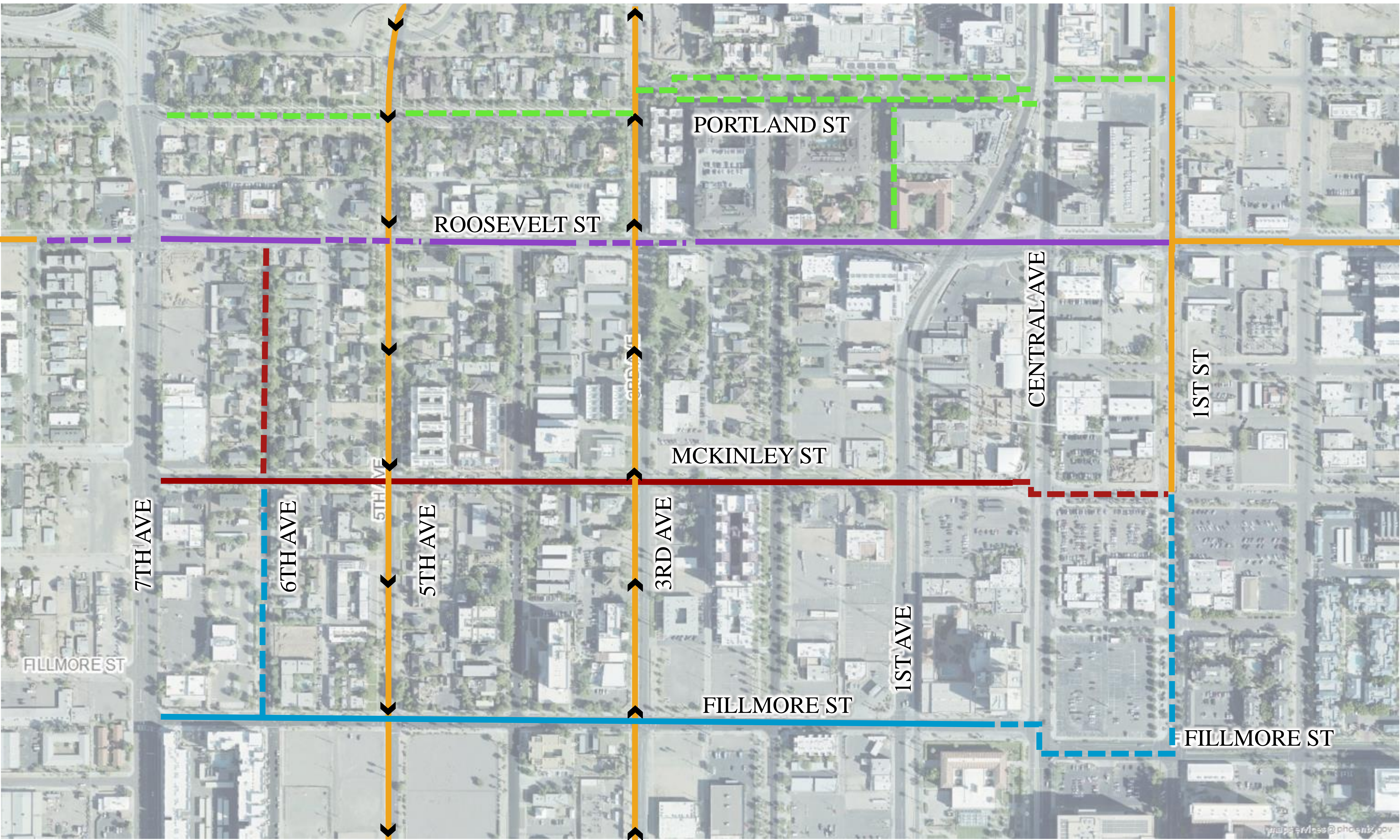




**EAST–WEST BICYCLE
LANE OPTION IN
DOWNTOWN PHOENIX**

Public Meeting
October 28, 2019
7 – 8:30 p.m.



PORTLAND ST

ROOSEVELT ST

MCKINLEY ST

FILLMORE ST

FILLMORE ST

FILLMORE ST

7TH AVE

6TH AVE

5TH AVE

3RD AVE

1ST AVE

1ST ST

CENTRAL AVE

5TH AVE

3RD AVE

Downtown East-West Bicycle Options

- Roosevelt Street Option A
- Roosevelt Street Option B & Portland Street
- Roosevelt Street Option B & McKinley Street
- Roosevelt Street Option B & Fillmore Street
- Roosevelt Street Option C & Portland Street
- Roosevelt Street Option C & McKinley Street
- Roosevelt Street Option C & Fillmore Street

Roosevelt Option A



— Proposed Bicycle Lane - - - Proposed Sharrow — Existing Bicycle Lane

Speed
Limit
30

9,000
Cars per day
(estimate)

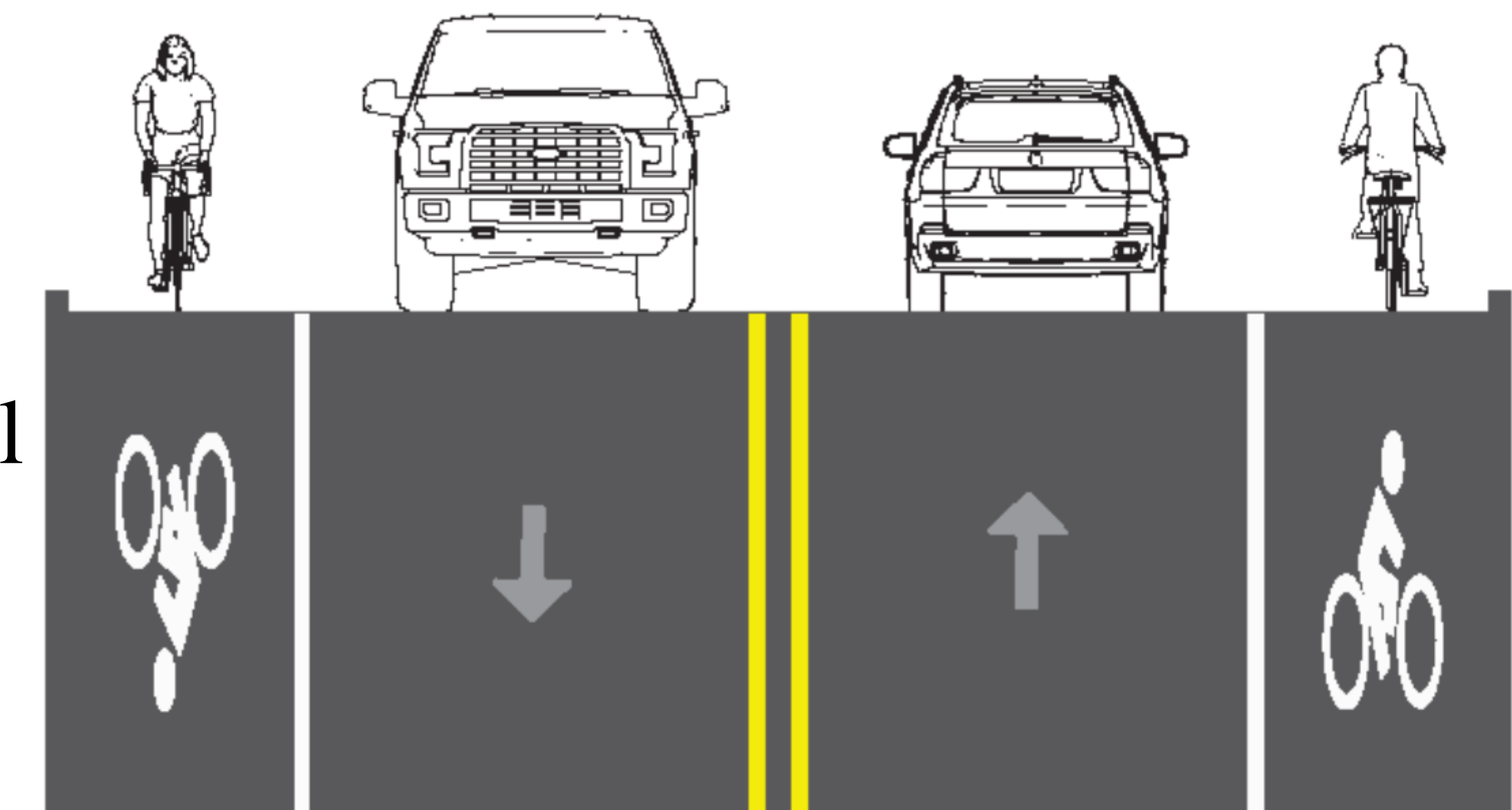
0 min
Bicycling detour

ADVANTAGES

- Dedicated bike lanes from 7th Ave to 1st St except at turn pockets for 5th Ave and 3rd Ave
- Connects to existing bicycle lanes on Roosevelt St, 5th Ave, 3rd Ave, and 1st St
- Connects to the Valley Metro Light Rail Station where 16% of all boardings on weekdays include people with bicycles (800-950 total boardings)
- Connects to restaurants and businesses on Roosevelt

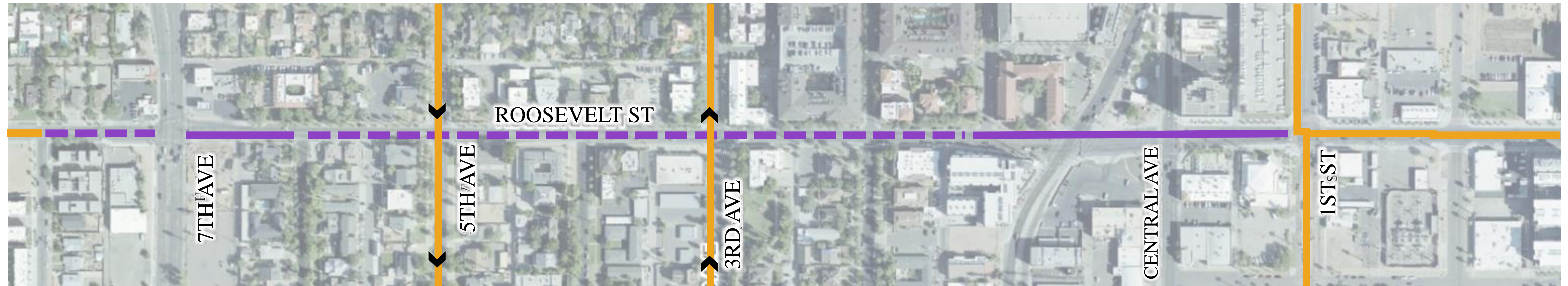
CHALLENGES

- Requires removal of the two-way center left turn lane adding delay to vehicle travel which may result in unsafe driver behavior
- People bicycling and driving cars will have to use the same lane near the intersections with 5th Ave and 3rd Ave



Typical Cross Section

Roosevelt Option B



— Proposed Bicycle Lane - - - Proposed Sharrows — Existing Bicycle Lane

Speed Limit
30

9,000
Cars per day
(estimate)

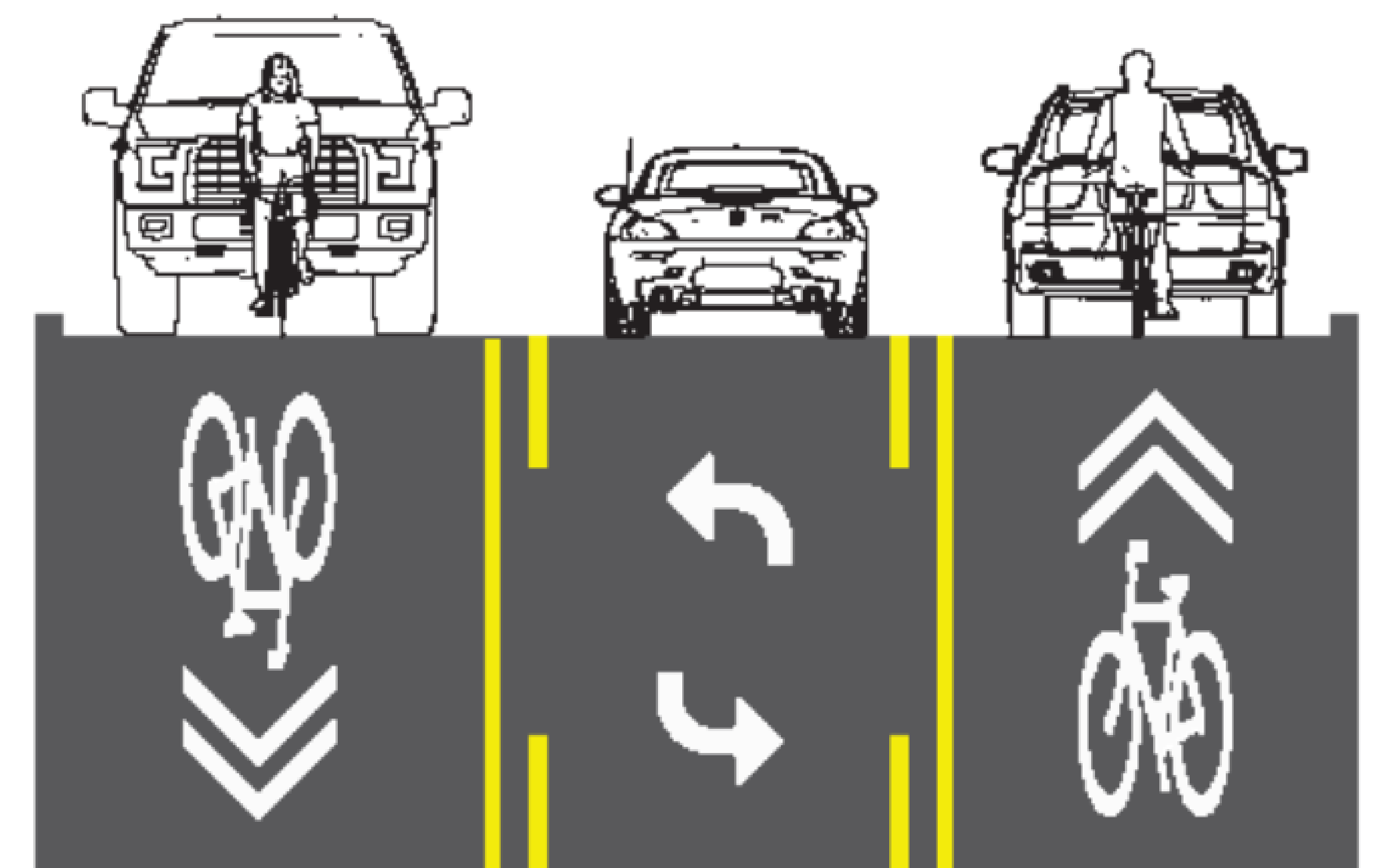
0 min
Bicycling detour

ADVANTAGES

- Two-way center left turn lane from 7th Ave to Central Ave provides space for people to wait to turn left
- Dedicated bike lane from 7th Ave to 6th Ave, and from Central Ave to 1st St

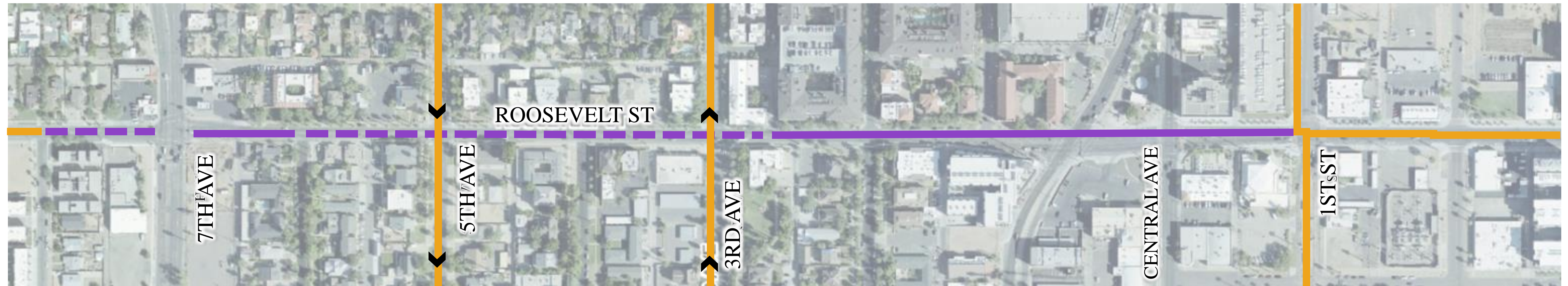
CHALLENGES

- People bicycling and driving cars will have to use the same lane between 6th Ave and 1st Dr



Typical Cross Section

Roosevelt Option C



— Proposed Bicycle Lane
 - - - Proposed Sharrows
 — Existing Bicycle Lane

Speed Limit
30

9,000
Cars per day
(estimate)

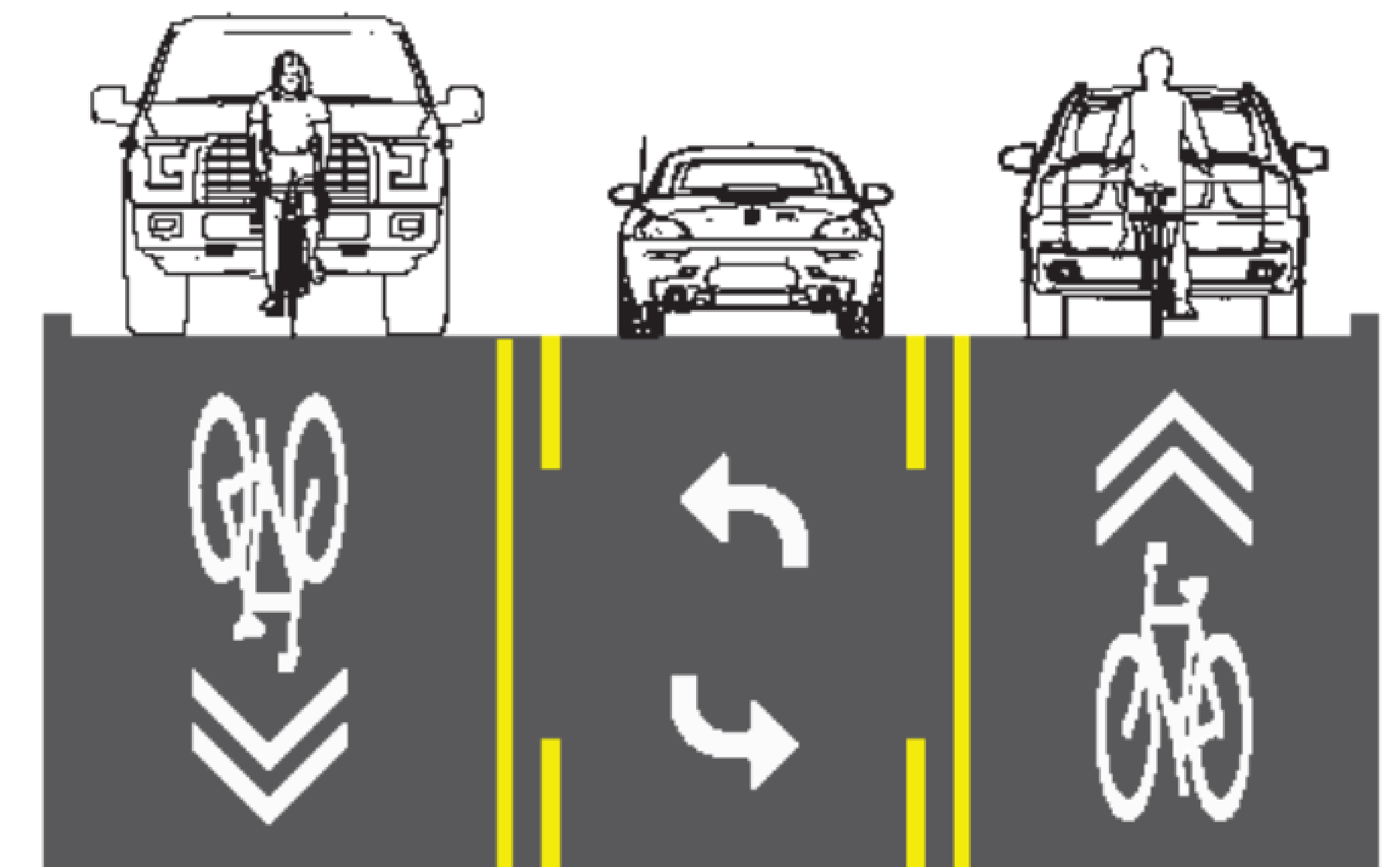
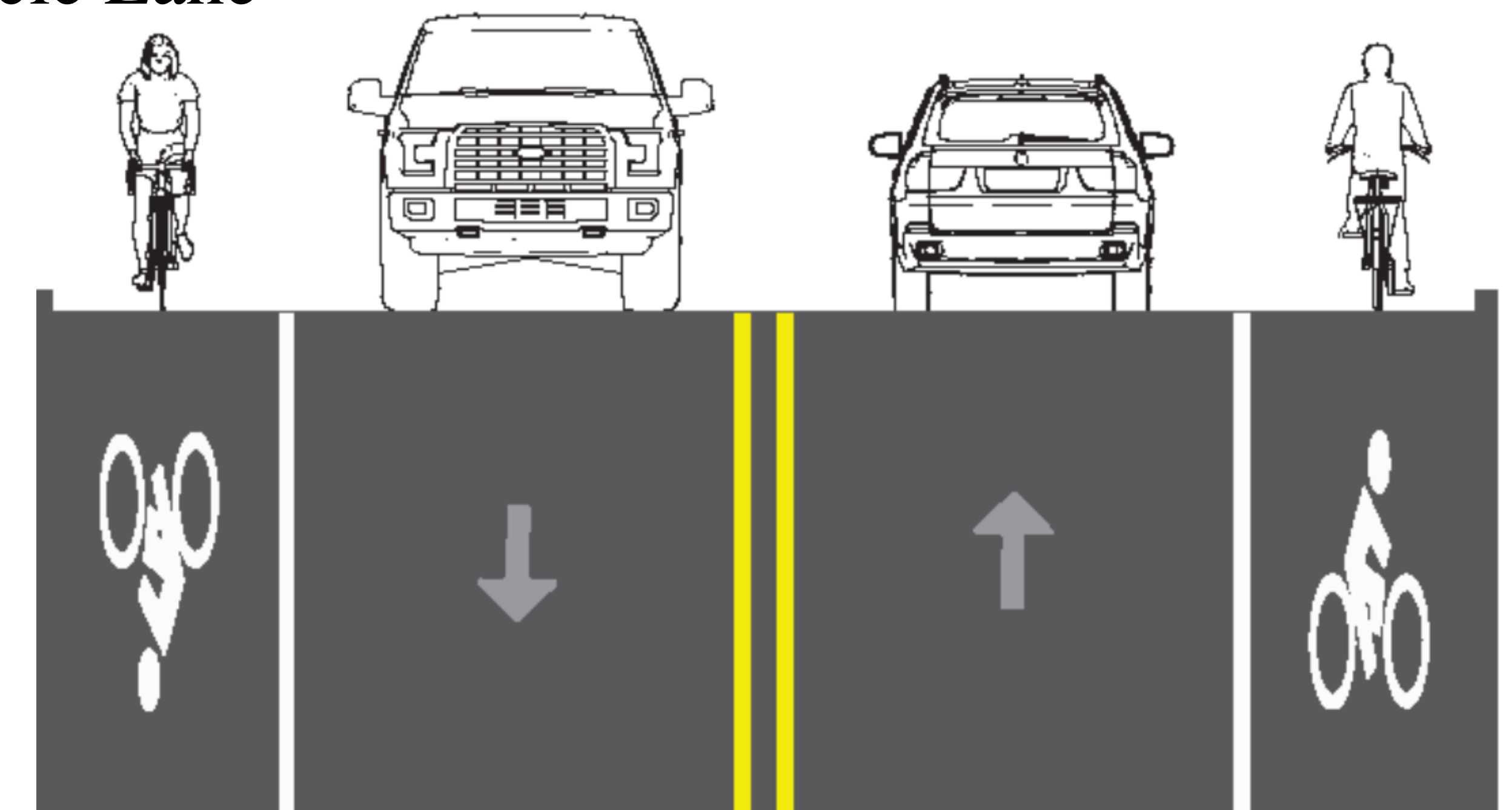
0 min
Bicycling detour

ADVANTAGES

- Dedicated bicycle lane from 7th Ave to 6th Ave, and from 3rd Ave to 1st St
- Connects to existing bicycle lanes on 3rd Ave and 1st St
- Two-way center left turn lane gives space for people to wait to turn left between 6th Ave and 3rd Ave

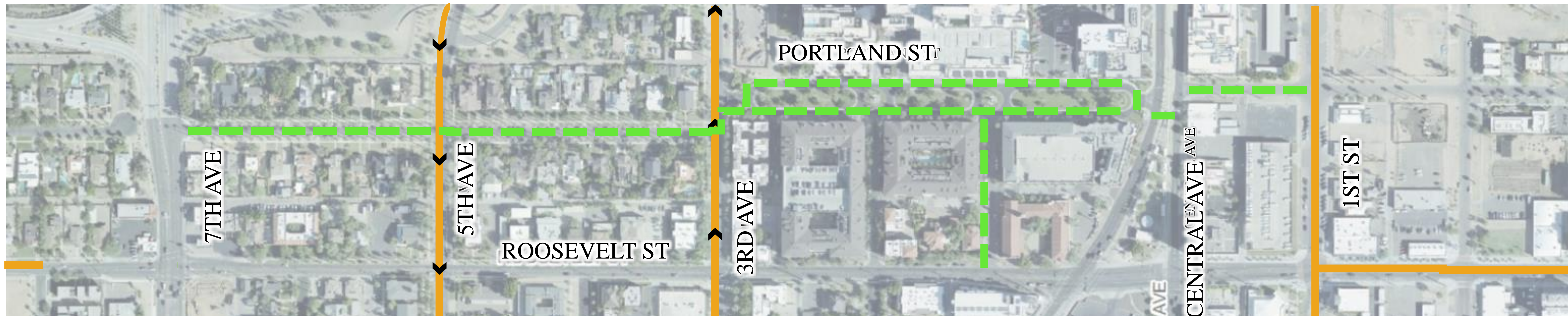
CHALLENGES

- Requires removal of the two-way center left turn lane between 3rd Ave and Central Ave adding delay to vehicle travel which may result in unsafe driver behavior
- People bicycling and driving cars will have to use the same lane between 6th Ave and 3rd Ave



Typical Cross Sections

Portland Option



Proposed Sharrows

Existing Bicycle Lane

Speed Limit
25

ADVANTAGES

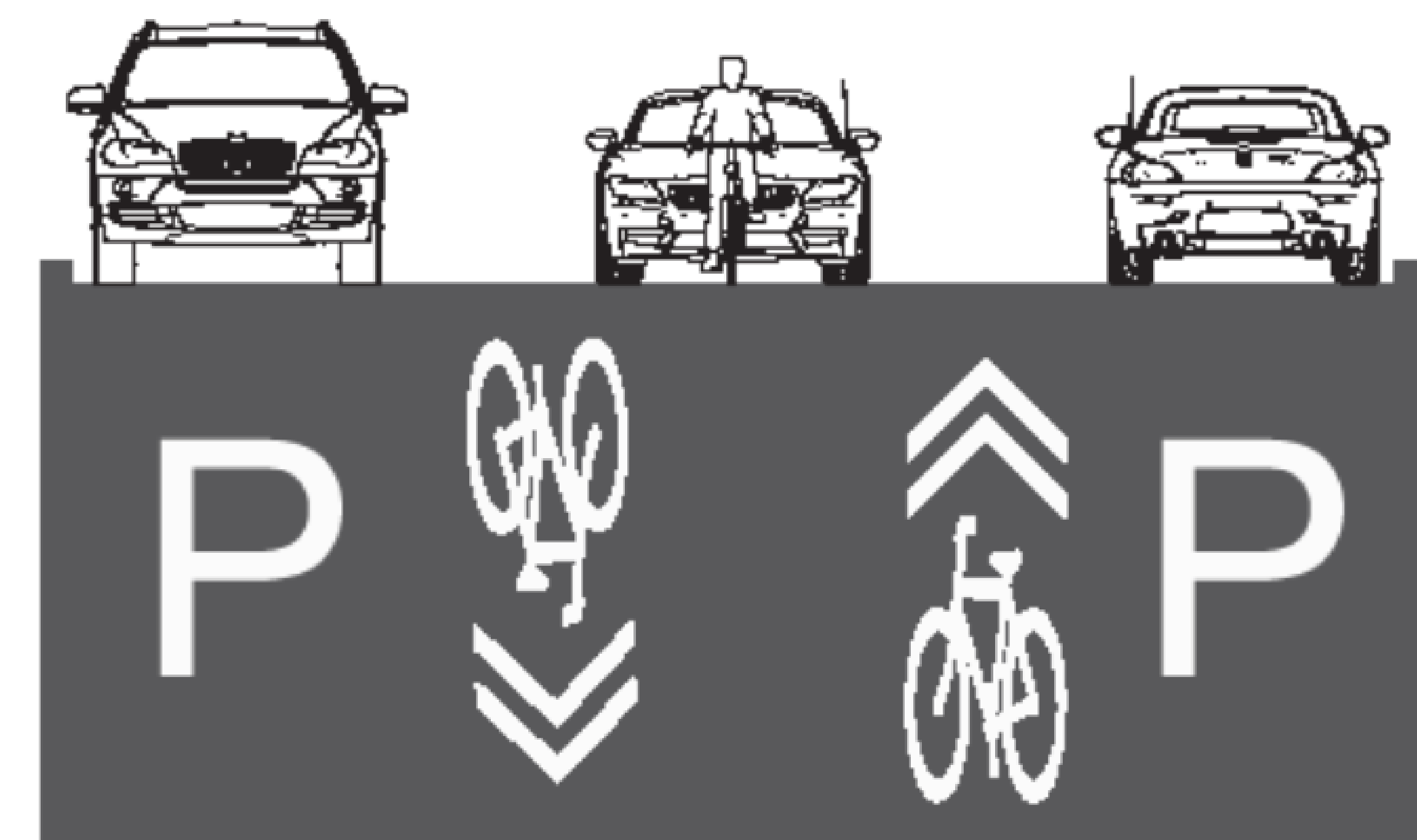
- Connects to existing bicycle lanes on 5th Ave, 3rd Ave, and 1st St
- Connects to multi-use path in Hance Park

CHALLENGES

- Street is too narrow for bicycle lanes
- Signal at Central does not have a crosswalk on the north side of the intersection
- Traffic does not stop along 5th Ave and 3rd Ave
- People bicycling west would have to ride against traffic on the sidewalk to cross 3rd Ave
- No crossing at 7th Ave – people on bicycles would have to travel between Roosevelt and Portland on 7th Ave

750
Cars per day
(estimate)

3 min
Bicycling detour
(estimate)



Typical Cross Section

McKinley Option



— Proposed Bicycle Lane
 - - - Proposed Sharrows
 — Existing Bicycle Lane

Speed Limit
25

ADVANTAGES

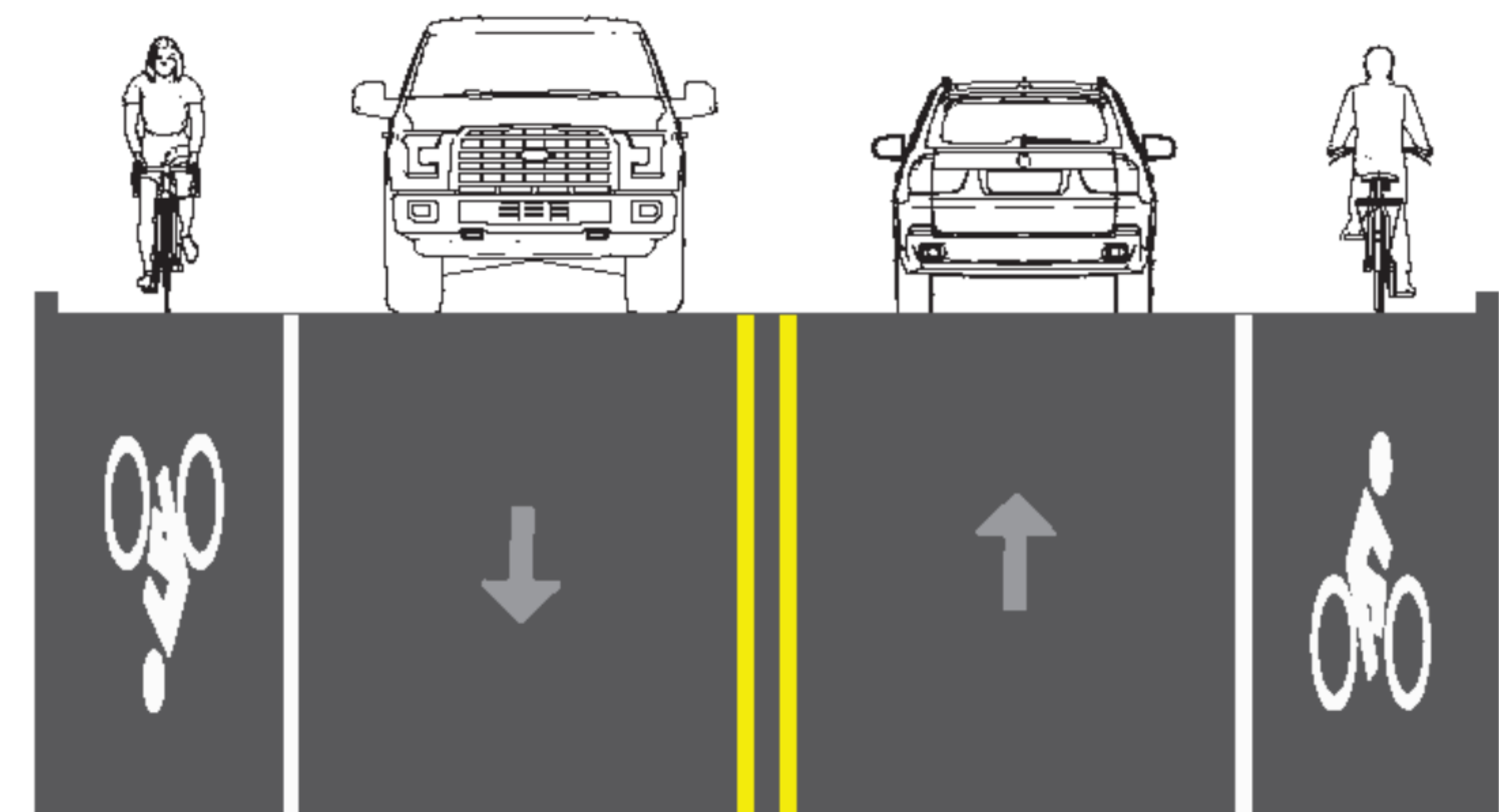
- Dedicated bicycle lanes from 7th Ave to 1st Ave with some buffering
- Connects to existing bicycle lanes on 5th Ave, 3rd Ave, and 1st St

2,000
Cars per day
(estimate)

CHALLENGES

- Requires removal of on-street parking along entire corridor
- Will be closed between 1st and Central Aves for light rail construction
- Vehicle traffic on 5th Ave and 3rd Ave does not stop for people on McKinley
- Will require additional public engagement

6 min
Bicycling detour
(estimate)



Typical Cross Section

Fillmore Option



——— Proposed Bicycle Lane
 - - - - Proposed Sharrows
 ——— Existing Bicycle Lane

Speed Limit
25

4,000
Cars per day
(estimate)

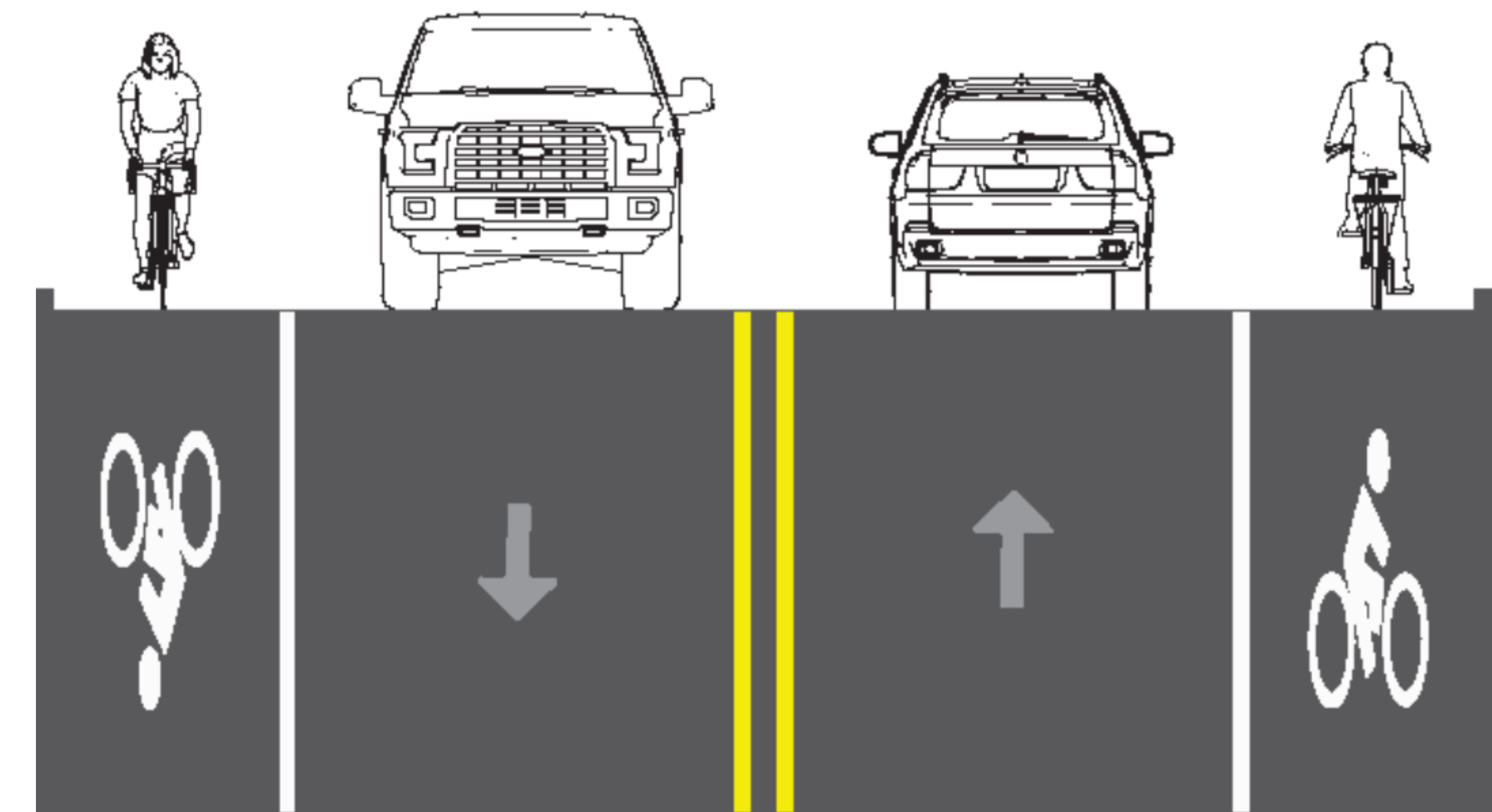
9 min
Bicycling detour
(estimate)

ADVANTAGES

- Dedicated bicycle lane from 7th Ave to Central Ave
- Connects to existing bicycle lanes on 5th Ave and 3rd Ave
- Connects to existing bike boulevard with green-backed shared lane between Central and 7th St
- Existing HAWK at 7th Ave and stop signs at 5th Ave and 3rd Ave

CHALLENGES

- Requires removal of on-street parking along most of the corridor including metered parking and resident permit parking
- Concrete roadway surface between 1st Ave and Central Ave will need to be addressed
- Will require additional public engagement
- There is an active bus route with stops on Fillmore



Typical Cross Section

Downtown East-West Bicycle Options

Roosevelt
Street Option A
(Bike Lanes)

OR

Roosevelt
Street Option B
(Sharrows)

&

Portland

OR

McKinley

OR

Fillmore

OR

Roosevelt
Street Option C
(Sharrows with
Bicycle Lanes
3rd Ave – 1st St)

&

Portland

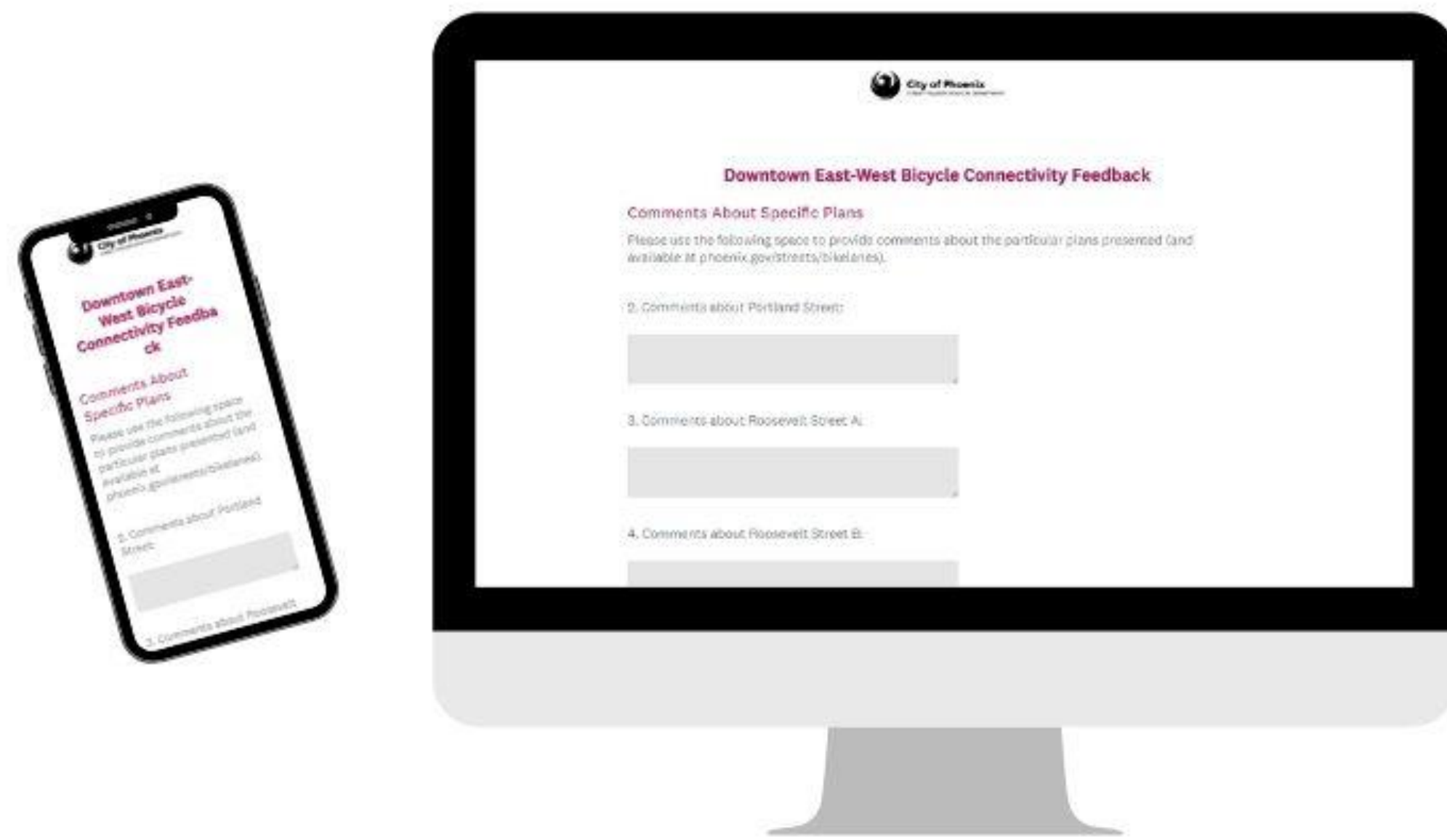
OR

McKinley

OR

Fillmore

Submit Feedback!



**[www.surveymonkey.com](http://www.surveymonkey.com/r/dtphxbikelanes)
[/r/dtphxbikelanes](http://r/dtphxbikelanes)**

OR



**Forms available at the
Feedback & Questions
Table**



City of Phoenix
STREET TRANSPORTATION DEPARTMENT

**Comments will be accepted through
Wednesday, October 30 at 5 p.m.**

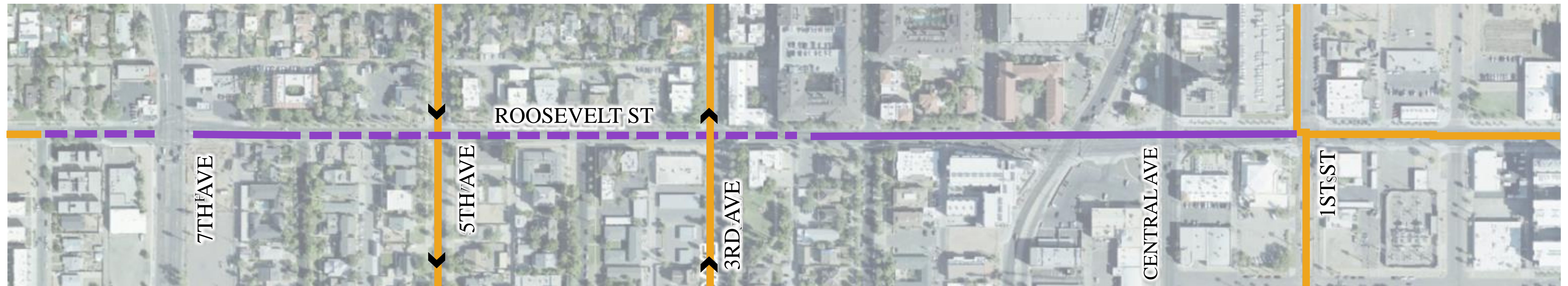
Roosevelt Option A

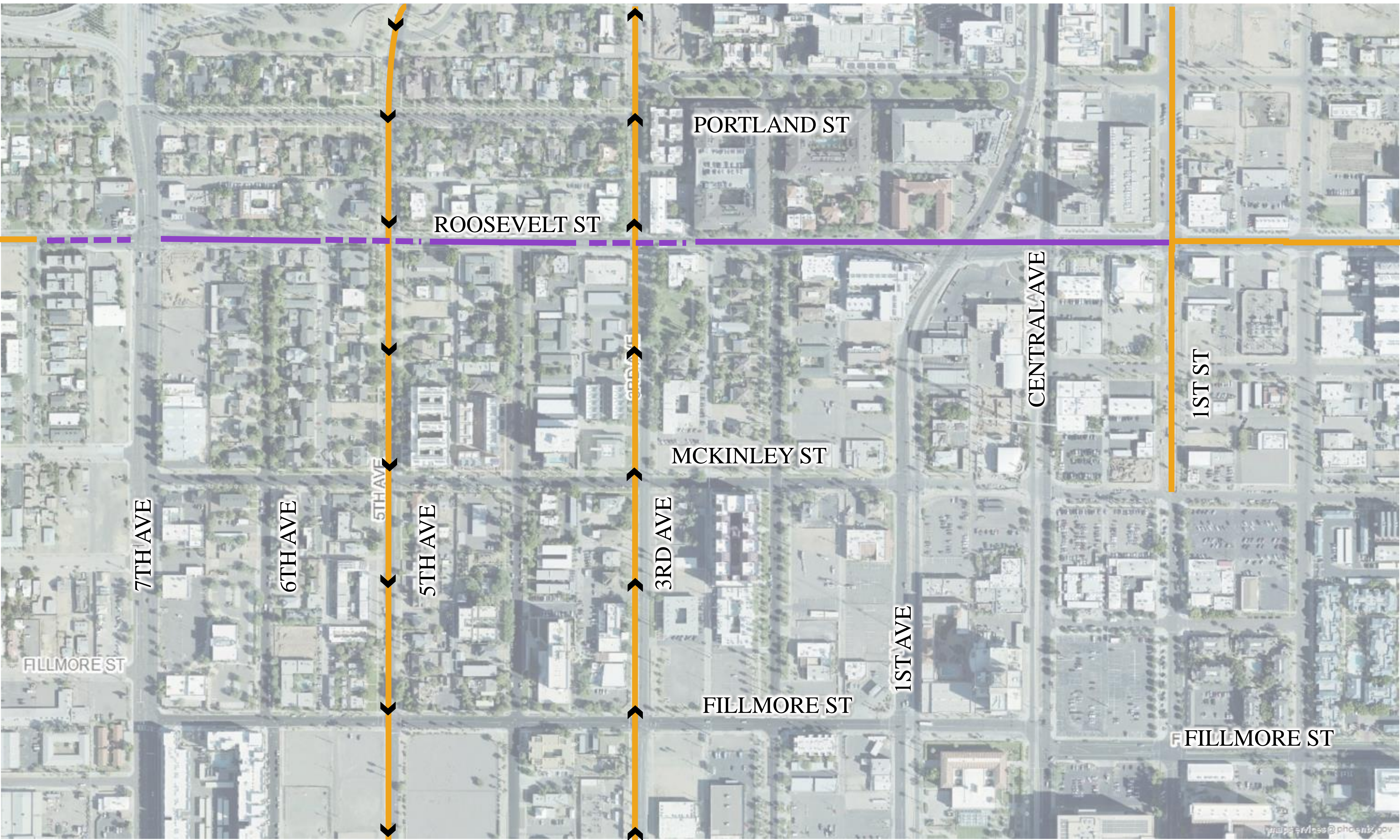


Roosevelt Option B

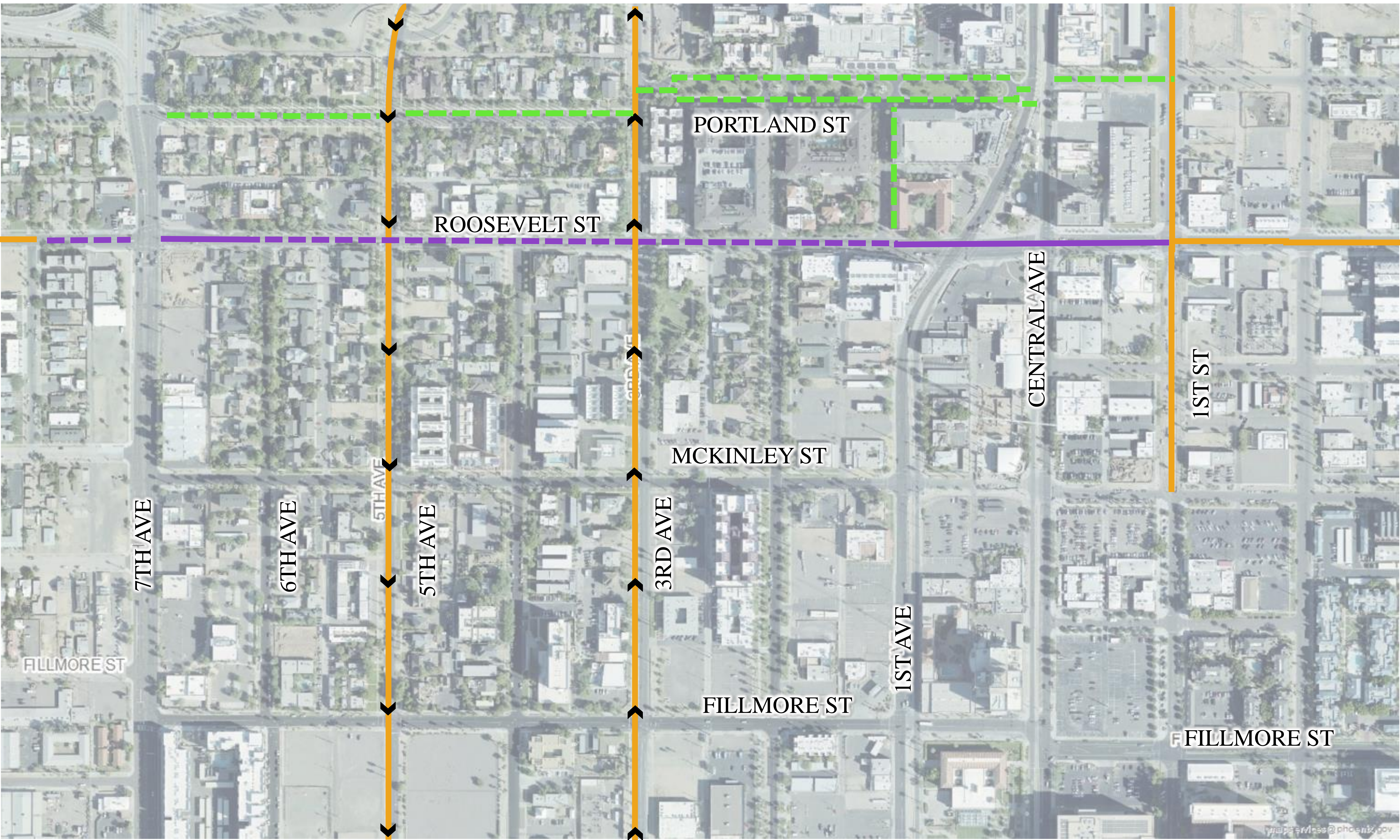


Roosevelt Option C

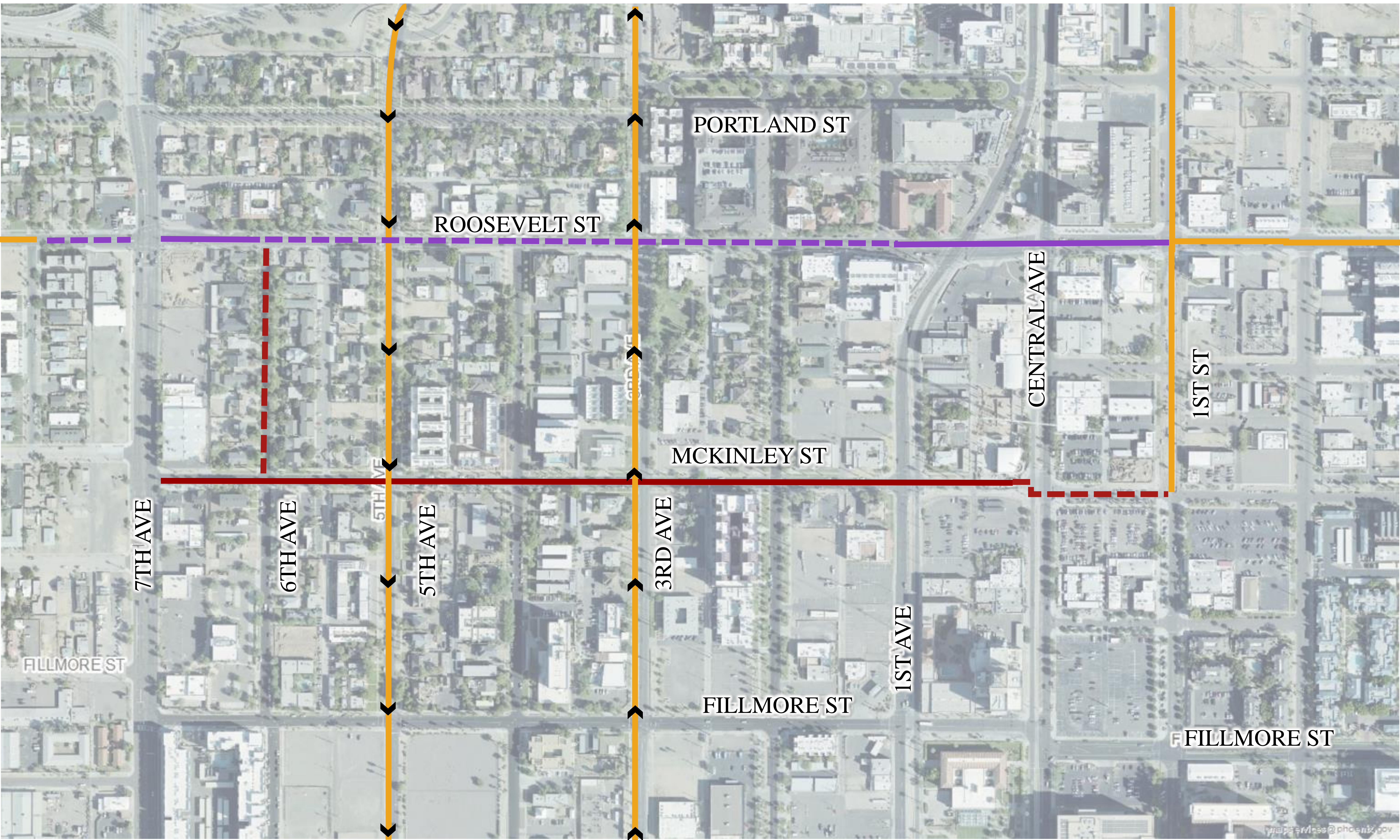




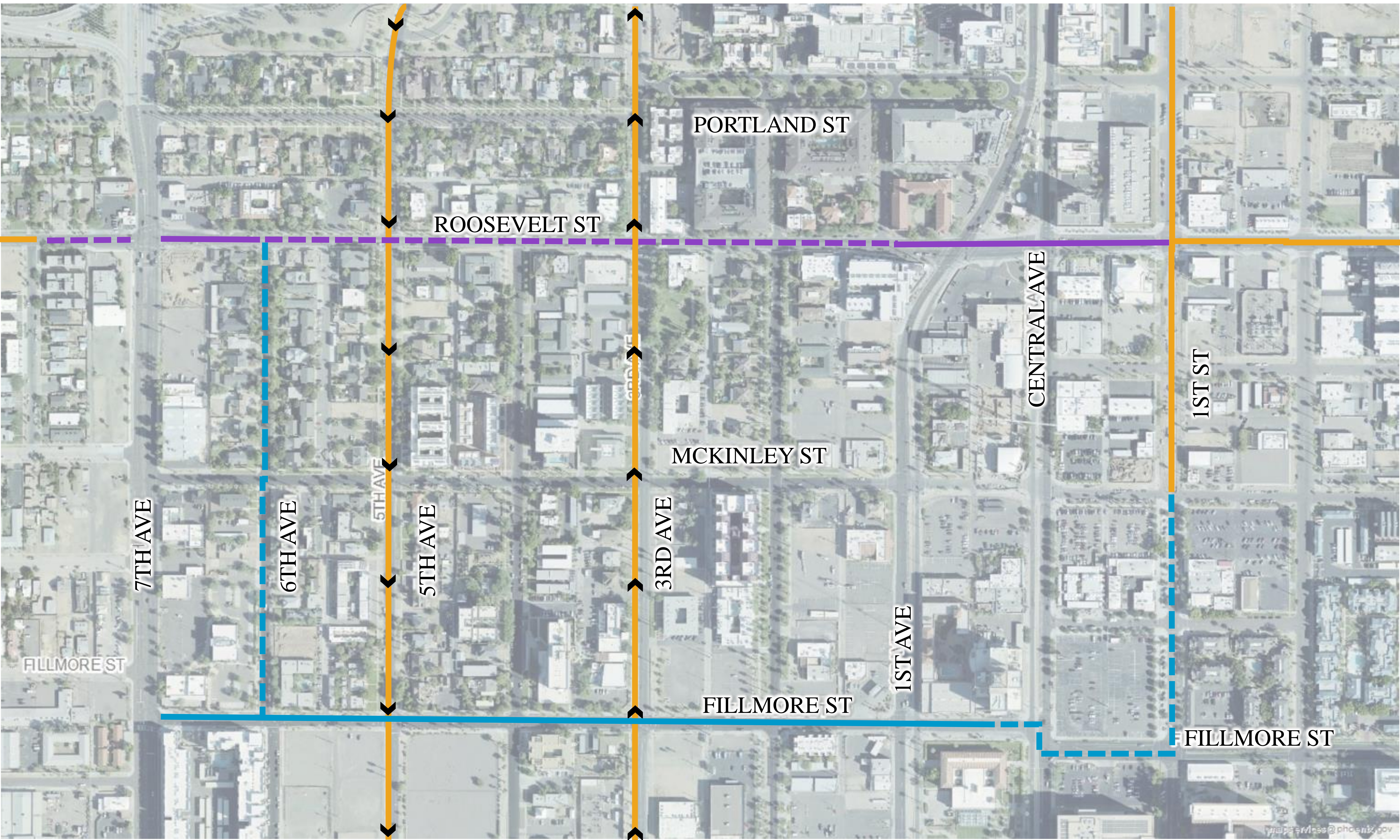
Roosevelt Option A



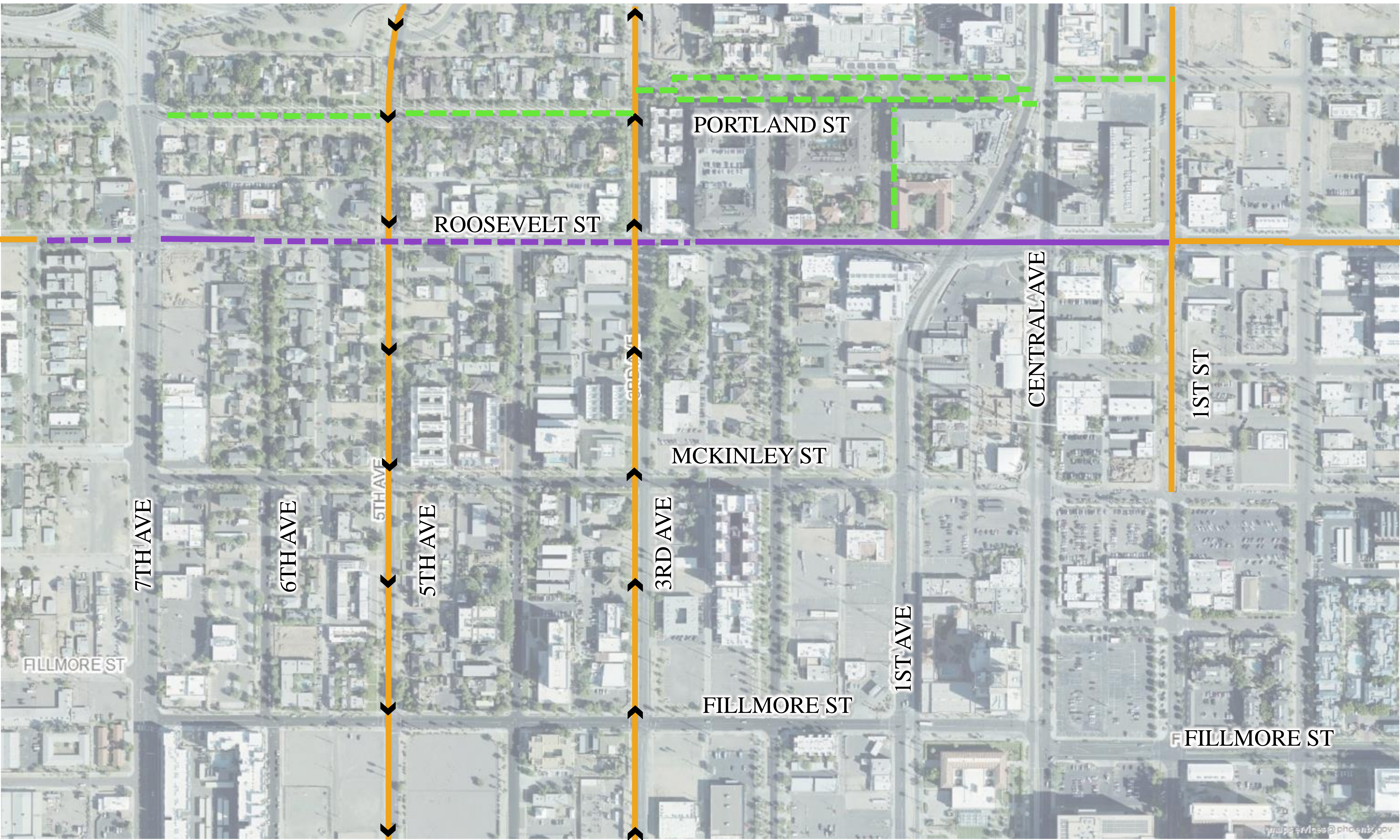
Roosevelt Option B & Portland



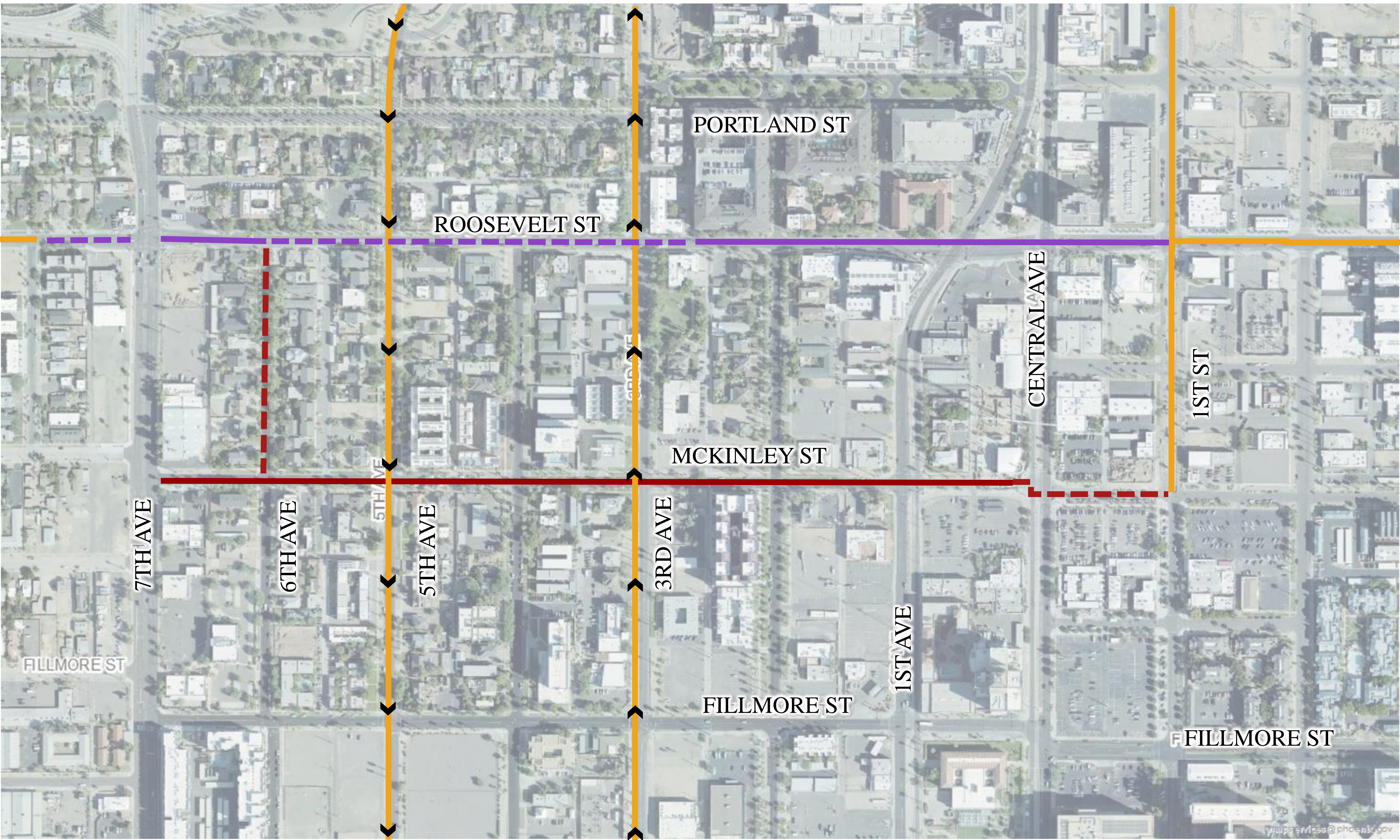
Roosevelt Option B & McKinley



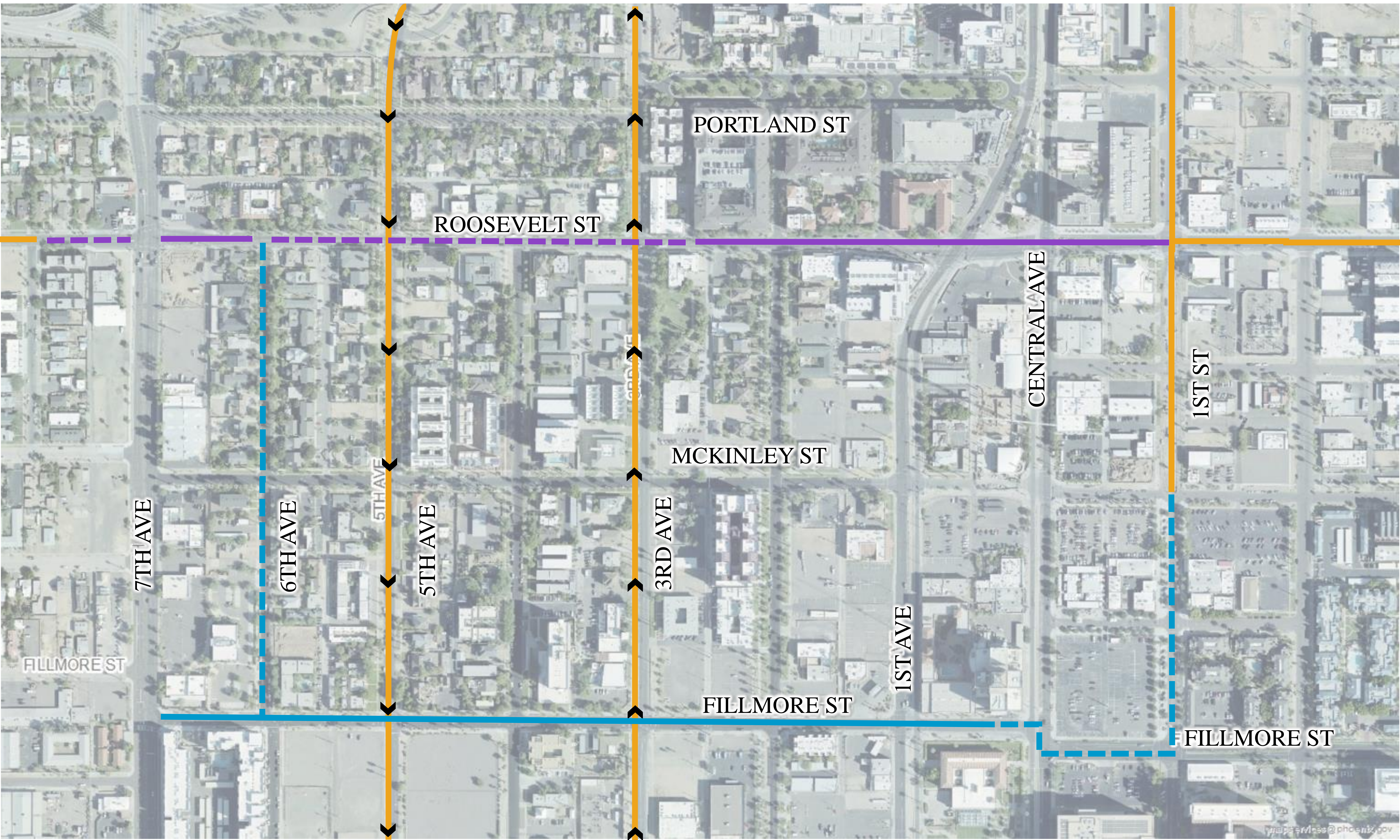
Roosevelt Option B & Fillmore



Roosevelt Option C & Portland



Roosevelt Option C & McKinley



Roosevelt Option C & Fillmore