

Stakeholder Interview 10-11-17

Don Cross, City of Phoenix

Vista College Preparatory

- Located at 6th Drive and Hadley Street.
- Vista College Prep is a charter school and so has no boundaries, students are coming from east and west of 7th Avenue and north and south of Lincoln.
- Students on the west side of 7th Ave are crossing between Buckeye and Sherman.
- The City is currently conducting a school zone warrant between Buckeye and Sherman. 20+ crossing per hour is required for a crosswalk/school zone.
- The City thinks this is a potential location for a HAWK.

Dunbar Elementary

- Located at southwest corner of 7th Avenue and Grant Street.
- Part of the Phoenix Elementary School District.
- School boundaries are north of Buckeye and west of 7th Ave.
- In the past, there was a marked crosswalk at 9th Ave crossing Grant Street, that was eliminated. The school has expressed interest in having a crosswalk here again. It is unclear whether this location would warrant a crossing now.
- The school has students with boundary exceptions that live on the east side of 7th Ave. These students may be crossing 7th Avenue between Buckeye and Grant.

Bethune Elementary

- Located at 15th Avenue and Pima Street.
- Part of Phoenix Elementary School District.
- School boundaries are south of Buckeye and west of 7th Ave.
- There might be students with boundary exceptions north of Buckeye.

Lowell Elementary

- Located at 3rd Avenue and Buckeye Road.
- Part of Phoenix Elementary School District.

- Per the District website the school boundaries are between 7th Avenue and Central Avenue. Per Don Cross, the boundaries are between 7th Avenue and 7th Street.
- Several students cross from north of Buckeye, and east of Central Ave.
- There is a current school zone on Buckeye between 3rd Ave and 1st Ave. The school zone will be eliminated to install a planned HAWK at 3rd Avenue and Buckeye.
- It is unclear if and where students are crossing Central Ave. There is a lot of industrial development east of Central.

Academia del Pueblo

- Located at Durango and 3rd Street.
- Academia del Pueblo is a charter school and so has no boundaries. Most of the students are coming from the neighborhood north of the school between Central Ave and 7th Street, and south of Pima.
- The school has complained about lack of infrastructure in the neighborhood. Including lack of curb & gutter and sidewalk. Several drainage issues. Students walking in road, and there are several vehicles parked along the road.
- Don Cross recommends looking at crossing across Central and across 7th Ave.

Stakeholder Interview 11-07-17

Kela Powers, Vista College Preparatory

- 6th Avenue campus is a K-5 school. Vista College Prep has an additional campus at 45th Avenue/McDowell. They are working on building a middle school for 6-8 grades.
- Vista College Prep is committed to the Central City South area.
- The school provides busses from a 4-mile radius.
- Transportation Mobility is one of the huge barriers to break down to provide equal education opportunities for everyone.
- The school has been working to with the City to get an additional crossing across 7th Avenue.
- A crossing at 7th Avenue/Sherman serves the school on the east side of 7th Avenue and Matthew Henson apartments and Dunbar Elementary on the west side of 7th Avenue.
- The school is also interested in an additional crossing across Buckeye at 5th Avenue.
- A crossing at Buckeye/5th Avenue serves the school on the north side of Buckeye, and serve the library, hospital, and parks on the south side of Buckeye.
- The school has several students who live in the Marcos de Niza public housing, but are deterred from walking to school because they would have to cross Buckeye. The school is considering a walking school bus to help the students get safely across Buckeye.
- The school has had to put bus stops fairly close to the school because of safety concerns over crossing major streets.
- About 40% of the students ride the bus, the school does not have exact numbers for how many walk.
- The school has a policy that students cannot leave the school at the end of the day unless they are accompanied by a parent, as such most families find some means of transportation to pick up their kids.
- Several students participate in an after-school program with Friendly House at Central Park. The school busses the students to the program, but it is then the responsibility of the parents to pick them up from there.
- There are safety concerns as it is a public park and is frequented by several of the homeless population. There are also safety concerns because of inadequate lighting.
- Some parents walk from west of 7th Avenue to Central Park to pick up their children.

- There are also several students who participate in an after-school program at Boys and Girls Club, at 16th Avenue and Sherman
- Lighting is a huge concern for teachers at the school as several of them arrive or leave when it is dark outside. The school is a big advocate for improved lighting.
- The school can provide names of some families that can provide feedback about mobility in the area.
- The school is concerned about aesthetics such as debris in the road, trash.
- In addition to wheel chairs, there are a lot of parent pushing strollers who have similar concerns as wheelchair users.
- Some students take the light rail, walk from the existing stops on Washington/Jefferson.
- There are some safety concerns with the existing underpasses at Central Avenue and at 1st Avenue. It seems to be a popular spot for the homeless to camp.
- Not a lot of biking to school because of the rule that parents must drop off and pickup from school.
- Kela brought up recent improvements in the Roosevelt neighborhood. The improvements to one street has changed the perception of the neighborhood. The neighborhood feels different with improved aesthetics.
- The school has concerns about vehicle speeds on 7th Avenue, through the school zone.
- Kela observed a pedestrian in a wheelchair in the painted median on 7th Avenue attempting to cross.
- Kela feels that improved shade would be nice for aesthetic reasons, to improve the “feel” of the neighborhood.
- There are a lot of stray dogs in the neighborhood that make mobility in the neighborhood feel less safe.
- There are several dilapidated properties in the area, that affect the aesthetics of the neighborhood.
- Key destinations include: Matthew Henson housing, Harmon Library, Marcos de Niza public housing, Friendly House, Wells Fargo Bank, Academia del Pueblo, area churches, Lolo’s, community college, post office at 12th Street/Buckeye, St. Vincent de Paul, Central Avenue restaurants, Circle K (only “grocery store”), Rio Salado Audubon
- Access to downtown is deterred by the railroad.

Stakeholder Interview 11-07-17

Sean Sweat, Phoenix Spokespeople

- Seems like the entire area is ripe for bike facilities.
- 1st Street and 3rd Street are important corridors. People use these routes to avoid Central and 1st Avenue underpasses.
- Jackson is an ideal location to cross 7th Avenue, because 7th Ave is an overpass.
- Sean would like to see bike lanes striped through high volume intersections.
- It is important that mid-block crossings are properly marked and visible, restrict on-street parking around the crossing so that peds/bikes are visible.
- Improve the pavement quality for bicycles.
- Sean would like to see protected bike lanes as part of the South Central Lightrail extension.
- Several bicyclists use Central Avenue to access the Rio Salado trail system.
- The City is looking to utilize the abandoned underpass at 3rd Street/I-17.
- Trees would make a huge difference.
- I-17 interchanges are a barrier for bicycles.
- “Superblocks” are a barrier to mobility. The City should ask future developers to donate back streets to cut up the “superblocks.”
- It would be nice to provide trash cans.
- Don’t overdo the pedestrian lighting.

Stakeholder Interview 11-08-17

Devney Preuss, Downtown Phoenix Partnership

- Devney isn't very familiar with the study area.
- The number one concern of the partnership regarding lightrail is homeless people on the platforms. People don't feel safe using lightrail after dark because of the transient population.
- This might be a good opportunity to look at improvements in the warehouse district.
- Traffic calming is very important to reduce vehicle speed.
- The partnership views the lightrail as a "mend" between Downtown and the Central City South area.

Stakeholder Interview 11-08-17

Doug Newton, Phoenix Downtown Neighborhood Alliance

- Doug isn't very familiar with this area. He bikes on Central to access the Rio Salado trail system.
- In locations where the City uses HAWKs, Doug would like to see them interconnected with the surrounding signals.
- It is difficult to find a place to lock your bike. Can the City provide more bike racks? It seems that this would increase mobility, as it is now, people are hesitant to ride because there is nowhere to park bikes.
- The Deuce Restaurant at Central/Lincoln is a popular destination.
- Landscape maintenance vehicles parking in the bike lane are a nuisance.
- Central and 1st Avenue underpasses are not bicycle friendly, vehicles don't see bicycles very well in the underpasses. There are a lot of homeless people in the underpass.
- The City needs to look at improving pedestrian safety around schools. Look at ways to separate pedestrians from vehicle traffic.
- Stripe the bike lanes all the way to the intersections.
- Trees, benches, etc. would benefit peds/bikes.

Stakeholder Interview 11-14-17

Lyle Plocher, Central Park Neighborhood Association

- Lyle lives in the Central Park neighborhood which is north of Buckeye, south of Lincoln, east of Central, west of 4th Street.
- The Central Park neighborhood is the closest residential neighborhood to downtown Phoenix.
- Lyle's greatest concern is the missing curb & gutter and sidewalk on the north side of Buckeye Road. The road floods in the rain, and it is unsafe for pedestrians.
- The Circle K stores at Buckeye/Central and Buckeye/7th Street are currently the only stores within walking distance to get groceries, it is very hard to access these stores because there is no sidewalk.
- The new Fry's grocery store in downtown Phoenix will be an important destination for area residents.
- The Warehouse District is also an important destination.
- Lyle doesn't notice a lot of children walking in the area.
- The Phoenix Day Children's Center is located south of Central Park.
- The neighborhood residents would like additional speed humps in the neighborhood, there are currently no speed humps for one block north of Buckeye or east of Central.
- Lyle feels that 1st Street will be an ideal ped/bike corridor between the study area and downtown Phoenix. 3rd Street is a one-way street north of Lincoln. Fry's will be on 1st Street/Jefferson.
- Currently, there is not a crosswalk at 1st Street, there is not any stop control on Lincoln at 1st Street.
- Lyle walks frequently to the downtown area, and to the Circle K stores.
- Lyle expects a lot of residential development soon, in the Central Park neighborhood north to downtown Phoenix.
- Lyle uses the bus on Central Avenue sometimes. He doesn't use the bus on Buckeye, he notes that the bus stops are difficult to access because of missing sidewalk.
- Lyle hopes that the mobility project prioritized the neighborhoods closest to downtown Phoenix.

Stakeholder Interview 11-15-17

Joseph Perez, City of Phoenix

- During construction of the South Central Light Rail extension, bicycle traffic will be detoured to 7th Street. Joe would like the study limits extended to 7th Street.
- The study area should include the residential neighborhood east of 3rd Street, around Acedemia del Pueblo.
- There is an existing, abandoned, underpass beneath I-17 at 3rd Street. Joe would like the proposed projects to include an alternative to use this underpass to provide a connection across I-17 to the Salt River Trail system.
- There is an existing gap in the bike lanes on 7th Street between Apache Street and Watkins Street.
- Joe noted that it is very difficult for pedestrians and bicycles to cross Buckeye Road. He recommends looking at additional crossings on Buckeye. At 3rd Street in particular
- The lane assignments and lighting in the 1st Avenue/Central Avenue tunnels make these underpasses difficult for peds/bikes.
- Joe would like the study to look at pavement widths on Mohave and Pima, to determine if bike lanes can be accommodated.
- The City Sunburst Plan directs how traffic is circulated through downtown Phoenix during special events. Joe would like the study to look at alternatives to improve bike safety on Lincoln when the Sunburst Plan is in effect.

Stakeholder Interview 12-05-17

Frank Lomeli, Academia del Pueblo

- The school is concerned about the intersection of 2nd Place/Durango Street. There is a vacant lot on the northwest corner of the intersection, parents park in the lot and pull forward into the street without paying attention because there is no curb & gutter. The school is concerned about student safety.
- The school is interested in an additional crosswalk across 2nd Place.
- The school has several students from Marcos de Niza public housing.
- The school would like to see a signalized crossing across Central Avenue at Pima Street.
- The school feels that if the area were safer, more parents would allow their children to walk.
- Landscaping would benefit pedestrians in the neighborhood.
- The bike lanes along Central Avenue need to be improved.
- Vehicle speed on Durango Street is a safety concern for the school.
- Transit users in the area would benefit from shelters, bus pads, and benches at the bus stops along Central Avenue.
- Some students and staff use public transit.
- Destinations in the area include Marcos de Niza public housing, downtown Phoenix, Central Park, Grant Park, Harmon Park, Phoenix Day Childrens Center
- If the City chooses to use the 3rd Street underpass, the City will need to provide lighting and safety improvements to discourage transients.
- Stray dogs are a huge safety concern in the area.