



November 26, 2018

The Honorable Laura Pastor, Councilwoman  
City of Phoenix  
200 W Washington 11<sup>th</sup> Floor  
Phoenix, AZ 85003

Dear Laura:

Please find attached an approved document approved by the Willo Board of Directors further clarifying the WNA (Willo Neighborhood Association) request for 3<sup>rd</sup> and 5<sup>th</sup> Avenues.

We look forward to the future process of this important project for the neighborhood

Sincerely,

  
Dr. Robert L. Cannon,  
Willo Board President

### MAG's 3rd and 5th avenues study

In early September, 2018, MAG published a "multimodal" mobility report on possible improvements to the pedestrian and bicycling facilities on 3rd Avenue from McDowell Road north to the Grand Canal, and on 5th Avenue from St. Joseph's Hospital south to McDowell Road, with the segments in Willo considered to be the primary study corridor. The study was not tasked with measuring, or making recommendations for any changes with regard to, vehicle traffic. The study ranked five designs in a prioritization matrix [Table 5-1] according 10 factors that included neighborhood preference, continuity with facilities to the north and south, parking impact, potential for reducing vehicle speeds and traffic volumes, project timing, cost, and improvements to pedestrian and bicycling comfort levels.

Representatives from the Phoenix Streets Department and the private consulting group that was hired to produce the report met with the Willo neighborhood twice during the study period. They presented and gathered feedback about preliminary conceptual designs in early March, 2018. They presented their final report at a neighborhood meeting in mid-June, 2018. The presenters did a poor job of explaining the limited scope of their study, and were met with exasperation and frustration from all in attendance that Willo's preferred roadway configuration (one lane one direction for vehicles on 3rd and 5th Avenues) was not reflected in the designs on the presentation boards.

### Willo's ongoing streets concerns

Willo is an active neighborhood that walks, cycles and drives. The residents and Willo Board have been clear in their repeated official preference for one-lane, one-way vehicle traffic on 3rd and 5th Avenues. It is not uncommon to see vehicles speed through Willo streets, accelerate between speed humps, change lanes to pass "slow-moving" vehicles, turn left from the right lane, drive the wrong way for many blocks, and show a general disregard for pedestrians crossing the street. The lack of sidewalks on 5th Avenue north of Encanto is a concern for many residents. Families with strollers, dogs and their owners, runners, and pedestrians of all stripes are forced to walk in the parking lane or the bike lane on the west side of the street or in the travel lane on the east side of the street. Sharing the roadway with vehicles moving at 25 mph and above can be uncomfortable, especially in low-visibility conditions.

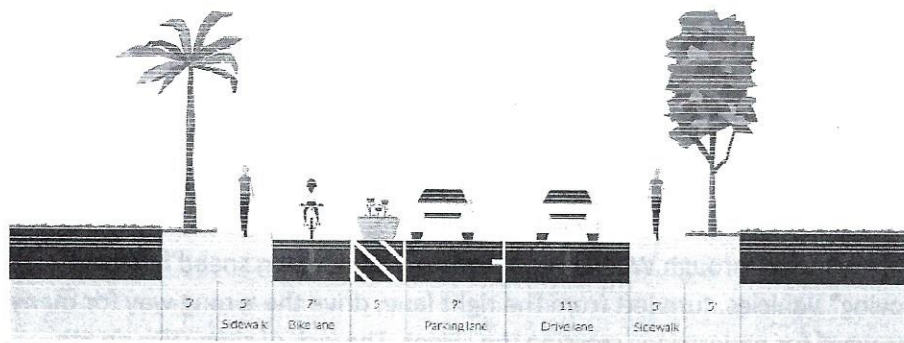
### Willo's reply to the MAG study

The Vision 3.5 Committee met on October 2, 2018, to discuss the MAG report. Here are our requests and recommendations:

- (1) One travel lane per street. Vehicles continue to exceed the posted speed limit of 25 mph when traveling through Willo, especially during peak commuter hours when drivers are rushing to get to work or to get home. We strongly believe that vehicle travel should be limited to one northbound travel lane on 3rd Avenue and one southbound travel lane on 5th Avenue. The traffic-calming measures currently in place (e.g., speed humps and roundabouts) are inadequate to slow drivers who repeatedly change lanes to pass drivers moving at a safe speed. Additionally, the removal of one vehicle travel lane on each street would remove the possibility of left turns from the right lane, and would likely reduce the occurrence of vehicles traveling the wrong way on our one-way streets.
- (2) Sidewalks on 5th Avenue. There is inadequate consideration in MAG's report of pedestrian needs on 5th Avenue between Encanto and Thomas, where only a few houses have sidewalks.

MAG's report addresses this absence with the creation of a shared bike/ped lane in the street [Figure 5-8]. Although there is an easement for sidewalks in the front yard of every house that faces or abuts 5th Avenue, there is considerable resistance from the owners of those properties to the placement of sidewalks in those easements. The roadway has plenty of room for sidewalks, raised to the height of the curb, to be added on both sides of the street. We recommend that the study's preferred designs in Figure 8-1 be replaced by a new cross section for 5th Avenue north of Encanto that would look like this:

## 5th Avenue (north of Encanto)

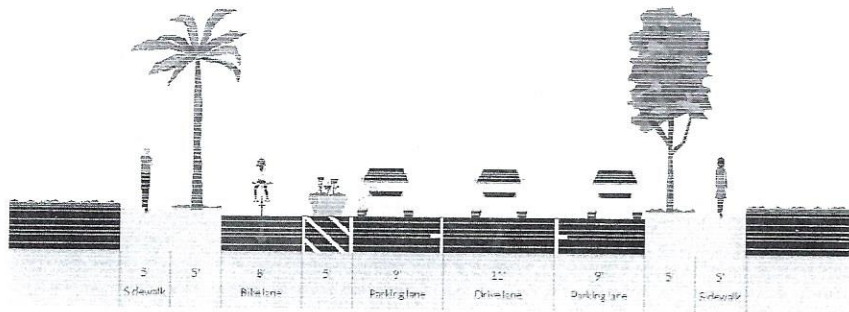


This design would accomplish many goals: raised sidewalks for pedestrians on both sides of 5th Avenue, with a wide buffer from vehicle traffic for the west sidewalk, a buffered bike lane for cyclists, a single travel lane for southbound vehicle traffic, and a parking lane for residents and visitors. (The parking lane could also be placed against the west or east curb.)

- (3) Additional parking on 5th Avenue. In keeping with this preferred change to 5th Avenue north of Encanto, we suggest that 5th Avenue south of Encanto include parking on both sides of the street, since in-street sidewalks are unnecessary there.

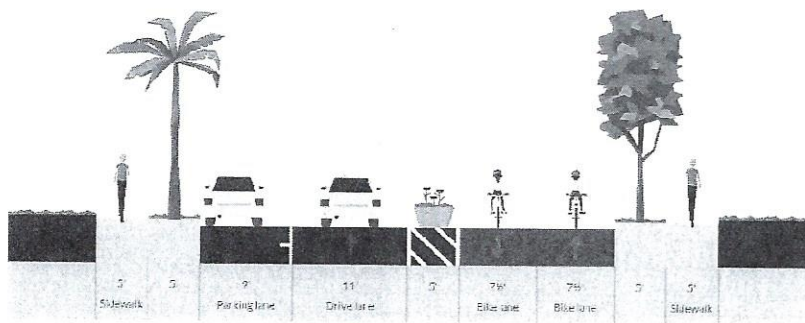


## 5th Avenue (south of Encanto)



- (4) Lane widths on 3rd Avenue. On 3rd Avenue, we like MAG's Option A2 [Figure 8-2], though we would hope to adjust the lane widths to keep vehicles moving at neighborhood-appropriate speeds. The two-way cycle track would connect to the two-way cycle track that is planned to run from McDowell Road south to Roosevelt Street.

## 3rd Avenue



- (5) Additional improvements. We would like to see the inclusion of pedestrian-scale lighting at appropriate intervals. The addition of "bump-outs" at intersections in the parking lane would shorten the roadway crossing distance, and would possibly allow for additional landscaping.

