

Roosevelt Neighborhood Third & Fifth Avenue

COP Project ST 87100164

Project status and questions

January 28, 2021

This document from Roosevelt Action Association (RAA) to the City of Phoenix Streets Department summarizes questions/answers and information requests.

- Part I includes questions/answers and comments from the RAA January 19, 2021 neighborhood meeting.
- Part II includes questions/comments already asked or shared verbally or via email.

PART I

RAA January 19, 2021 Neighborhood Meeting

Third & Fifth Avenue

Streets ST87100164 project update and Q&A

City of Phoenix shared this update at the meeting:

- Project delays are due to multiple factors: temperatures too low for pavement to cure to highest quality, COVID-19 cases on contactor teams, contractors shut down equipment this time of year for repair and cleaning.
- Fifth Avenue construction started May 18th, 2020.
- Third Avenue construction started June 15th, 2020.
- Construction completion expected April 2021.

Fifth Avenue

- Shade structure at the southwest corner of 5th Avenue and Culver installed and complete by March of 2021.
- I-10 work overpass: mast arm extensions, obliteration (sic) of the pavement, resurface (microseal, which is putting a sealant on top), restripe, signage and Kenilworth HAWK installation.
- Traffic (one-way to two-way) change from Van Buren to Roosevelt estimated April 2021.

Third Avenue

Nothing is open yet. No precise timing available.

- Bike racks sculptures installed.
- Process: I-10 work overpass mast arm extensions, obliteration of the existing striping, resurface (mill and overlay, which is basically repaving), restripe, (south of Culver), signage. Cycle track completion signage. Puppet Theatre HAWK installation simultaneous.
- City is working on temporary plan for vehicles and bikes between Fillmore and Roosevelt.

Member questions/answers from City team

What is the difference in the bike lane infrastructure north of Portland vs south?

- South of Culver, zebra bumps and /or extruded curve with pavement poles (still need to be installed).
- Poles will be installed across the freeway bridge as nothing permanent can be installed in that paving.
- North of the freeway will have the median protected bike lanes cycle track (two-way).
- Tom Smith and Michael Cano will also step in and address these specific questions.

When is the one-way to two-way conversion going to occur on 3rd Avenue south of Roosevelt?

- Traffic Services is working on the plan. The current plan is that northbound traffic (bikes and vehicles) will be rerouted to the east or west at Fillmore. There will be temporary striping to accommodate. Third Avenue will be one lane (west side) southbound only between Roosevelt and Fillmore. There will be no northbound traffic because that eastside lane is being used by Aspirant Development.
- In other words, until the 3rd Avenue change to two-way traffic, the section between Fillmore and Roosevelt will be switched from one way north to one-way south.

RAA opposes this dangerous plan. Third Ave (currently a one-way northbound street) should not change to two-way north of Van Buren until the entire Van Buren-Roosevelt segment is changed over.

Why are the bike sculptures / bike racks are facing the wrong way? There is a safety concern, cars are turning the wrong way on 3rd Avenue.

- That is a matter of how you look at it. It looks a little different, but the cycle track will go both directions.

RAA has asked that these sculptures be turned 180 degrees ASAP, as they are a public safety issue.

Third Avenue between Fillmore and Roosevelt -- how long will that construction (ECO and Aspire) go on or is it permanently closed?

- Streets is not sure of the time frame but will meet with the developers next week (week of January 25) to get their timeline.

Is the developer paying to rent the half the 3rd Avenue that they have closed off?

- No, each developer has the TRAX permit set up with ROW. Streets relies on ROW management for those decisions.
- Streets Department is sharing the roadway with the developers so the TRAX permits are overlapping.
- They are identifying a temporary solution to allow the developers to continue their construction.

Can you share the name of someone at PDD that can coordinate with RAA on this issue?

- Street will identify a PDD contact for RAA.

How will the HAWK at 3rd Avenue and Latham work?

- There will be a red light for cars to stop, and a flashing red that works like a stop sign. It should stop traffic in northbound directions to allow the pedestrians to cross over safely from the Puppet Theater side to the Japanese Friendship Garden side.

Why are there two different types of bricks on 3rd and Fifth Avenue?

- Third Avenue type was what was installed by Pita Jungle or is the type Landscaping Department called out.
- Bricks in front of Pita Jungle in that area were done to match, and those were installed all the way up 3rd Avenue
- Fifth Avenue had “cinder bricks” (defined by City) since it is a few blocks away.

Why do the corners along 3rd Avenue have the radiiuses that come off the ADA ramps, but Fifth Avenue's don't have radius? They were specifically requested that because of the historic neighborhood.

- Possibly to create parking lanes.

Concrete scoring: it's not straight, is mis-aligned, and pedestrian ramps are not aligned. Jose Rodriguez said they would be fixed.

- Some of the ramps were fixed.

The drainage pattern near 5th Ave and Lynwood intersection is not working. It is flooding, worse than before the construction.

- Sunland left some of the drains blocked.

Can the 3rd Avenue northbound bike lanes be opened until everything opens? The bike dividers have been placed since the beginning of November, but closed to bicyclists, and the cycle track is being used for construction parking.

- No, the cycle track will be open once pavement restoration is complete, property signed.

Can we have a meeting within 2 weeks with the project team to get statuses and answers on the three pages of combined collected questions?

- Yes. Angel hopes to have the answers within a week (by January 27th) after the leadership team vets responses.
- The Streets Department leadership team follows the chain of command, so if needed, it would be Michael Cano, then Mario Brown, then Mark Glock who is the Deputy Director for Project Delivery.

The drawings at the January 2020 open house show the northbound lanes on 3rd Avenue both being through traffic with right and left turn lanes.

- Will look at this.

Was it intentional to remove the dedicated right turn lane on 3rd Avenue at McDowell? There are traffic back ups.

- Yes, this was intentional.

Can the signal timing be adjusted to allow more time for the 3rd Avenue traffic to clear?

- Will talk to signaling staff about adjusting it.

Can the right (east) lane be changed to a right turn only, and the left lane (west side) be changed to through+left turn?

- Not sure how this would line up north of McDowell

What is the median next to the cycle track south of McDowell? The drawings show them as parking stalls.

- It is a commercial loading zone to allow 18-wheelers so that they don't block the cycle track.
- There will be striping and signage to help and likely be limited to certain times of day.

Wouldn't the business at the SEC of 3rd Avenue and McDowell want to be able to take deliveries through the alley?

- This was designed based on input from the business owner during the planning stages, and the current owners also approved of it.

Can you share the drawings that you have so far for what is currently on your plan set, in preparation for our first meeting? The only set available is online and from summer 2020. We need to know what we are looking at in the field.

- Will take that to leadership, it needs to be vetted through them.

The most recent roll plot and the images shown at the last open house show a bump out at the NEC of Willetta and 5th Avenue. There has been no construction there and it is a continuous lane.

- That was changed, and the end of the lane will be accomplished with striping. The roll plot appears to have an error that was not fixed.

Can we have a set of the plans to identify other issues like this? We should not have to wait until the project is complete, in which case it would be too late to address such issues. (note: request for partial plans was made and denied in May 2020)

- The public record request is the process.

Can someone reply to the questions in unanswered emails that have been sent to the project team?

Unanswered chat questions:

Are lights being added at Lynwood and Willetta at 3rd Avenue so you can cross 3rd Avenue?

Why did you choose not to keep the existing pedestrian crossings? For example: 3rd Avenue: north side of Willetta: south side of Latham and south side of Portland.

Why do the light posts differ? On Roosevelt and 5th Avenue., they are modern, brown-painted. On 3rd Avenue. /Lynwood, they are standard silver Cobra-head.

RAA response: RAA has asked that the light posts north of I-10 to be replaced with those that match the brown/bronze lights installed south of I-10. The city has denied this request, RAA will continue to pursue.

Meeting comments and requests:

- *Overall quality of construction and engineering is poor and devalues property.*
- *Neighbors need to be involved before project is complete. RAA will compile a punch list.*
- *RAA would like a set of the current plans. There are inconsistencies and quality issues, particularly on 5th Avenue. We've also noticed that designs that were shared are not what was installed.*
- *Please open parking lanes on west side of 3rd Avenue between Culver and the alley south of McDowell. (Parking is open south of the freeway on 3rd Avenue and north of Culver on 5th Avenue).*

PART II

RAA has asked these questions city and is awaiting response:

Please share the status and schedule for all aspects of the project, including permanent and temporary construction, restriping, transitions from one-way to two-way, signage, hawks, bike infrastructure, shade structures, lighting, art, and landscape installation. (After the meeting, this info should be provided in writing in an email, online and in a delivered flyer). When are TBD, please share the steps, and their approximate time duration.

- When will the permanent stop signs be reinstalled on the 3rd Avenue intersections at Lynwood, Willetta and Culver?
- What locations on 3rd Avenue are planned for metered parking? When will meters be installed?
- When will the intersection improvements be installed at 3rd Avenue and Roosevelt Street? What is the temporary signaling for the cycle track? How will 3rd Avenue southbound bike traffic be detoured until the 3rd Avenue bike lanes open south of Roosevelt Street?
- Is there anyone at the city who is responsible for evaluating the vehicle, scooter, bike, and pedestrian safety of the current unfinished condition?
- What are the locations for bike racks and additional public art? Please share locations.
- Who is the city working with for the public art element?
- Does the City have to meet the same streetscape/landscape standards that developers do?

- If ECO and ASPIRE developers are responsible for completing 3rd Avenue between Fillmore and Roosevelt Street, does Streets have final accountability for the condition and status of this portion of 3rd Avenue?
- Can we convene a meeting among RAA Streets, and Planning/Development to develop a plan for 1) current impact mitigation 2) sharing approved development plans – what is it going to look like? 3) timeline for completion and responsible parties.

We need an immediate temporary bikeway solution and bike detour signage. Central and 7th Avenue are not safe or practical alternatives, which are the only alternatives to cross the freeway. The proposed detours need to be evaluated by safety and traffic experts. We ask that a community member also be consulted as user input is needed. Additionally, parking lanes on 3rd Avenue need to be opened to parking, as businesses rely on them. Vehicles parked in bike lanes need to be ticketed.

A. Safety issues (these are also noted in section D, RAA requests)

- The streets and sidewalks need regular cleaning during construction (RAA has been asking for this since early November).
- Metal bike sculpture/art installations on 3rd Avenue are pointing against traffic and need to be turned 180 degrees ASAP.
- The goal should be to re-open existing bike lanes on 3rd and 5th Avenues immediately, wherever possible.
- Signage should be provided to allow 3rd Avenue bike lane north of I-10 to reopen immediately.
- The condition of 3rd Avenue from McDowell to Van Buren is dangerous and damaging to bicycles and vehicles. Some temporary resealing is needed.
- The 5th Avenue bike lane runs into a bump-out south of I-10 overpass. Signage should be provided, and the east side lane closure adjusted to allow 5th Avenue bike lane south of I-10 to reopen now.
- Bike lane on 5th Avenue (on the west side), south of Roosevelt Street does not have lighting. But the east side is brightly lit. So there is glare, making riding through this section dangerous.
- Per the roll-plot, there is a missing bump-out at the NEC Willetta & 5th Avenue.
- Culver Street and 3rd Avenue is a dangerous intersection. No stop between I-10 and McDowell. What type of intersection safety measures can be made at this intersection?
- On 3rd Avenue, vehicles are backing up as far south as Culver Street during rush hour. Second lane should be opened when active construction is not going on.

B. Communication issues

- Quarterly stakeholder meeting is not a sufficient or timely communication standard.
- There should be ongoing proactive communication with Roosevelt Action Association and residents or organizations that request it. Residents should not have to contact the Project Hotline for construction updates.
- To address these, we would like an immediate written update on the status of the entire project, from Streets Dept directly to residents (web update and delivered flyer).
- Bi-weekly meetings with RAA and streets and to phoenix.gov website.

C. Here are some specific construction questions that should be a part of the construction update at the 1/19 RAA meeting:

- When will 5th Avenue repaving commence? How quickly will restriping follow?
- When will 3rd Avenue bikeway between Roosevelt be completed? What will it look like? Please share images.
- What is the plan and timeline for completing the 3rd Avenue, Fillmore - Roosevelt section?
- What is the plan and timeline (temporary or permanent) for 3rd Avenue/Roosevelt intersection striping/lighting/light timing?
- When will the 3rd Avenue/Latham and Kenilworth HAWKs be activated?

D. RAA requests: Please address each as to specific actions that the city will take:

- The streets and sidewalks need regular cleanings during construction (RAA has been asking for this since early November).
- Metal bike sculpture/art installations on 3rd Avenue are pointing against traffic and need to be turned 180 degrees immediately.
- The goal should be to re-open existing bike lanes on 3rd and 5th Avenues immediately, wherever possible.
- Detour signage, lighting and/or other measures should be provided to allow 3rd Avenue bike traffic to travel safely across I-10.
- The condition of 3rd Avenue from McDowell to Van Buren is dangerous and damaging to bicycles and vehicles. Some temporary repair/sealing is needed immediately.
- Fifth Avenue bike lane runs into a bump-out south of I-10 overpass. Signage should be provided, and the lane closure adjusted to allow 5th Avenue bike lane south of I-10 to reopen immediately.

- Bike lane on 5th Avenue (on the west side), south of Roosevelt Street does not have lighting. But the east side is brightly lit. So there is glare, making riding through this section dangerous.
- Culver and 3rd Avenue is a dangerous intersection. No stop between I-10 and McDowell Road. What type of intersection safety measures can be made at this intersection?
- On 3rd Avenue, vehicles are backing up as far south as Culver Street during rush hour. Second lane should be opened when active construction is not going on.

E. Communication issues

- Quarterly stakeholder meeting is not a sufficient or timely communication standard.
- There should be ongoing proactive communication with Roosevelt Action Association and residents or organizations that request it.
- RAA would like to set a Roosevelt – Streets biweekly meeting for updates until project completion.
- Residents should not have to contact the Project Hotline for construction updates.
- Please address the questions here in a written update on the status of the entire project, from Streets Dept directly to residents (web update and delivered flyer).
- Bi-weekly updates to RAA board and to phoenix.gov website.

F. Construction process update. Here are some specific construction questions that should be a part of the construction update:

- How long does each step in the process take? For example, how long will it take to stripe after paving, and how long will it take for signage to be installed after the paving?
- How long after paving will 3rd Avenue bikeway between Roosevelt and Culver be completed?
- What is the plan and timeline for completing the 3rd Avenue, Fillmore to Roosevelt section?
- What is the plan and timeline (temporary or permanent) for the 3rd Avenue/Roosevelt intersection striping/lighting/light timing?
- When will the 3rd Avenue/Latham and Kenilworth HAWKs be activated?
- When will trees and landscaping be installed?