

# Stakeholder Interview Notes

## Mobility Area #11

### **Michael Lafferty – President: Lafferty Development**

- The greatest mobility/transportation issues existing on and along Roosevelt Street and 20<sup>th</sup> Street and believes these corridors have the most potential in the study area. These corridors need to be more walkable with wider and buffered sidewalks and additional shade trees.
- Mr. Lafferty would like to see the introduction of bike lanes and shade trees on Van Buren Street, as well as a community ride and educational event with Grid Bike Share to educate the community members on how to safely ride a bike and use the bike share system.
- In his opinion, the most prominent destinations are:
  - Places along Washington and Jefferson Street between 14<sup>th</sup> and 2<sup>nd</sup> Street,
  - 20<sup>th</sup> Street north of Van Buren Street,
  - 12<sup>th</sup> Street Light Rail Station and the area between Washington and Jefferson Street,
  - El Rancho Market at 16<sup>th</sup> and Roosevelt Street,
  - Middle Eastern Market on 20<sup>th</sup> Street, and
  - Restaurants at 12<sup>th</sup> Street and Pierce Street.

### **Joe Perez – Bicycle Coordinator: City of Phoenix Transportation Department**

- Mr. Perez thinks Roosevelt Street has major mobility and transportation issues because it is unsafe for pedestrians and cyclists due to the lack of traffic control and the high volume and speed of vehicular traffic. Mr. Perez thinks there should be buffered bike lanes on Roosevelt Street east of 16<sup>th</sup> Street.
- Some other outcomes Joe would like to see is a road diet on 16<sup>th</sup> Street to make the corridor a complete street from Jackson Street to Almeria Street. A two-way cycle track on Villa/19<sup>th</sup> Street Adjacent to St. Luke's Hospital. And bike lanes and wayfinding signage to the Pedestrian bridges on Mooreland Street.
- In his opinion, the most prominent destinations are:
  - El Rancho Market at 16<sup>th</sup> and Roosevelt Street,
  - Food City,
  - Edison Park,
  - Eastlake Park, and
  - Garfield Elementary, Edison Elementary, and Augustus Elementary Schools.

### **Virgil Berry – President: Berry Realty & Associates**

- The greatest mobility/transportation issue within MA 11 is the ability to access the 12<sup>th</sup> Street light rail stations. He believes more thought needs to go into how to get to the station from further distances.
- Mr. Berry would like to see some traffic calming introduced to the frontage roads on Washington and Jefferson Street as well as more shade trees planted and

lighting installed near the 12<sup>th</sup> Street light rail stations, which would increase ridership at the station.

- In addition to infrastructure related improvements, Vigil discussed the need for a branding initiative for the neighborhoods and MA 11.
- In his opinion, the most prominent destinations are:
  - 12<sup>th</sup> Street light rail stations,
  - Grocery Stores,
  - St. Lukes Hospital, and
  - The various places of worship throughout MA 11.

#### **Roberto Friez - Neighborhood Specialist: City of Phoenix Neighborhood Services**

- The greatest mobility/transportation issue or need discussed with Roberto was how Van Buren Street needs to be completely reconstructed to become a complete street from 7<sup>th</sup> Street to 24<sup>th</sup> Street. He believes Van Buren Street has the greatest potential for multimodal trips and believes the redesign of the street would result in economic development.
- Mr. Friez has heard from community members that 13<sup>th</sup> Street is in desperate need of drainage improvements, as well as sidewalk improvements and the additions of bike lanes.
- The importance of fair and equal distribution of improvements amongst all neighborhoods and communities within MA 11 is imperative.
- In his opinion, the most prominent destinations are:
  - Roosevelt Street in general between 16<sup>th</sup> Street and 7<sup>th</sup> Street,
  - El Rancho Market,
  - St. Luke Hospital,
  - Restaurants,
  - Bus Stops, and
  - Schools.

#### **Devney Pruess - Executive Director: Phoenix Community Alliance**

- The greatest mobility/transportation concern in her mind is the questionable connection multimodal connection between the Garfield and Eastlake neighborhoods. There is also a need for a regional north-south connection.
- The streets are very wide within MA 11 leading to long crossing times for pedestrian, so the instruction of more mid-block crossings would be very beneficial.
- Ms. Pruess believes the City needs to improve the process of how to address multimodal accessibility for incoming businesses, especially because she thinks this area is expected to experience high amount of growth.
- In her opinion, the most prominent destination is:
  - The Eastlake Park and Recreation Center

#### **Dr. Warren Stewart – Pastor: First Institutional Baptist Church**

- The greatest mobility/transportation issue in MA 11 for Dr. Warren Stewart is the lack of lighting for pedestrians throughout the area, as well as the lack of destination along Van Buren Street.

- The high speed of traffic on Washington, Jefferson, and Van Buren Street pose a great threat to pedestrian and cyclists and is the main reason it is not safe or pleasant for people to ride or walk within MA 11.
- He would like to see more events within the community to promote walking and cycling as it will educate the community members while also create a more vibrant community.
- In his opinion, the most prominent destinations are:
  - Roosevelt Street in general between 16<sup>th</sup> Street and 7<sup>th</sup> Street,
  - El Rancho Market,
  - St. Luke Hospital,
  - Restaurants,
  - Bus Stops, and
  - Schools.

**Sean Sweat – Resident and Active Member of Phoenix Complete Streets Committee**

- Although not within the boundaries of MA 11, Sean believes the greatest mobility/transportation issue impacting the area is crossing 7th Street as it acts as a major barrier between communities.
- The introduction of two-way cycle tracks on Jefferson and Washington Street would be a fluid improvement due to the streets one-way characteristic.
- Addition of more painted crosswalks throughout MA 11 would be an easy and low-cost improvement. However, there needs to be consistency amongst the designs between the crosswalks at signalized and unsignalized intersections.
- In his opinion, the most prominent destinations are:
  - Recreants: Welcome Diner and Gallo Blanco,
  - Verde Park and Eastlake Park,
  - St. Luke’s Hospital, and
  - The 10<sup>th</sup> Street and 18<sup>th</sup> Street Pedestrian Bridges over I-10

**Susan Engdall – Principal at Augustus A. Shaw Elementary School**

- Augustus A, Shaw is an elementary school serving students ranging from Pre-kindergarten through 8<sup>th</sup> grade with approximately 470 students currently enrolled.
- Nearly 85% of the students are picked up and dropped off by their parents and the remaining 15% of the students take the school bus through the school district.
- The school has a total of four different bus routes and does not have any cross guards.
- Since the majority of students are dropped off and picked, the school experiences congestion issues between 8:00-8:45 am and 3:00-3:45 pm at their two drop off and pick locations which are their parking lot at 14<sup>th</sup> Street and Monroe Street, and off of 13<sup>th</sup> Street adjacent to Adams Street.
- Ms. Engdall also noted that the school utilizes the light rail to take field trips and the students often take Adams Street to 12<sup>th</sup> Street to access the 12<sup>th</sup> Street Light Rail Station. She complained that the station can be difficult to access.

- Ms. Engall believes more destinations and higher density with additional sidewalks and bike lanes are the key ingredients for an easier, safe and more pleasant environment for walking, biking and using transit.

Ms. Engdall would like to see are wider sidewalks, buffered bike lanes, more lighting as well as additional incentive programs for students take public transit.