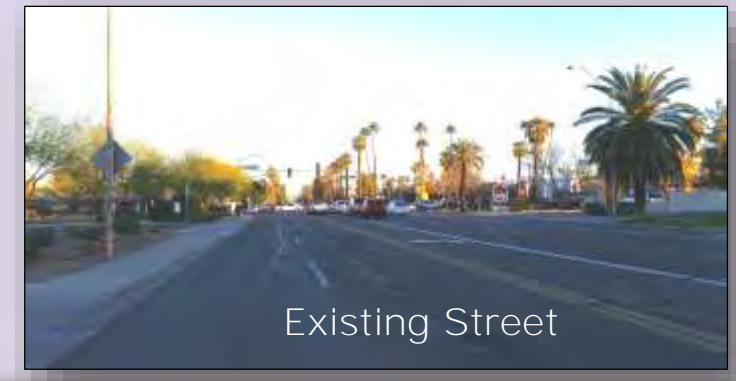


View 2



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

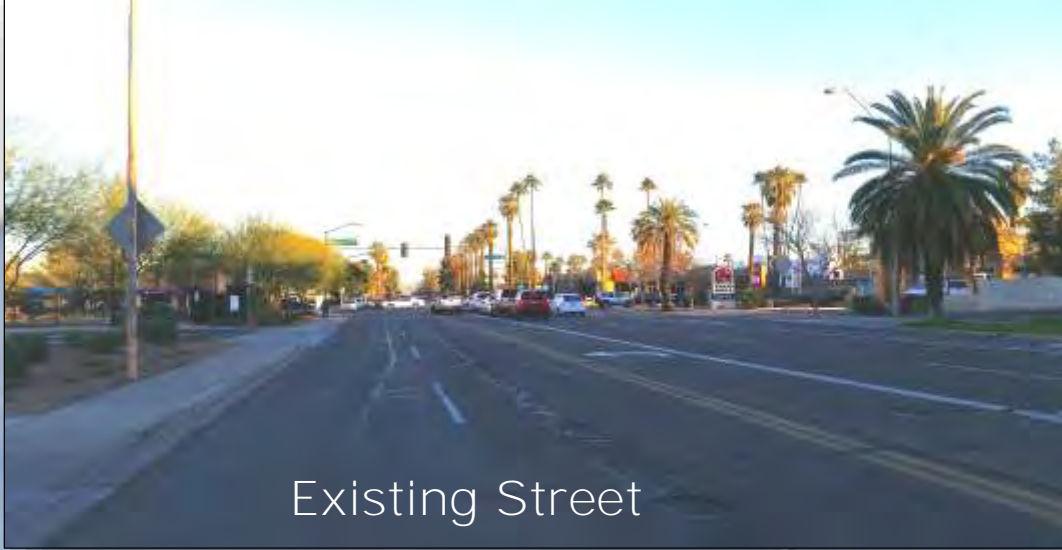
1-1-1 Lane Configuration with Bicycle Lanes



# Recommended Third Street Improvements: McDowell Road Intersection (View to the north)

**1-1-1 Lane Configuration with Bicycle Lanes**

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Existing Street





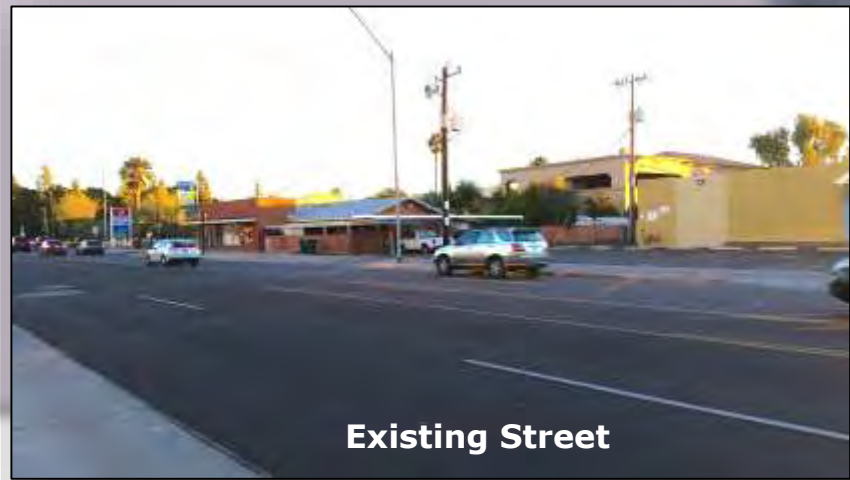


**Recommended Third Street  
Improvements:  
South of Osborn Road –  
Bicycle Protection  
(Parking or striping buffer)**

**Aerial View**

**1-1-1 Lane Configuration with Bicycle Lanes**

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**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**