

## **APPENDIX K – QUICK BUILD SAMPLE SCHEDULE AND MATERIAL GUIDE**

## Quick Build Sample Project Schedule

[illegible]

# QUICK BUILD MATERIAL GUIDE

## VERTICAL ELEMENTS

### TRAFFIC CONES

(\$) DEMO

Portable markers for temporary traffic control. May be used during project installation or to create a temporary barrier to demarcate an area such as a bike lane or pedestrianized space.



### CONCRETE JERSEY BARRIERS

(\$\$) PILOT, INTERIM

Heavy concrete barriers used for traffic redirection or to provide protected delineation of space along a bike lane or pedestrian plaza edge.

### FENCE

(\$-\$\$\$) PILOT, INTERIM

Boundary or safety barrier for delineating spaces.

### WAVE DELINEATORS

(\$) DEMO, PILOT

Low, surface mounted flexible delineators used for separating lanes or marking hazards. Typically chosen for aesthetic more than functionality.

### ARMADILLOS/ZEBRAS (ZICLA)

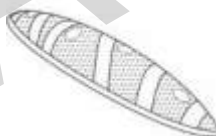
(\$) PILOT, INTERIM

Low modular plastic “bumps” that can be used to achieve a curb-like barrier demarcating bicycle lanes or pedestrian space and to deter vehicles from entering those spaces. These elements come in various sizes for various use cases.

### SURFACE MOUNTED DELINEATORS (ZICLA POINTER)

(\$) PILOT, INTERIM

Surface mounted posts with additional retroreflective surface installed for lane separation or guidance, or to create a barrier to demarcate an area such as a bike lane or pedestrianized space and to deter vehicles from entering those spaces.



### SURFACE MOUNTED DELINEATORS (K-71S)

(\$) INTERIM

Large, durable posts that pop back up after being hit by vehicles up to 65 mph. Installed for lane separation or guidance, or to create a barrier to demarcate an area such as a bike lane or pedestrianized space and to deter vehicles from entering those spaces, or as a diverter.

### WATERFILLED ROADWAY BARRIERS

(\$) DEMO, PILOT

Large, modular barriers filled with water to provide temporary traffic control or delineation of parklets, pedestrian plazas or other new spaces.

### ZIPPER/DOUBLE ZIPPER BARRIERS (ZICLA)

(\$) PILOT, INTERIM

A modular traffic separator designed to demarcate bicycle lanes or pedestrian spaces and enhance safety by deterring

vehicles from entering those spaces. These elements come in various sizes for various use cases.

### PRECAST CONCRETE CURB

(\$) INTERIM

Prefabricated concrete curbs for delineating road edges or demarcating bicycle lanes or pedestrian spaces and deterring vehicles from entering those spaces.

\$: > \$500 PER UNIT

\$\$: > \$2,000 PER UNIT

\$\$\$: < \$10,000 PER UNIT

\$\$\$\$: > \$10,000 PER UNIT



### **NARROW CYCLE LANE DEFENDERS (ROSEHILL)** (\$) PILOT, INTERIM

Rubber lane separators with posts designed to demarcate bicycle lanes and protect cyclists from vehicle intrusion by deterring vehicles from entering.



### **LANE SEPARATORS (ROSEHILL)** (\$\$) PILOT, INTERIM

Rubber curb-height dividers used to separate lanes or protect cyclists from vehicle intrusion by deterring vehicles from entering.

### **GRANITE OR CONCRETE BLOCKS** (\$\$) PILOT, INTERIM

Heavy blocks made of stone or concrete used for delineation and protection of pedestrian spaces or aesthetic purposes. Often these blocks double as seating elements or opportunities for art installation.



### **QWICK KURB/TUFF CURB** (\$) PILOT, INTERIM

A durable, high visibility surface mounted traffic separator, compatible with flexible posts and panels. May be used as a barrier to demarcate a space such as a bike lane, used for traffic calming, or as a diverter.

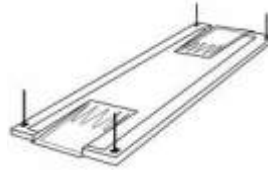


### **RUBBER SPEED BUMPS** (\$) PILOT, INTERIM

Low-profile surface mounted traffic calming devices designed to slow down vehicles particularly at turns. Rubber speed bumps may also be used as part of tactical roundabout installation.

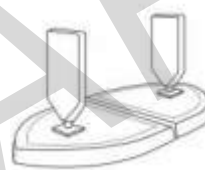
### **PARKING STOPS** (\$) ALL

Concrete or rubber surface mounted devices often used in parking lots to indicate how vehicles should park. Parking stops may also be used to demarcate bicycle lanes.



### **PLASTIC BUS BOARDERS (ZICLA)** (\$\$\$\$) INTERIM

Modular, plastic curb height pieces that can be assembled together to extend the curb and create a platform for more efficient bus boarding/alighting. Often paired with ramps and tactile warning for ADA compliance, bus boarders can also be used to enhance cyclist experience and safety at bus stops.



### **RUBBER REFUGE ISLANDS (ROSEHILL)** (\$\$\$) INTERIM

Modular, rubber curb height pieces that can be assembled and adhered to roadway surfaces to create refuge for pedestrians between traffic lanes.

### **PLASTIC CURB (ZICLA)** (\$) PILOT, INTERIM

Modular, plastic curb height pieces that can be assembled together to create a new curb. These curbs are an element of bus boarding islands but may also be used as a standalone element for demarcating space.

### **RAMPS (ZICLA)** (\$) INTERIM

Modular accessible ramps for pedestrians or cyclists. These ramps are often an element of bus boarding islands where cyclists go “up and over” but may also be used for creating accessibility in other instances.

## SURFACE TREATMENTS



### TRAFFIC TAPE (\$ DEMO, PILOT)

Contractor grade temporary adhesive tape for marking roads or hazards.

### SPRAY CHALK/PAINT (\$ DEMO)

Temporary spray paint or chalk for marking roadway surfaces, particularly useful for demo project stencils; available in many colors.



### STENCIL (\$ ALL)

Template for painting or marking consistent shapes or symbols. Roadway stencils should follow MUTCD guidance and may be used with a variety of materials (spray paint/chalk, thermoplastic, MMA, etc.) depending on project duration.



### PREFORM THERMOPLASTIC (\$ INTERIM)

Heat-applied road marking material often used for pavement markings; the material is preformed into the intended marking before it is applied.

### THERMOPLASTIC (\$ INTERIM)

Heat-applied road marking material often used for pavement markings. Thermoplastic comes in a variety of colors and can be used to demarcate a variety of spaces in addition to typical roadway "long-line" markings.

### EPOXY GRAVEL (\$ INTERIM)

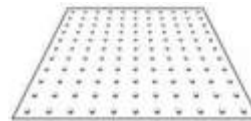
Composite surface of various stone or glass aggregates typically applied to a base of epoxy for bonding with asphalt or concrete. Appropriate for bike lanes, bus lanes and pedestrian spaces, depending on gravel mix a variety of colors may be available.

### ENDURABLEND (\$ INTERIM)

A polymer modified cement that is a durable surface treatment for roadways, bike lanes and pedestrian spaces. Edurablend has high flexibility in color; retroreflectivity may need to be added depending on use.

### METHYL METHACRYLATE (MMA) (\$ INTERIM)

Durable road marking material which does not require heat to install. MMA is notable for its long lifespan and resistance to wear and tear. MA comes in a variety of colors and can be used to demarcate a variety of spaces. The cold application makes it easy to install on larger areas.



### TACTILE MATS (\$ INTERIM)

Mats or tiles to provide tactile warning surface for pedestrians with vision impairments. Tactile surface may be installed inset to asphalt or concrete.

Mats compatible with other types of tactical infrastructure such as Zicla bus boarders are available.

### ACRYLIC ASPHALT PAINT (\$ PILOT, INTERIM)

Acrylic water-based emulsion pavement color coating. May be used to demarcated pedestrian space or plazas, or create asphalt art.

## LANDSCAPING

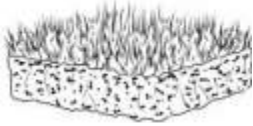
### SMALL TREES

(\$-\$\$) ALL

Planter installed small trees, which are portable for temporary landscaping or shade.

### GRASS SOD

(\$) DEMO, PILOT



Pre-grown grass patches for temporary green spaces or demonstration. For longer term use, will need to be installed on soil and maintained.

### PLANTERS

(\$-\$\$) ALL



Containers for vegetation, used to enhance urban spaces or create barriers. Often used to demarcate and beautify pedestrian space, planters can be constructed from a variety of materials, such as wood, plastic, concrete, or metal. Maintenance considerations need to be taken when choosing planters as a barrier or enhancement.

### ASTRO TURF

(\$) DEMO, PILOT

Synthetic turf used for temporary green spaces or decoration.

## FURNITURE

### MOVABLE TABLES AND CHAIRS

(\$) ALL



Portable seating and surface options to enhance place and dwell time in pedestrian areas. Portability provides flexibility in the use of a space. May require maintenance partners.

### UMBRELLAS

(\$-\$\$) ALL

Temporary shelter or shade structures for outdoor areas to enhance place and dwell time in pedestrian areas.. May require maintenance partners.

### PICNIC TABLES

(\$\$) PILOT, INTERIM

Tables designed for outdoor dining or gatherings to enhance place and dwell time in pedestrian areas. May require maintenance partners.

### SURFACE MOUNTED BENCHES AND LEANING BARS

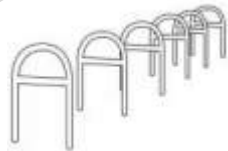
(\$\$) PILOT, INTERIM



Fixed seating options for public spaces. These may be located in pedestrian plazas or along sidewalks/public right of way. Seating options enhance the mobility of seniors and those with mobility disabilities and encourage walking.

### SURFACE MOUNTED BICYCLE PARKING

(\$\$) PILOT, INTERIM



Fixed bicycle parking for public spaces. Provision of bicycle parking can create a sense of place and encourage cycling.

## SIGNAGE



### ALUMINUM OR OTHER METAL SIGNAGE AS DICTATED BY MUNICIPAL STANDARDS

(\$) ALL

Durable signage informing roadways users of changes to the roadway, curb regulation, and other information. May be official traffic control signage or advisory signage.

### TEMPORARY LAMINATED SIGNAGE

(\$) DEMO, PILOT

Disposable signage for short-term use, often used to advise communities of project, upcoming changes, and opportunities for input.



### IN-STREET CROSSING SIGNAGE

(\$) ALL

Traffic control signage to enhance pedestrian safety at the crosswalk.

### COROPLAST SIGNAGE

(\$) DEMO, PILOT

Lightweight corrugated plastic signage for temporary use. Often used to notify communities of changes or projects, and opportunities for input.

### WAYFINDING SIGNAGE

(\$-\$\$\$) ALL

Navigation aids such as maps or directional indicators to destinations, transit or other landmarks.

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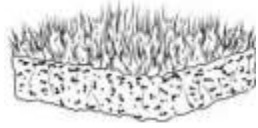
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# FURNITURE



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## **APPENDIX L – DRAFT PROJECT ASSESSMENT SUMMARY OF COMMENTS**



# Summary of Comments Form

## Downtown North-South Bikeway Study

<b>Submittal</b>	Draft Project Assessment	<b>Project Name</b>	Downtown North-South Bikeway Study
<b>Return Date</b>	3/13/2024	<b>Project Number</b>	ST87110163-1
<b>Agency</b>	City of Phoenix	<b>Consultant / Designer</b>	TY Lin International
<b>Discipline/Office</b>	Various	<b>Project Manager</b>	Brian Fellows

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No	Agency	Item* / Dgn / Sht / Pg. #	Comment By	Comment	Disposition		Response / Comment
					Initial	Final	
1	DCM	Cost Estimate	Jose Rodriguez	The estimate for 1st street look lights. I am sharing other similar projects that are current so you can get an idea of the costs, and some older ones that should be adjusted for inflation cost at about 7% a year.	A	A	<i>Will update cost estimate.</i>
2	DCM	ADA	Jose Rodriguez	A microseal coat on 1st Street will trigger a Department of Justice requirement to upgrade curb ramps to meet ADA if they are non compliant. Same thing on 3rd st.	A	A	<i>Will update scope of work/plans/estimate.</i>  <i>Per additional discussion with Streets Maintenance staff, a slurry seal treatment does not trigger curb ramp upgrades. Pavement treatemnt modified to reflect a slurry seal to mitigate the flatwork as part of the 1st street 'quick-build' recommendations.</i>
3	DCM	Street Lighting	Jose Rodriguez	Most of this project ultimately add streetlighting.	A	A	<i>Will update scope of work/plans/estimate.</i>
4	DCM	Traffic Signals	Jose Rodriguez	For the 3rd Street option, I would suggest you engage someone at traffic services to see what signal upgrades requirements will be needed for this option. The cost shown may be too small if the whole intersections need to be upgraded to provide bike phases.	A	A	<i>Will coordinate with traffic services to update cost.</i>  <i>Bid tabs provided used to updated costs as well. Thank you for providing.</i>
5	DCM	Geotech	Jose Rodriguez	Under the Geotech discussion, a Geotech investigation is not needed only for r&r of pavement to install a median. This would be required however if this alternate is widening the streets.	A	A	<i>Will update geotech discussion.</i>
6	DCM	Cover	Brian Fellows	Should YPMO be added?	A	A	<i>Will add.</i>
7	DCM	5	Brian Fellows	2nd bullet should begin "Provide . . ."	A	A	<i>Will update</i>
8	DCM	7	Brian Fellows	Last bullet should begin "Tree & Shade . . ."	A	A	<i>Will update</i>

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9	DCM		Brian Fellows	Please make a version of this report without TAC notes, and send to Brian Fellows. This version we'll post on the study web page.	A	A	<i>Provided - we also removed Appendix F that includes stakeholder meeting notes.</i>
10	DCM	16	Brian Fellows	Fig. 8 - on 3rd St closure days, dynamic message signage needed at several points along 3rd St to divert users to 1st St.	A	A	<i>Will clarify this feature.</i>
11	DCM	20	Brian Fellows	6.3 - suggest remove "Outside" from subheading	A	A	<i>Will remove</i>
12	DCM	20	Brian Fellows	Add Phoenix Police Department	A	A	<i>Will add.</i>
13	DCM	43	Brian Fellows	Was Hans Hughes killed at 1st St & Fillmore? Please try to capture this on the map.	A	A	<i>He was, in 2021. City to define if crash data for 2021 is available to update map.</i>  <i>Will note that 2021 collision at 1st &amp; Fillmore on map.</i>
14	DCM	56	Brian Fellows	Should there be a x-section with 2-way facility on the west side?	A	A	<i>Will update to reflect showing on west side.</i>
15	DCM	38	Brian Fellows	NIN Peer Cities: should Alta SLC BMP contact be JOE Gilpin?	A	A	<i>Will confirm and update.</i>
16	COP	General	General	City of Phoenix is moving forward with a project on 3rd Street from Rio Salado to Jefferson - this should be noted in project development considerations.	A		<i>Will add.</i>
17	COP Public Transit Department	General	Kevin Teng	Bi-directional bike lane on 3rd Street 1. On one-side of the street – initial alternative does not provide a recommendation for which side of the street. After discussion by the team, it was agreed that placement would be on the west side of 3rd Street.  We think we meant east? That's all.	A	A	<i>Will clarify intent to be on west side.</i>
	City	7	M. Orlandini	Add 'e' to end of shade in the last bullet point	A	A	<i>Will add.</i>
	City	13	M. Orlandini	What about comfort of using facility?	A		<i>The comfort of the facility was considered - all alternatives were developed using bikeway types that provides comfort in accordance with FHWA bikeway selection guidelines - will add additional text to note.</i>

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	Phoenix Convention Center	General	Jerry Harper	3rd Street is a substantial collector that connects the I-10 HOV off-ramp to the downtown core. Narrowing 3rd street to a width of 22' and eliminating left turn lanes will cause traffic congestion under normal operating conditions and will be made significantly worse during times of peak event activity in the downtown and should not be considered a viable option.	C	C	<b><i>A traffic capacity analysis was conducted (Appendix H) for this study. The model used for the analysis was based on existing data provided by the City as part of the model for the 2020 Downtown Transportation Plan Update and supplemented with turning movement counts on Tuesday 10/11/2022. The recommended lane configurations do not result in intersection levels of service operating beyond an acceptable level of service and volume to capacity ratio.</i></b>  <b><i>Jerry Harper and PCC staff to review the Traffic Capacity Analysis</i></b>
	Phoenix Convention Center	General	Jerry Harper	Construction of bicycle lanes or related work would disrupt planned and contracted Canyon on Third events.	A	A	<b><i>Close coordination during design can enable the team to place specific construction scheduling restrictions on the contractor to ensure minimal (if any) disruption to PCC events. Section 6.7 notes this in general - will add additional detail to ensure this is coordinated.</i></b>

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	Phoenix Convention Center	General	Jerry Harper	· Adding a curb to protect the bike lanes at the level of the current asphalt, or elevating bike lanes in this area to sidewalk level, would create additional barriers and diminish the amount of usable event space.	B	C	<p><i>Team to discuss how this reduces event space. Our understanding of how the Canyon on 3rd space operates is that setup is focused on the east side back of curb currently. With additional back of curb space on the west side this would increase usable area during a closure.</i></p> <p><i>Jerry clarified that the area advertised for usage by clients is generally focused between the eastern building faces and the western curb so moving the curb line to the east.</i></p> <p><i>City Streets staff and consultant are continuing to research a form of separation that can achieve PCC staff desires for maintaining the current event space area while enhancing the area. Additional coordination between Streets staff and PCC will be ongoing as these elements are defined to address concerns identified by PCC.</i></p>
	Phoenix Convention Center	General	Jerry Harper	· Increased use of Canyon on Third for event activity in the coming years would prove disruptive to consistent and predictable use of the bicycle lane for the bike riding community. As such, a predetermined alternate route would need to be established as part of the plan for times when 3rd St/Canyon on Third is closed for event activity. The frequency of use for an alternative route may render any investment into a 3rd Street bicycle lane cost-prohibitive.	A	A	<p><i>An alternative route on 1st Street has been defined and the project is planned to include dynamic signage to direct users to the alternative route. These dynamic detour route signs can be activated as part of the standard traffic control permit (TRACS) that is already obtained by PCC events. The TRACS permit would activate the detour route, requiring no additional work for PCC event staff. Additional signage accompanying the road closure signs may be required. This signage would be minimal and in line with already placed signage noting road closures. Additional details to be included in the Final PA to note the detour route developed.</i></p>

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	Phoenix Convention Center	General	Jerry Harper	The northbound lanes of Canyon on Third (including the vehicular pull ins) are frequently closed to allow for school and tour bus parking to facilitate drop off and pick up for those attending ticketed and non-ticketed events at PCC venues.	A	A	<i>Neither the 3rd Street northbound nor southbound vehicle lanes will be affected by the recommended bicycle facility as it is on the west (southbound lanes) side of 3rd Street. Per PCC staff, Forty-eight (48) buses are parked on 3rd Street during these events. Per our assessment of the bus parking capacity of 3rd Street, the 48 bus parking scenario must accompany a street closure between Washington and Monroe. As previously noted, the design team is investigating modular forms of separation from the bikeway that would enable 48 buses to continue to park on 3rd Street during events. Will add additional text to the PA noting this improvement.</i>
	Phoenix Convention Center	General	Jerry Harper	The Sheraton Phoenix Downtown regularly hosts large banquet style events in which vehicles enter the property through the hotel's porte-cochere off 3rd Street. Traffic congestion is heightened as most vehicles arrive at the same time, and this could be exacerbated by the loss of a vehicle lane. Hundreds of cars would be crossing over the protected bicycle lane before each event, including visitors unaccustomed to this traffic condition.	B  A	A  A	<i>Team to discuss potential for designating a portion of the parking area as a flex zone to be converted for queing for the porte-cochere during large event periods.</i>  <i>Several similar applications of bikeways crossing hotel entrances exist across the country. Similar typical applications of signage and pavement markings will be installed to provide guidance to all users. Will add detail to Final PA noting such.</i>  <i>Consultant to evaluate queuing area and conflict zone mitigation alternatives. Design updated to reflect improvements noted via flex zone queing and conflict zone mitigations.</i>

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	Phoenix Convention Center	General	Jerry Harper	The Herberger Theatre Center frequently hosts school field trips where meters are bagged on 3rd Street and adjacent roads. The proposed bicycle lanes could create an additional barrier for children.	B	A	<p><b><i>Bicycle lanes provide an additional barrier between vehicles and children walking and shorten the street crossing distance/time. These changes reduce crossing distances and the time children would be exposed to motor vehicle traffic and reduces frequency and severity risk for pedestrians.</i></b></p> <p><b><i>It was clarified that bus parking occurs along the frontage and the concern is departing the bus.</i></b></p> <p><b><i>The recommended bicycle facility design was modified to considers the safety of children and other patrons infrequently crossing the facility to/from the Herberger Theatre. Providing a wide curb/separator between the buses and the facility -- and a raised crosswalk across the facility -- will create a safe space for these movements. Patrons who unload at the red oval can use either the raised crosswalk or standard crosswalk at Monroe Street. The 30% design reflects these changes to address this comment.</i></b></p>

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	Phoenix Convention Center	General	Jerry Harper	Footprint Center and Chase Field host more than 200 events per year that rely heavily on the Jefferson Street Garage whose primary entrance is located on 3rd Street between Jackson and Jefferson Streets. Transitioning from three southbound vehicle lanes to one protected bicycle lane and one northbound and one southbound lane could create significant traffic congestion during large events.	B	A	<p><i>While 3 southbound lanes do exist PD only uses 2 southbound lanes for egress due to conditions south of the railroad tracks. In the proposed condition PD would be able to mimic the existing egress lane condition as a temporary traffic control setup and if existing parking meters are bagged additional vehicle egress beyond the current capacity is feasible.</i></p> <p><i>Team to evaluate and confirm ingress impact to address southbound impacts backing up during an ingress scenario.</i></p> <p><i>Additional dialogue between Streets staff and Chase and Footprint staff is anticipated to address these concerns. Peer city research conducted (Appendix I) includes similar applications in other peer cities.</i></p>
	Phoenix Convention Center	General	Jerry Harper	The customer experience for those attending events at Footprint Center or Chase Field could be adversely impacted if the ingress and egress is more difficult; negatively impacting attendance numbers.	D	D	<p><i>PD has been involved in discussions regarding the Sunburst plan impacts and traffic control to maintain the vehicular ingress and egress situation. Per meetings with PD staff the proposed condition does not negatively impact PD's ability to deploy a traffic control plan providing capacity matching the existing conditions.</i></p>
	Traffic Services Division - Right-Of-Way Management	General	Roque Reggie Espinosa	The conversion of 3rd Street to a bi-directional street and adding bike lanes would necessitate the modification to the special event egress and ingress plan, the Sun Burst plan. This plan has been in place for many years and is used during large scale events held at Chase Field and the Footprints Center. Any modifications to the lane configurations along 3rd Street from Washington Street to Lincoln Street would require a modification to these plans. The cost and the affects to the ingress and egress of traffic during special events held at these 2 venues are difficult to provide without knowing the final configuration of the traffic lanes.	A	A	<p><i>PD has been involved in discussions regarding the Sunburst plan impacts and traffic control to maintain the vehicular ingress and egress conditions. Will add a section and details to the Final PA to communicate the initial revisions to the Sun Burst Plan.</i></p>

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	Traffic Services Division - Right-Of-Way Management	General	Roque Reggie Espinosa	3rd Street between Monroe Street and Washington Street is also utilized during special events like the Super Bowl and Final Four. There are times when tents or structures are placed in the roadway for these and other events as well. Adding raised curb within this area would limit or preclude that space from being used for those purposes in the future.	C	C	<i>Team to discuss how this reduces event space. Our understanding of how the Canyon on 3rd space operates is that setup is focused on the east side back of curb currently. With additional back of curb space on the west side this would increase usable area during a closure.</i>  <i>Streets is committed to working with PCC staff to identify a form of separation that does not restrict event space and is modular to provide dual purpose and benefit to the Canyon on Third space.</i>
	Traffic Services Division - Right-Of-Way Management	General	Roque Reggie Espinosa	The parking lane along 3rd Street between Van Buren Street and Monroe Street is utilized by school buses to load and unload students attending the Herberger Theater and other special events in the area. Adding a bike lane would most likely reduce or remove the ability to do this in the future. Alternate space could be found but would not be as accommodating as the current location.	A	A	<i>The recommended bicycle facility design was modified to considers the safety of children and other patrons infrequently crossing the facility to/from the Herberger Theatre. Providing a wide curb/separator between the buses and the facility -- and a raised crosswalk across the facility -- will create a safe space for these movements. Patrons who unload at the red oval can use either the raised crosswalk or standard crosswalk at Monroe Street. The 30% design reflects these changes to address this comment.</i>
	Traffic Services Division - Right-Of-Way Management	General	Roque Reggie Espinosa	The addition or modifications along 1st street for bike lanes would present some issues during ingress or egress of event traffic. Again it would be difficult to provide the cost or possible affects if changes were made along 1st Street as proposed without knowing the final configuration. Our expectation is that these cost and affects would be much less when compared to the 3rd Street conversion.	C	A	<i>Agreed that the impacts would be far much less when compared to the 3rd Street conversion. Team to discuss what concerns have been identified for 1st Street specifically and how those can be mitigated.</i>  <i>Additional section on modification of traffic control during major events provided.</i>



# Summary of Comments Form

## Downtown North-South Bikeway Study

A = WILL COMPLY, B = CONSULTANT / DESIGNER TO EVALUATE, C = TEAM TO EVALUATE, D = DESIGN TEAM RECOMMENDS NO FURTHER ACTION

No	Agency	Item* / Dgn / Sht / Pg. #	Comment By	Comment	Disposition		Response / Comment
					Initial	Final	
	City of Phoenix	General	Ryan Stevens	From a maintenance perspective, the width of the 2way bike lane would need to be considered for future maintenance, especially repaving. can a paving machine get in between the new and existing curb to someday repave. I see some other medians that might result in vary narrow areas. could need to be removed and replaced to repave the street in the future.	C	D	<b>2-way bike lane width is 12' from face of curb to lip of gutter. It is anticipated that this is wide enough for paving and maintenance but special sweepers can be purchased for narrow sections if the City desires. Curb medians could be swapped for a modular option (removed by forklift) if there is still concern.</b>
	City of Phoenix	General	Ryan Stevens	also, bigger picture, is street sweeping. that's not particular to this project but for all grade separate bike lanes.	C	C	<b>Smaller street sweepers will need to be added to the fleet if needed. City staff are investigating.</b>
	City of Phoenix	General	Brian Fellows	Our pavement maintenance staff identified a pavement project on 3rd Street from Van Buren to Monroe that was pushed from FY25 to FY26.	A	A	<b>Table updated to reflect the change in limit and year.</b>
	City of Phoenix	General	Brian Fellows	Leading Bike Interval should be discussed	A	A	<b>Added to scope.</b>
	City of Phoenix DCM	pg 4	Marielle Brown	Consider adding the table of contents for the appendices here as well	A	A	<b>Will add.</b>
	City of Phoenix DCM	pg 15	Marielle Brown	The image makes it look like green bike lanes will be added on 1st St. The Street Transportation Department's practice is to use green to highlight intersections/ conflict areas rather than to paint the whole lane green.	A	A	<b>Highlighted conflict marking has been added to all driveways and on-street parking.</b>  <b>This image is depicting the space for the bike lane only, not the proposed bike lane pavement marking.</b>
	City of Phoenix DCM	pg 15	Marielle Brown	The 1st St changes would be implemented through a coordinated effort by the Design and Construction Management Division, Traffic Services Division, and Maintenance Division.	A	A	<b>Text updated as suggested.</b>
	City of Phoenix DCM	pg 18	Marielle Brown	Images of pre-cast concrete curbs and cast in place concrete curbs could help readers understand the aesthetic differences. Images of sidewalk-level bike lanes could also help readers to visualize the proposal for the convention center area.	A	A	<b>Images of pre-cast concrete curbs and cast-in-place medians added to report. Sidewalk level bike lane imagery not added due to Phoenix Convention Center staff request to not use a sidewalk level bike lane.</b>