

McDowell Road Revitalization Project

7TH ST TO STATE ROUTE 51

PUBLIC MEETING
May 20, 2024



STREET TRANSPORTATION DEPARTMENT



PANELISTS

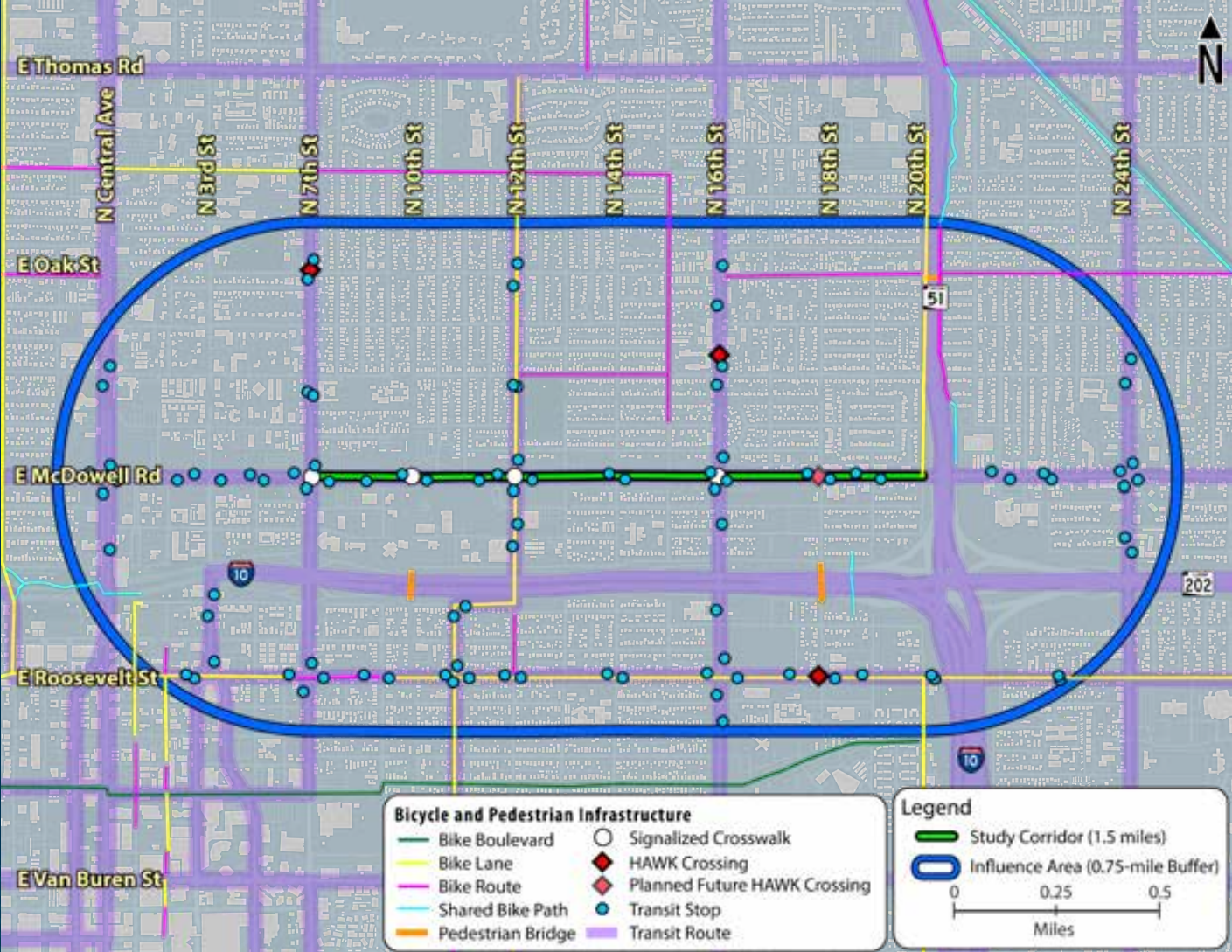
- **Joseph T. Brown**
Director, Street Transportation Department
- **Rubben Lolly**
Deputy Street Transportation Director, Design and Construction Management
- **Jorge Riveros**
Deputy Street Transportation Director, Traffic Services
- **Leticia Vargas**
Special Projects Administrator, Street Transportation Department
- **Carl Langford**
Traffic Operations Engineering Supervisor, Street Transportation Department
- **Marielle Brown**
Active Transportation Principal Planner, Street Transportation Department
- **Brandy Ruark**
Civil Engineer II, Street Transportation Department

WELCOME



Joseph T. Brown
Director, Street Transportation Department

Project Area and Study Corridor, from 7th Street to State Route 51



PROJECT OVERVIEW

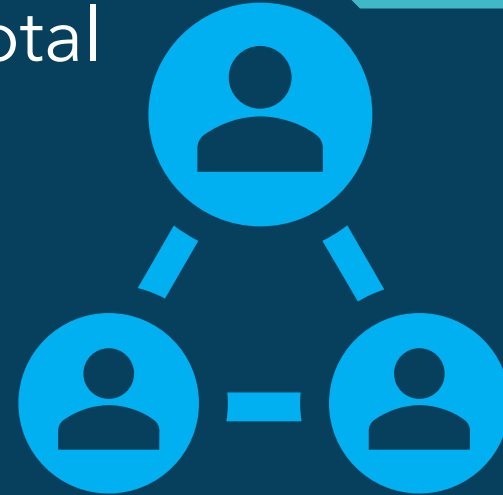
A COLLABORATIVE COMMUNITY PROJECT

- Concept assessments (completed)
- Concept option refinement
- Design and Construction not funded

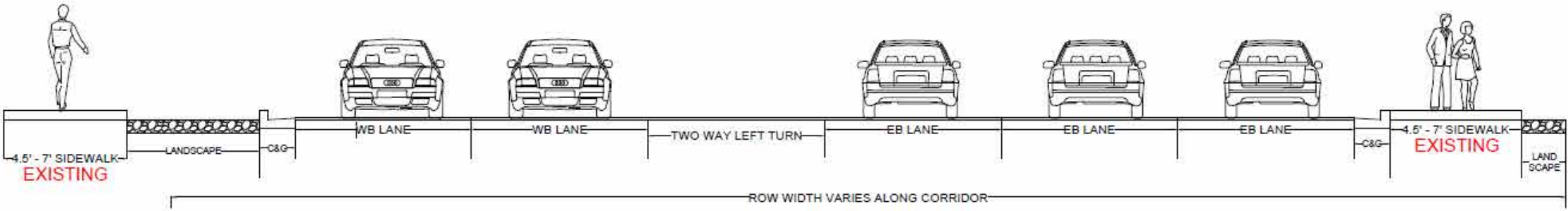


Public Outreach

- Three public meetings
- Two surveys with over 1,000 responses total
- Seven presentations to neighborhood groups
- Presentations at two coffee chats

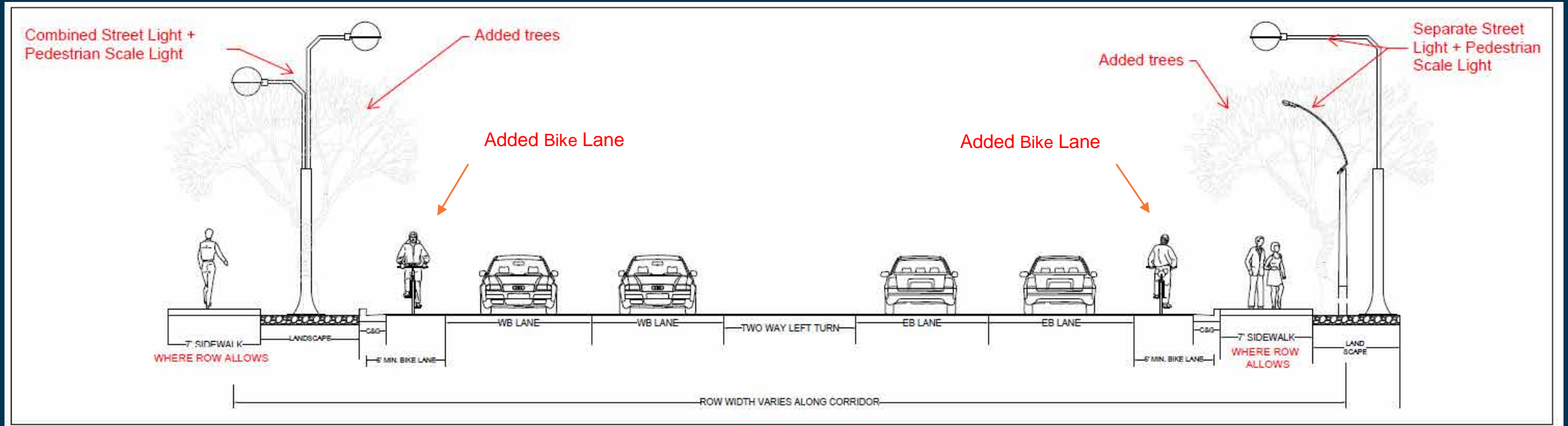


Existing Condition



Preferred Option from Survey

Proposed Road Restriping with Bike Lanes



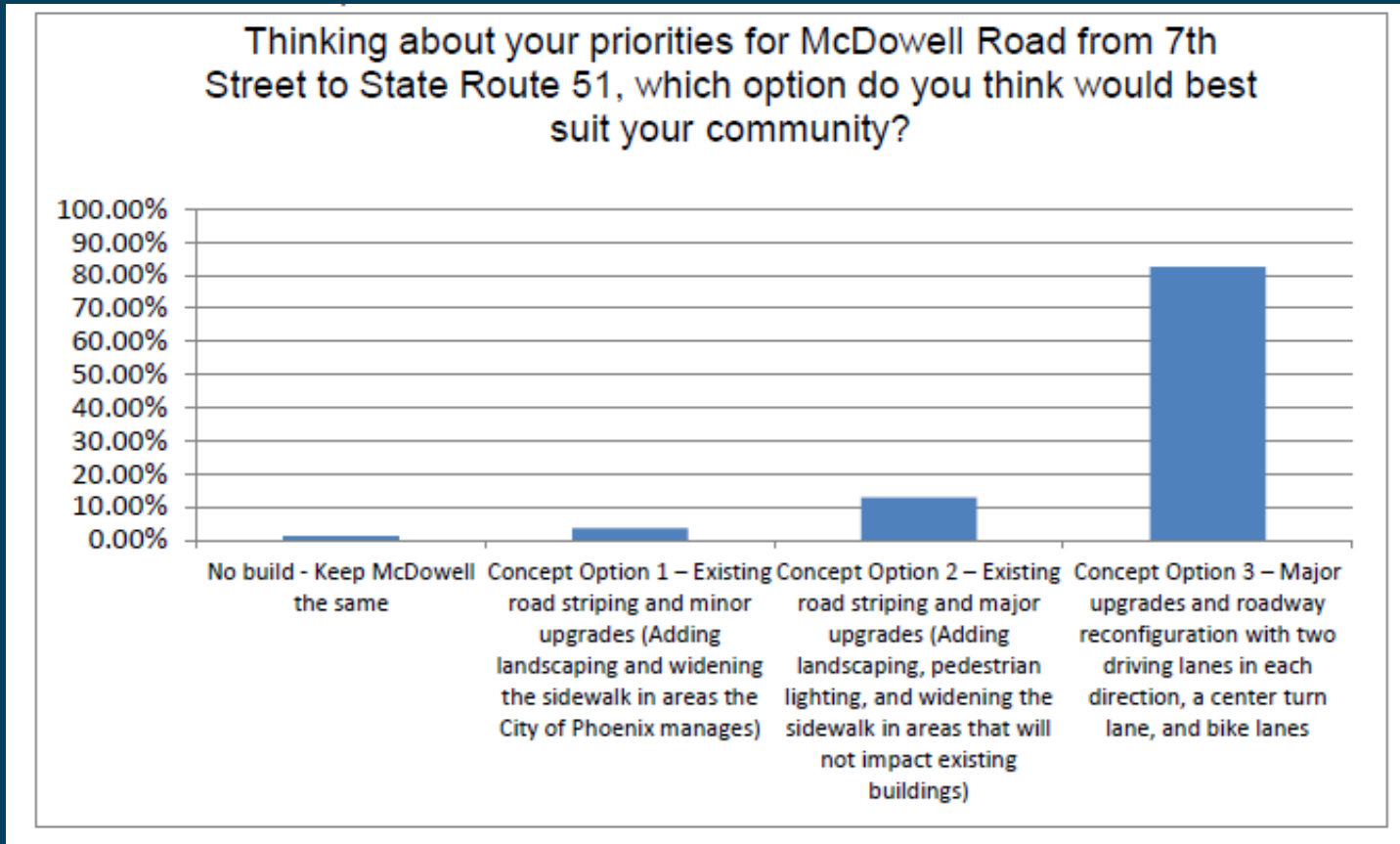
*Existing sidewalk widened to 7' utilizing existing City ROW/Easements and/or minimal ROW acquisition.

Preferred Option from Survey

Proposed Road Restriping with Bike Lanes

- Signal improvements
- Bus stop improvements
- Landscaping
- Pedestrian scale lighting
- Lane reconfiguration to remove one east bound driving lane
- Widened sidewalk where feasible

Results of 2nd Community Survey - Which Option Best Suits the Community?



670 Survey Responses

- Dozens of comments received indicated a need to consider more changes to Option 3.

Concept Option Refinement

Concept Option 3 to be re-evaluated based on community requests for:

- Protected bike lanes
- Widened sidewalk
- Deterred speeding
- Enhancing the aesthetics of the business area

Concepts for Consideration

Impact Icons Key



Trees and Shade



Bike Lanes



Rush Hour Traffic



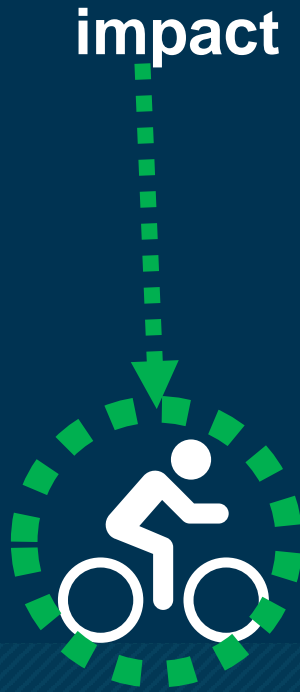
Sidewalk Widening

Impact Icons Key, continued

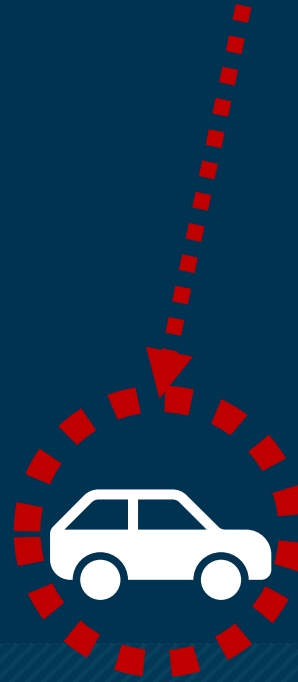
A green circle shows a large positive impact



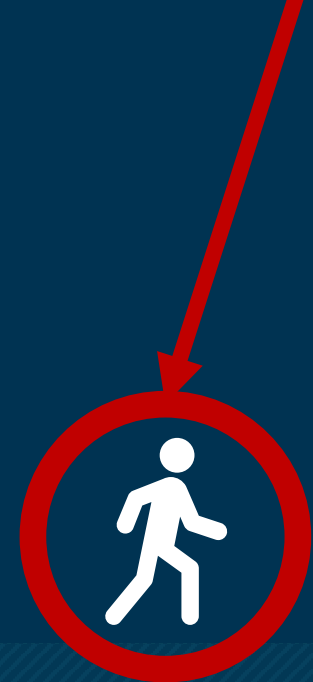
A green dashed circle shows a small positive impact



A red dashed circle shows a small negative impact



A red circle shows a large negative impact



Easement Requirements

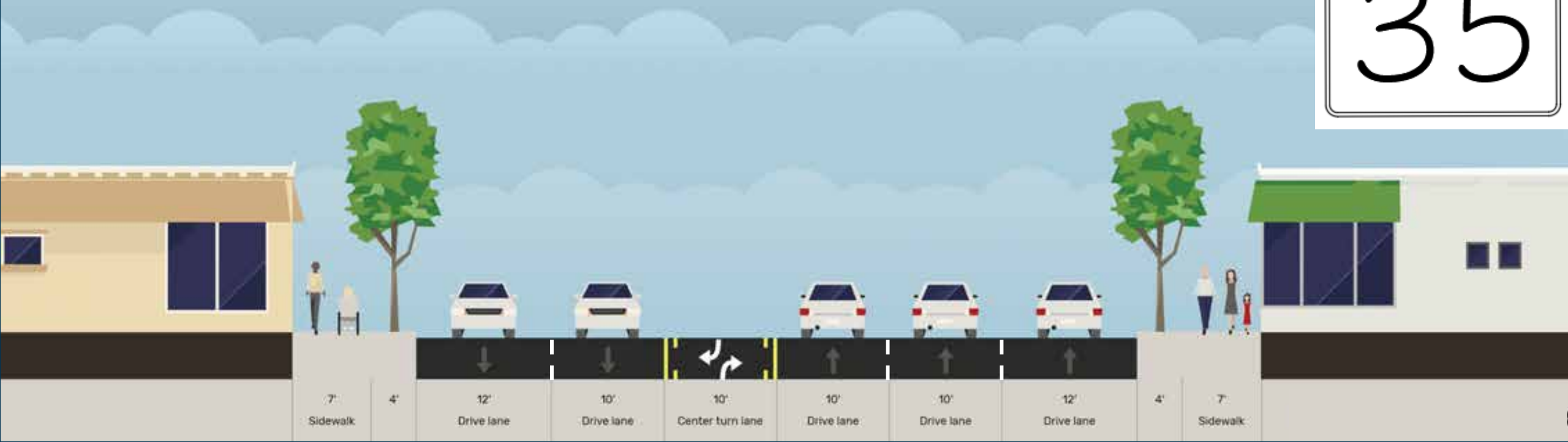
All Options:

- Require a 1-foot to 3-foot easement on each side of the street.
- Will not impact buildings.

Concepts that will not move the street curb

Option A

Typical Cross Section



* Pedestrian scale streetlights are also proposed

Some buildings are closer to street

Option A

Increased

- Street trees
- Sidewalk width

Decreased

- Project costs



Option B

Typical Cross Section



* Pedestrian scale streetlights are also proposed

Some buildings are closer to street

Option B

Increased

- Street trees
- Sidewalk width
- Bike lanes

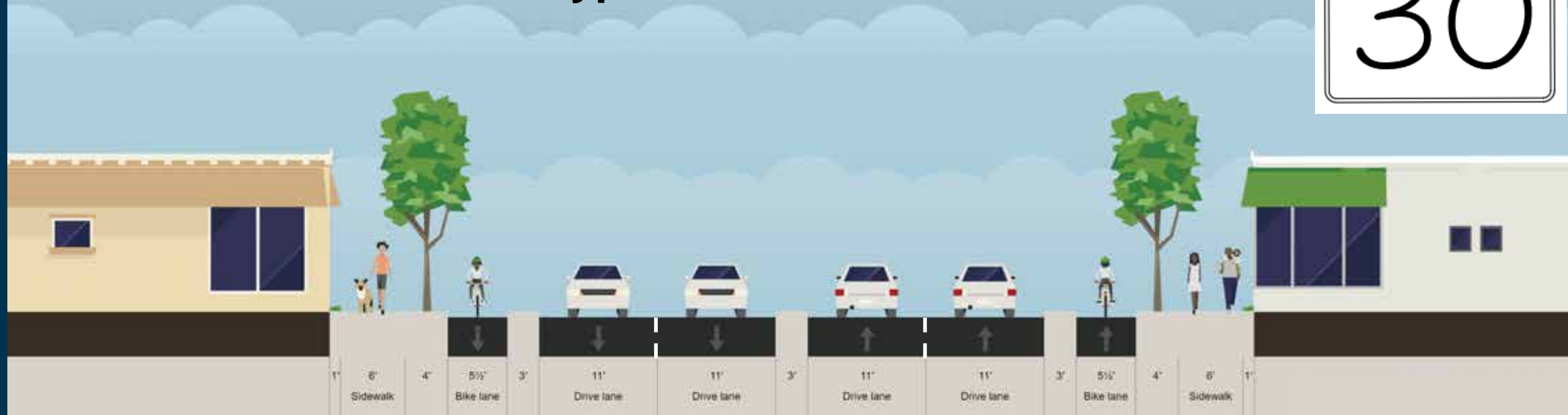
Decreased

- One driving lane
- Project costs



Option C

Typical Cross Section



* Stronger Need for Consolidated Driveways

Some buildings are closer to street

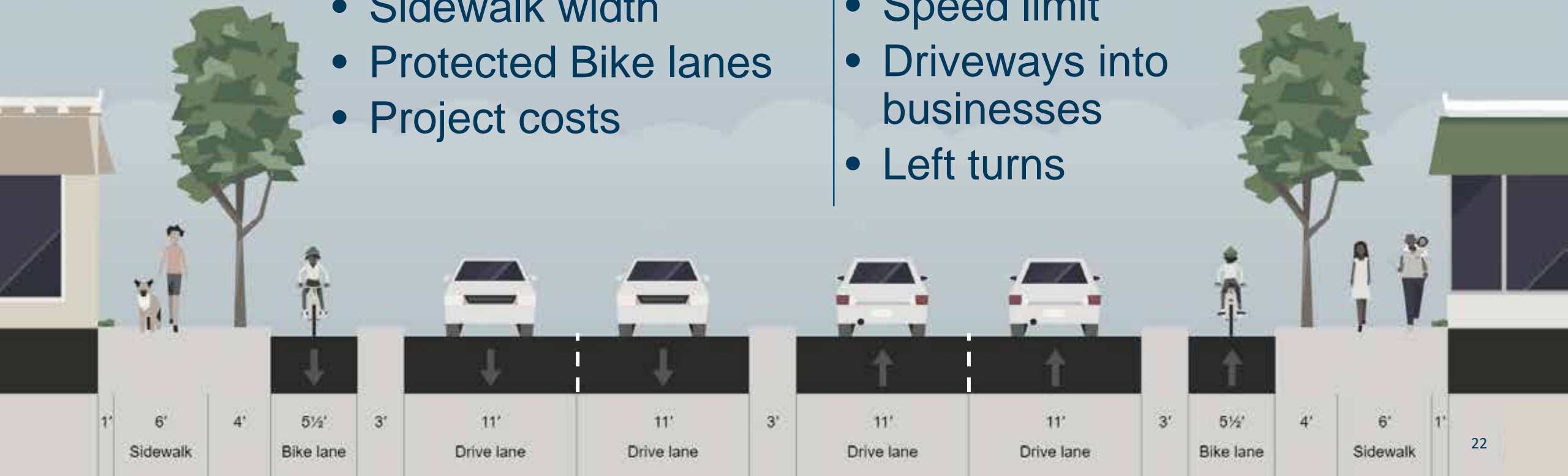
Option C

Increased

- Street trees
- Sidewalk width
- Protected Bike lanes
- Project costs

Decreased

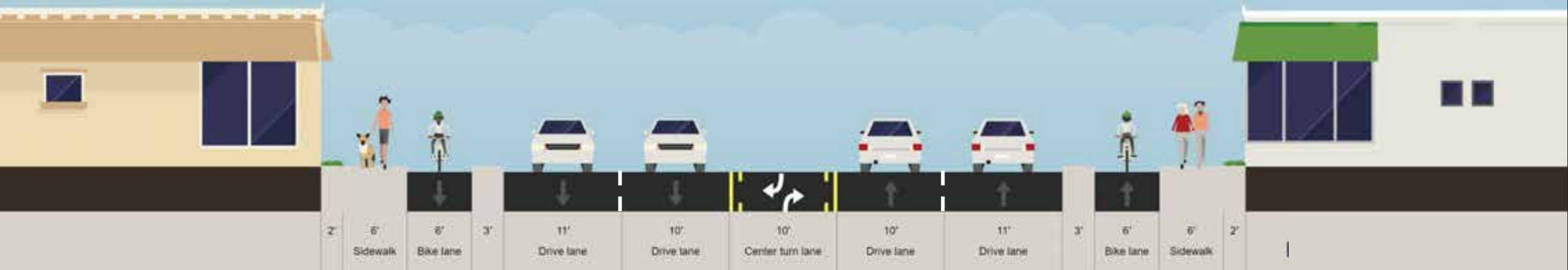
- One driving lane
- Speed limit
- Driveways into businesses
- Left turns



Concepts that will widen the street curb

Option D

Typical Cross Section



* Stronger Need for Consolidated Driveways

Some buildings are closer to street

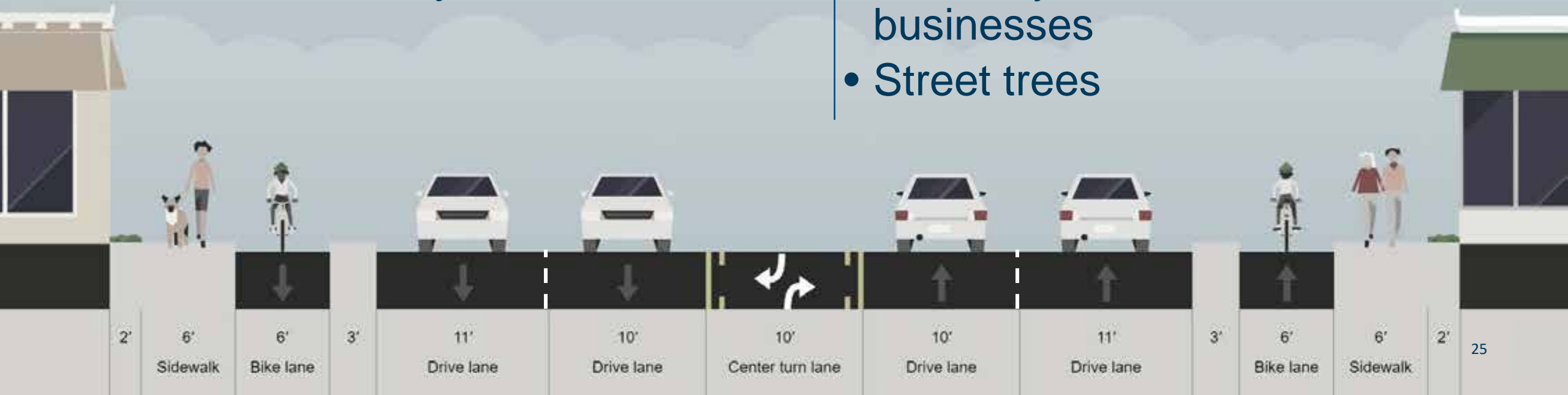
Option D

Increased

- Sidewalk width
- Protected bike lanes
- Project costs

Decreased

- One driving lane
- Speed limit
- Driveways into businesses
- Street trees



Concepts that will narrow the street curb

Option E

Typical Cross Section



Some buildings are closer to street

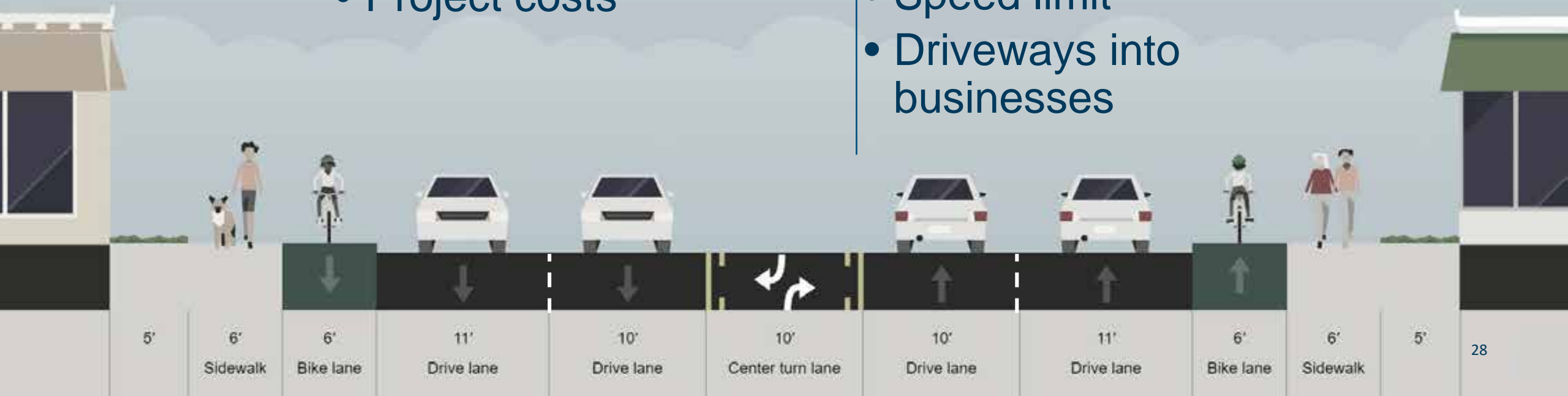
Option E

Increased

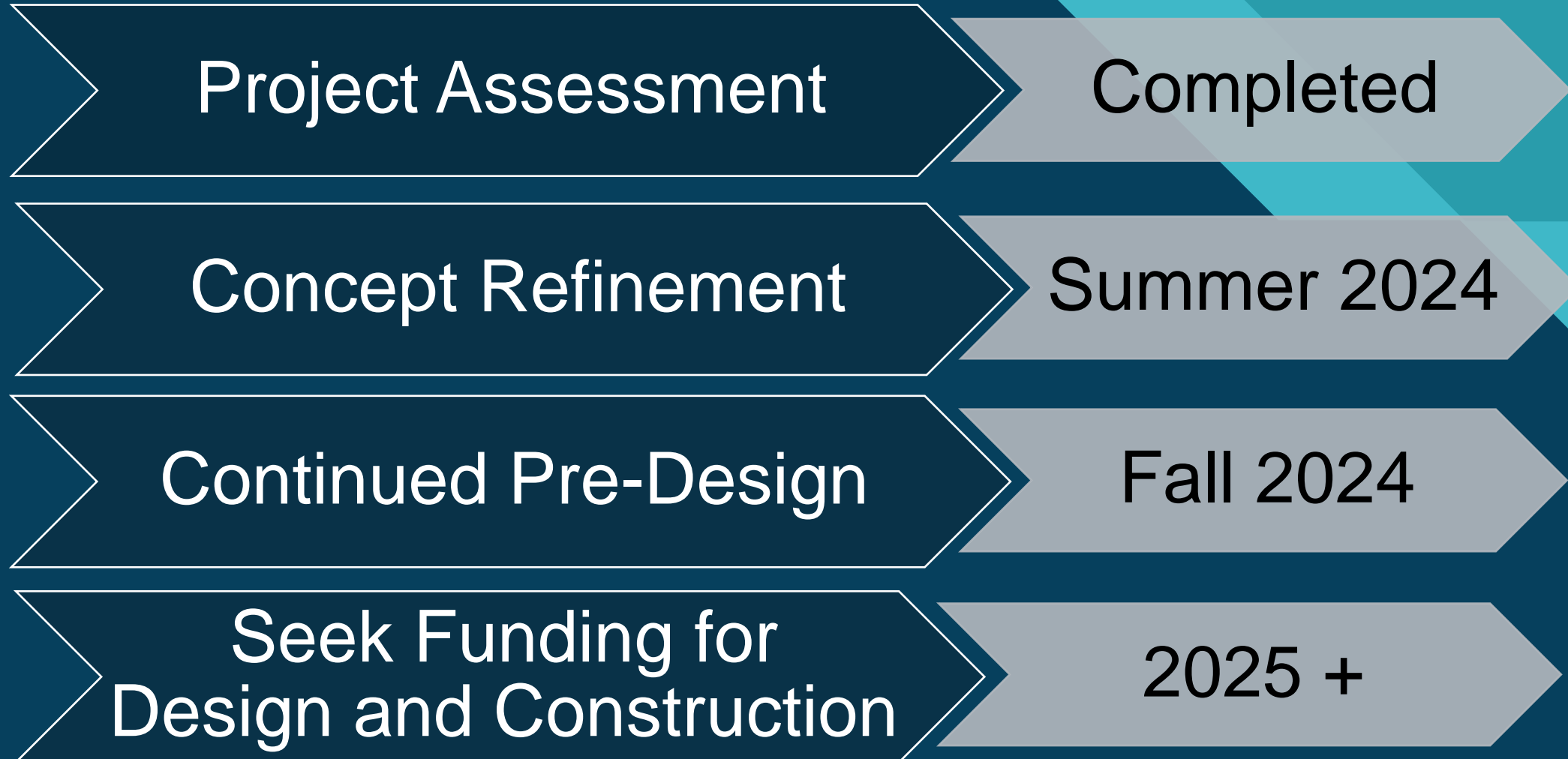
- Sidewalk width
- Elevated bike lanes
- Project costs

Decreased

- One driving lane
- Street trees
- Speed limit
- Driveways into businesses



Timeline



Next Steps

Please visit our website!

phoenix.gov/Streets/McDowell7to51

Continued Pre-Design – Fall 2024

Project Hotline [623-825-3444](tel:623-825-3444)



Questions

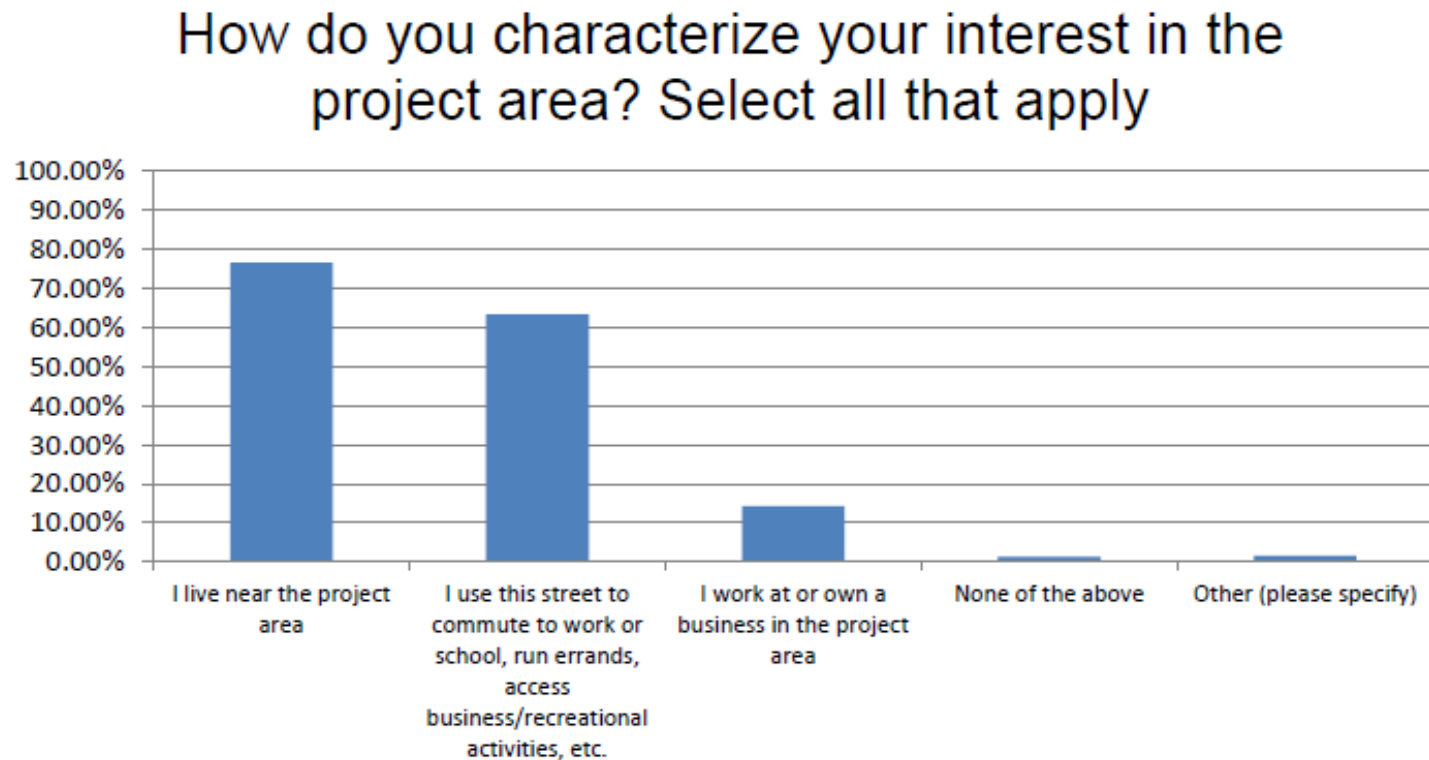
Project website:

phoenix.gov/Streets/McDowell7to51

Appendix

Results of 2nd Community Survey

- How do you characterize your interest in the project area?

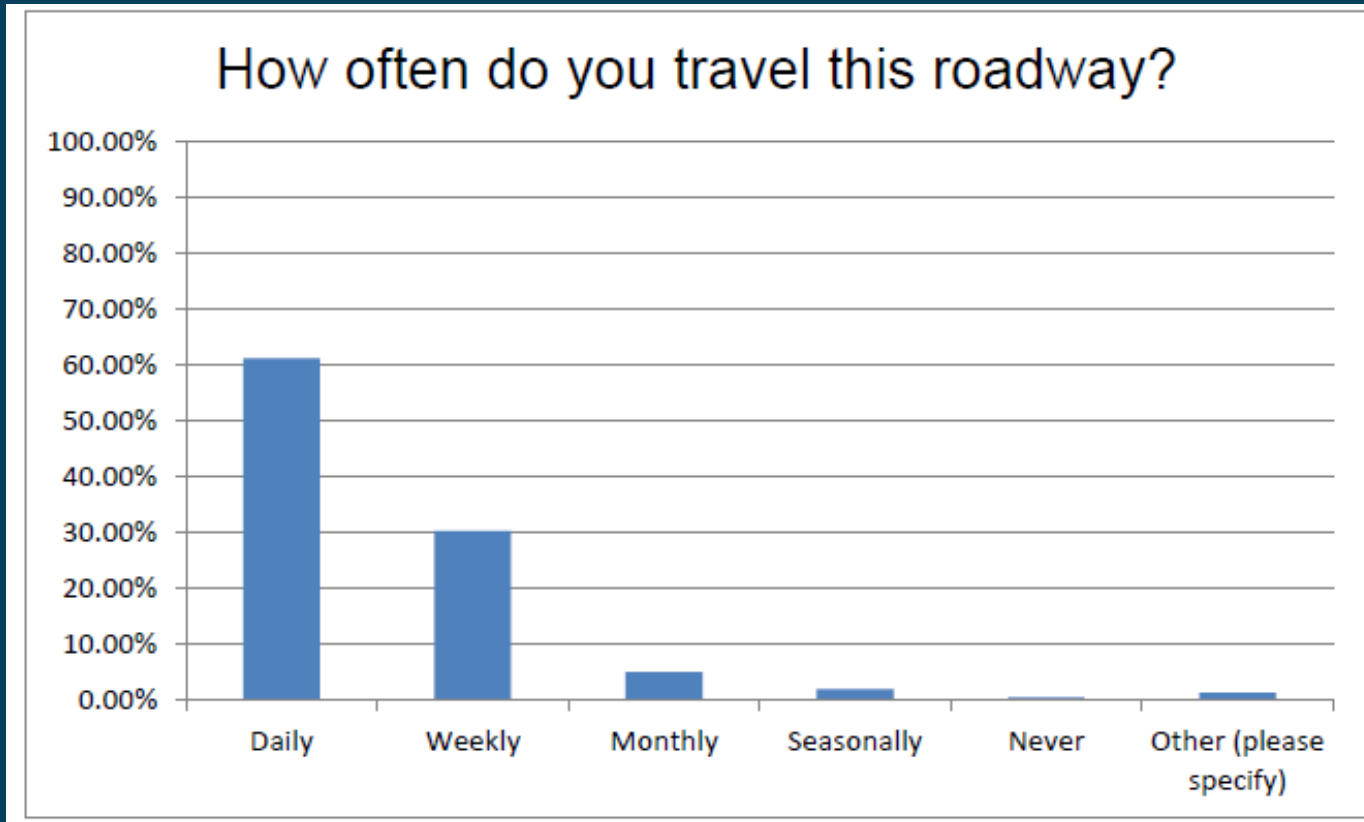


- Survey takers were prompted to select all that apply

701 Survey Responses

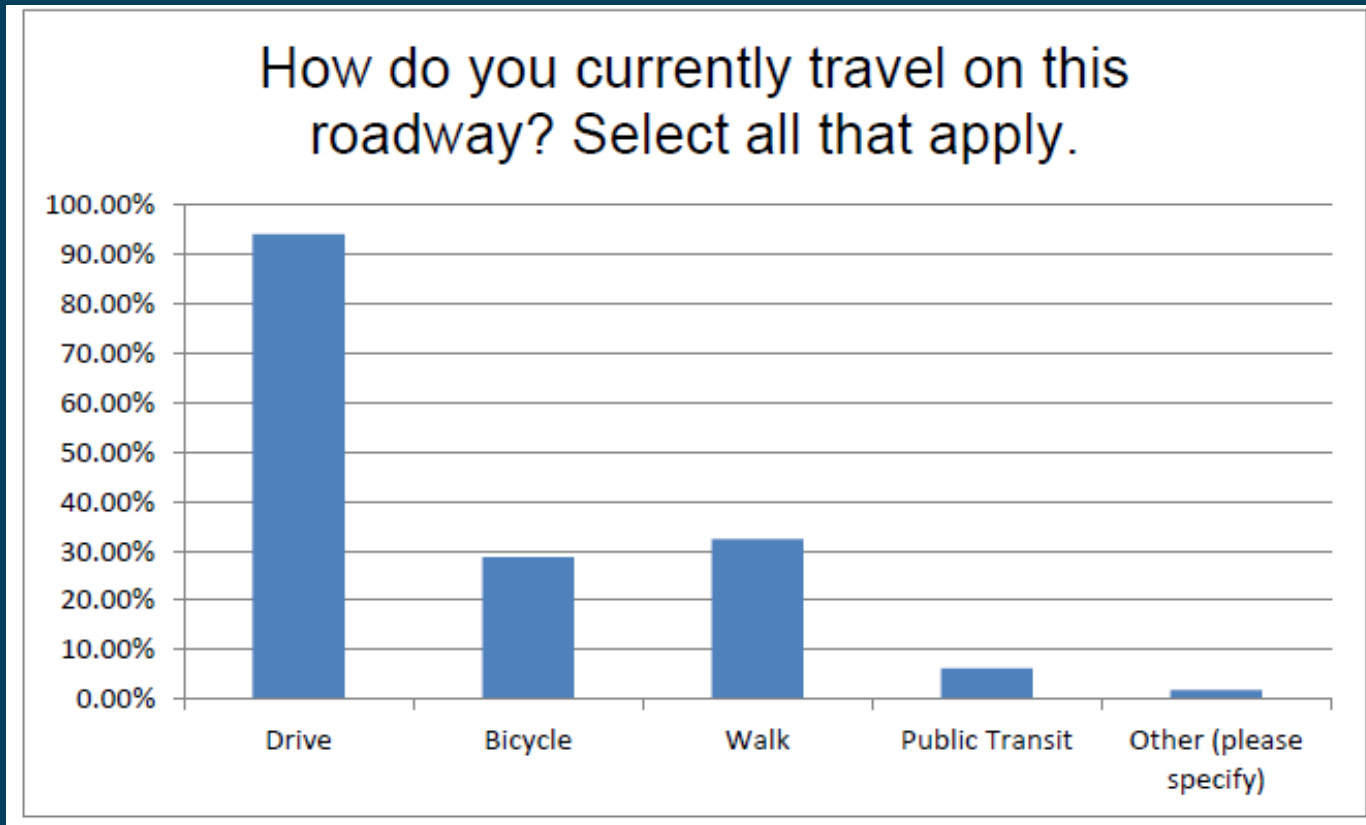
Results of 2nd Community Survey

- How often do you travel this roadway?



702 Survey Responses

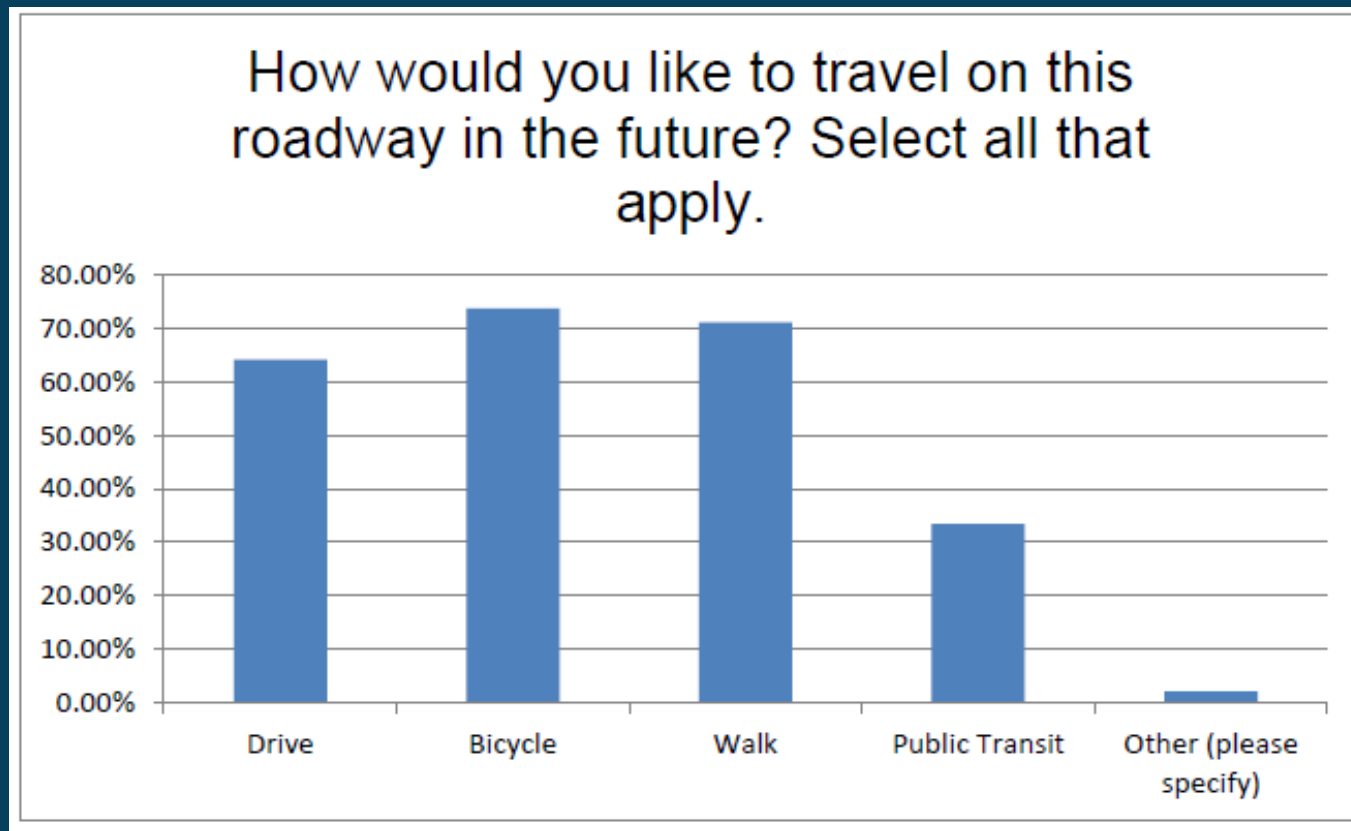
Results of 2nd Community Survey - How do you currently travel on this roadway?



701 Survey Responses

- Survey takers were prompted to select all that apply

Results of 2nd Community Survey - How would you like to travel on this roadway in the future?



702 Survey Responses

- Survey takers were prompted to select all that apply