

Public Open Houses

Summary Report

Date: November 12 and 14, 2013
Location: Arizona Commerce Authority
First Floor Reception
333 North Central Avenue
Phoenix, AZ 85004

Handouts: Project Fact Sheet; Comment Card



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.

The purpose of the two 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.

November 12, 2013; 4:00 to 7:00 PM

Participants: Dr. & Mrs. Herb Simonson, resident; Benjamin Gutkin, JAG Development; Allan Gutkin, JAG Development; Alicia Becker, Valley Metro; David Roderique, Downtown Phoenix Partnership; Silvia Urrutia, Raza Development Fund; Albert Santano, City of Phoenix; Scott Dunn, Visit Phoenix; John Louis, PB; Kerry Wilcoxon, City of Phoenix; Carol Poore, Phoenix Phabulous; Jerome Gutkin, JAG Development; Julian Dresang, City of Tempe; Jerome Gutkin, JAG Development; Feliciano Vera, Urban Sol; Shupa Ramicker, ADOT; Zubn Shroff, ADOT; Suzanne Pfister, SLHI; Romare Truly, FHWA; Mike Normand, ADOT; Serena Unrein, Arizona PIRG; Scott Logan, City of Phoenix; Sean Sweat, Thunderdome; Mike Kies, ADOT

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

- Third Avenue – bikeway dies leaving a gap in Sonoran Bikeway; plan for southern connection in tandem with Maricopa County; Madison Street jail will be torn down at some point; anticipate future conditions by opening gateway to south; sole north/south at-grade rail crossing between 9th Avenue/First Avenue for non-auto travel.
- Lincoln Street – traffic want to use Lincoln Street like Roosevelt, but with five lanes; should receive gateway treatment like Roosevelt; five lanes, existing ROW provides more real estate for complete street cross-section
- Integrate Bike Master Plan work program by Lee Engineering with our Downtown Comprehensive Transportation Study recommendations
- Anything that would slow traffic on Third Street and 5th Street corridors would be a good strategy
- Consider raised medians if they are proven measure to reduce speed
- 3rd/5th Avenue continue two-way beyond Jefferson; increase connectivity with neighborhoods south of Jefferson
- Support landscaped medians on 7th Street
- Improve access to park
- Conversion of Third Avenue to two-way south from Washington to Jackson Street (additional access to county complex)
- No closure (permanent) of Central Avenue
- There should be no need to have Polk Street extension once 3rd Street/5th Avenue is two-way
- Narrow 7th Street/7th Avenue event further north
- Two-way streets for 3rd Street/5th Avenue should be highest priority
- I do not like the idea of closing Central Avenue from Jefferson to Washington. It will cut off Central Avenue from the south and the benefit of pedestrian only area is not worth it. Maybe narrow Central into the area
- Extend the two-way 3rd Avenue all the way south to Jefferson
- Put in another east/west bike paths south of Roosevelt
- The extension of Polk eastward past 7th Avenue is not needed if 3rd Avenue is two-way
- Bicycle control – hazardous speeding on sidewalks and ignoring pedestrians as well as crossing lights. Concerns – plans to increase bicycles downtown with no added control. Question – should there be licensing of bikes, with required rules instructions?
- Pedicyle control – similar to bicycles with sidewalk usage and ignoring crossings
- Event planning – why block major streets for events like Cinco de Mayo, when there are parks (Steele, Hanss, city park, Patriots, etc.). The noise and traffic snarl are not conducive to downtown living. The marathons virtually entrap a downtown resident and are not well announced
- Will there ever be a pedestrian-only street for vendors, kiosks, and entertainers like many major cities?



- Are quieter buses planned in the future? Present ones are deafening
- Appreciate the multi-modal aspects of the project. “Testing” improvements with “paint” prior to concrete makes a lot of sense to get feedback from all the affected stakeholders; Bicycle facilities must be continuous!
- No closure on Central!
- Road diet on 7th Street/7th Avenue is good
- Scenario B is awesome! Don’t like Scenario A
- Put both parking and bike lanes on 7th Street/7th Avenue
- Conversions to two-way streets is not good, even bad, if there are no new stops to make the streets crossable by bikes and peds

November 14, 2013; 11:30 AM to 1:30 PM

Participants: Todd Thomas, Total Transit; David Bickford; Mike Traylor, AZ Department of Housing; Chelsea Smith; Pat McNamara, LISC; RJ Price, Downtown Phoenix Partnership; Anna Consie, Downtown Phoenix Partnership; David Stevenson, Downtown Phoenix Partnership; Jorie Bresnahan, Phoenix Transit Department; Richard Staats, Willo Historic Neighborhood; Dan Klocke, Downtown Phoenix Partnership; Leslie Lindo, Project Rising; Kenneth Steel, Maricopa County Dept. of Public Health; Prasan De Silva; Rob Cox, City of Phoenix; Ron Barnes, Total Transit; Don Keuth, Phoenix Community Alliance; Nicholas Krump, resident; Benjamin Gutkin, JAG Development; Rozanne Hird, RR Hird & Company

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

- I think Scenario B is the best plan
- I don’t think closely Central Avenue to vehicular traffic would be beneficial
- I would not do two-way conversions on 3rd/5th Street unless additional stops are added to help with bike and pedestrian traffic
- With narrowing of the 7th Avenue and 7th Street, I think it would be important to include bike lanes and parking on both sides
- Streetcar in downtown would reduce car use and improve accessibility
- Pedestrian-friendly walkways shaded with trees and architectural elements. Critical to create walkability
- Safe bike lanes - this will become more important as we implement bike sharing program
- As economy improves these evolutions need to be implemented in a timely fashion.
- Thank you for your efforts to improve circulation in downtown Phoenix.
- Scenario B – yes, please! Ideally the 7th's should be put on a road diet all the way up to Sunnyslope, but in the short run, a road diet between Jefferson and Roosevelt will be great.

- Scenario A – why close Central Avenue? Pedestrian malls are proven failures almost everywhere they have been tried. Close it for special events, but not permanently.
- Please make the 3's and 5's two-way. The current one-way status is confusing and disruptive to motorists and bicyclists
- More bike lanes – absolutely yes
- Grand Avenue lane reductions/bike lanes – already done
- One-way traffic on Adams and Monroe – no, thank you. One-way streets are confusing and disruptive to both motorists and bicyclists
- Extension of Polk Street – yes please. The northwest quadrant of downtown is held back by absurdly large super-blocks. Making this area more fine grained is necessary for its development.
- New downtown circulator – maybe. It would need to be high frequency to be attractive. Might be better to invest in pedestrian improvements, most notably shade, and bike infrastructure
- St. Vincent de Paul on the Human Services campus 1075 W. Jackson is getting more and more difficult to access on the weekends. Jackson itself is closed for some type of street construction and that is the main entrance gate. Our only access is currently at 13th Avenue and Madison. Last Sunday and in October during the Komen Race, 19th Avenue, 15th Avenue, and 7th Avenue were all closed. I had to go to First Avenue south to Lincoln and north on Lincoln to 9th Avenue to access Madison. We are being told 9th Avenue will be closed for construction as well. If that happens the campus will have no access on weekends when “events” close down the streets that aren't already closed for construction. I know the area and how to navigate the streets. My volunteers who are not familiar with downtown have a very difficult time trying to find their way to us and if 9th Avenue closes and another event like last Sunday, we won't be able to access the campus at all, even if we know where we are going.
- Favor converting 3rd and 5th Avenues to two-way over 7's improvements (Scenario A over B)
- Support an extension of the pedestrian plaza past Taylor Place, but have concerns about the feasibility of dissecting parcels.
- Make the intersection at 3rd Street and Roosevelt intersection a round-about.
- What about east/west bike lanes? How about Roosevelt?
- People leaving downtown cut through on 11th Avenue and Roosevelt to get to 15th Avenue and head north. They are avoiding the intersection at 15th Avenue and Roosevelt. A roundabout on 11th and ? Avenue and Portland.
- Make Third Avenue two-way all the way to Jackson
- If Third Street goes two-way across the railroad tracks (a good thing) we would have to address the quiet zone changes and whether it would trigger a loss of the zone or new railroad crossing gates.



- Recommend Second Street and 4th Street from Lincoln to Grant
- Keep Central Avenue open between Washington and Jefferson except for events
- Revise the traffic signal at First and Washington to allow left turns
- Like the 7's solutions
- Reopen 2nd and 4th Street between Lincoln and Grant
- 5th Avenue two-way full study area
- I am happy to see that this study is being carried out and that different stakeholders, residents, and community members are being involved in the planning process. I am confident that the improvements being made will improve downtown transportation, overall city atmosphere, and even economic development as a result of the initiative, however, I would love to see more collaboration between transportation and health so that these improvements can be tools to ameliorate negative health consequences and improve the well-being of all Phoenix residents – even those without a voice or those whom are considered to be vulnerable. Let's not forget to prioritize the well-being of ALL Phoenix residents amongst all the connectivity formulas. Remember, we want to work with you, not against you.