

Public Open Houses

Summary Report

Date: February 25 and 27, 2014
Location: Arizona Commerce Authority
First Floor Reception
333 N. Central Avenue
Phoenix, AZ 85004

Handouts: Project Fact Sheet; comment card



Photo 1: Participants at February 25 open house

Meeting Summary

The Phoenix Comprehensive Downtown Transportation Study is currently investigating and analyzing potential near-term roadway, transit, bicycle, pedestrian, and parking improvements in the downtown area. Using the Central Phoenix Transportation Framework Study sponsored by the Maricopa Association of Governments, this study will develop and analyze scenarios and strategies during both event and non-event conditions. The study goals are to move people, build more livable streets, and enhance economic opportunities.

Recommended strategies have been placed in development scenarios identified for 0-5 years, and long range timeframes. Improvements included enhanced pedestrian and bicycle facilities, modifications to street directions and/or number of lanes, and redefinition of the way streets meet mobility needs. The study also investigates the effects of recommended improvements for potential enhancements to the current event traffic control that could be implemented prior to the 2014 baseball season as well as the NFL Experience events associated with the 2015 Super Bowl.

The purpose of this second round of public open houses were to review study work completed to date and provide input on a variety of potential scenarios to achieve the study goals. Participants were able to review numerous study display boards, talk to team members, and provide feedback via a comment card. Following is a summary of the comment cards received.

February 25, 2014; 4:30 to 6:30 P.M.

Participants: Nick Bueno; Brent Cain, ADOT; Bob Caravona; Karen Vonez Caraverra, Arizona State University; Joel Carpasco, City of Phoenix; Michelle Hale, Arizona State University; Ray Humbert, Arizona State University; Don Keuth, Phoenix Community Alliance; Cory Kincaid, Evans Churchill Community Association; Andrew Knochel; Donna Lewandowski, Arizona State University; Paul Loomans; Melanie Mac Eachern, Sustainable Communities Collaborative; Jo Mari McDonald, Phoenix Community Alliance; Jim McPherson, Evans Churchill Community Association; Will Novak, Phoenix Historic Neighborhoods Coalition;

Miguel Otarola, Downtown Devil; Lisa Parks, Phoenix Spokes People, Grid Bike Share; Courtney Pedroza, Downtown Devil; Marc Pearsall, Maricopa Association of Governments; Polly Anna Queen; Ed Sanchez, Arizona Commerce Authority; Mr. and Mrs. Herb Simonson, Phoenix; Romare Truly, FHWA; Feliciano Verz

Staff and Consultants Present: Mark Melnychenko and Ray Dovalina, City of Phoenix; Audra Koester Thomas, Partners for Strategic Action, Inc.; Amy Moran and Dan Marum, Wilson & Company, Inc.

Comments:

- It is time to consider moving central station to the historic railroad. The current location is becoming too crammed with bus traffic. The new station could accommodate the future light rail corridors on Central Ave south as well as future passenger rail on the UPRR line. This may provide bus relief in the core w/ signals and the planned light rail turn arounds. San Diego success fully has done this to link the coaster and both bus and light rail.
- There currently is no traffic control (stop signs) on 3rd/5th Ave on McKinley and Fillmore intersections. Traffic speeds on northbound 3rd Ave when the city and county parking garages exit at end of turns into a drag race. Accidents are prevalent at these intersections. Can stop signs be added at these intersections?
- 3rd Ave & 5th Ave between McDowell & Van Buren should be prioritized for 2 way flow. Until the ADOT HOV lane is constructed along I-17, 2-way traffic can still occur for the Express Bus service. There have been significant safety issues/accidents because of the 1 way traffic. This is a priority for the residential neighborhood.
- Didn't see any discussion of lane width reductions from the current over-wide lanes to fewer feet wide. Concern over any diversion of traffic from Central to a specific street like First rather than just pushing traffic to disperse on all streets equally. No plan to link ground bike lanes to others via Van Buren. No changes to high volume Van B traffic would limit the bike access/safety.
- Bike lanes are need on Central for the full length of the study area. More consideration should be given for segregating vehicular and bike traffic in place of sharrows. Bike lanes are needed on Roosevelt between the 7's. Parking should be allowed on more streets either in the form of parallel parking or back-in diagonal parking to account for bike safety. Crosswalks need to be created for 1st & 2nd St. across Fillmore and on the north side of Fillmore @ 2nd St.
- Road diets for the 7ths please! Don't close Central Ave between Washington & Jefferson. Central should be our Champs Elysee! Stop saying things like "arterial", "collector", etc. that's an outdated suburban way of thinking. Turn one ways into two ways where possible (Wash/Jeff & 1st/Central will likely remain one way). More bike lanes, especially PROTECTED bike lanes. Implement "GARP" (Grand Ave Rail Project). NO PEDESTRIAN MALLS—this isn't 1975! When Mercado is demolished, re-establish 6th St between V.B. & Monroe. You don't need 6-10 years to fix the 7's, I can you show you

how to do it tomorrow! Parallel parking is the pedestrians friend—don't forget! No more 15' lanes, 10-12' will do just fine. More painted crosswalks please. Ideal bike lane placement is b/w parallel parked cars & sidewalk, not on driver's side door of cars. We don't need pedestrian bridges that make people 2nd class to cars. Kill the "sunburst" plan.

- There should be a bicycle facility on Van Buren from 7th Ave to 5th Ave to connect NACTD/Grand Ave green lanes to SB 5th Ave.
- All good stuff. Thanks for the step by step explanation. I'd suggest a couple meet-and-greets where you make this same information (with any specific detail for a specific neighborhood) to that neighborhood (where large grouping of projects are taking place).
- 1. I like the idea of road diets on the 7's and would love to see them extended further north.
 2. I really love switching from 1 way to 2 ways. Yes, it will slow traffic and create congestion—good!
 3. Speed reduction city wide. Downtown and Central City traffic travels entirely too fast.
 4. Reverse lanes need to go away. There are so confusing and dangerous. The one of Roosevelt needs to go. It is unnecessary.
 4. 1st St. downtown looks like pointless money spent. As a bicyclist I see no improvement. Parallel parking, door zone markings, bike lanes on either side would have been a nice experiment. Bike lanes aren't necessary in much of downtown but on 1st St they would be good.
- Overall, glad you're talking about downtown. But this is missing much larger issues...doesn't address how people get downtown, why they're not always safe—feeling to bike or walk there. So you'll still have issues that people will just want to drive there. Also, these projects are a bit disconnected, so it lacks the key connectedness to make people feel safe using multimodal/bike/ped transportation!
- Bicycling—larger picture suggestions. Please be radical in your thinking about bicycle infrastructure so Phoenix does not get left behind in this regard! Consider protected bike lanes and cycle tracks! Road diets! Decisions need to be made at the expense of motorists sometimes—fewer lanes, lower speeds. Signal timing! Currently facilitates very high speeds. Signal sensors—currently, many don't sense bicycles riding via the sidewalk is cumbersome. Consider doing away with some sensors. Have signals automatically change to facilitate speed calming. No more ___ lanes at intersections (example 15th Ave)—bike lanes all the way to cross walk.
- I love the idea of putting the Sevens on a road diet, though I wonder what the four lane configuration would look like—I hope this change means elimination of the reverse lane; which is dangerous and confusing. (I've seen people doing the wrong way several times. Others use it as a high-speed lane—yikes!) I think the one way bike lanes on two way streets need more discussion and research. Would like to see how these work. If other

cities use these, what statistics look like? Speed reduction city wide! *** **NEEDS ENFORCEMENT!**

- Update city code! Encourage and reward multimodal development. Do not require so much parking—parking lots are not good for bicycling/walking—don't encourage multimodal. Please survey local businesses to see what they want—assumption made that all will want to cater to motorists but may likely welcome bikes/peds.
- Please consider making 4th Avenue between Washington and Jefferson a two-way street. Every day I see someone going the wrong way. Thank you for creating road diets in the plan.
- I support closure of Central Ave at Cityscape. Make a gathering place. I believe Third and Fifth streets should remain one way to car traffic.
- Generally I really like the proposed strategies. Would like to see 3rd/5th Ave & 3rd/5th Sts. converted to two way traffic earlier than 11+ years. I like the improvements to make 7th & 7th into gateways, but am concerned a reduction to 2 lanes in each direction will result in too much gridlock. Would like to see downtown circulator concept moved up sooner than 11+ years. What about better downtown parking management?
- Timeframe of Ph. 1 should be accelerated—0-5 years is too long to establish much-needed bike lanes and improved pedestrian infrastructure.



Photo 2: GRID bike used by a February 25 open house participant

February 27, 2014; 11:30 A.M. to 1:30 PM

Participants: Allen Gutkin, JAG Development; Trent Kelso, ADOT; Bryan Bazley, Roosevelt Row; Celine Rille, CityScape; Prasan De Silva, PCC Parking City of Phoenix; Quinn Vhissen, This Could Be PHX; Laurel Arndt, Parsons Brinckerhoff; Jeremy Stapleton, Synergy Design Lab; Lisa Hubbard, NSD-City of Phoenix; Greg Gonzales, NSD-City of Phoenix; Ryan Tempest, This Could Be PHX; Dan Klocke, Downtown Phoenix Partnership; Nicole Underwood, Roosevelt Row CDC; Rachel Chada, CityScape; Bob Fingerman, PCC-City of Phoenix; Krista Pacion, Resident; Ben Bethel, Owner-Clarendon Hotel; Lysistrata, NSD-City of Phoenix; Joe Bowar, Public Transit-City of Phoenix; Mark Davis, President-Roosevelt Action Association; Eric Johnson, City of Phoenix; JD Hanna, SES; David Bickford; Kenneth Steel, Maricopa County Public Health; Brian Fellows, ADOT; Lauren Allsop, ASU; Marci Hernandez, ACA; Christie Haggerty, Resident; Curt Kruger, Resident; Bithia Rathansamy, City of Phoenix District 5; Jorie Bresnahan, Transit-City of Phoenix; Wooder Browder, Phoenix Suns/DiamondBack; Scott Summers, CED-City of Phoenix; Vincent Lopez, Maricopa County Public Health; Katherine Coles, City of Phoenix; Miguel Manguia, Phoenix Convention Center; Jane Hart, Downtown Phoenix Partnership; Margaret Boone, Maricopa Association of Governments; Thomas Topero; Benjamin Gutkin; JAG Development; Sean Sweat



Photo 3: Participants February 27 open house

Staff and Consultants Present: Mark Melnychenko, City of Phoenix; Peggy Fiandaca, Partners for Strategic Action, Inc.; Amy Moran and Dan Marum, Wilson & Company, Inc.

Comments:

- Put the bike lanes between the street parking and the sidewalk. We are the only major city not doing this yet.
- Break up the super blocks in the avenues with streets.
- Expedite the 7th Street/Avenue road diets onto the 0-5 year timeline.
- Maintain vehicular traffic on Central (even if it is only one lane).
- Focus the 3rd Street Promenade efforts on protected bike lanes (as described above in the first dot point), instead of on pedestrians.
- Look at various forms of protected bike lanes to the right of parallel parking, planters, pylons, and curbs.
- Polk Paseo west of Central. Break up super block.

- Reach out to Richard Stanley or ASU Real Estate Department about one-way First Street.
- Signage/Road paint at WB Roosevelt for left hard turn onto 4th Street.
- Think in terms of (options) vs. alternatives; equal weight when thinking in “options.”
- Put 5th Avenue connection/extension between Jackson and Grant onto radar to start addressing with train and developers so community connection is established on a pedestrian slate.
- Potential bike lanes – like the 3rd/5th Street/Avenue proposals.
- Shift downtown exit traffic from Roosevelt at 7th Street to Van Buren and Fillmore at 7th Street.
- Make 3rd Avenue 2-way prior to 11 years!
- Do not make pedestrian only mall on Central. Maintain some level of car traffic!
- Make 3rd Avenue 2-way as soon as possible – definitely to Washington instead of Jefferson in the next 5 years.
- 5th & 3rd Avenue 2-way traffic flow – move to Phase I.
- Neighborhood Circulator in Phase III should be included earlier, please.
- Please look at narrowing Van Buren over the long-term. This is an important east-west street and could catalyze for economic development. Plus given the improvements to Grand Avenue and the proposed changes to Van Buren east of 7th Street (RePHX). It would leave cyclists attempting to find another route. Plus, it cuts downtown in the half and a critical street from an urban design standpoint.
- Please provide handouts of maps at next public meeting or send a link via email.
- This comprehensive transportation project is essential to the growth of downtown Phoenix. In the presented materials the flow of traffic (transportation) looks outstanding. The bike lanes add to the maturity of Phoenix. Great job.
- I like the focus on making downtown more living friendly for families, bicyclists, and pedestrians. I would like to see a comparison of current traffic to anticipated traffic. For example, if a one-way street is being converted to a two-way street, will the traffic increase or decrease? Without more information on how changes will decrease traffic, I am opposed to changing one-way streets to two-way (instead of rush hour traffic one time/day, it would 24/day). However, I'd like to know if numbers support the assumption that we would have twice the traffic/day. Thank you for soliciting feedback from residents.
- Present concern: I live on Portland and 3rd Avenue. We need more directional signs or painted directional arrows on the street. People regularly make left hand turns from the right lane and in the process cut off vehicles in the left hand lane vehicles regularly drive the wrong direction down 3rd Avenue.
- Get a lot of cut through traffic on Portland Street from 3rd Avenue as a short cut to the freeway. Concerned this will increase cut through traffic when 3rd and 5th Avenues turn into 2-way.

- Years 0-10: Emphasis pedestrian/bicycle corridor between ASU downtown campus and Hance Park.
- Currently there are frequent accidents on 3rd Avenue south of Roosevelt due to cars turning across lanes onto side streets not knowing they are in a one-way road. I strongly urge use of pavement directional arrows. See Photo 4 graphic to right.
- Extend light rail to West Valley by stadiums.
- Where are protected bike lanes?
- Is there discussions about Central Avenue becoming a “complete street” or eliminating traffic altogether and incorporating only public transportation, bike and pedestrian?
- Bike lane on Central next to light rail.
- Bike share needed in Garfield area/9th Street & Roosevelt.
- Sharrows are a great way to educate drivers about bicyclists using the road. They can be broken up and fill in the east-west streets between the major bike routes.
- A bike lane down Central Avenue will help connect mid-town and downtown.
- We need bike shares to the east in Garfield area.
- Protected bike lanes.
- Green bike lanes.
- I think painting the names of the streets in the crosswalks (like 1st Street) creates a great sense of place and give Phoenix something unique – do them everywhere!
- Artistic features built into the streets through publically solicited art (like the crosswalks on Grand Avenue that are painted with art showing the flavor/history of the area).
- 3rd/5th Avenues – accelerate implementation of safety measures immediately. I witnessed last week’s fatality on 3rd Avenue. Inaction will result in more suffering.
- Prepare for shared autonomous vehicles, where 10 people will share vehicles and their costs, bringing point-to-point transportation to the masses for \$100-\$200 per month unlimited. It will be cheaper, faster, and more convenient than bus systems, eliminating the need for cities to operate bus systems by 2025.
- Prepare for increased utilization of 20-35 mph electric bicycles. Again faster, cheaper, and more convenient than public transit, reducing ridership.
- Without keeping buses spotless, safe, clean and odorless, ridership will decline as FAVs and e-Bikes, become more affordable, effective, and prevalent.
- Consider routing Grand Avenue traffic at 19th/McDowell south on 19th to Washington/Jefferson for maximum capacity routing.
- Remember – you can have a private driver on demand for \$200/month, everything included – transit can cost almost as much, and will increase in price while driver on demand will hit \$100/month in about 2 years. Who would take a bus and why?
- Things are changing – faster than you are planning, all of your works, sorry to say, will be obsolete before next 2-3 years. You must learn from China and Southeast Asia – decide

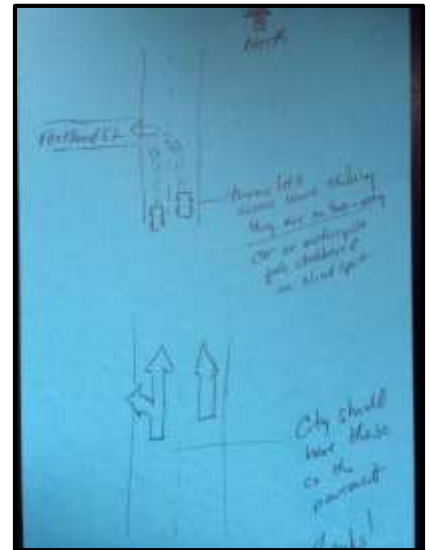


Photo 4: Participant graphic

on projects and take action immediately, or all of this work will be in vain – stripes, signs, paint, and meters should take less than 30 days, not “11+ years” – that saddens me.

- Related to the 5-10 year plan board: Improvements to the 7th street/I-10 entrance ramp were shown to address congestion at the ramp meter. Any recommendation affecting the ramp/interchange operation as it relates to freeway flow should be fully investigated from a modeling/traffic operations standpoint prior to implementation.
- Great study. Phoenix Downtown Housing Department doesn't require garages on housing so public transport is the answer.
- Don't forget Union Stations and the Central City South around Grant Street when dispersing stadium traffic.
- Alter the intersection of 5th Street and Fillmore to enhance safety. Get rid of the pointless triangle on the east side. Prevent cars from making kamikaze moves from Arizona Center garage to eastbound Fillmore.
- 3rd Street – why omit a northbound bike lane e/w Jefferson & Portland? Make it continuous through all downtown.
- Conversion of one-ways to two-ways – yes please. One-way streets confuse motorists and encourage speeding.
- Road diets on the 7th Street/Avenue – yes please. Let's accelerate this to Phase I.
- “Event Management Plan Enhancements” – It is time to sunset the Sunburst. Stop treating the end of a ball game or a concert as a natural disaster requiring a rapid mass evacuation. Let traffic find its own way. Phoenix is being silly and suburban by clinging to this idea.
- Not in plan but worth considering: Fillmore has more capacity than it needs. Eliminate one travel lane in each direction and then replace the sharrows with protected bike lanes – an element that is sorely lacking in this plan. Put bike lanes on Van Buren to connect to Grand Avenue green lanes at 7th Avenue.
- 1st Street is a major bike corridor from north of McDowell south. Rerouting cars onto 1st would eliminate the safety quality of that existing route.
- Provide district parking to free space for complete street and development.
- Improve ____ of Central City south to downtown 1st Avenue to 15th Avenue.
- Why so many bike share stations on McDowell? Not the best bikeway: too much car traffic. Where are the trip generators?
- Provide e/w bike lane between Jefferson and Buckeye.
- 7th Street bike lane needs wayfinding or continuation north; ditto for all routes that jog to other streets like 3rd Street northbound between Jefferson and McDowell.
- 3rd Street bike lanes at I-10 Interchange are not preferable without separation and paving improvements.