

## Public Comment/Response Matrix From 6-20-18 Open House Meeting

Comments—Safety	City of Phoenix Response
Have speed be 30 mph or less the whole length of the project.	Done, speed limit was reduced to 25 mph.
Pilot study/temporary cones or markings before hard build.	Thank you for your comment.
Add crossing for pedestrians at 5 <sup>th</sup> and Culver on north side.	Evaluating south leg crossing with Traffic Services Department.

Comments—Aesthetics	City of Phoenix Response
Would also like for the City/neighborhood to look into creating a mural or similar public art project along the ADOT bridge to improve the aesthetic of the walkway.	Art Department question
A lot of curb extensions are being proposed. Would be nice if the final design treatment and vegetation used within the curb extensions reflects the aesthetics of the adjacent properties, especially the historic character of historic neighborhoods	Match in-kind

Comments—Landscaping	City of Phoenix Response
New bulbs/ROW should maintain turf and hardscape consistent with historic Roosevelt neighborhood. Not gravel.	Done
I'd like to see additional landscaping—especially that creates shade—in any of the bump-outs or buffer spaces that will support it.	
Looking good—just want more, more, more! Extend into Willo (only <u>one</u> car lane), more cycle track, need bike lanes on Wash/Jeff to link up with those further east, shade trees along bike routes, landscaping (not concrete!) in bump-outs.	City of Phoenix will Match in-kind.
Don't add to urban heat island with too much hardscape.	Thank you for your comment, City of Phoenix will match in-kind.
Landscape is better than hardscape.	City of Phoenix will Match in-kind.
Consider adding trees in the larger median islands, and also at curb extensions wherever possible.	City of Phoenix will Match in-kind.
Discussion of additional landscape and set-back requirements that are asked for when providing curb-inset parking. Developers would like to know process/who to contact for revisiting this aspect of the City design standards (i.e. parking space width + 5' for sidewalk + additional 10' landscape)	Zoning & Planning Department Discussion

Comments—Bicycles	City of Phoenix Response
Please ensure there is an easy bicycle route northward from 5 <sup>th</sup> Ave to 3 <sup>rd</sup> Ave with bike <u>lanes</u> not just shoulders.	Thank you for your comment – northward is not a part of this project.
At least paint protected (2 ft at least) along the whole project. Create <u>bike lanes</u> on streets, not just shoulders.	Buffers will be added where existing width is available.

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Comments—Bicycles	City of Phoenix Response
A cycle track that only spans 1-2 miles seems like a waste of resources; please make it longer or not have it at all.	Thank you for your comment.
I like all the green paint!	Thank you for your comment.
Have car lanes be 10 ft wide, so as to allow for painted protection on bike lanes.	Lanes are being reduced.
Need access for southbound bikes north of McDowell to get to 2-way cycle track.	Trailblazing for Southbound 5th Avenue @ Lynnwood to 3rd Avenue.
Thank you for the cycle track with buffers. I look forward to trying it out.	Thank you for your comment.
Protect bike lane on 5 <sup>th</sup> .	Buffers will be added where existing width is available.
Make ADOT improve safety for ped/bike at their interface on 3 <sup>rd</sup> near McDowell, need bike-triggered signals and easy way to get to southbound bike lane from Willo. Also bike-triggered signal at 3 <sup>rd</sup> /Roosevelt, especially for southbound.	Thank you for your comment, request is not part of this project.
Need <u>protection</u> for lanes south of Roosevelt.	Buffers will be added where existing width is available.
Add Grid station at 3 <sup>rd</sup> /McDowell or Lynwood (south side)	Contact City of Phoenix Planning Development Department (PDD) Bike Program.
Where possible, put bikes next to curb and parking between bike lane and car lane.	Only one (1) location near McDowell Road and 3rd Avenue.
Make better bicycle connections on Roosevelt corridor to connect to project.	Thank you for your comment.
Study longer track option.	Evaluation was completed proceeding with proposed design options. Please contact Planning Development Department (PDD) for additional questions.
I wish the cycle track would continue south of Roosevelt (3 <sup>rd</sup> Ave)	Thank you for your comment.
On 3 <sup>rd</sup> Street – what type of barrier will be alongside the cycle track?	City of Phoenix is evaluating.
Look at adding pylons or some sort of vertical separation along the 3rd Avenue bike lane section, from Roosevelt Street south.	Flex post will be added on 3 <sup>rd</sup> and Fillmore to Van Buren, not the full length, because we don't want to impact D/W or on-street parking.
Need green ladder pavement marking through the I-10 merge area south of Kenilworth school.	City of Phoenix is evaluating the ladder pavement.
Questions regarding bike travel through the McDowell intersection, connecting to future facilities to the north.	They will connect to North.
RAA would like to receive additional information on the design plan for bike lanes on Roosevelt Avenue.	Traffic Services question
Discussion of the green dashed bike/car merge area north of school but not south. (i.e. – add dashing across the merge area for the I-10 right-turn)	City of Phoenix is evaluating ladder marking for D/W & merge area.
Wondering why the southbound bike lane is staying on 5 <sup>th</sup> Avenue south of Roosevelt?	Existing residents requested to keep the bike lane

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Comments—Bicycles	City of Phoenix Response
Would like to see cycle track extend south of Roosevelt.	Limitations include 34 feet street width constraint, face-of-curb to face-of-curb, number of access points/driveways, need to maintain security parking along east side of block north of Washington, existing 12 inch curbs. Also, discussed new Light rail project between Washington Street and Jefferson Street. Details impacting bicycles include rail turn around area, with boarding platform, to be located on west curb; two-way vehicular traffic to be implemented on the Washington Street-Jefferson Street block; northbound bike lane to be provided on east curb – details as part of Light rail project. 3rd and 5th project providing southbound bike lane on 4th Avenue as interim design, but may be permanent solution depending on final Light rail design.
Why is the City doing a cycle track on 3 <sup>rd</sup> Avenue vs. on 1 <sup>st</sup> Avenue? Also, why is the cycle track segment only for a short stretch? Why not mirror the one-way bike lane treatment proposed for 5 <sup>th</sup> Avenue?	3rd Avenue is primary Bike Corridor
5 <sup>th</sup> Avenue bike lane – Is some sort of raised marker needed so that cars won't try and drive in the extra wide bike lane?	Buffer pavement & Flex Post
North of Roosevelt on 3 <sup>rd</sup> Avenue – why not have traditional bicycle lanes?	We have cycle track north of Roosevelt Street

Comments—Roadway	Response
Between Van Buren and Fillmore, is there a plan for where the streets will intersect the planned east-west "paseo"?	This is a Planning Development Department (PDD) question.
Please ensure max amounts of design elements to slow/reduce the focus on exclusive use by personal vehicles.	Narrowed Lanes is a form of Traffic Calming to help slow down cars.
Need transition on 3 <sup>rd</sup> Ave north of McDowell to prevent drivers from treating 2 lanes as a freeway.	Thank you for your comment, request is not part of this project.
Keep 2 lanes of traffic.	Circulation was finalized at study phase.
I look forward to seeing these roadway improvements extend northward through Willo and beyond.	Thank you for your comment.
No jog between wash and Madison!! For bikes, or cars!	Thank you for your comment.
Ensure safe transition at 3 <sup>rd</sup> /Roosevelt intersection. Short wait times, because impatient people may turn or go through intersection before allowed.	Contact City of Phoenix Traffic Signal Department.
Transitions at McDowell are OK <u>for now</u> . Need to accelerate Willo and it <u>must be one lane</u> with sidewalks on 5 <sup>th</sup> between Encanto and Thomas. Cycle track too!	Contact Planning Development Department (PDD) for additional questions.

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Comments—Roadway	Response
Please consider a “parking ends here” sign at least 10 feet from our driveway at 343 W. Lynwood St near our driveway on 5 <sup>th</sup> Ave. Lois Francis, Homeowner.	Contact City of Phoenix Traffic Services Department
Ensure it’s 25 mph if non-buffered/protected lanes.	Done
Northbound vehicular queueing south of McDowell is problematic. Re-examine curb extension design for access to left turn lane.	3rd Lane to accommodate right-turns will cause additional concerns for cycle track/bicycles. This will eliminate the buffer.
Consider signage coming out of alleys and ONE WAY wording on street pavement to emphasize one-way traffic flows.	Maintaining the existing signage and adding signage, will not be adding 1-way on pavement. Wrong Way signs are being added where they are needed.
Would like to see use of ONE WAY wording on the pavement as an interim solution until the project is narrowed to one lane.	Traffic Services Question
Lane widths – 11 feet minimum for any lanes used by bus travel	Buses don’t go north of HOV on 3rd and 5th Avenue. 11 feet provided for existing Bus routes
Turning radii – reviewed plans to ensure bus movements are accommodated at intersections, particularly right turn off of Roosevelt, heading north onto 3rd Avenue, and southbound 5th Avenue, turning left onto Van Buren	Reviewed and adjusted as needed
At 3 <sup>rd</sup> Avenue and the I-10 ramp – emphasize the stop bar or other measures to discourage cars from pulling too far out into the intersection/into path of turning buses.	ADOT to address
Wrong-way drivers are not a problem and any speeding issues should be addressed with speed bumps as done in Willo neighborhood.	Thank you for your comment, request is not part of this project.
Concerned that the current curb extension and median design will put traffic onto Linwood as a cut-across to Central Avenue.	Thank you for your comment, request is not part of this project.
Traffic queues to turn onto McDowell mainly backup only in the 6:30-8:30 am rush hour.	Thank you

Comments—Pedestrians	Response
Thank you for the opportunity to contribute! One item I would like you to look at is the trip hazards on the existing sidewalks where they meet the alley. Se 5 <sup>th</sup> Ave between Lynwood and Willetta on the west side. There are other examples...	Contact City of Phoenix Maintenance Department
Would like to see a pedestrian crossing at the dog park, ideally a marked crosswalk with pedestrian refuge if possible.	Streets Department is working with City of Phoenix Traffic Services Department.
Would like to see a marked pedestrian crossing at Linwood.	City of Phoenix is evaluating 3rd Avenue & Lynnwood Street.
Discussion of “Pedestrian Streets” in downtown neighborhoods and the need to eliminate existing driveways.	Report back if/how the City can revisit streamlining development review process and setback/landscaping requirements related to curb-inset parking on Pedestrian Streets. Zoning & Planning Department Discussion

### Public Comment/Response Matrix From 6-20-18 Open House Meeting

Comments—Kenilworth School	City of Phoenix Response
Potential problem with access to staff parking lot north of the school. Cars need to be able to make a right turn onto 5th Avenue southbound.	City of Phoenix is evaluating the extended green ladder crossing to cover the D/W.
School does not need the provided on-street parking spaces and would prefer they be removed.	Did remove on-street parking in front of the school
Concerns about potential parking in extra street space south of the bus exit drive. Striping, pylons or other visual cues to discourage cars from trying to park along that curb.	Stripe off the area & add Flex post, No parking signs
Provide updates on project construction schedule, striving to minimize any impacts to Kenilworth School's 100 <sup>th</sup> Anniversary on September 20, 2020.	Thank you for your comment, City of Phoenix will work with Kenilworth School.
In the vicinity of Kenilworth School – clearly indicate areas for on-street parking vs. a right-turn lane.	Done

Comments—Other	City of Phoenix Response
Overall a good design. Looking forward to final product.	Thank you for your comment.
Please ensure no further accommodation to personal private auto traffic; these are extremely modest improvements in balancing the transportation grid.	Thank you for your comment.
The neighborhood is expecting 1,200 new apartments in the next two years—how will this plan accommodate additional vehicles?	This is a Planning Development Department (PDD) question, request is not part of this project.
Good job of integrating the neighborhood and stakeholder feedback!	Thank you for your comment.
Provide updates on project schedule, specifically any potential street closings that will impact bus service during construction.	City of Phoenix, ROW Management question
Consider limiting construction activity during the morning hours when buses need to run in the corridor.	Will work with Transit Department
Several of the developers are planning to provide curb-inset parking along their properties. They want to be sure that this works with the bicycle lane design south of Roosevelt.	Working with Planning Development Department (PDD) & Developers
Coordination and timing of projects will be critical. An enhanced communication process is desired as soon as possible for development projects that are currently going through final review process.	Done it, ongoing process
Why do parallel on-street parking space widths vary?	Based on Roadway width