

**APPENDIX E – FALL 2023 PUBLIC INFORMATION AND OUTREACH
REPORT**



CITY OF PHOENIX
Street Transportation Department
Downtown North-South Bikeway Study
1st Street to 3rd Street, between Lincoln Street and Roosevelt Street

FINAL PUBLIC INFORMATION & OUTREACH REPORT
12/20/2023

Project Number: ST87110163
Engagement #2
Public Open House Meeting - Wednesday, October 25, 2023

PREPARED BY:

YourProject M.O.
Marketing and Outreach



TABLE OF CONTENTS

Public Outreach Summary

1. Engagement #2 Outreach	3
1.1 Stakeholder Meetings.....	3
1.2 Pre-recorded Study Update.....	3
1.3 Notification and Downtown Outreach	4
2. Open House Summary Report	5
2.1 Public Open House	5
2.2 Public Open House Attendees	5
2.3 Meeting & Survey Comments	5

Appendix Material

- A - Postcard Mailer
- B - Mailing List
- C - E-blast Notice
- D - Open House Sign-In Sheets
- E - Open House Photos
- F - City of Phoenix - Social Media Posts
- G - Survey Questions
- H - Public Survey Report



1. Engagement #2 Outreach

1.1 STAKEHOLDER MEETINGS

Leading up to the Public Open House, the project team facilitated nine (9) stakeholder meetings via Microsoft Teams. These meetings invited smaller groups of prominent business owners and other special interest parties in the project area to review the team's findings and comment. In the sessions, Chris Milner (TYLin) and Brian Fellows (City of Phoenix Street Transportation Dept.), presented proposed bikeway routes based on public feedback over the prior six months. The dialogue in these meetings narrowed the team's approach for the second public engagement at an in-person Public Open House.

TYLin staff reported comments and feedback from these meetings to the City.

Stakeholder meetings and attendance included:

Monday, 9/18/23

11 a.m.: 4 attendees, Phoenix Convention Center
3 p.m.: 1 attendee, Phoenix Spokes People
4 p.m.: 5 attendees, PCA

Tuesday, 9/19/23

10 a.m.: 2 attendees, Hyatt Regency & Herberger Theater
3 p.m.: 1 attendee, Community and Economic Development

Wednesday, 9/20/23

10 a.m.: 1 attendee, Community and Economic Development

Thursday, 9/21/23

11 a.m.: 1 attendee, Phoenix Spokes People
1 p.m.: 1 attendee, The Westin Phoenix Downtown

Monday, 9/25/23

3 p.m.: 3 attendees, Chase Field, Footprint Facility, & Phoenix Public Transit Department

1.2 PRE-RECORDED STUDY UPDATE

Prior to the in-person Open House, the project team created a pre-recorded Study update and posted it to the City's project website. In the video update, the project team covered the Study overview, current conditions, previous public feedback, recommendations, and a schedule of next steps. The update also included a 3D simulation of proposed routes for the Bikeway on 3rd Street, as well as proposed additional improvements to the 1st Street corridor, to provide a parallel bikeway option. This presentation can be found at <https://www.phoenix.gov/streets/dnsbikeway>.



1.3 NOTIFICATION OF PUBLIC OPEN HOUSE AND OUTREACH

Prior to the 10/25 Public Open House meeting at Burton Barr Central Library, YPMO conducted business outreach by mail, E-mail, and in person. Additionally, the City provided signage throughout the downtown boundary. The following is a summary of that outreach.

Tuesday, 10/10 - Postcard mailer was mailed to 373 properties, including businesses and residences, in the project area. The postcard can be found in **Appendix A**. The mailing area and list can be found in **Appendix B**.

Thursday, 10/12 - An E-mail blast was sent off to 170 project stakeholders, including those the team spoke with in the stakeholder meetings, as well as to interested parties who subscribed previously to the mailing list. The E-blast mirrored the postcard information, and can be found in **Appendix C**.

Friday, 10/13 and Wednesday, 10/18 - In-person outreach was conducted on 1st Street and 3rd Street. The YPMO team spoke with 50 area businesses, making them aware of the Public Open House, as well as project information, the 3D simulation, and the survey located on the project website.

The City posted signs downtown and the notice on social media. Examples can be found in **Appendix G**.

DRAFT



2. Open House Summary Report

2.1 PUBLIC OPEN HOUSE MEETING

YPMO coordinated with City staff to reserve and plan for the materials and equipment required for the Public Open House. YPMO arrived at 4 P.M. to set up the meeting space for the Public Open House by the 5 P.M. start time. Photos from the Open House are included in **Appendix E**.

October 25, 2023: 5:00 P.M. to 6:30 P.M.

Burton Barr Central Library
4th Floor Lecture Room
1221 N. Central Ave., Phoenix, AZ 85004

2.2 PUBLIC OPEN HOUSE ATTENDEES

The following is a summary of the public meeting attendees at the Open House. Sign-in sheets are included in Appendix D. There were 30 total public attendees that signed in when they arrived. There were seven (8) attendees from the project team, including City of Phoenix, TYLin, Nelson\Nygaard, and YPMO. The sign-in sheets are included in **Appendix D**.

- 3 City of Phoenix Managers
- 1 Staff from TYLin
- 1 Staff from Nelson\Nygaard
- 24 Residents
- 3 Business Owners
- 2 Attendees who identified as both Business Owners and Residents
- 3 PIO Staff from YPMO

2.3 PUBLIC COMMENTS & ONLINE SURVEY

After the meeting, Nelson/Nygaard staff summarized comments from the public at the meeting.

- Several people mentioned that they love the protected bike lanes on 3rd St north of Roosevelt
- Someone requested that Phoenix prioritize using metal bollards rather than flex posts
- For 1st Street, it was requested we try to minimize the frequency of when the bicycle facility changes (protected to buffered to shared lane, etc.). They think reducing these changes makes it easier to know what to do (for both people on bikes and drivers) and makes the facility safer.
- When 3rd Street is closed at the Convention Center, signage will be needed to direct users to 1st St. However, what do we do for people who access 3rd St closer to the closure? Will there be signage at each intersection? Need to think through the implementation of this more.
- There was a suggestion that the future development of the south Convention Center building could be an opportunity to provide outdoor space that would reduce (or eliminate) the need for using 3rd St for events.
- Someone questioned why 3rd Street was chosen in place of 5th Street. They indicated that 5th Street is very wide and needs more activation. It would also avoid the Convention Center issues.
- There was a suggestion that the future development of the south Convention Center building could allow us to create a new pathway for bikes from 3rd & Jefferson through to 5th & Washington as a way to ensure continuity with 3rd St bike facilities south of downtown with the bike facilities north of Roosevelt.
- Some questioned/criticized the ability for the Convention Center to close the street for private events and the lack of a public process for closures. Someone suggested a limit on the number of days per year closures



would be allowed.

- Someone said that 3rd St between Washington and Monroe is actually not right-of-way. I just checked and they are correct. 3rd is located entirely within a parcel that extends from 2nd St to 5th St. So perhaps there's not much we can do about the closures.
- Someone who works at ASU told me they are planning to close Taylor between 1st and 3rd St to cars by adding bollards. In the long term, they will reconstruct the roadway to extend the pedestrian mall that exists between Central and 1st St all the way to 3rd St.
- They suggested Taylor could be another turn-off point (rather than Portland) for detours to access 1st St.
- Something for our team to consider is whether we only have a detour on 1st St between Taylor and Buchanan (i.e. shorten the extent of bike improvements on 1st to both minimize costs and reduce number of blocks where we use sharrows).

TYLin provided the public survey questions and YPMO prepared the **online survey** and will monitor the results through the **closing date of December 15**. The final survey report will be submitted to the City and team on December 20, 2023. The final survey results are included in **Appendix G**.

DRAFT



STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX A

Postcard Mailer

DRAFT



STREET TRANSPORTATION DEPARTMENT

c/o Your Project Marketing & Outreach
Providing Public Outreach Services
3550 N. Central Avenue, Suite 1290
Phoenix, AZ 85012

Downtown North-South Bikeway Study

View pre-recorded presentation at
[Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) and
then join the project team for an Open
House on October 25 at 5 p.m.

Estudio Sobre el Carril de Bicicletas Norte-Sur del Centro de la Ciudad

Vea la presentación pregrabada en
phoenix.gov/streets/dnsbikeway y únase al
equipo del proyecto en una reunión pública
el 25 de octubre a las 5 p.m.



STREET TRANSPORTATION DEPARTMENT

Downtown North-South Bikeway Study

ATTEND IN-PERSON OPEN HOUSE

Wednesday, October 25, 2023 at 5 p.m.
Burton Barr Central Library
4th Floor Lecture Room
1221 N. Central Ave., Phoenix, AZ 85004

The City of Phoenix Street Transportation Department is conducting a study to determine which streets are the safest and most convenient routes for people walking, riding bicycles, or using other mobility devices to travel between downtown destinations. A pre-recorded presentation is available at [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) that will preview the identified options based on public input to date.

Please view the pre-recorded presentation and join us on October 25 to learn more.

Estudio Sobre el Carril de Bicicletas Norte-Sur del Centro de la Ciudad

ASISTIR EN PERSONA UNA REUNIÓN PÚBLICA

Miércoles, 25 de octubre de 2023 a las 5 p.m.
Burton Barr Central Library
Sala de conferencias del cuarto piso
1221 N. Central Ave., Phoenix, AZ 85004

El Departamento de Calles y Transportación de la ciudad de Phoenix está llevando a cabo un estudio para determinar qué calles son las rutas más seguras y convenientes para las personas que caminan, montan en bicicleta o utilizan otros dispositivos de movilidad para viajar entre los destinos del centro de la ciudad. Una presentación pregrabada está disponible en [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) que previsualizará las opciones identificadas basadas en la opinión pública hasta la fecha.

Vea la presentación pregrabada y únase a nosotros el 25 de octubre para saber más.

WEBSITE/SITIO WEB: Phoenix.gov/Streets/DNSBikeway

If you require reasonable accommodations for this process, please contact the project hotline.
This notice can be made available in an alternate format upon request by calling 602-235-2488.

Si necesita adaptaciones razonables para este proceso, comuníquese con la línea del proyecto.
Este aviso puede estar disponible en un formato alternativo a pedido llamando al 602-235-2488.





STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX B

Mailing List

DRAFT



MAILING DISTRIBUTION AREAS

- *Roosevelt Street - Van Buren Street*



- *Van Buren Street - Jackson Street*





- Jackson Street - Lincoln Street





STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX C

E-blast Notice

DRAFT



Downtown North-South Bikeway Study
Project Information Line: (602) 235-2488

October 2023

Downtown North-South Bikeway Study

Area bounded by Central Avenue, 7th Street, Lincoln Street, and Roosevelt Street.

ATTEND IN-PERSON OPEN HOUSE

Wednesday, October 25, 2023 at 5 p.m.
Burton Barr Central Library
4th Floor Lecture Room
1221 N. Central Ave., Phoenix, AZ 85004

The City of Phoenix Street Transportation Department is conducting a study to determine which streets are the safest and most convenient routes for people walking, riding bicycles, or using other mobility devices to travel between downtown destinations. A pre-recorded presentation is available at [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) that will preview the identified options based on public input to date.

Please view the pre-recorded presentation and join us on October 25 to learn more.

Website: [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway)

If you require reasonable accommodations for this process, please contact the project hotline.

This notice can be made available in an alternate format upon request by calling 602-235-2488.

Estudio Sobre el Carril de Bicicletas

Norte-Sur del Centro de la Ciudad

**Área delimitada por Central Avenue, 7th Street,
Lincoln Street, y Roosevelt Street.**

ASISTIR EN PERSONA UNA REUNIÓN PÚBLICA

Miércoles, 25 de octubre de 2023 a las 5 p.m.
Burton Barr Central Library
Sala de conferencias del cuarto piso
1221 N. Central Ave., Phoenix, AZ 85004

El Departamento de Calles y Transportación de la ciudad de Phoenix está llevando a cabo un estudio para determinar qué calles son las rutas más seguras y convenientes para las personas que caminan, montan en bicicleta o utilizan otros dispositivos de movilidad para viajar entre los destinos del centro de la ciudad. Una presentación pregrabada está disponible en [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) que previsualizará las opciones identificadas basadas en la opinión pública hasta la fecha.

Vea la presentación pregrabada y únase a nosotros el 25 de octubre para saber más.

Sitio Web: [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway)

Si necesita adaptaciones razonables para este proceso, comuníquese con la línea del proyecto.

Este aviso puede estar disponible en un formato alternativo a pedido llamando al 602-235-2488.

CONTACT US

Project Information Line / Línea de Información del Proyecto

602-235-2488

Please let us know if you have any questions. / Contáctenos si tiene alguna pregunta.



STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX D

Open House Sign-In Sheets

DRAFT



STREET TRANSPORTATION DEPARTMENT

Downtown North-South Bikeway Study

Public Open House
Wednesday, October 25, 2023
5:00 p.m. to 6:30 p.m.

SIGN-IN SHEET

Project No.: ST87110163

NAME	ADDRESS	PHONE NUMBER / EMAIL (Optional)	Check if Applicable <input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business
			<input type="checkbox"/> Resident <input type="checkbox"/> Business

PAGE ____ OF ____



STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT

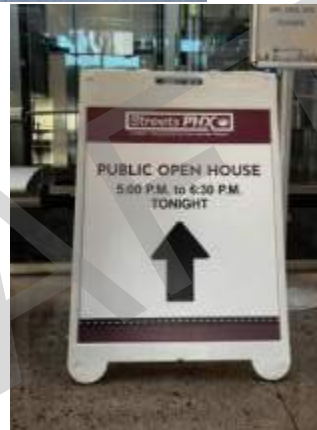


APPENDIX E

Open House Photos

DRAFT

City of Phoenix Street Transportation Department
Downtown North-South Bikeway Study - Engagement 2 on 10/25/2023





STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX F

Social Media

DRAFT

Phoenix Street Transportation @StreetsPHX · Oct 25 REMINDER: Attend an open house tonight from 5-6:30 to learn more about and provide input for the @CityofPhoenixAZ's Downtown North-South Bikeway Study.

Community members can also take a survey through Nov. 17 and watch a pre-recorded update presentation: bit.ly/46YKwC8

Streets PHX
STREET TRANSPORTATION DEPARTMENT

Downtown North-South Bikeway Study
ATTEND IN-PERSON OPEN HOUSE
Wednesday, October 25, 2023 at 5 p.m.
Burton Barr Central Library
4th Floor Lecture Room
1221 N. Central Ave., Phoenix, AZ 85004

The City of Phoenix Street Transportation Department is conducting a study to determine which streets are the safest and most convenient routes for people walking, riding bicycles, or using other mobility devices to travel between downtown destinations. A pre-recorded presentation is available at [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) that will preview the identified options based on public input to date.

Please view the pre-recorded presentation and join us on October 25 to learn more.

Estudio Sobre el Carril de Bicicletas Norte-Sur del Centro de la Ciudad
ASISTIR EN PERSONA UNA REUNIÓN PÚBLICA
Miércoles, 25 de octubre de 2023 a las 5 p.m.
Burton Barr Central Library
Sala de conferencias del cuarto piso
1221 N. Central Ave., Phoenix, AZ 85004

El Departamento de Calles y Transportación de la ciudad de Phoenix está llevando a cabo un estudio para determinar qué calles son las rutas más seguras y convenientes para las personas que caminan, montan en bicicleta o utilizan otros dispositivos de movilidad para viajar entre los destinos del centro de la ciudad. Una presentación pregrabada está disponible en [Phoenix.gov/streets/dnsbikeway](https://phoenix.gov/streets/dnsbikeway) que previstualizará las opciones identificadas basadas en la opinión pública hasta la fecha.

Vea la presentación pregrabada y únase a nosotros el 25 de octubre para saber más.

WEBSITE/SITIO WEB: Phoenix.gov/Streets/DNSBikeway

If you require reasonable accommodations for this process, please contact the project hotline. This notice can be made available in an alternate format upon request by calling 602-235-2468.
Si necesita adaptaciones razonables para este proceso, comuníquese con la línea del proyecto. Este aviso puede estar disponible en un formato alternativo a pedido llamando al 602-235-2468.



1 2 206

Phoenix Street Transportation @StreetsPHX · 4h Thank you to the community members who came to Wednesday night's Open House to learn more about @CityofPhoenixAZ's Downtown North-South Bikeway Study.

If you didn't attend, you can watch a video update and take a survey through Nov. 17. bit.ly/46YKwC8



1 3 226



STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX G

Survey Questions (English and Spanish)

DRAFT



1. How do you relate to the project area? Select all that apply.

- ☐ I live near the project area
- ☐ I go through this area when I commute to work or school, run errands, or access business/recreational activities, etc.
- ☐ I work at or own a business in the project area
- ☐ None of the above
- ☐ Other

2. How often do you travel to/through the study area?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Seasonally
- ☐ Never
- ☐ Other

3. What travel mode do you use to travel to/through the study area? Select all that apply.

- ☐ Vehicle
- ☐ Bicycle
- ☐ Walk
- ☐ E-scooter
- ☐ Public transit
- ☐ Other



4. How would you like to travel to/through the study area in the future? Select all that apply.

- ☐ Vehicle
- ☐ Bicycle
- ☐ Walk
- ☐ E-scooter
- ☐ Public transit
- ☐ Other

Your Priorities

Part of designing a street is figuring out how to prioritize the competing demands of people using the streets to get around the City of Phoenix. To better understand what you would like to see on our streets, please share what your highest priorities are for a transportation system.

5. Thinking about transportation along 1st Street in Downtown, please rank your priorities:

- ☐ Reduce vehicle congestion during rush hour
- ☐ Reduce vehicle congestion during major events
- ☐ Prevent collisions that could injure or kill people
- ☐ Minimize the cost of building and maintaining streets
- ☐ Give everyone a comfortable option for using streets, whether they are driving, walking, biking, or taking public transit
- ☐ Design streets to match the atmosphere of the neighborhood
- ☐ Maximize on-street parking
- ☐ Build a green and sustainable transportation system
- ☐



Your Priorities

6. Thinking about transportation along 3rd Street in Downtown, please rank your priorities:

- ☐ Reduce vehicle congestion during rush hour
- ☐ Reduce vehicle congestion during major events
- ☐ Prevent collisions that could injure or kill people
- ☐ Minimize the cost of building and maintaining streets
- ☐ Give everyone a comfortable option for using streets, whether they are driving, walking, biking, or taking public transit
- ☐ Design streets to match the atmosphere of the neighborhood
- ☐ Maximize on-street parking
- ☐ Build a green and sustainable transportation system

1st Street Options

7. Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?



- ☐ **Option A: Existing 1st Street** – Vehicles and people riding bicycles share existing travel lanes with intermittent on-street parking



- ☐ **Option B: Proposed 1st Street design** – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking



- ☐ **Option C: Proposed 1st Street design** – Bike lanes separated/buffered from vehicle lanes



1st Street Options



8. Do you have any comments on the proposed options?

Contact Information

9. How did you learn about this project?

- ☐ Social media (Twitter, Nextdoor, Facebook, etc.)
- ☐ Neighbor, friend, etc.
- ☐ Postcard in the mail
- ☐ Project website
- ☐ Street signs in the neighborhood
- ☐ Other

10. What is your name? (Optional)

11. What is your email address? (Optional - please provide if you would like to receive project updates.)



1. ¿Qué relación tiene con la zona del proyecto? Seleccione todo lo que corresponda y/o comente a continuación.

- ☐ Vivo cerca de la zona del proyecto
- ☐ Paso por esta zona cuando me desplazo al trabajo o a la escuela, hago recados o accedo a actividades comerciales o recreativas, etc.
- ☐ Trabajo o tengo un negocio en la zona del proyecto
- ☐ Ninguna de las anteriores
- ☐ Otra respuesta

2. ¿Con qué frecuencia viaja a/por la zona de estudio? Elige una opción o comente a continuación

- ☐ Diario
- ☐ Cada semana
- ☐ Mensualmente
- ☐ Estacionalmente
- ☐ Nunca
- ☐ Otra respuesta

3. ¿Qué medio de transporte utiliza para desplazarse a/por la zona de estudio? Seleccione todos los que procedan y/o comente a continuación.

- ☐ Vehículo
- ☐ Bicicleta
- ☐ Caminar
- ☐ Scooter eléctrico
- ☐ Transporte público
- ☐ Otra respuesta



4. ¿Cómo le gustaría viajar a/por la zona de estudio en el futuro? Seleccione todo lo que corresponda y/o comente a continuación.

- ☐ Vehículo
- ☐ Bicicleta
- ☐ Caminar
- ☐ Scooter eléctrico
- ☐ Transporte público
- ☐ Otra respuesta

Sus Prioridades

Parte del diseño de una calle es determinar cómo priorizar las demandas de las personas que utilizan las calles para desplazarse por la ciudad de Phoenix. Para entender mejor lo que le gustaría ver en nuestras calles, por favor comparta cuáles son sus principales prioridades para un sistema de transporte.

5. Pensando en el transporte a lo largo de 1st Street en el centro de la ciudad, por favor clasifique sus prioridades:

- ☐ Reducir la congestión de vehículos en las horas punta
- ☐ Reducir la congestión de vehículos durante grandes eventos
- ☐ Evitar colisiones que podrían herir o matar a personas
- ☐ Minimizar el coste de construcción y mantenimiento de las calles
- ☐ Ofrecer a todos una opción cómoda para utilizar las calles, ya sea en coche, a pie, en bicicleta o en transporte público.
- ☐ Diseñar calles acordes con el ambiente del vecindario
- ☐ Maximizar el estacionamiento en la vía pública
- ☐ Construir un sistema de transporte ecológico y sostenible

Sus Prioridades

6. Pensando en el transporte a lo largo de 3rd Street en el centro de la ciudad, por favor clasifique sus prioridades:

- ☐ Reducir la congestión de vehículos en las horas punta
- ☐ Reducir la congestión de vehículos durante grandes eventos
- ☐ Evitar colisiones que podrían herir o matar a personas
- ☐ Minimizar el coste de construcción y mantenimiento de las calles
- ☐ Ofrecer a todos una opción cómoda para utilizar las calles, ya sea en coche, a pie, en bicicleta o en transporte público.
- ☐ Diseñar calles acordes con el ambiente del vecindario
- ☐ Maximizar el estacionamiento en la vía pública
- ☐ Construir un sistema de transporte ecológico y sostenible

Opciones de 1st Street

7. Pensando en sus prioridades para 1st Street desde Lincoln Street hasta Roosevelt Street, ¿qué opción cree que se adaptaría mejor a su comunidad?



- ☐ **Opción A: 1st Street Existente** – Vehículos y ciclistas comparten los carriles existentes (con estacionamiento intermitente en la calle)



- ☐ **Opción B: Diseño Propuesto para 1st Street** – Los vehículos y las personas que circulan en bicicleta comparten carriles de circulación que tienen marcas de carril compartido (con estacionamiento intermitente)



- ☐ **Opción C: Diseño Propuesto para 1st Street** – Carriles bici separados de los carriles para vehículos



STREET TRANSPORTATION DEPARTMENT

Downtown North South Bikeway Study
PUBLIC INFORMATION & OUTREACH REPORT



APPENDIX H

Survey Report

DRAFT

Downtown North-South Bikeway Study

144

Responses

09:11

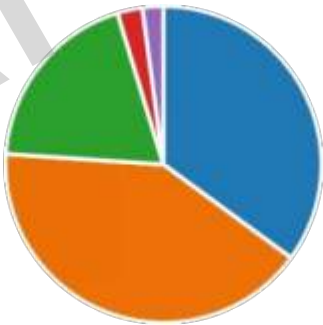
Average time to complete

Closed

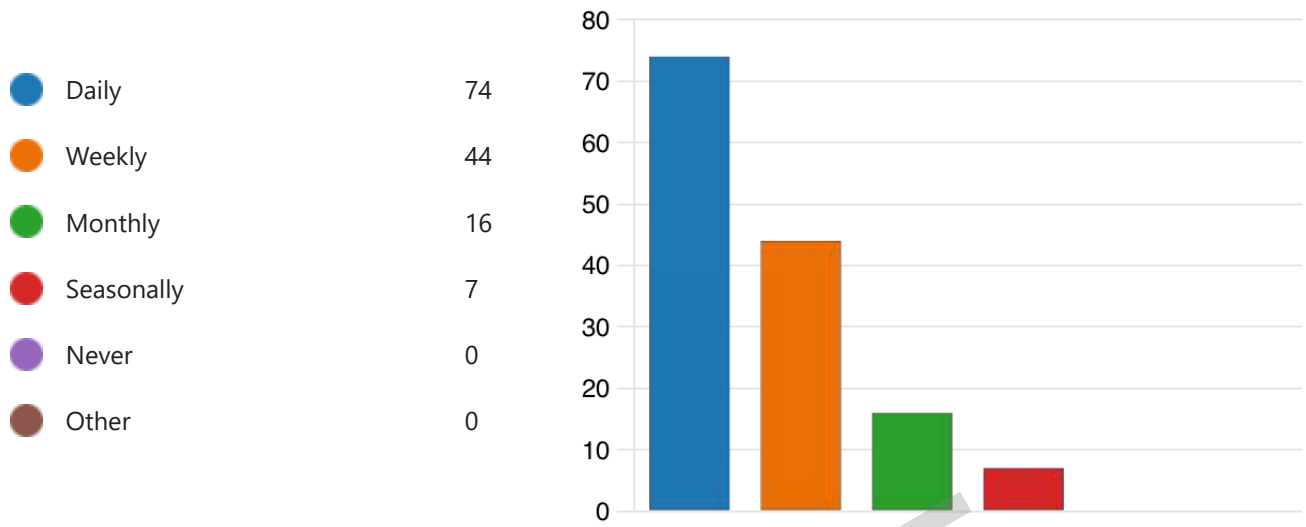
Status

1. How do you relate to the project area? Select all that apply.

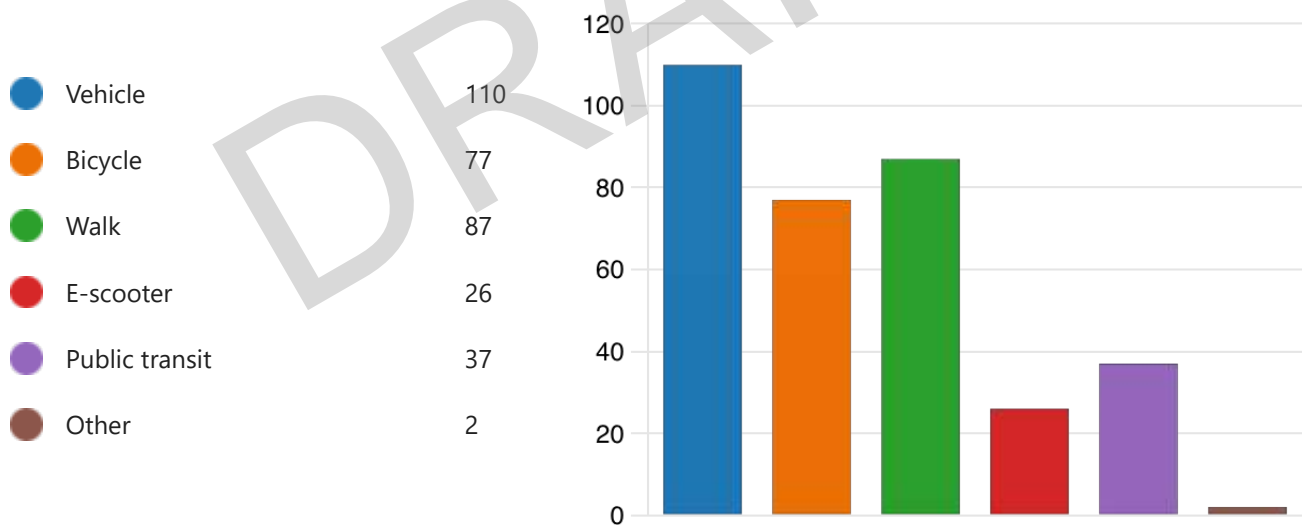
- I live near the project area 82
- I go through this area when I co... 96
- I work at or own a business in th... 45
- None of the above 6
- Other 5



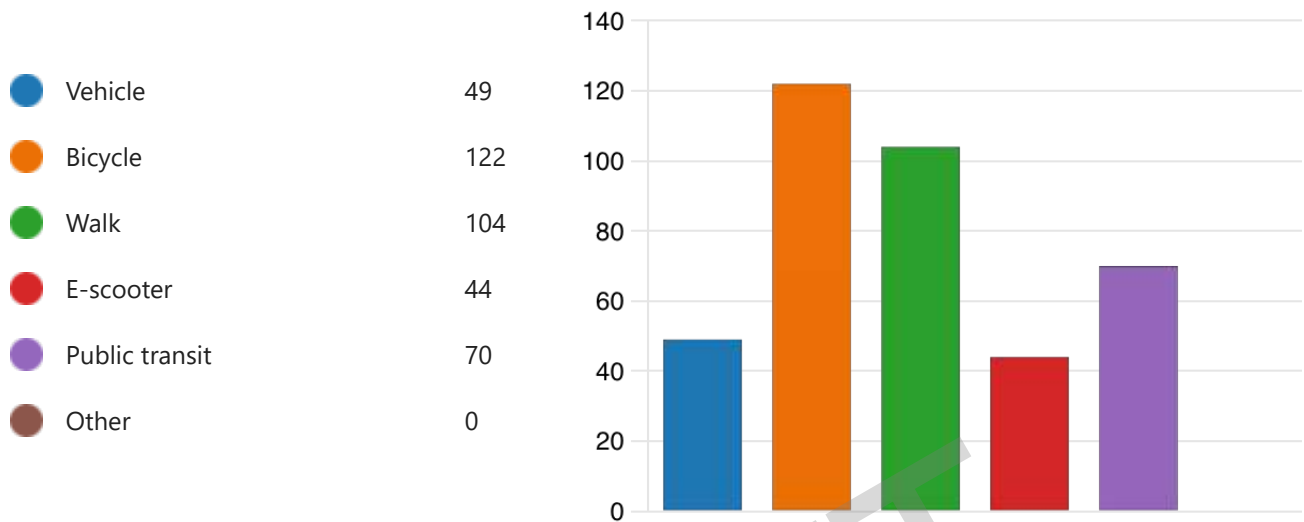
2. How often do you travel to/through the study area?



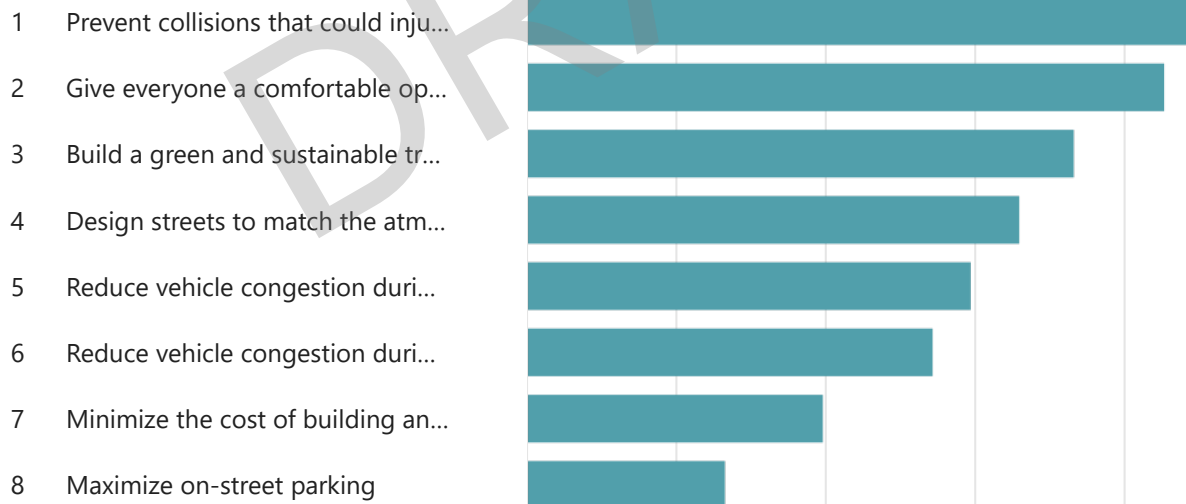
3. What travel mode do you use to travel to/through the study area? Select all that apply.



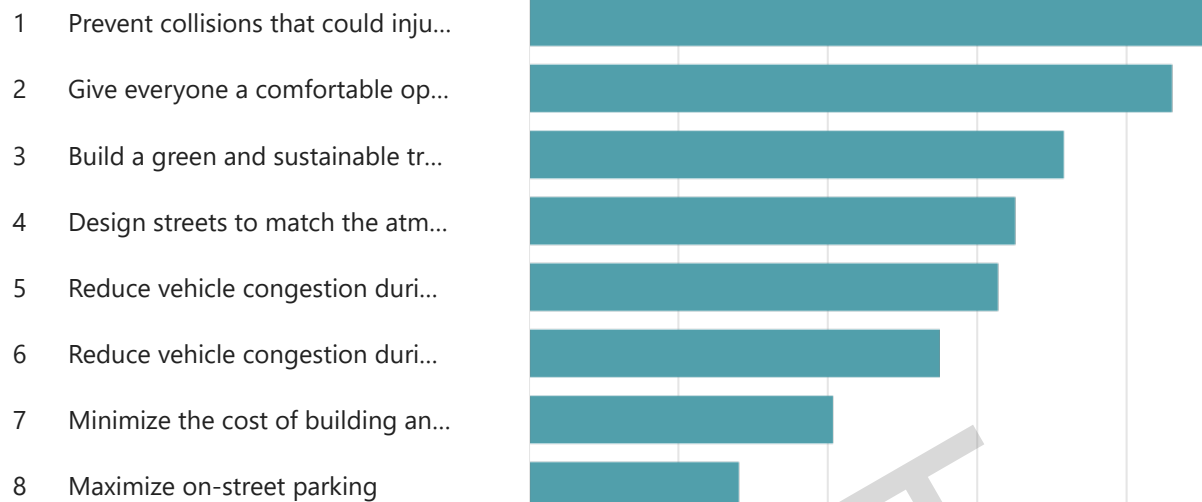
4. How would you like to travel to/through the study area in the future? Select all that apply.



5. Thinking about transportation along 1st Street in Downtown, please rank your priorities:

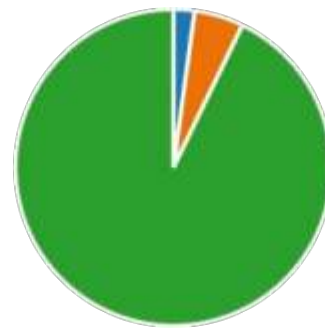


6. Thinking about transportation along 3rd Street in Downtown, please rank your priorities:



7. Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?

- **Option A: Existing 1st Street** ... 3
- **Option B: Proposed 1st Street** ... 7
- **Option C: Proposed 1st Street** ... 129



8. Do you have any comments on the proposed options?

66

Responses

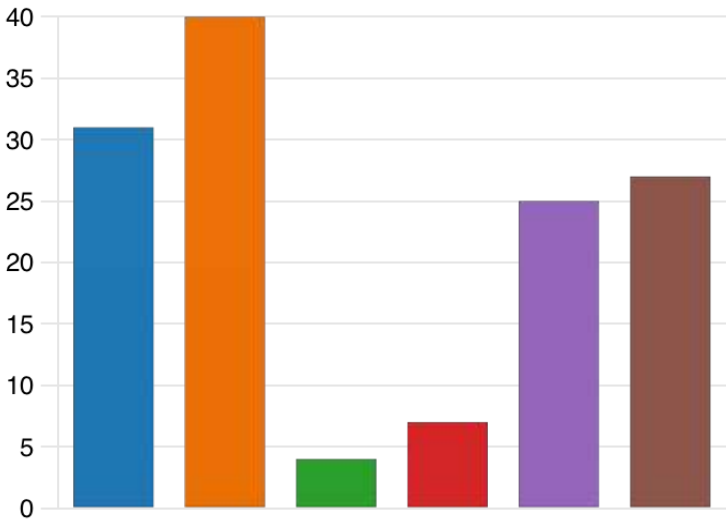
Latest Responses

25 respondents (38%) answered **bike lanes** for this question.



9. How did you learn about this project?

- Social media (Twitter, Nextdoor, ... 31
- Neighbor, friend, etc. 40
- Postcard in the mail 4
- Project website 7
- Street signs in the neighborhood 25
- Other 27



ID	Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?	Do you have any comments on the proposed options?	How did you learn about this project?
1			
2			
3	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	B is the worst, "Sharrows" are proven to actually be the most dangerous. Sharrows give a false sense of safety to cyclists and cars which increases the chances of a car striking a person on a bicycle. The best option of the three is option C IF and ONLY IF a hard barrier like a curb or solid bollards are used. Do not half-measure this and use flimsy plastic bollards that a swerving car will go through and hit someone on a bicycle, likely killing them. What gets people to bike over driving is the availability of destinations within biking distance (which downtown has) and bike infrastructure that allows people to safely travel between destinations without risk of colliding with a car, running into obstructions, or colliding into suddenly opened car doors (known as getting doored). If you want an example of a well-made bike infrastructure, check out the bikeway on 3rd Ave that goes between Roosevelt St and McDowell Rd.	Street signs in the neighborhood
4	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
5	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Protected bike lanes and shaded sidewalks allow more people to travel safely. It’s crucial to prioritize pedestrians over drivers since drivers are far less efficient and make streets unsafe for all. Cars are also the leading cause for noise pollution in cities so reducing the number of cars driving results in quieter streets. The addition of trees for shade or any sort of structures for shade also allow for more people to chose walking over driving and helps in reducing the heat island effect caused by the over use of asphalt in streets and parking lots	Street signs in the neighborhood
6	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Buffered bike lanes are inefficient when traffic calming is not implemented. Drivers continuously drive into the buffered bike lanes and are a danger to others who are using alternative transportation.	Street signs in the neighborhood
7	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Bollards instead of flex posts.	Project website
8	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Just make the street only walking/riding; no vehicles. Do the same with Roosevelt.	Postcard in the mail
9	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Separated bike lanes are the safest, most comfortable option for all users, even motorists.	Project website
10	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
11	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Project website
12	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Vehicles completely ignore sharrows. Sharing lanes with drivers in Phoenix is incredibly dangerous, as they are conditioned to go as fast as possible and believe they have the exclusive right to occupy roadways.	Street signs in the neighborhood
13	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
14	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
15	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking		Street signs in the neighborhood
16	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
17	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	The safer it is for biking the more people will bike. I’m an avid biker and this is the biggest problem people have with biking in downtown. They are afraid of the cars. If you want this to be more walkable you need to increase the safety area for bikers/walkers and limit the cars that can drive downtown in some fashion.	Street signs in the neighborhood
18	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	I cycle 4,500 miles per year in the Phoenix metro area and live to type about it. Only option C communicates clearly to drivers that bikes have a place on 1st street. With options A & B a large percentage of drivers will expect cyclists to hug the curb where no "intermittent" parking is occurring and then swerve to the left whenever encountering a parked vehicle. This not a safe approach and makes the cyclist harder to see by drivers and pedestrians alike.	Street signs in the neighborhood
19			
20	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		
21	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	I feel like in other communities with bike infrastructure, drivers are better behaved so option B would be fine but drivers here are too aggressive so separation would be best.	Social media (Twitter, Nextdoor, Facebook, etc.)
22	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
23	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		
24	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Improvements to 1st Street should be considered less of a priority compared to those on 3rd Street. 1st Street is already much better to cycle on compared to 3rd Street and business owners may be less likely to give up the angled parking.	Street signs in the neighborhood
25	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Option c needs parking.	Social media (Twitter, Nextdoor, Facebook, etc.)
26	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		
27	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
28	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	As a biker, I much prefer separate bike lanes.	Street signs in the neighborhood
29	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	A and b are not safe, so why bother?	Social media (Twitter, Nextdoor, Facebook, etc.)
30	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
31	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
31	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
32	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	A designated bike line will improve the ability for year round cycling and prevent anger/confusion that exists between cars and bicycles. Many car drivers have a negative view of cycling that stems on dangerous. I have experienced this "rage" myself as a cyclist.	Project website

ID	Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?	Do you have any comments on the proposed options?	How did you learn about this project?
33	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Buffered bike lanes for our safety please.	Street signs in the neighborhood
34	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Option B is often confusing for drivers, who express anger at cyclists for follow the rules for shared use of the road.	Street signs in the neighborhood
35	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Keep pedestrians in mind and landscaping please use rock fill, there are so many dogs downtown now and along first street there are no rocks so they pee on the metal grates/enclosures.	Street signs in the neighborhood
36	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Physical separation of bikes and cars is best. Paint isnt protection	Street signs in the neighborhood
37	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
38	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
39	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	More buffered areas. A tricycle should feel safe on any bike lanes. So even more conservative buffer for bike lanes.	Street signs in the neighborhood
40	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
41	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Needs to be more consistent along corridors. It’s scary to ride in a protected path and then have to merge into a sharrow.	Email
42	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
43	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
44	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Postcard in the mail
45	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	TRULY buffered bike lanes, ,!!!	Library presentation
46	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Dedicated bike lanes only. Sharing lanes with traffic while biking is unsafe and a horrible experience.	Neighbor, friend, etc.
47	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking		Neighbor, friend, etc.
48	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Maintenance of downtown streets needs to be more of a priority. Area looks dirty with trash everywhere after weekends	Social media (Twitter, Nextdoor, Facebook, etc.)
49	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Protected bike lanes are a must! They are the safest option for a city that is not very safe for bikers. Please do this!	Email
50	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
51	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
52	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Postcard in the mail
53	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
54	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking		Neighbor, friend, etc.
55	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
56	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	No	Social media (Twitter, Nextdoor, Facebook, etc.)
57	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Granted 1st has less traffic than Central Ave, the street lane bike lane combo is a hard no for me with these Phoenix drivers, their road rage, and their guns.	Street signs in the neighborhood
58	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
59	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	I am also open to the idea of closing 1st St to vehicle traffic. It is such a slow way to travel in a car I avoid it at all costs when I am driving.	Neighbor, friend, etc.
60	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	There is no way to share a lane with a vehicle - very unsafe. I've been riding my bike around Phoenix for over 20 years and cars are not aware of bicyclist.	downtown newsletter
61	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
62	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Add concrete barriers that add needed protection for cyclists. Cars should not be able to merge into the bike lane at all	Neighbor, friend, etc.
63	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
64	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Free and cheap street parking is an unnecessary subsidy to drivers for some of the most valuable land in the city. Protected bike lanes are much greater value to the city, as more people will want to walk and bike in that area which generates business revenue through more foot traffic.	
65	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Becoming a safer city is a compounding value in both public opinion and becoming financially solvent. We need to evaluate every transportation decision by whether or not it will build enduring prosperity.	DTPHX email
66	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
67	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
68	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Community Outreach Meeting
69	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
70	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Protect the bike lanes with curbs	Neighbor, friend, etc.
71	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Downtown Phoenix Inc Newsletter
72	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	We need dedicated bike lanes! No one sane would use sharrows in a place as busy as the downtown Phoenix corridor. We need to calm the streets, encourage people to take light rail into downtown, minimize parking and maximize walkability.	Social media (Twitter, Nextdoor, Facebook, etc.)
73	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
74	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Narrower vehicle lanes are a significant need to slow car traffic.	Social media (Twitter, Nextdoor, Facebook, etc.)
75	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)

ID	Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?	Do you have any comments on the proposed options?	How did you learn about this project?
76	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
77			
78	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
79	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Downtown Phx newsletter
80	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Option A with intermittent parking is a recipe for collisions for bike riders.	Social media (Twitter, Nextdoor, Facebook, etc.)
81	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
82	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Increasing biking and pedestrian infrastructure can create great connectivity between Roosevelt, Downtown, and South Central. That connectivity should be prioritized.	Street signs in the neighborhood
83	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
84	Option A: Existing 1st Street – Vehicles and people riding bicycles share existing travel lanes with intermittent on-street parking		Neighbor, friend, etc.
85	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Putting down paint that tells motorists to share the road won't prevent careless driving or keep me from getting hit. The only viable option is separate bike lanes that are protected by concrete bollards. Cars can drive over Flexi-posts and curbs without injury to them but with disastrous consequences for cyclists. Additionally, using bollards will make the road appear narrower and incentivize slower, safer driving, which we should be building for in Downtown.	Village Planning Committee meeting
86	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Sharrows do nothing to protect people who are biking on the road. If you want more people to travel by bicycle, you have to make it safe for them to do so. Option C is the only real choice presented here.	Project website
87	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Can we include Trees for traffic calming measuring? I feel like people are speeding and feel like I am going to die.	Postcard in the mail
88		<ul style="list-style-type: none"> •Create an intentional walkway on Third street from Convention Center to Roosevelt Row we would like to see Street Pole Banners and lighting with a potential Archway entrance to Roosevelt Row •We need signage at the Convention Center and along 3rd Street to show path to Roosevelt Row •First Street is the main walking route to City Scape and the Warehouse District, specifically, The Duce which many groups use. •Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage, lighting and potentially signage announcing The Warehouse District. 	Neighbor, friend, etc.
89	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	I prefer Option C only if the bicycle riders will use the bike lane or have to use the bike lane. If they will continue to use the streets as in Option A I see no reason to create less space for driving vehicles and pedestrians.	Neighbor, friend, etc.
90	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
91	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Downtown Stakeholders meeting
92	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<p>Create an intentional walkway on Third street from Convention Center to Roosevelt Row we would like to see Street Pole Banners and lighting with a potential Archway entrance to Roosevelt Row.</p> <p>We need signage at the Convention Center and along 3rd Street to show path to Roosevelt Row.</p> <p>First Street is the main walking route to City Scape and the Warehouse District, specifically, The Duce which many groups use. Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage, lighting and potentially signage announcing The Warehouse District.</p> <p>Thank you!</p>	Downtown Stakeholders Meeting
93	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	HATE the turn only during 4p-6p lanes, please avoid those	Work
94	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<p>I would love to see a better walking street experience on 1st street when walking south of Jefferson into the Warehouse District. We have so much great development coming in that area with new hotels and restaurants and apartments but many people think that downtown "stops" are the arena because it does not feel inviting. More prominent sidewalks with increased lighting would help in making all feel safe to walk south of this area.</p> <p>Similarly, it would be great to see that effort continued north to help connect Roosevelt Row to the rest of downtown. More signage in the downtown "core" that shows residents and visitors that the Warehouse District is south and Roosevelt Row is north so they can explore further. Creating a welcoming walking path north along 3rd street to Roosevelt that is safe and well lit would go a long way!</p>	Neighbor, friend, etc.
95	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		co worker
96	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	We need to have a well lit, pedestrian friendly walkway on 1st street (and 3rd street!) that runs from Roosevelt all the way down to Lincoln/Jefferson in the warehouse district. I understand this is outside the current boundary for this project, but the warehouse district is also an area that needs easier accessibility from the urban core. We also need obvious signage telling residents and visitors how to get to Roosevelt Row from the urban core. There are so many people that move from RoRo, to hotels, to PCC, to Cityscape, etc and we need to be able to accommodate that foot traffic in an obvious and easy manner.	Neighbor, friend, etc.
97	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	A bike lane with a buffer will reduce traffic due to induced demand, it will make the design speed slower, and it will not cause the cyclists and pedestrians users to risk their lives in a shared lane.	Social media (Twitter, Nextdoor, Facebook, etc.)

ID	Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?	Do you have any comments on the proposed options?	How did you learn about this project?
98	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<p>Create an intentional walkway on Third street from Convention Center to Roosevelt Row we would like to see Street Pole Banners and lighting with a potential Archway entrance to Roosevelt Row.</p> <p>We need signage at the Convention Center and along 3rd Street to show path to Roosevelt Row.</p> <p>First Street is the main walking route to City Scape and the Warehouse District, specifically, The Duce which many groups use.</p> <p>Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage, lighting and potentially signage announcing The Warehouse District.</p>	Neighbor, friend, etc.
99	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Shared lanes Can be great in some areas, however, Phoenix is not the place for them. Most bicyclists and drivers do not understand what they are or what they mean, do car drivers will get upset about bikes on the road, and bikes will probably stay on the sidewalk. If this is truly going to be a bike route, then it needs to have it's own lane. It could also be used by people on scooters, wheelchairs, etc.	City Meeting
100	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<p>Create an intentional walkway on Third street from Convention Center to Roosevelt Row - I would like to see Street Pole Banners and lighting with a potential Archway entrance to Roosevelt Row</p> <p>We need signage at the Convention Center and along 3rd Street to show path to Roosevelt Row</p> <p>First Street is the main walking route to City Scape and the Warehouse District, specifically, The Duce which many groups use.</p> <p>Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage, lighting and potentially signage announcing The Warehouse District.</p> <p>More trees and trash cans along the routes!</p>	Social media (Twitter, Nextdoor, Facebook, etc.)
101	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<ul style="list-style-type: none"> •Create an intentional walkway on Third street from Convention Center to Roosevelt Row we would like to see Street Pole Banners and lighting with a potential Archway entrance to Roosevelt Row •We need signage at the Convention Center and along 3rd Street to show path to Roosevelt Row •First Street is the main walking route to City Scape and the Warehouse District, specifically, The Duce which many groups use. •Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage, lighting and potentially signage announcing The Warehouse District. 	
102	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
103	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	For dedicated bike lanes, it would be nice to have shade structures such as with using solar panels	Neighbor, friend, etc.
104	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking	<p>Create an intentional walkway on Third street from Convention Center to Roosevelt Row with Street Pole Banners and lighting</p> <p>Signage at the Convention Center and along 3rd Street to show path to Roosevelt Row</p> <p>First Street is the main walking route to City Scape and the Warehouse District</p> <p>Special focus should be given to the First Street path from Jefferson Street to Lincoln, we need this route to have directional signage</p>	Neighbor, friend, etc.
105	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	We need more protected bike lanes in the downtown and central Phoenix area that are separated from cars so that kids and families feel safe walking and biking	Social media (Twitter, Nextdoor, Facebook, etc.)
106	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
107	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	C is clearly the best option, but it must not be undermined by the Phoenix Convention Center, the Footprint Center, or Chase Field. PCC, in particular, closes Third Street way too often – not just for special events, but also trivial purposes like double parking school buses. The City of Phoenix owns the PCC and should be absolutely clear with PCC leadership that closures of Third Street should be strictly limited to situations in which there are valid security concerns. Any cycle track on Third Street should never be closed or obstructed just for reasons of convenience.	community presentation
108	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	<p>Please implement a "bicycle green wave" light timing structure that prioritizes the smooth and safe throughput of bicycles through traffic signals.</p> <p>"Sharrows" are not respected by Phoenix drivers and are incredibly unsafe. I am accosted quite often by drivers (close passes, verbal abuse, honking, etc.) when traveling on streets with "Bicycles may use full lane" signs and less experienced cyclists I ride with refuse to ride on these streets.</p> <p>The designated e-scooter parking zones are too restrictive and do not allow for the convenient point-to-point riding style that these vehicles are designed for. Perhaps rather than enumerating a limited number of permitted parking zones, certain areas can be excluded with all other areas permitted for parking.</p> <p>For these bike corridors, water access is critical to safe year-round usability. Perhaps public drinking fountains along the route could be included.</p>	Street signs in the neighborhood
109	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood
110	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Street signs in the neighborhood

ID	Thinking about your priorities for 1st Street from Lincoln Street to Roosevelt Street, which option do you think would best suit your community?	Do you have any comments on the proposed options?	How did you learn about this project?
111	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
112	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Pro bike lanes on all streets	Social media (Twitter, Nextdoor, Facebook, etc.)
113	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Option C is great but please also include a physical buffer and protection for our kids and families who want to play outside and bike.	Social media (Twitter, Nextdoor, Facebook, etc.)
114	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Phoenix needs more safe and protected bike lanes to save cyclists lives	Social media (Twitter, Nextdoor, Facebook, etc.)
115	Option A: Existing 1st Street – Vehicles and people riding bicycles share existing travel lanes with intermittent on-street parking	Not very many people utilize bikes from May to October. Any option that doesn't close down an entire lane for vehicles is preferable.	Social media (Twitter, Nextdoor, Facebook, etc.)
116	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	I would like to see separated, protected bike lanes with concrete barriers/curbs.	Project website
117	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Buffered bike lanes should be minimum along this corridor, protected would be better.	Social media (Twitter, Nextdoor, Facebook, etc.)
118	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
119	Option A: Existing 1st Street – Vehicles and people riding bicycles share existing travel lanes with intermittent on-street parking		Social media (Twitter, Nextdoor, Facebook, etc.)
120	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Protected bike lanes with Option C	Social media (Twitter, Nextdoor, Facebook, etc.)
121	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
122	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
123	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
125	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
126	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking		PCA
127	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Social media (Twitter, Nextdoor, Facebook, etc.)
128	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking		Social media (Twitter, Nextdoor, Facebook, etc.)
129	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA
130	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
131	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA meetings
132	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA
133	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	More signage to help visitors to our city!	PCA event
134	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		
135	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA
136	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	Please considered all options to create a safe environment for all.	PCA
137	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA Meeting
138	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Neighbor, friend, etc.
139	Option B: Proposed 1st Street design – Vehicles and people riding bicycles share travel lanes that have shared lane markings with intermittent on-street parking	Or how about have bike lanes on sidewalk? I visited Tokyo and they have space to ride bikes on sidewalks as well as roads (where/when there is room)	Neighbor, friend, etc.
140	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes	As an accomplished and capable endurance cyclist who has been hit twice, I can assure you that shared lanes as found on Central Ave, DO NOT WORK. Painted signs fade and motorists are blissfully unaware, distracted or simply don't care about cyclists.	My wife works for local geotechnical firm.
141	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		
142	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Phoenix community alliance meeting today at Walter studios
143	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		Phx Community Alliance
144	Option C: Proposed 1st Street design – Bike lanes separated/buffered from vehicle lanes		PCA