

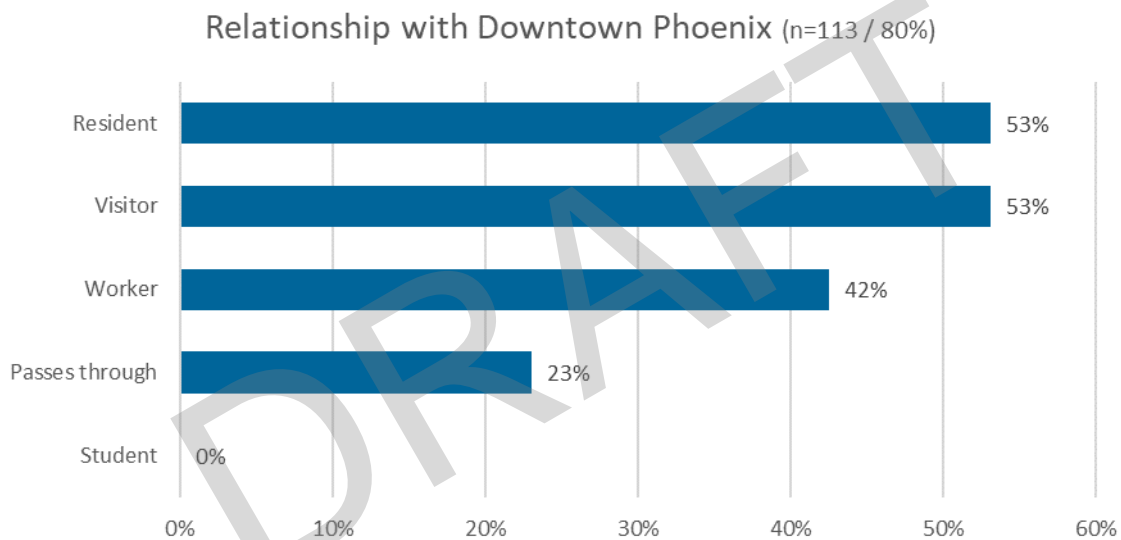
APPENDIX D – WIKIMAP INPUT

Demographic Responses

This document provides a snapshot of the demographics of the respondents to the Wikimapping survey. All questions, except for age and gender, allowed user to select all options that applied. Therefore, percentages will sum to values greater than 100%.

Each chart is labelled with a value of n, which refers to the number of respondents who answered the question. The percentage refers to the percent of all demographic survey respondents who answered to the individual question. The demographics survey had 141 responses.

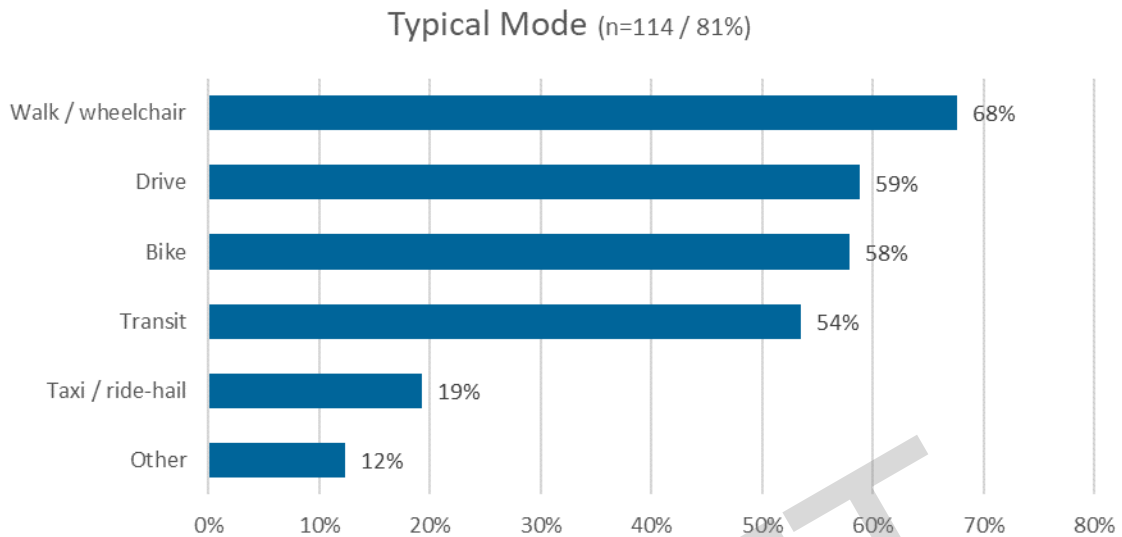
Relationship with Downtown Phoenix



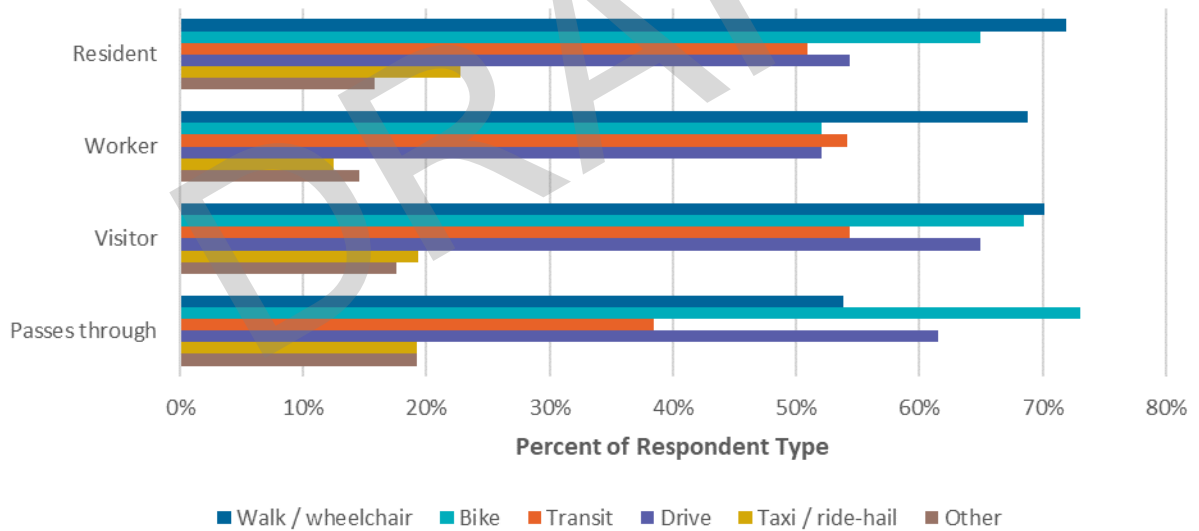
Note: A technical error imbedded in the response for students resulted in all respondents who identify as a student not being recorded. Therefore, we are unable to identify which responses were from students, and how representative the survey is of the student community.

Wikimapping Survey
Demographic Responses

Typical Mode

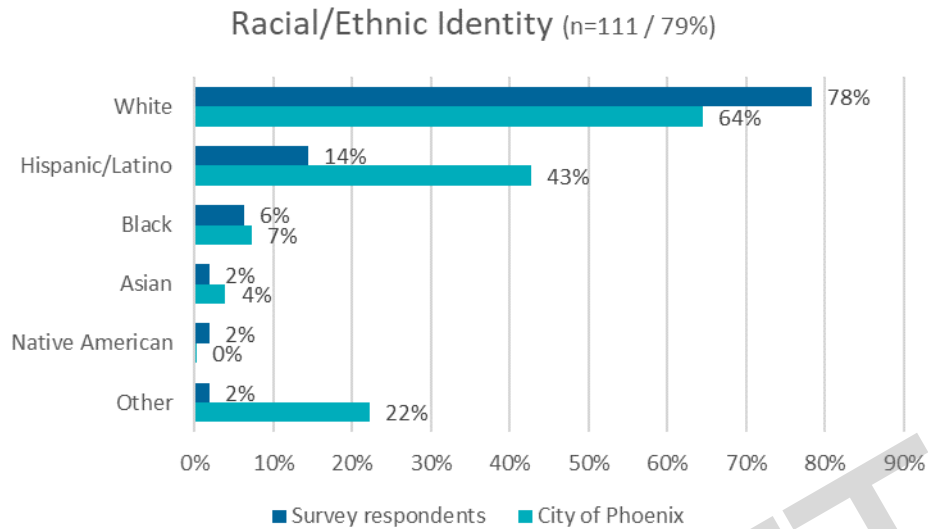


Typical Mode by Respondent Type



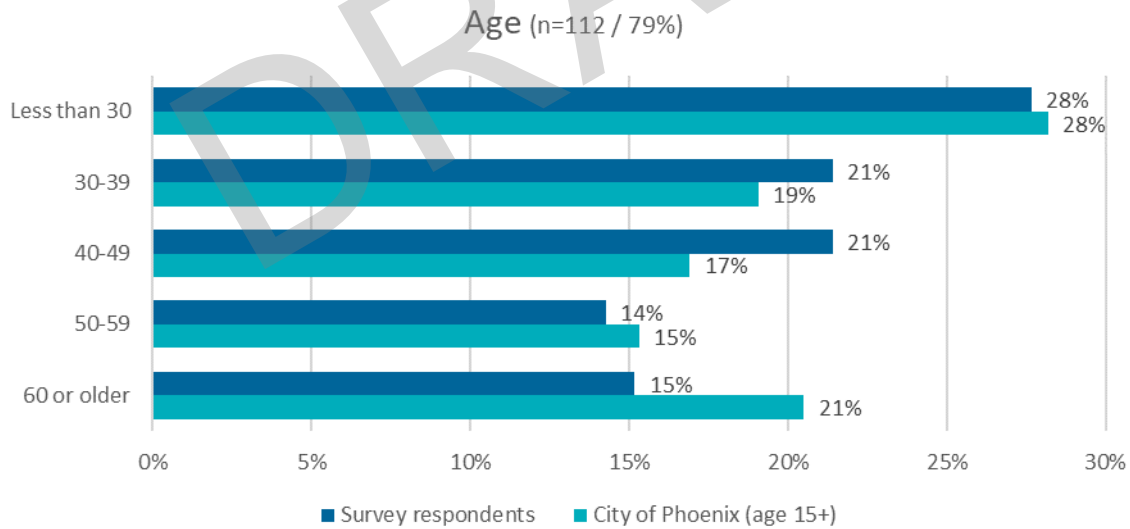
Wikimapping Survey
Demographic Responses

Racial and Ethnic Identity



Note: City of Phoenix demographics are based on the US Census Bureau's American Community Survey 2017-21 5-Year Estimates.

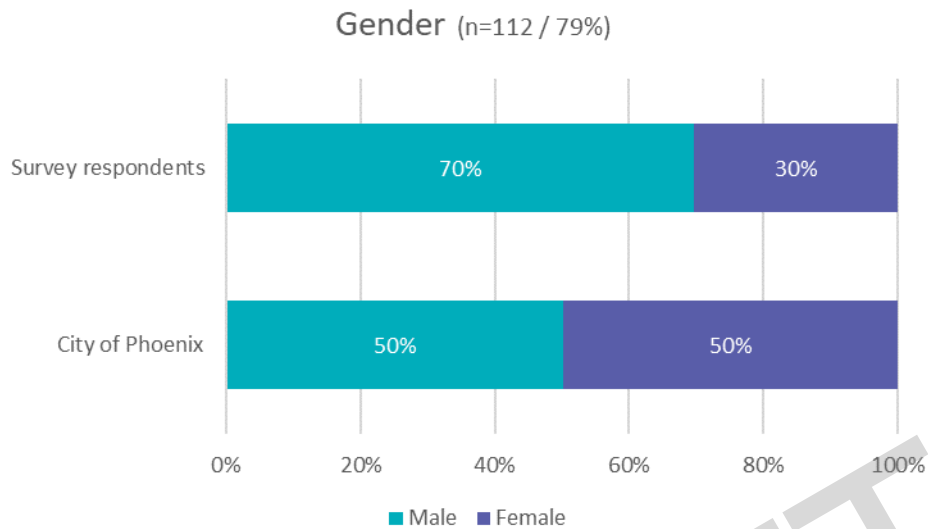
Age



Note: City of Phoenix demographics are based on the US Census Bureau's American Community Survey 2017-21 5-Year Estimates.

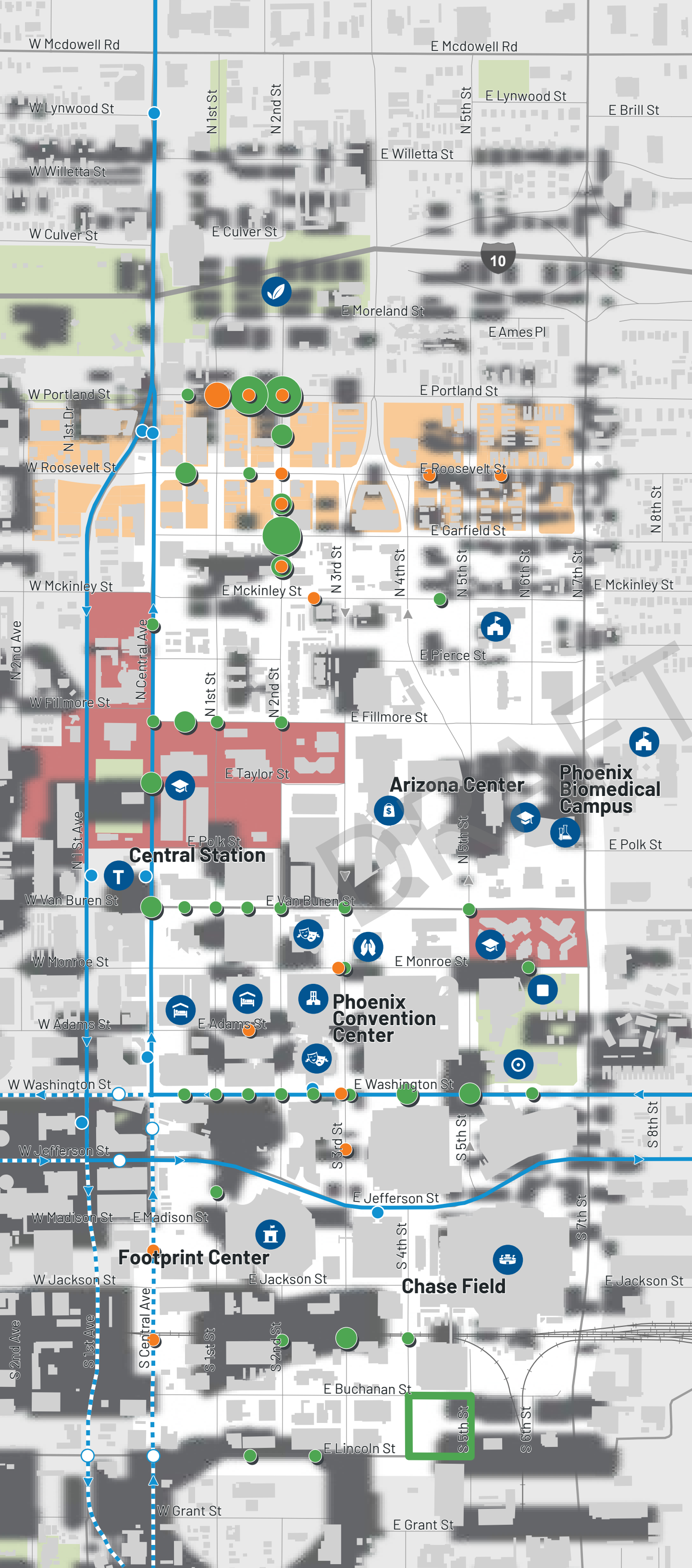
Wikimapping Survey
Demographic Responses

Gender



Note: A non-binary option was available. However, this option was not selected by any survey respondents. City of Phoenix demographics are based on the US Census Bureau's American Community Survey 2017-21 5-Year Estimates.

Public Input - Amenities



Lighting

- 1
- 2

Shade

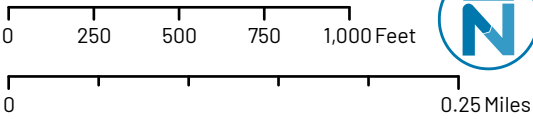
- 1
- 2
- 3

Shade

Note: All suggested lighting and shade locations are shown at the nearest intersection or mid-block location.

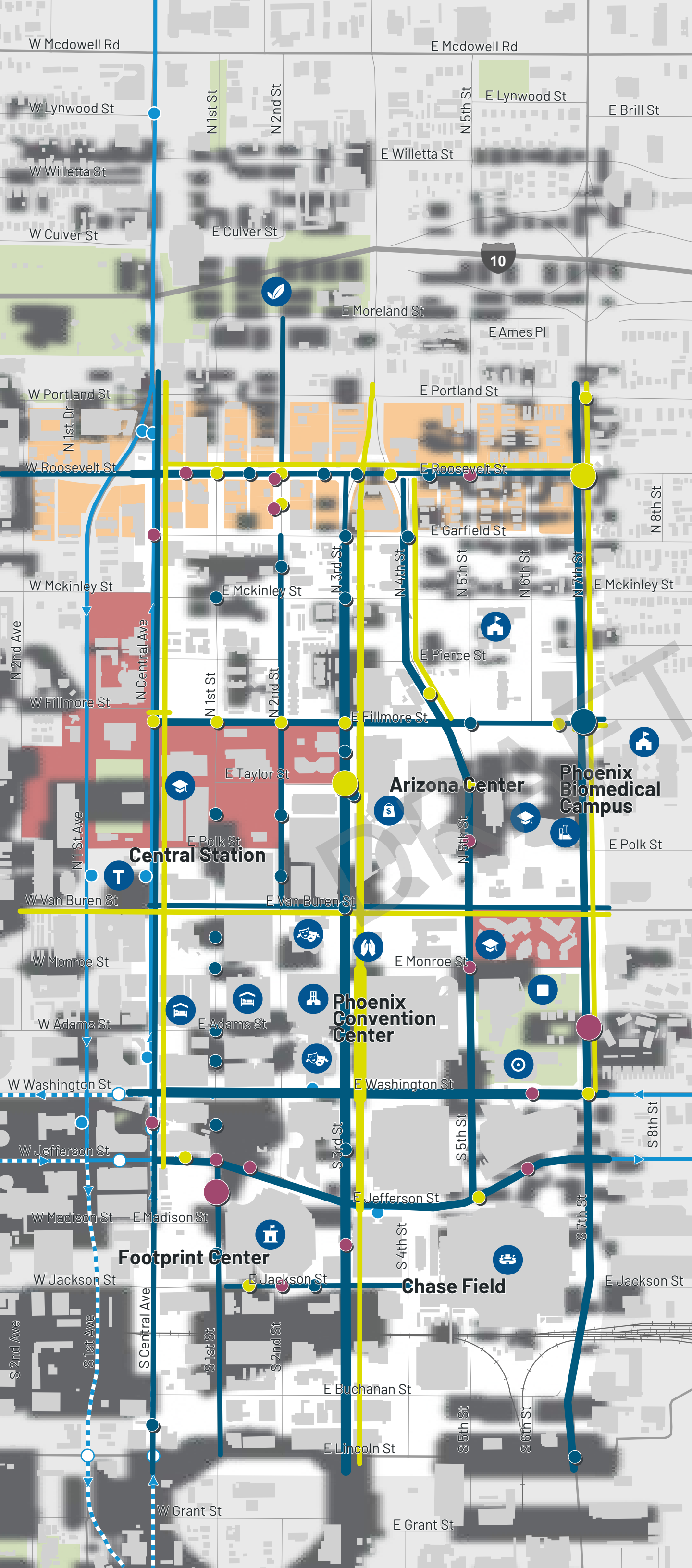
- University
- School
- Convention Center
- Theater
- Square
- Science Center
- Sport Field
- Shopping Mall
- Park
- Multi-purpose Arena
- Religious
- Biomedical
- Hotel
- Transit Station

- Valley Metro Rail
- South Central Extension
- Roosevelt Row
- Arizona State University Campus
- Building Footprint
- Project Study Area



Data Source: City of Phoenix Open Data Portal

Public Input - Biking



Conflicts While Biking



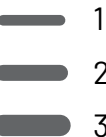
Bike Parking



Bike Improvements

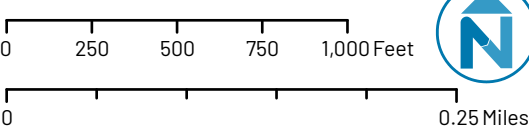


Conflict While Biking, Bike Parking and Bike Improvements



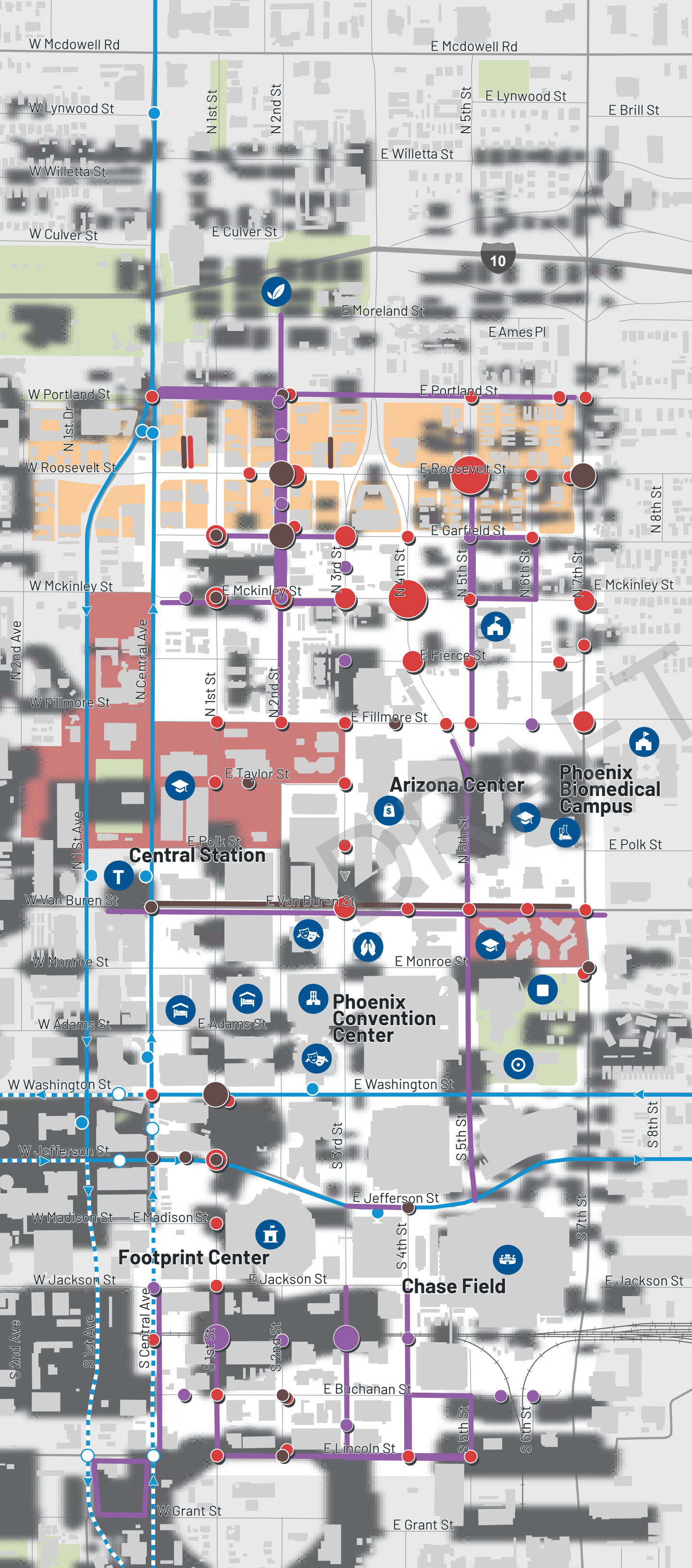
Note: All suggested biking conflicts, bike parking and bike improvement locations are shown at the nearest intersection or mid-block location.

- University
- School
- Convention Center
- Theater
- Square
- Science Center
- Sport Field
- Shopping Mall
- Park
- Multi-purpose Arena
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Data Source: City of Phoenix Open Data Portal

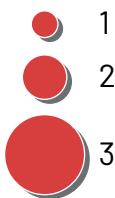
Public Input - Walking



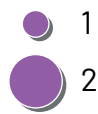
Conflicts While Walking



Crossing



Sidewalk Improvements

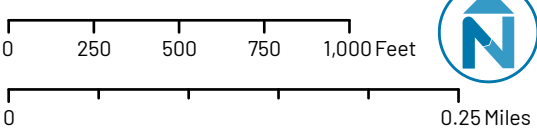


Conflict While Walking, Crossing and Sidewalk Improvements



Note: All suggested walking conflicts, crossing and sidewalk improvement locations are shown at the nearest intersection or mid-block location.

- University
- School
- Convention Center
- Theater
- Square
- Science Center
- Sport Field
- Shopping Mall
- Park
- Multi-purpose Arena
- Religious
- Biomedical
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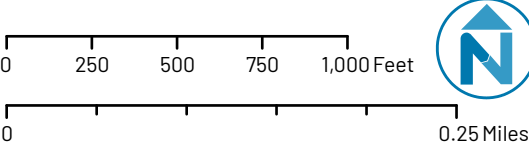
Data Source: City of Phoenix Open Data Portal

Public Input - Preferred N/S Connector

Preferred N/S Connector



- University
- School
- Convention Center
- Theater
- Square
- Science Center
- Sport Field
- Shopping Mall
- Park
- Multi-purpose Arena
- Religious
- Biomedical
- Hotel
- Transit Station
- Valley Metro Rail
- South Central Extension
- Roosevelt Row
- Arizona State University Campus
- Building Footprint
- Project Study Area



Data Source: City of Phoenix Open Data Portal

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|---|
| 434986 | Point | Sidewalks Improvements | Limited signage for pedestrians crossing railroad |
| 434990 | Point | Conflicts While Walking | Please put raised crosswalks or traffic calming here so that people crossing don't have to second guess if the cars speeding towards them are actually going to yield. It's incredibly stressful to cross here when there is lots of traffic during First Friday. |
| 434991 | Point | Conflicts While Walking | Please put raised crosswalks or traffic calming here so that people crossing don't have to second guess if the cars speeding towards them are actually going to yield. It's incredibly stressful to cross here when there is lots of traffic during First Friday. |
| 434992 | Point | Conflicts While Walking | Please put raised crosswalks or traffic calming here so that people crossing don't have to second guess if the cars speeding towards them are actually going to yield. It's incredibly stressful to cross here when there is lots of traffic during First Friday. |
| 434993 | Point | Shade | Out of the scope of the study but put shade here between the LRT station and Honeywell. Will increase ridership as it will make the walk suck alot less and Honeywell is a large employer. |
| 435034 | Point | Conflicts While Biking | bike lane ends without warning. Looks like there is space to extend it to the end of the road |
| 435078 | Point | Conflicts While Biking | A physical barrier should be added need this garage entrance to increase visibility and lower vehicle speeds when turning |
| 435082 | Point | Crossings | Curb extension needed. Otherwise, this is one of my favorite crossings in phoenix because of the pedestrian only crossing light |
| 435084 | Point | Conflicts While Biking | Blind vehicle exit from garage. sidewalk needs to be extended and travel lanes narrowed to allow vehicles to exit garage safely while giving pedestrians space |
| 435085 | Point | Conflicts While Biking | Second travel lane should be turned into a protected bicycle only lane |
| 435086 | Point | Shade | Not enough trees. More should be placed along curb. Existing trees are tiny. |
| 436295 | Point | Lighting | paths of travel from major event spaces like Chase Field and Footprint Center to light rail stops need better pedestrian lighting. |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|---|
| 436296 | Point | Conflicts While Walking | lots of families with kids in this area with both the Childrens Museum and the Science Center |
| 436532 | Point | Conflicts While Biking | 7 the street is a total disaster for biking and walking. Need to install traffic calming, add protected bike lanes, ped overpass on Roosevelt |
| 436620 | Point | Conflicts While Biking | Bike lane just ends |
| 436646 | Point | Shade | Second street could really benefit from some shade! The buildings there aren't that tall, the street itself is fairly wide, and it leaves people completely exposed to the heat during the summer. I walked through this area every day while I was a student at the ASU downtown campus, and I would always arrive to class sweating like crazy! |
| 436647 | Point | Shade | This would be another good spot for shade. |
| 436648 | Point | Conflicts While Walking | <p>7th street is a terrible street for pedestrians. I was almost hit once by a driver near the Cheba Hut/Tacos Calafias. It feels uncomfortable and unsafe, and I think making it more pedestrian friendly could help connect Roosevelt Row and Garfield.</p> <p>To be honest, though, I'm not really sure how you guys could go about fixing it without making the car traffic there significantly worse. On the intersection of 7th Street and E Garfield St, you could put a stop sign for cars with a painted Line that doesn't let them go all the way up to the sidewalk-although I'm not sure if that's in the scope for this project.</p> |
| 436658 | Point | Bicycle Improvements | <p>I'm not sure my comments have been saving, so apologies if this is a duplication.</p> <p>There is no reason for this road to be three lanes in one direction. Ditch a traffic lane for bike infrastructure. It's insane how our one purportedly urban area has streets that feel like a freeway heading into the heart of downtown.</p> |
| 436659 | Point | Bicycle Improvements | Third St. is so nice north of Roosevelt. That quickly ends when you lose the bike lane. No need for this street to be a mini freeway with three lanes of traffic headed in one direction. Ditch a traffic lane for bike lanes. |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|------------------------|---|
| 436660 | Point | Conflicts While Biking | People are speeding excessively on Roosevelt and turning right without looking. I no longer ride on this street, which is unfortunate since it's the heart of downtown. In a livable city it would be closed to cars and become a pedestrian plaza. At minimum, we need protected bike lanes on roosevelt and speed limit enforcement. |
| 436662 | Point | Crossings | One the bravest among us would use this crosswalk. Cars don't even pretend to yield. Make it a hawk. |
| 436663 | Point | Conflicts While Biking | This crossing is so scary. It's a very popular corner with AZ Wilderness and the new bars on the north side of Roosevelt. If someone from a more pedestrian friendly city attempted to use this crosswalk, they'd be in for a rude (at best) or fatal (at worst) surprise at the way drivers here fail to yield for pedestrians in crosswalks. You might as well eliminate crosswalks if they aren't HAWKS. They are essentially a fiction in this town. To be clear, I'm advocating for the hawk, not the elimination of the crossing. |
| 436665 | Point | Conflicts While Biking | These new scramble intersections are great, but it's hard to know how to handle them when bicycling. Do I go with car traffic, pedestrian traffic, both, or neither? |
| 436666 | Point | Conflicts While Biking | These new scramble intersections are great, but it's hard to know how to handle them when bicycling. Do I go with car traffic, pedestrian traffic, both, or neither? |
| 436667 | Point | Conflicts While Biking | The new light rail tracks on 5th Street are place in a way that I often ride along them when bicycling north on 5th Street just north of Chase Field. That's hazardous when riding due to possibility of wheels getting caught in track. Maybe a better route for bicycliing should be mapped in this immediate area. |
| 436668 | Point | Shade | Heritage Square doesn't have nearly enough shade. |
| 436671 | Point | Shade | This is an incredibly harsh walk in the summer. Shade is almost non-existent on the north and south side of this stretch of Washington St., which is very commonly used by office workers. Many offices in the core house their parking in City garages along 7th St. and the lack of shade makes this walk feel impossible at times. |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|--|
| 436672 | Point | Conflicts While Walking | The garage exits and entrances from CityScape to Block 23 are difficult to navigate both as a driver and a pedestrian. I park at a CityScape garage for work and often spend my time downtown walking. The visibility and warning system is incredibly limited for both pedestrians and drivers, which has led to more close calls than I would like to admit. |
| 436673 | Point | Shade | The lack of shade here is brutal in the summer |
| 436676 | Point | Conflicts While Walking | The flow of traffic makes it difficult to cross this intersection on foot. Especially when there's a game at Footprint Center |
| 436683 | Point | Conflicts While Biking | Unsafe intersection, puts bicyclists into conflict with vehicles. |
| 436686 | Point | Conflicts While Biking | Conflict where vehicle travel lane crosses over bike lane while traveling East on Fillmore before intersection of 7th St. |
| 436688 | Point | Conflicts While Biking | Vehicles traveling South on 3rd St turning right on red onto Fillmore St in conflict with bike lanes on Fillmore. |
| 436748 | Point | Lighting | All of Portland could use more lighting |
| 436767 | Point | Conflicts While Biking | Eliminate the Right Turn lane. |
| 436768 | Point | Crossings | This is 4th Street grid location |
| 436770 | Point | Conflicts While Biking | Roosevelt and 7th St is terrible for bikes, only slightly less terrible for pedestrians. Need more specific bike infrastructure on the east side of this intersection. |
| 436787 | Point | Conflicts While Walking | Need to mitigate utility (trash) access from ASU buildings onto 2nd St: Taylor Place, law school and 1st St: Cronkite building |
| 436788 | Point | Conflicts While Walking | Two parking driveways are too many. Need to consolidate alley, parking garage access and parking lot access to a single curb cut. |
| 436792 | Point | Crossings | Improve East/West Crossing |
| 436793 | Point | Crossings | Improve East/West Crossing |
| 436794 | Point | Crossings | Improve East/West Crossing |
| 436796 | Point | Crossings | Improve East/West Crossing |
| 436799 | Point | Crossings | Improve East/West Crossing |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|--|
| 436801 | Point | Conflicts While Walking | Drivers fail to stay behind the marked crosswalk and want to turn on Red signal which they also fail to read posted sign. |
| 436824 | Point | Shade | need shade here |
| 436825 | Point | Conflicts While Walking | need a crosswalk here |
| 436827 | Point | Conflicts While Walking | horrible area not to have alight |
| 436829 | Point | Shade | need shade |
| 436830 | Point | Lighting | this whole corridor needs upgraded lighting poorly lit compared to the rest of the city specially for being such a heavily walked area |
| 436831 | Point | Lighting | needs better lighting |
| 436835 | Point | Lighting | poor lighting |
| 436844 | Point | Shade | The farmers market needs more shade! |
| 436898 | Point | Bicycle Improvements | Please continue the buffered bike lanes found north of here on 3rd Street. This is a terrible "transition" zone, forcing me to turn right on Roosevelt then make an awkward and dangerous left-turn onto 2nd Street. |
| 436902 | Point | Bicycle Improvements | Please remove on-street parking, eliminate vehicular through lanes (there are, after all, a plethora of vehicular alternative streets in the immediate area), and continue physically-separated bike lanes. |
| 436903 | Point | Bicycle Improvements | Physically separating the bike lane from vehicular traffic would help this area tremendously. It is not pleasant riding a bike on this street. |
| 436904 | Point | Bicycle Improvements | Physically separating the bike lane from vehicular traffic would help this area tremendously. It is notpleasant riding a bike on this street. |
| 436930 | Point | Shade | Interpret these icon as more shade needed |
| 436931 | Point | Lighting | interpret as more lighting needed |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|--|
| 436935 | Point | Conflicts While Walking | 4 way stop needed. No stop signs going east/west but many cars naturally stop as it feels like there should be a stop sign there. Pedestrians are conditioned to cars stopping and with limited visibility from on street parking, there's a risk of quickly stepping out into on coming traffic. Risk for north/south car traffic as well. |
| 436957 | Point | Conflicts While Biking | Recommend removing the dedicated car turn lanes. Especially at night, and when there are lots of cars using the intersection, it is extremely complex. You have to commit early or risk "loosing your turn", while simultaneously staring down at cars in 6 lanes over 3 directions. Even after the recent redesign, it is terrifying. |
| 436958 | Point | Conflicts While Biking | Same note as 1st street: extremely difficult to negotiate with so many car lanes, especially at night. Permanently close the vehicle turn lanes and this will be much safer. |
| 436959 | Point | Conflicts While Walking | Crossing Jefferson Street on the East side is extremely frustrating because it is timed to always be in conflict with other modes. Could this be changed to have a leading pedestrian interval? The walk sign illuminates just as drivers making a left from southbound 1st Ave to eastbound Jefferson street get their green light. |
| 436960 | Point | Conflicts While Walking | Could we add a leading pedestrian interval here? Crossing 1st street to Fry's has a substantial amount of foot traffic, but a group of us were nearly run over as a vehicle turning left from Jefferson to go north on 1st street also got their green light at that exact moment and accelerated through quickly to try to beat us. If we had an extra 2 or 3 seconds to fill the intersection first, that would make a huge difference for safety. |
| 436961 | Point | Conflicts While Biking | <p>I know resurfacing has just finished, but consider a long term plan involving bicycle facilities on Jefferson. The tiny sidewalk space is not sufficient for pedestrians and bicycles to share. Simultaneously, there are far too many vehicle travel lanes which encourage extremely fast speeds. Extremely loud engine revving is constant.</p> <p>During the construction, traffic was reduced to one or two lanes which was a massive improvement to the livability and quality of life of the neighborhood. I would love to replace two of the travel lanes with more productive uses.</p> |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|--------|-------|-------------------------|---|
| 436962 | Point | Crossings | Please please please convert this to a four-way stop sign. This is a densely populated crossing that takes forever to convince a vehicle to stop for you. Even though the signage technically requires vehicles to yield to pedestrians in the crosswalk, in practice that is not how this intersection operates. Pedestrians have to either wait an extremely long time, constantly fight for eye contact with drivers hoping to be seen, or just risk their lives by walking in front of vehicles hoping drivers abide by the law and stop. It also needs marked crosswalks on all four sides. Alternatively / in addition: converting the middle lane to a pedestrian refuge island, even if it's only with flex posts, would make a huge improvement. |
| 436966 | Point | Conflicts While Walking | Crossing north on the east side takes a long time. Can a pedestrian refuge island be installed in the extra space available between the northbound right turn lane and the remaining travel lanes? |
| 436990 | Point | Lighting | Provide pedestrian scale lighting along the corridor |
| 436991 | Point | Shade | Enhance shade throughout the corridor |
| 436992 | Point | Conflicts While Walking | Extend curbs to improve safety for vulnerable people in the intersection |
| 436993 | Point | Lighting | Improve lighting at the intersection. Locate lighting angle to illuminate pedestrians in the crosswalk for the approach lane. Current lighting locations create pedestrian silhouettes. |
| 437022 | Point | Crossings | Crossing under UPRR is not Pedestrian Friendly, feels unsafe |
| 437025 | Point | Lighting | Poor Lighting under/around UPRR |
| 437028 | Point | Lighting | This area is dark at night |
| 437029 | Point | Shade | More shade near commuter bus stops around Chase Tower |
| 437031 | Point | Shade | The entire block where Chase Tower is has NO shaded Sidewalks |
| 437039 | Point | Lighting | feels unsafe at night |
| 437044 | Point | Shade | No shade on west side of second street between Hance Park and Roosevelt |
| 437046 | Point | Shade | No shade on West side of 1st Street |
| 437047 | Point | Shade | No shade north side of Fillmore |
| 437049 | Point | Shade | No shade on west side of 2nd st |
| 437050 | Point | Shade | No shade on west side of 2nd street |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|---------|-------|-------------------------|--|
| 437055 | Point | Shade | More shade in Warehouse District |
| 437056 | Point | Conflicts While Walking | Dangerous intersection |
| 1329014 | Line | Conflicts While Biking | If this is a SB one way road, how will the bike corridor/improvements ensure that cyclists traveling NB are protected and safe? |
| 1329131 | Line | Preferred N/S Connector | Central Ave should be less about cars and more about all other methods of transportation |
| 1329183 | Line | Conflicts While Biking | Cars often unload in bike lane |
| 1329186 | Line | Preferred N/S Connector | I think 3rd street would be a pretty good spot to add more protected bike lanes. The city already has some up until Roosevelt, and simply continuing that path straight to downtown would make it easier for the people who live in the Roosevelt Row area to get to downtown safely. |
| 1329194 | Line | Preferred N/S Connector | most logical route between existing 3rd Street improvements north of Roosevelt and planned ones south of Lincoln |
| 1329196 | Line | Conflicts While Biking | I drive to and from work every day using Central Avenue. One of the most frightening and common occurrences that I see are aggressive or uninformed drivers behaving aggressively or carelessly towards cyclists trying to use the sharrows. Not only does their behavior and insistence on moving around cyclists create a dangerous environment for the cyclists - it has also caused countless near-misses with other vehicles. Cyclists should be able to use Central and they should be safe and protected in doing so. |
| 1329197 | Line | Conflicts While Biking | this crossing is dangerous on a bike. The bike lane ends and requires you to merge with cars going into the same lane. |
| 1329201 | Line | Conflicts While Biking | The crossing does not have a bike lane on the other side of 7th street and is dangerous when cars and bikes go in the same direction across and have to share a lane |
| 1329208 | Line | Preferred N/S Connector | Preferred N/S Connector is protected 2-way bike lane along 7th St. |
| 1329271 | Line | Preferred N/S Connector | Please make 3rd street the bike route for this area. Please remove a vehicle travel lane and add physically PROTECTED bike lanes. |
| 1329282 | Line | Preferred N/S Connector | North bound - There would need to be improvements at Fillmore and 4th St for the left turn. |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|---------|------|-------------------------|---|
| 1329283 | Line | Preferred N/S Connector | Southbound - |
| 1329284 | Line | Conflicts While Biking | Access issues during Convention Center Closings. Need alternative options during events. Bike and Pedestrian. |
| 1329286 | Line | Preferred N/S Connector | Northbound - Continuing bike lanes included in the South Central LR project. Include bus/bike infrastructure on Central/1st ave. Use slip lanes as needed. |
| 1329294 | Line | Conflicts While Walking | South side Van Buren overgrown, sidewalk too narrow. |
| 1329295 | Line | Preferred N/S Connector | Unused lanes available - car-dedicated portion of the street needs to be narrower as well |
| 1329302 | Line | Crossings | Improve East/West Crossing |
| 1329303 | Line | Crossings | Improve East/West Crossing |
| 1329304 | Line | Crossings | Improve East/West Crossing |
| 1329315 | Line | Preferred N/S Connector | this route would be the safest |
| 1329316 | Line | Preferred N/S Connector | <p>3rd Street is the most sensible corridor for active transport *through* downtown, and there is plenty of roadway to dedicate space to people who bike, roll, walk, etc. Between Roosevelt and Pierce Streets, 3rd Street has had lane reductions for many months at a time due to construction of the multi-family buildings, and this has seemly not caused gridlock or major traffic headaches for people in cars.</p> <p>Ironically, there are almost no destinations I want to visit on 3rd Street, so when my destination *is* downtown, not somewhere on the other side of downtown, I ride down 5th Avenue, 3rd Avenue, the slip lane on 1st Avenue, Central Avenue, 1st Street or 2nd Street.</p> <p>I would think that our hotels and convention center would support a broad shady pedestrian and active transport boulevard up and down 3rd Street.</p> |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|---------|------|-------------------------|--|
| 1329317 | Line | Conflicts While Biking | It feels like cars travel very fast on this section of 4th Street, possibly due to the excessive number of lanes. It can be hard/feel dangerous to cross 4th Street in this section due to vehicle speeds. |
| 1329318 | Line | Conflicts While Biking | I would never bike on this stretch of 7th Street. It feels very dangerous. |
| 1329320 | Line | Preferred N/S Connector | most direct route to Rio Salado paths and future bridge!! |
| 1329334 | Line | Preferred N/S Connector | 3rd street should be the N/S bike route. The future plan for DTPHX should also include more pedestrian/non-vehicle streets such as the Taylor mall or 2nd ave. |
| 1329403 | Line | Conflicts While Biking | Van Buren as a whole constitutes a dangerous physical and psychological barrier segregating the north vs south parts of downtown. Would highly advise giving it a road diet and reducing it to one travel lane in each direction with a shared turn lane. Its current design encourages drivers to race each other and look at other lanes rather than to slow down and focus on pedestrians and bicycles in this dense walkable area. |
| 1329404 | Line | Preferred N/S Connector | This is a great candidate for a N/S bicycle corridor because it is very under utilized by cars, and is centrally located to a lot of walkable retail amenities. Its proximity to the convention center and adjacent hotels is highly compatible with uses by out of town visitors eager for an inviting route to explore the area up to Roosevelt. It also can facilitate safe travel between Roosevelt and the sporting venues before and after events. |
| 1329420 | Line | Preferred N/S Connector | Given the N/S connections already improved on 3rd + 5th Ave, using 2nd St seems to provide the natural spacing to provide a regular network. Rather than create any contraflow concerns on Washington or Jefferson, and to avoid the Footprint Center disruption in the 2nd St corridor south of Jefferson, the route deviates at Adams St to connect the route between 2nd and 1st Streets. It is possible to make another lateral shift south of the Footprint Center to return the route on 2nd St. . |
| 1329446 | Line | Sidewalks Improvements | Sidewalk in poor condition/too narrow |
| 1329448 | Line | Shade | More shade in Warehouse District |
| 1329449 | Line | Shade | More shade in Warehouse District |
| 1329450 | Line | Shade | More shade in Warehouse District |

Wikimap Public Input - Comments

| ID | Type | Category | Initial Comment |
|---------|------|----------------------|-----------------|
| 1329452 | Line | Bicycle Improvements | Gap in system |

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