

STAKEHOLDER INTERVIEW SUMMARY

The project team developed a standard stakeholder interview questionnaire designed to focus on daily mobility patterns and safety concerns and considerations. A group of stakeholders were selected to interview to explore the issues, concerns and objectives for mobility challenges, priorities, and desired improvements within MA 12. The interviews were either conducted over the phone or in person and the input is summarized below:

The project team developed a standardized stakeholder interview questionnaire to be utilized for each phone or in-person interview with identified project stakeholders. This standardized questionnaire is referenced as general guidance for the interview conversations with identified stakeholders but it is important to recognize here that the most informative interviews often deviate from the standardized questionnaire to adequately capture the thoughts and sentiments of the stakeholder.

The project team has to-date obtained some very insightful feedback from a few key stakeholders. The project team will continue to work with the City of Phoenix Neighborhood Services department and other staff to incrementally include additional stakeholder interviews as the Mobility Area #12 study process moves forward. Below is a summary of the stakeholder interviews conducted thus far:

Don Cross – City of Phoenix

Sunnyslope Elementary School:

- This school has not conducted a Safe Routes to School (SRTS) assessment
- The crossing of Hatcher Rd. at 3rd Street is a busy and priority location
- The city has conducted some sidewalk improvements to 3rd street, but more are needed along the west side of 3rd St.
- Please be aware of and identify existing sidewalk gaps on local streets in the neighborhood(s) east of the elementary school
- Our study should be aware of an ongoing SRTS assessment being conducted just outside of the MA#12 study area at Mountain View Elementary school. Likely that sidewalk projects will be recommended along 7th Avenue and 15th Avenue.

Sunnyslope High School:

- Noted that there are two existing HAWK locations that receive frequent daily use.
- Suggested that the existing cross walk at the intersection of Central Ave. and Dunlap Avenue should be a high visibility, ladder variety.

General Observations:

- Hatcher Road contains daily high volume of pedestrians who tend to be both residents and non-residents that frequently access the Arizona Canal and local area businesses along Hatcher Rd.
- Noted that the existing City of Phoenix Transit Center at 3rd Street and Dunlap Avenue experiences a high volume of pedestrian activity on a weekday basis. And John C. Lincoln hospital at 3rd Street, north of Dunlap, the pedestrian activity is particularly busy in this area.
- Noted that the intersection of 7th Street and Alice Ave. is a particularly busy bicycle and pedestrian crossing location. This is primarily due to the proximity of the Desert View and Holy Trinity Schools (and church) west of 7th Street and the proximity of Palma Park and 10th Street Wash Basin Park to the east of 7th Street. This is a signalized intersection and has two crossing guards that service this locations at school am and pm peak periods.
- Recalls that there are vehicle crash/safety concerns along Central Ave., south of Dunlap Ave. These issues led to the installation of a HAWK at Central Ave. and Townley Ave. which is at the Sunnyslope High School driveway entrance.
- Palma Park has historically had a bit of a reputation as a hangout area for homeless with some drug use and other crime issues. The Phoenix Police Department has been actively enforcing the last couple of years and as a result, crime has dropped in this area.
- The existing Fry's grocery store at the northwest corner of Cave Creek Rd. and Hatcher Rd. generates a large volume of vehicle and pedestrian trips to and from the Sunnyslope neighborhoods. Mr. Cross suggested that this project explore the introduction of a mid-block HAWK crossing of Cave Creek rd. in this area.
- Noted that bike lanes along Cave Creek Rd. have a cut-off point that should be evaluated as part of this study.
- Suggested this study evaluate the 10th Street Drain median/sidewalk improvement project to determine if additional connections to and from 10th Street (between Alice Ave. and the Arizona Canal Trail) should be established. Suggested that potential connections should evaluate ADA accessibility and possible shade trees.
- Noted that Northern Avenue, between 7th Street and 12th Street seems to be an increase on commercial development activity which will induce more vehicular and pedestrian trips in this area. Mr. Cross feels that the ROW

along Northern Avenue may not be sufficient to accommodate this potential increase in daily trips and should be evaluated as a part of this study.

- Noted that there is a lot of bicycle activity in the area primarily due to bicycle users along the Arizona Canal Trail.
- Noted that the existing bus transit line serving Dunlap Ave. is very busy on a daily basis and is primarily a function of daily users going to and from the employment core in the MetroCenter area. Mr. Cross also noted that a potential light rail line could extend to MetroCenter which could put greater demand on the Dunlap Ave. bus transit line.

Maricopa County Department of Health Services

- In conjunction with their project partners, the Dept. of Health Services are currently/will be conducting some focus group surveys in the Sunnyslope area and want to ensure that their project and this Mobility Area Study #12 project are coordinating.
- They are evaluating healthy food options for the Sunnyslope area and noted that the area of 7th Street and Hatcher Rd. does contain healthy food options for residents to access.
- Noted that there are a higher than normal concentration of Guatemalians in the Sunnyslope area.
- They are hoping that a result of their focus group surveys will help lead to an adjustment in some of the bus routes – such as a neighborhood circulator – to enhance access to grocery stores, healthy food options and other community services. Suggested route modifications will likely occur in March of 2019.
- Explored the possibility of coordinating with our project walkability assessment with a “Five Ambassadors” activity they will be conducting that will take a field trip on a neighborhood circulator to identify route needs. This will likely be conducted in November.

Kirin Christianson

- Ms. Christianson and her family are new residents to the Sunnyslope neighborhood. They generally live in a home at the end of Hatcher Drive adjacent to the Phoenix Mountain Preserve.
- Ms. Christianson does observe that Hatcher Rd. between 12th Street and 16th Street does experience a high number of pedestrian and bicycle users. She feels that pedestrian and bicycle user safety in this area is generally considered safe.
- Ms. Christianson largely discussed her observations of a frequent number of transients and other “undesirables” tend to congregate at the eastern

terminus of Hatcher Drive near the trail entrance into the Phoenix Mountain preserve which is near her home's driveway entrance. She noted that these individuals congregate at all times of day, including late nights/early morning. She often finds evidence of drug activity at this location.

- Ms. Christianson would like to see this project study recommend that the existing Phoenix Mountain Preserve public access trailhead at the eastern terminus of Hatcher Rd. be closed for public access.

Jeff Tisot – President, East Sunnyslope Neighborhood Association & Block Watch

- Mr. Tisot is President of the East Sunnyslope Neighborhood Association & Block Watch which covers the area of SR 51 to 7th Street and Dunlap Ave. to Northern Avenue.
- Mr. Tisot noted that the following destinations/locations tend to have the highest volume of visitors: Royal Palm, Desert Edge school, Basin park, Palma park and the 10th Street Promenade.
- He also noted that the area of 7th Street from Dunlap to Northern is seeing an increase in restaurant and other commercial activity coming into the neighborhood which will generate more traffic trips.
- Mr. Tisot suggested that he viewed the greatest mobility issue in the area was at 3rd Street and Alice Avenue. This is due to the heavy foot traffic generated by Desert Edge school on Butler and Alive Ave. from the neighborhoods in this area.
- On Butler Ave – cars often speed
- He would like to see speed bumps installed on Alive Ave. and Butler Ave.
- There has been increased vehicular traffic on 12th Street (in the morning especially) north to Mountain View.
- Mr. Tisot feels that there needs to be an increase in pedestrian and bicycle facilities in the area of Palma Park. The city has done a good job with enforcement, now the park is increasingly popular with after school sports and activities. There are condos on the southeast corner of the park with many kids crossing the street.
- He noted that there are lots of pedestrians daily using Hatcher Rd. He believes most of these individuals are transients and not Sunnyslope residents.
- He noted that Horton Park at 12th Street and Hatcher Rd is not as big of a safety concern as the Palma Park area.

- Mr. Tisot referenced a pending city application for a rehabilitation home/facility to possibly be located at the eastern terminus of Dunlap Ave. Near the Phoenix Mountain Preserve. He noted that if approved, this facility would increase pedestrian traffic and this study should evaluate any needed facilities in this general area.
- Mr. Tisot reference a “Tope 8” request for safety projects that he and his 27 block watch captains have been developing and recommending with the city of Phoenix. These recommendations are illustrated below:

Mobility Safety Request

1. Traffic light and cross walk on 12th St at Alice Ave

There are many residents that live East of 12th St in single family homes and the condo/apartment complex on 12th St between Townley Ave and Alice Ave. There are many children in this area that along with some elderly that go, or would go, to Palma Park located at 12th St and Dunlap. It is EXTREAMLY dangerous for pedestrians, walkers, bikes, and wheel chairs to cross 12th going to our community park. An extra benefit of this light would help relieve some congestion on 12th St at Northern.

2. Round-A-Bout in the intersection of Butler Dr and 10th St

Butler Dr between 12th St and 7th St is another area in our community that poses a sever safety risk to all pedestrians, dog walkers, mobility scooters, and bikers. The east end of Butler is on a hill and traffic going west is always at a high rate of speed. Our community is fortunate to have a nice path for the above mentioned going from the canal to the south to Alice Ave to the north. People use this heading to the 10th St Basin Bark and Palma Park. This path is heavily used and enjoyed by the entire neighborhood and this intersection needs to be made safer.

3. A Hawk traffic crosswalk and lights on Northern Ave and 13th St.

Northern is another highly traveled road in our neighborhood. There are the La Madelina condos/apartments on the Northeast corner and the School for the Blind on the Southeast corner. Many of the students from the school and residents of La Madelina cross this bust street going to the shopping centers on the South side of Northern. Many of the residents at La Madelina do not drive or have vehicles are forced to walk or ride a bike. This cross walk will be a fantastic way to make this dangerous street safer.

4. A Hawk traffic crosswalk and lights on 12th St and E. Griswold Rd

12th St is another highly volume vehicle road. This crossing signal will give the ability to safely cross 12th St between the east and west neighborhoods. This is another area frequently crossed by families walking to Desert View Elementary school.

5. Speed Intrusion Humps on Butler Dr between 12th St and 7th St.

Butler Dr between 12th St and 7th St is another area in our community that poses a severe safety risk to all pedestrians and bikers. The east end of Butler is on a hill and traffic going west is always at a high rate of speed. This is one of the heaviest traveled streets in our neighborhood. Residents heading to the 10th St path, and going to the businesses on 7th St. Many families and children walk and ride their bikes along Butler Dr going to Desert View Elementary, Sunnyslope High, and Royal Palm schools.

6. Stop signs and crosswalks on Alice Ave at 10th St.

This intersection is the north end of the walking path that splits 10th St. On the north side of this intersection is the 10th St Basin Park which has a dirt trail completely around it. Neighbors use the 10th St path then cross Alice Ave and continue using the dirt trail for biking, walking, mobility scooters, running, and as a main travel route to get to Palma Park for many residents. With there virtually being two 10th Streets with two-way traffic on both sides and the walking path between poses a unique intersection at Alice. It is difficult for vehicle operators to see everything with this intersection making it very dangerous to cross. The 10th St Basin Park is used all the time by soccer teams, families and children. The signs and crosswalks would make this much safer to cross.

7. Stop signs and crosswalks on Townley Ave and 11th St.

This intersection is located at the Southeast corner of Palma park. A park that has become a positive and widely used park in our neighborhood. This intersection has a North and South stop sign but none East West on Townley. It is located on the Southwest corner of Palma park probably the main corner where residents enter the park. Number two and six above are leading up to this entry point. Townley is a primary traffic route through our neighborhood and there are no traffic breaks like stop signs, traffic lights, or speed humps, between 12th St and 7th St. I have seen many many close calls with people crossing this intersection going to the park.

8. Speed humps or intrusion devices on Townley Ave between 12th St and 7th St.

This is another highly traveled road by pedestrians and bikes. It passes Palma Park, the retention pond, and the 10th St Basin Park. There is nothing to slow traffic from 12th St to 7th St. Making this an extremely dangerous travel route for residents. There are many multi family housing units on the North side of the road which many residents are traveling on foot, bike, or wheelchair to the parks, shopping on 7th St and schools on the West side of 7th St.