PHOENIX TRANSPORTATION 2050
Building our Future

Current Conditions Report

Mobility Area 8: Roosevelt Neighborhoods

Prepared For

City of Phoenix

Prepared By

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Table of Contents

Figures

Tables

Appendix

1.0 Introduction

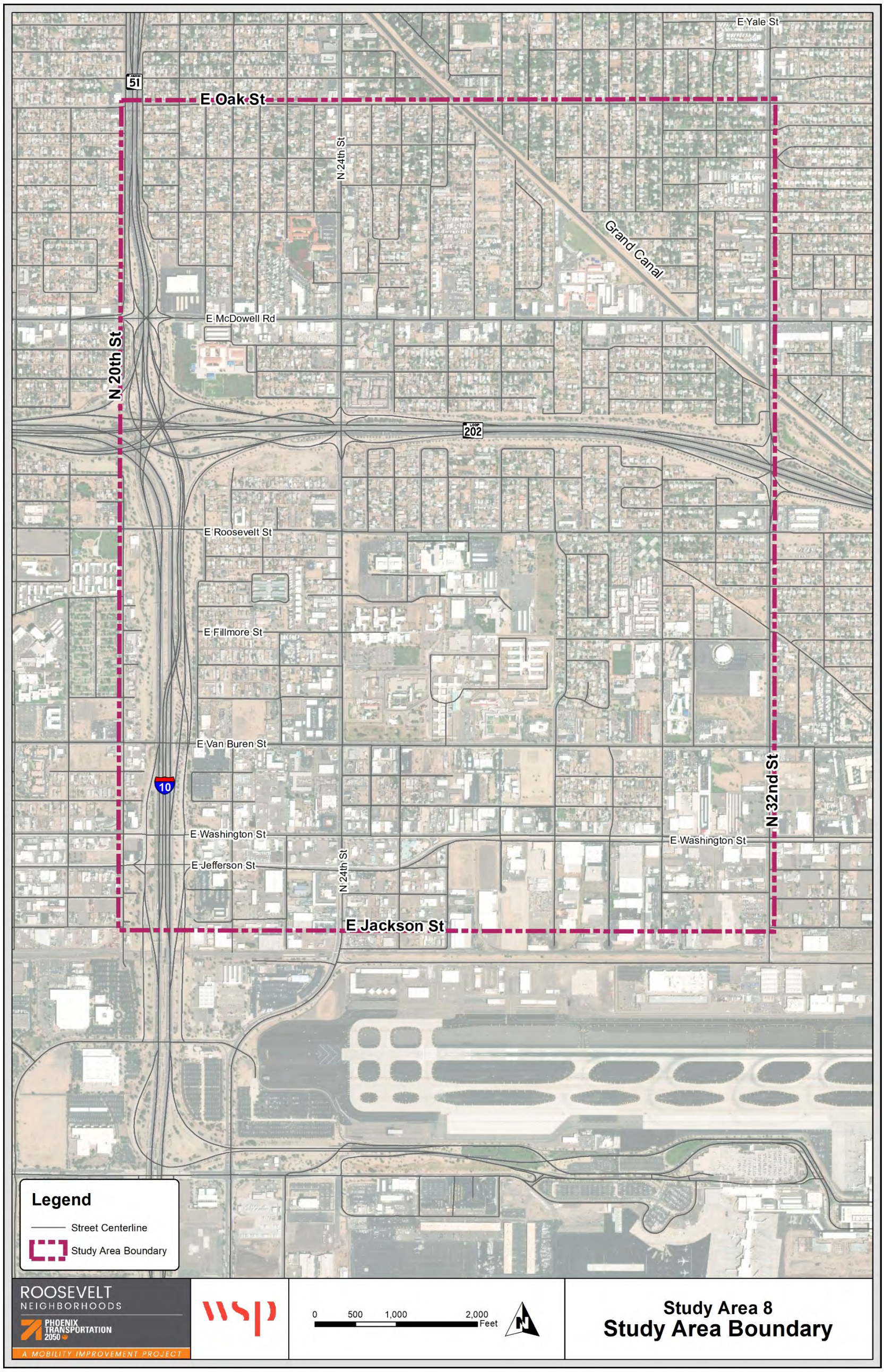
As part of the City of Phoenix Transportation 2050 Plan, the T2050 Mobility Improvements Program was established to conduct mobility assessments in several defined geographic areas of the City with the greatest mobility deficiencies and needs. This program will implement new projects that increase mobility and multi-modal connectivity throughout the area, increasing ADA accessibility by way of new and enhanced pedestrian and bike facilities.

The primary purpose of these mobility studies is to conduct a complete mobility gaps analysis based on available data and expanding on previous area studies. This study will address mobility issues and potential solutions for improved bicycle and pedestrian facilities and develop connections to existing transit services to improve the safety and connectivity of roadway users. Socioeconomic data, existing plans and documents, key destinations, existing transportation facilities, land-use, infrastructure, and environment constraints will be assessed in order to develop the current conditions report. Additionally, stakeholders were identified and stakeholder outreach was conducted to obtain public insights on current conditions and opinions. Based on the gaps analysis, a prioritized list of mobility improvements will be developed and presented to the public. The public feedback will be used to refine project priorities, where necessary, and the team will develop final list of recommended projects, construction schedule and cost estimates. The current conditions report will serve as the guiding document to identify recommended mobility solutions.

1.1 Overview Mobility Area 8 - Roosevelt Neighborhoods

Mobility Area 8 – Roosevelt Neighborhoods is a 3-square mile area bounded by Oak Street, 32nd Street, Jackson Street and 20th Street (See **Figure 1-1**). The area is divided by three major highways, including Interstate 10 (1-10), South Mountain Freeway (Loop 202), and State Route 51 (SR 51). Two distinct character areas exist within the study area divided by the Loop 202. Areas north of Loop 202 consist of primarily residential and some commercial areas which include businesses along McDowell Road and Van Buren Street. The majority of schools are also located within this area. Areas south of the Loop 202 consist of more commercial and industrial area with some residential areas. The Roosevelt Neighborhoods study area is adjacent to several other major neighborhoods, including Downtown Phoenix, Eastlake-Garfield, Roosevelt, and Arcadia.

Figure 1-1: Study Area



1.2 Purpose

The purpose of the Mobility Area 8 - Roosevelt Neighborhoods Current Conditions Report is to identify existing mobility conditions in the study area.

1.3 Mobility Study Goals

The goal of the Mobility Area 8 Current Conditions Report is to improve safety, connectivity, and accessibility for all persons who walk, ride a bicycle, or use transit services to reach their destinations in the study area.

1.4 Mobility Study Objectives

The objective of the Mobility Area 8 - Roosevelt Neighborhoods Current Conditions Report is to identify existing conditions of key mobility facilities. The key facilities include bicycle paths, sidewalks, street lighting, and shade.

1.5 Study Approach

To identify existing mobility conditions of the Roosevelt Neighborhoods, Geographic Information System (GIS) and other background data was provided by the City of Phoenix to develop maps of existing mobility facilities. Field reviews identified areas of concern and confirmed existing conditions. Stakeholder interviews were also conducted to inventory opinions within the study area. In addition to identifying existing conditions, gaps in mobility infrastructure were also identified. Gaps in mobility infrastructure looked at where infrastructure is lacking and where future connections could be made.

2.0 Review of Previous Planning Efforts – Existing Plans

Existing plans and documents pertinent to this study were identified and summarized to document previously identified as well as potential projects within the mobility area. Plans and documents provide key information on existing policies, plans, and projects. In addition, these plans and documents will provide a basis for our recommendations. Plans and documents include:

Table 1: Plans and Documents Reviewed

Plan/Document Name	Year
Phoenix: LED Street Light Program Fact Sheet	2018
Phoenix: Van Buren Complete Streets Project	2018
2018 - 2022 ADOT: State Transportation Improvement Program	2017
FY 2018-2022 Maricopa Association of Governments: Transportation Improvement Program	2017
Maricopa Association of Governments: 2040 Regional Transportation Plan	2017
Phoenix: Capital Improvement Program 2017 - 2022	2017
Phoenix: Complete Streets Policy	2017
Phoenix: Grand Canalscape	2017

Phoenix: Public Transportation Department Annual Report Fiscal Year 2015/2016	2016
Phoenix: TOD Annual Report 2015-2016	2015
Phoenix: Gateway TOD Policy Plan 2015-2020	2015
Phoenix: Plan PHX 2015 General Plan	2015
Phoenix: Comprehensive Bicycle Master Plan	2014
Phoenix: Reinvent PHX Gateway District – Health Impact Assessment	2013
NACTO: Urban Street Design Guide	2013
Phoenix: Tree and Shade Master Plan	2010
Phoenix: Downtown Phoenix Urban Form Plan	2008

Key takeaways from plans and documents include existing transportation facilities, recent changes to transportation facilities, and completed or ongoing transportation projects. Pertinent documents that showed existing and potential changes to the study area include TOD Annual Report 2015-2016, City of Phoenix Public Transportation Department Annual Report Fiscal Year 2015/2016, City of Phoenix Comprehensive Bicycle Master Plan, and the LED Street Light Program Fact Sheet. Below is a list of key takeaways from existing plans and documents:

- Bus route changes on Routes 1, 10, and 32, which include consolidation of routes and modification of bus routes to provide better connections.
- LED Street Light improvements will be installed along McDowell Road, 24th Street, Roosevelt Street, and 32nd Street.
- Grand Canalscape Project Phase 2 will improve the Grand Canal with a paved multi-use trail, landscaping, lighting, public art elements and connections to neighborhoods.

Appendix A provides more detail on pertinent information on existing plans and documents.

3.0 Socioeconomic Characteristics

Socioeconomic demographics were obtained from the American Community Survey (ACS) Census 2012-2016, 5-Year Estimates (ACS Estimates). The demographic analysis considered existing populations within the Roosevelt Neighborhoods study area. Demographic characteristics were determined by the likelihood of these populations using transportation facilities and services including public transportation, sidewalks and bicycle facilities. Demographic characteristics include Ages 17 and Younger, Ages 65+, Low-Income, and Transit-Dependent Households. The Socioeconomic data were displayed using block group data and show data within and adjacent to the study area. These characteristics were reviewed to show the socioeconomic makeup of the study area.

Population Ages 17 and Younger
Populations Ages 17 and Younger were identified to determine the concentration of young persons within the study area. The highest concentration of young population is located near Phoenix Sky Harbor Airport and near schools (See **Figure *3-1***).

Population Ages 65 and Older

Populations Age 65+ were identified to show where concentrations of elderly populations occur within the study area. High concentrations of elderly populations are located along the I-10 and Roosevelt Street, along the Loop 202 Highway between 24th Street and 32nd Street (See **Figure *3-2***). These areas exist near Maricopa County Hospital and Arizona State Hospital. Other areas of high concentration are located along the Grand Canal between McDowell Road and Oak Street. However, most of the study area has relatively low concertation of elderly populations.

Low-Income Households
The low-income household's category identifies the percentage of combined household income that has fallen below the poverty line. Low-income households are households that would be more likely to use alternative modes of transit including public transportation, walking, and biking. Per the data, about half the study area has high concentrations of households that fall below the poverty line (See***Figure* 3-3**). These areas are located south of Roosevelt Street and north of McDowell Road. The highest concentrations of low-income households are located near Phoenix Sky Harbor Airport.

Transit-Dependent Households
Transit-dependent households are households without a vehicle. The study area has a relatively low number of transit-dependent households (See **Figure *3-4***). However, areas of high concentration of households with zero vehicles are located close to the southern border of the study area near Phoenix Sky Harbor Airport.

Population Density
ACS data indicate that the densely populated areas of the Roosevelt Neighborhoods are in the central and northeastern portions of the study area (See **Figure *3-5***). The most densely populated areas include the west, north, and east neighborhoods adjacent to the County hospital, and smaller pockets of neighborhoods northeast of The Grand Canal.

Bike to Work
ACS data indicate that persons who bike to work are concentrated in the neighborhood west of the County hospital and within smaller concentrations in the northern portion of the study area (See **Figure 3-6**). Most of the population within the study area does not bike to work.

Walk to Work
Per the ACS data in **Figure 3-7**, most of the study area has less than 5 percent of the population identified as walking to work. The highest concentration of persons walking to work is in the northern portion of the study area, north of SR 202L.

Transit to Work
High concentrations of persons that take transit to work were identified in the northwest corner of the study area and within the County hospital complex (See **Figure 3-8**). Less than 3 percent of the population in the study area is identified as walking to work.

Table 3-1: Socioeconomic Characteristics compares the study area to Phoenix City in all socioeconomic characteristics to see if the areas are similar, or if there are major differences. Comparing a small area to the city is important to see if the smaller area is doing better or worse in relation to the city. This study area has a density of 1,190 people per square mile, which is less than the City of Phoenix's 3,008 people per square mile. As **Table 3-1** shows, persons' ages 17 and younger, low-income, and transit-dependent households have higher percentages, while there are fewer persons' 65 and older in this area compared to Phoenix as a whole. The people walking, bicycling and taking public transit to work are similar to Phoenix.

Table 3-1: Socioeconomic Characteristics

Demographics	Phoenix City	Roosevelt Neighborhoods
Population Ages 17 and Younger	26.80%	34.28%
Population Ages 65 and Older	9.80%	7.05%
Low-Income Households	17.67%	46.43%
Transit-Dependent Households	8.81%	23.70%
Population Walking to Work	0.70%	0.77%
Population Bicycling to Work	1.76%	1.29%
Population Taking Public Transportation to Work	3.35%	2.49%

Figure 3-1: Population Ages 17 and Younger

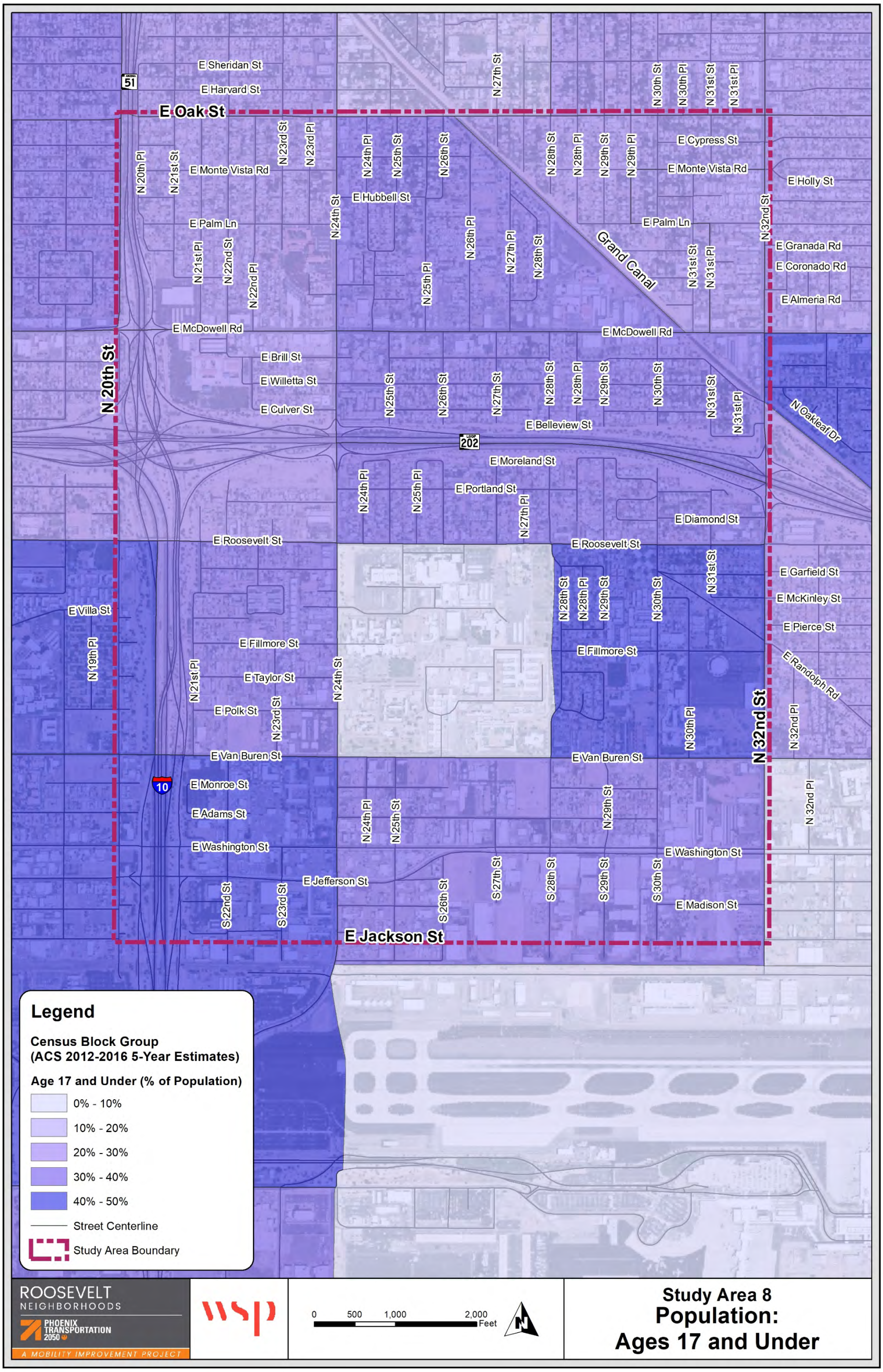


Figure 3-2: Population Ages 65 and Older

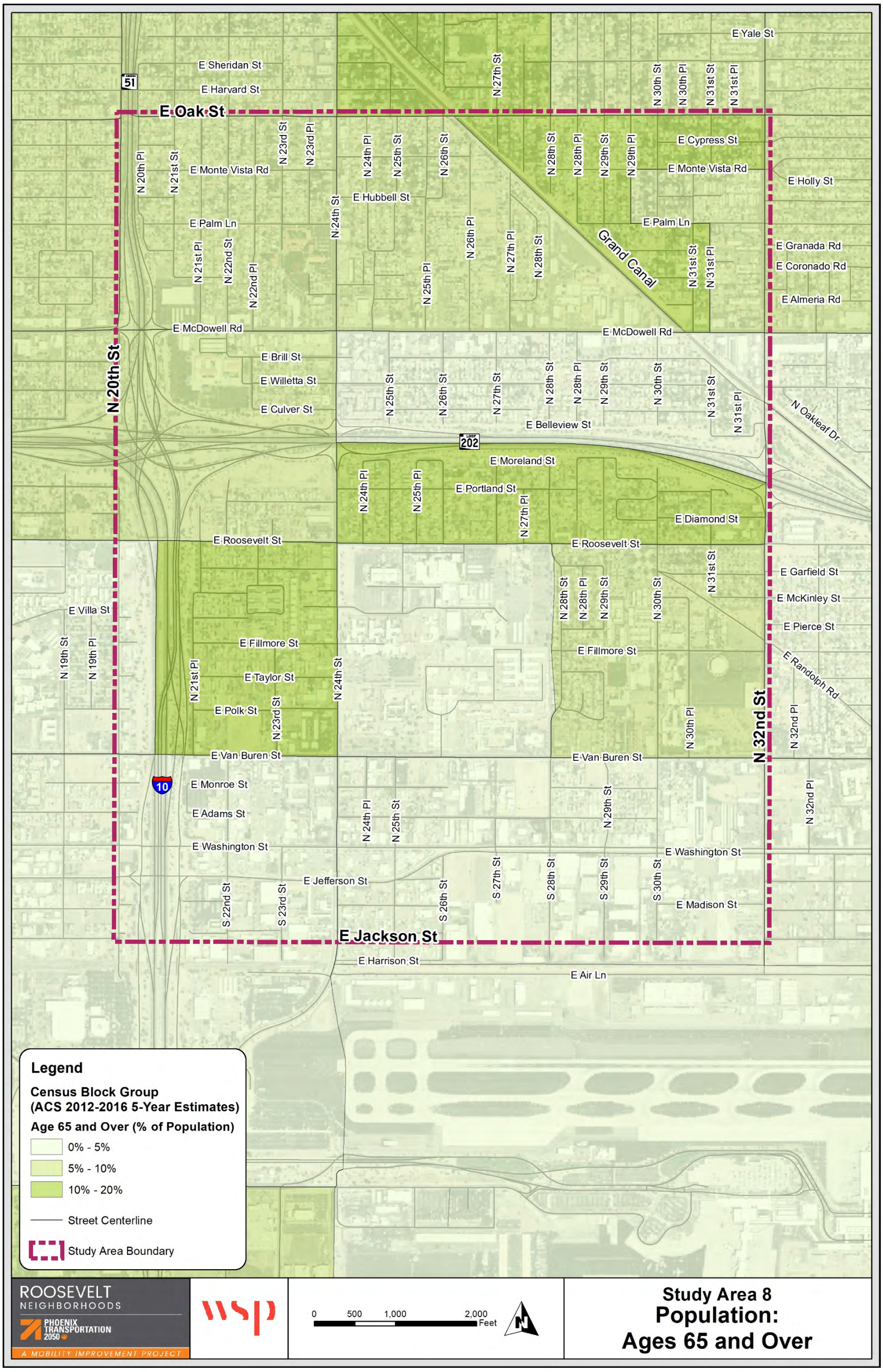


Figure 3-3: Low-Income Households

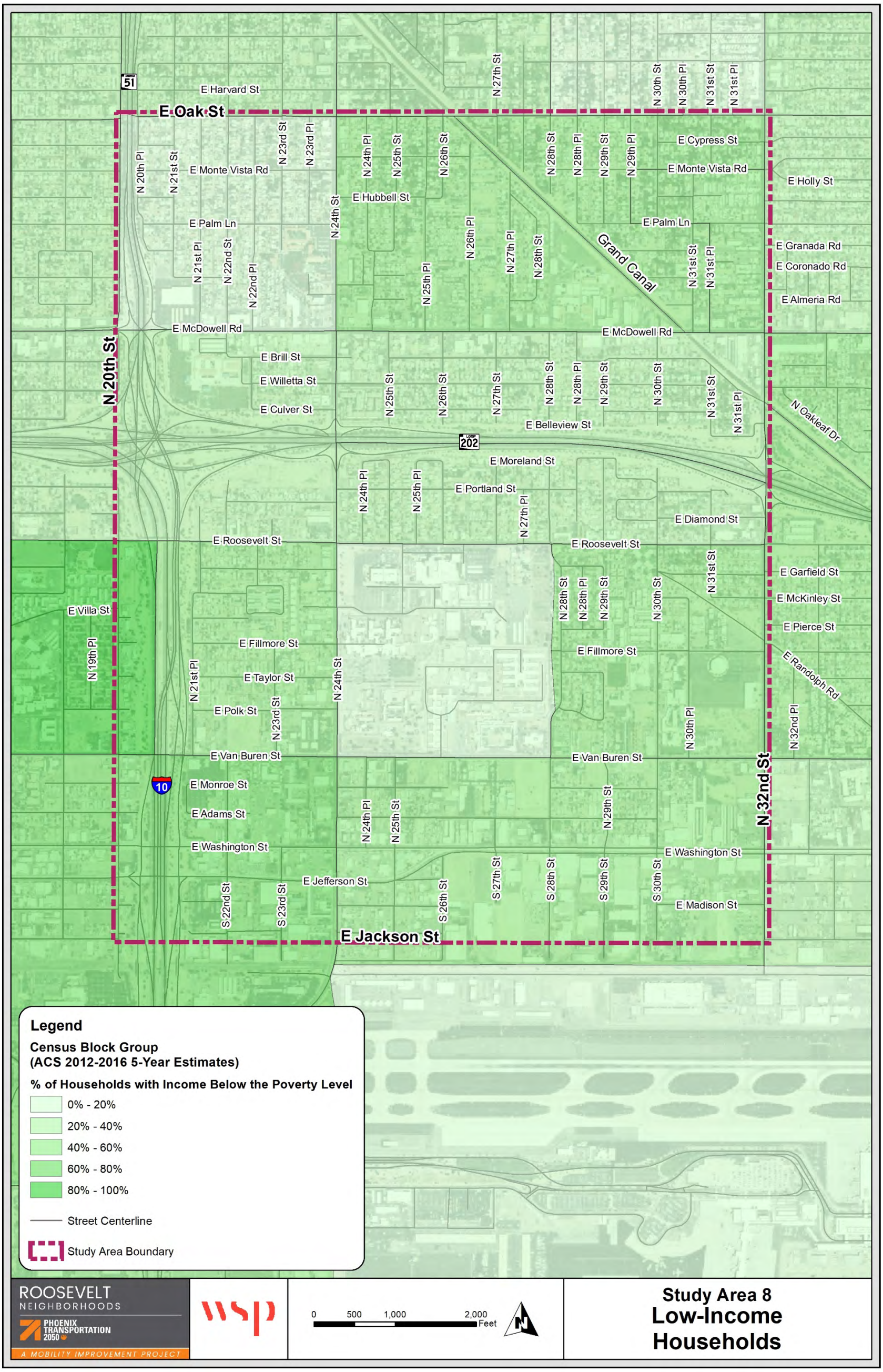


Figure 3-4: Transit-Dependent Household

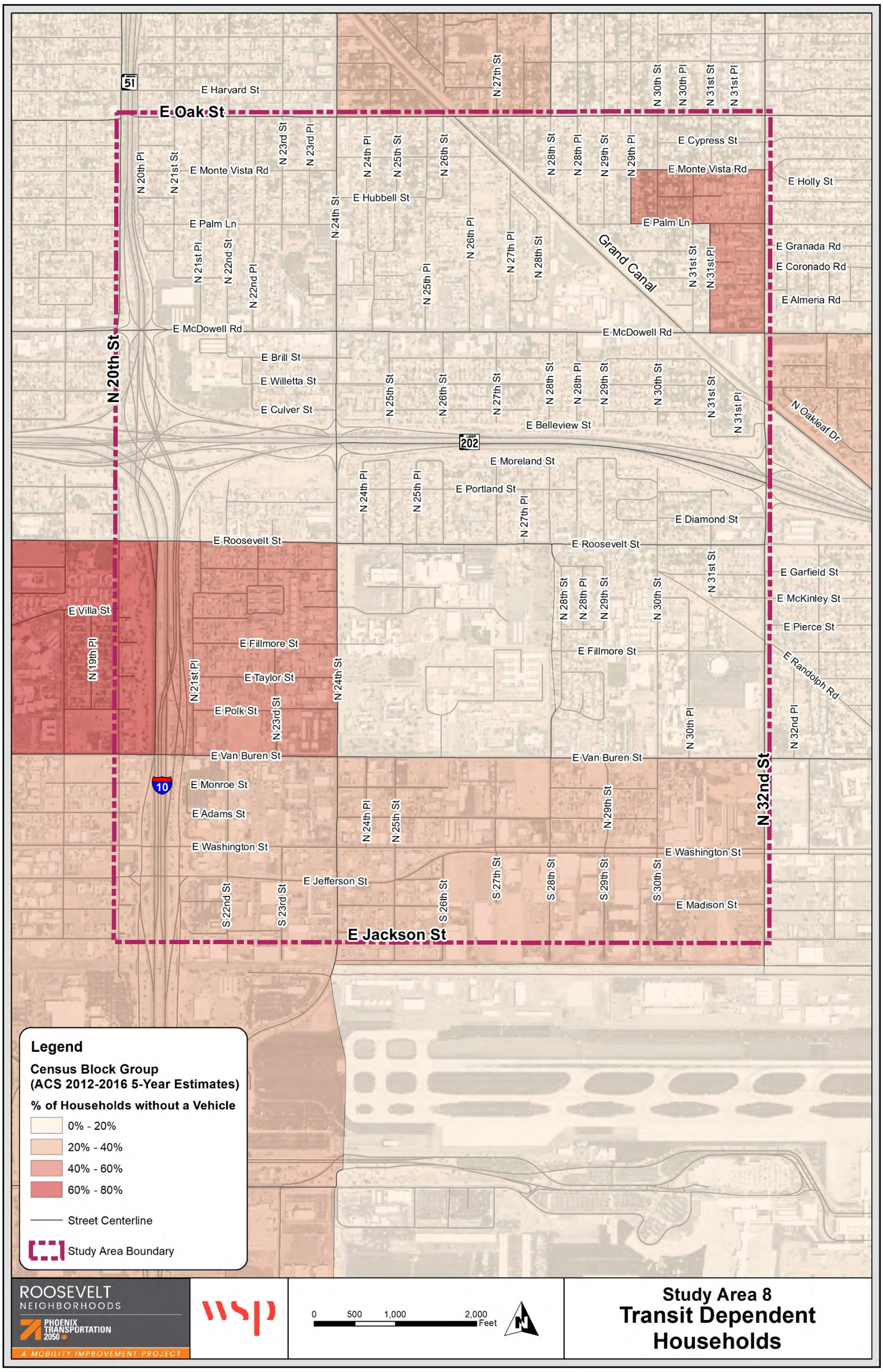


Figure 3-5: Population Density

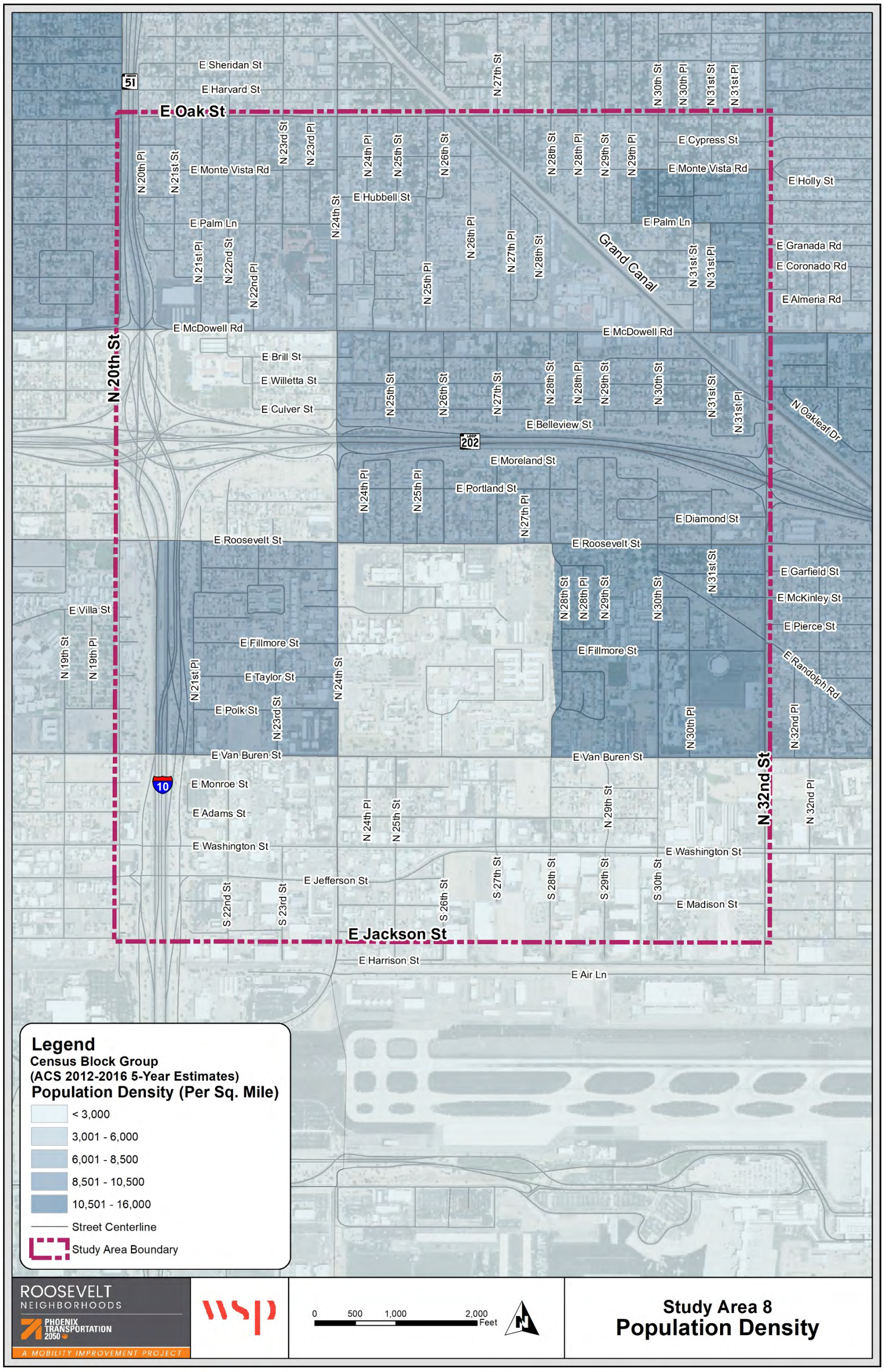


Figure 3-6: Bike to Work

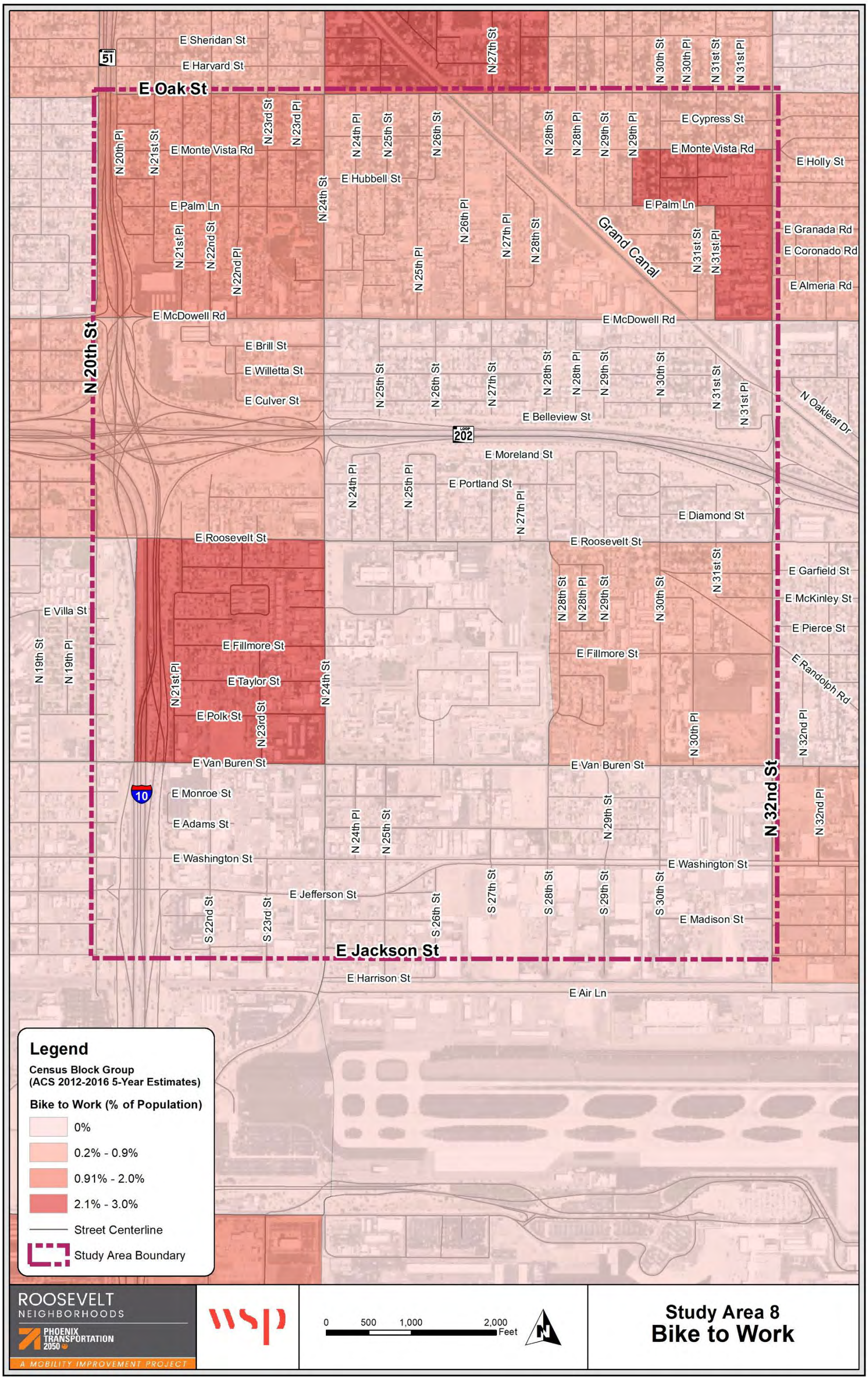


Figure 3-7: Walk to Work

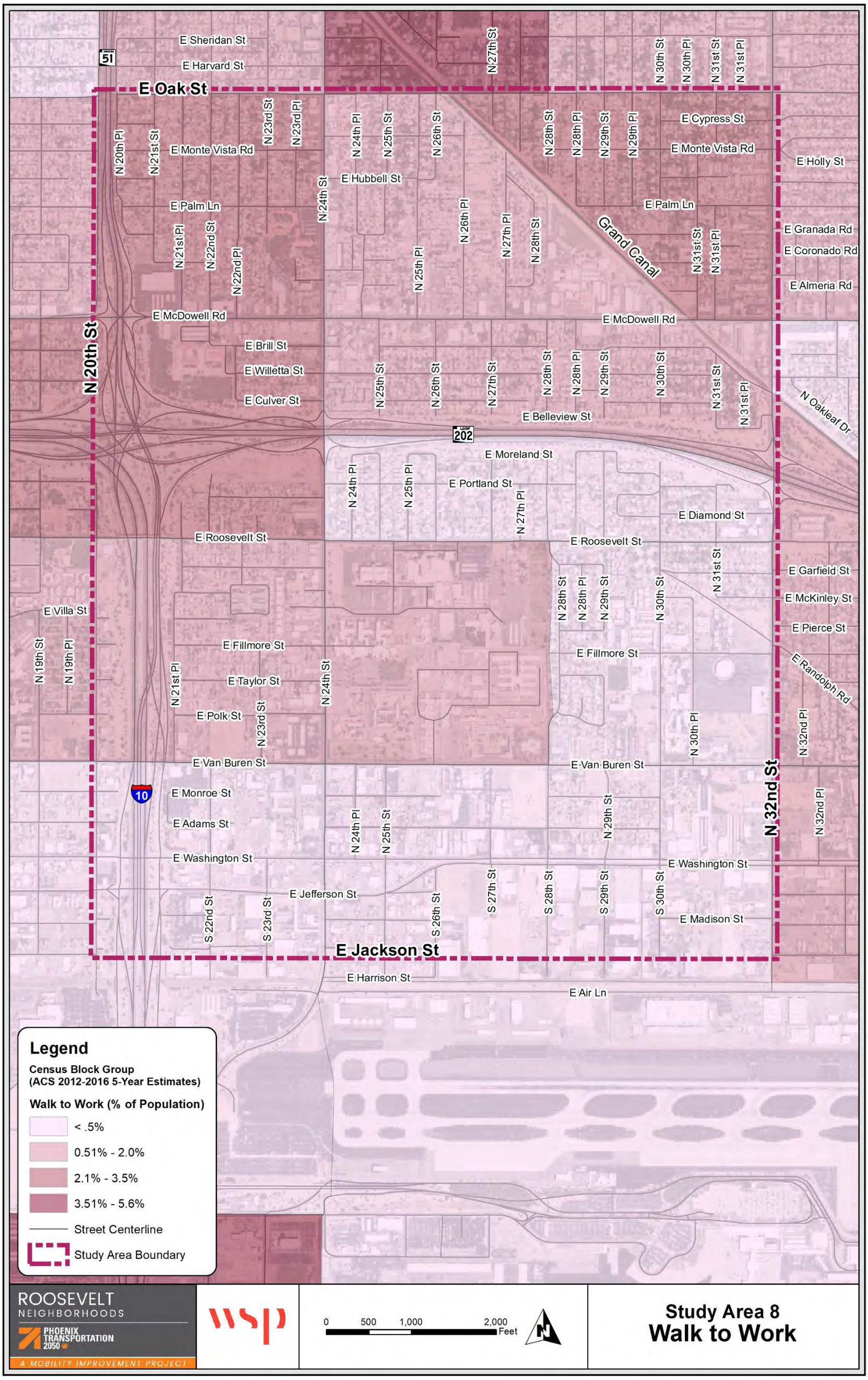
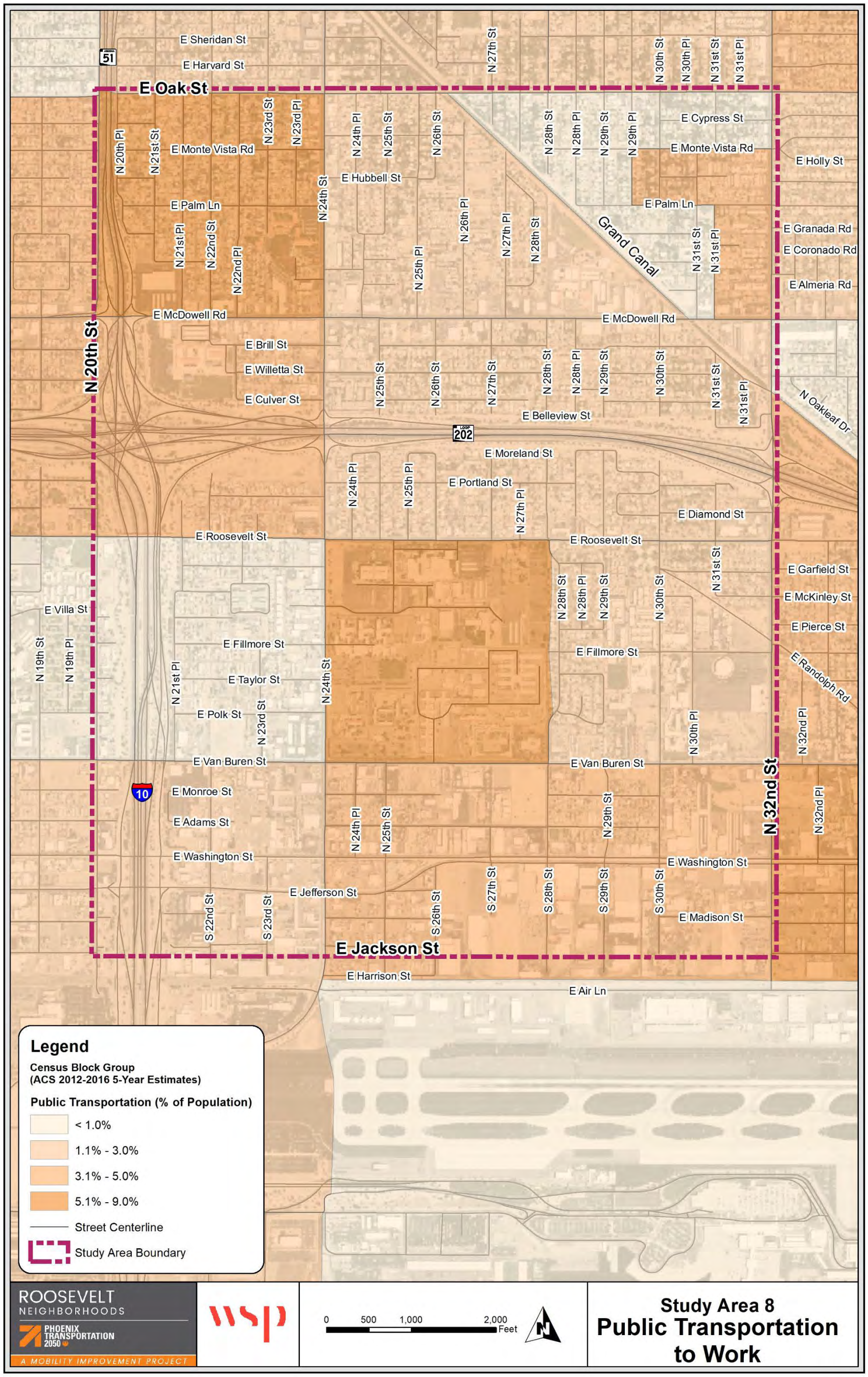


Figure 3-8: Transit to Work



4.0 Destinations

Key destinations were identified within and adjacent to the Roosevelt Neighborhoods study area. Destinations include neighborhoods, employment centers, shopping/retail centers, community centers, park/recreational facilities, medical facilities, educational facilities, and industrial/manufacturing facilities. Field reviews and interviews with stakeholders were conducted to identify destinations. Information on destinations provide insight on what kind of travel activity occurs inside and outside the study area, and how people travel. Through our review, various/multiple medical services, airport, schools, parks, recreational centers, retail, and employment were identified as key destinations within the study area. The largest destinations within the study area include Maricopa County Hospital, Arizona State Hospital, and St. Luke's Medical Center (one block west of the study area boundary). One prominent destination adjacent to the study area is Phoenix Sky Harbor Airport. There is a high volume of people traveling to and from this destination.

There is a total of five schools within the study area that also generate vehicular and pedestrian traffic, which include (numbers correspond to **Figure 4-1**):

- St. Agnes Parochial Elementary School (3)
- Creighton Elementary School (4)
- Excelencia Elementary School (5)
- Wilson Elementary School (14)
- Robert L. Duffy High School (18)

Parks, recreation, and entertainment facilities include (numbers correspond to **Figure 4-1**):

- Edison Park (7)
- Arizona State Braille and Talking Book Library (8)
- Fillmore Gardens (9)
- Celebrity Theatre (15)
- Hilaria Rodriguez Park (underutilized due to its location south of Van Buren Street) (20)
- American Paintball Coliseum (21)

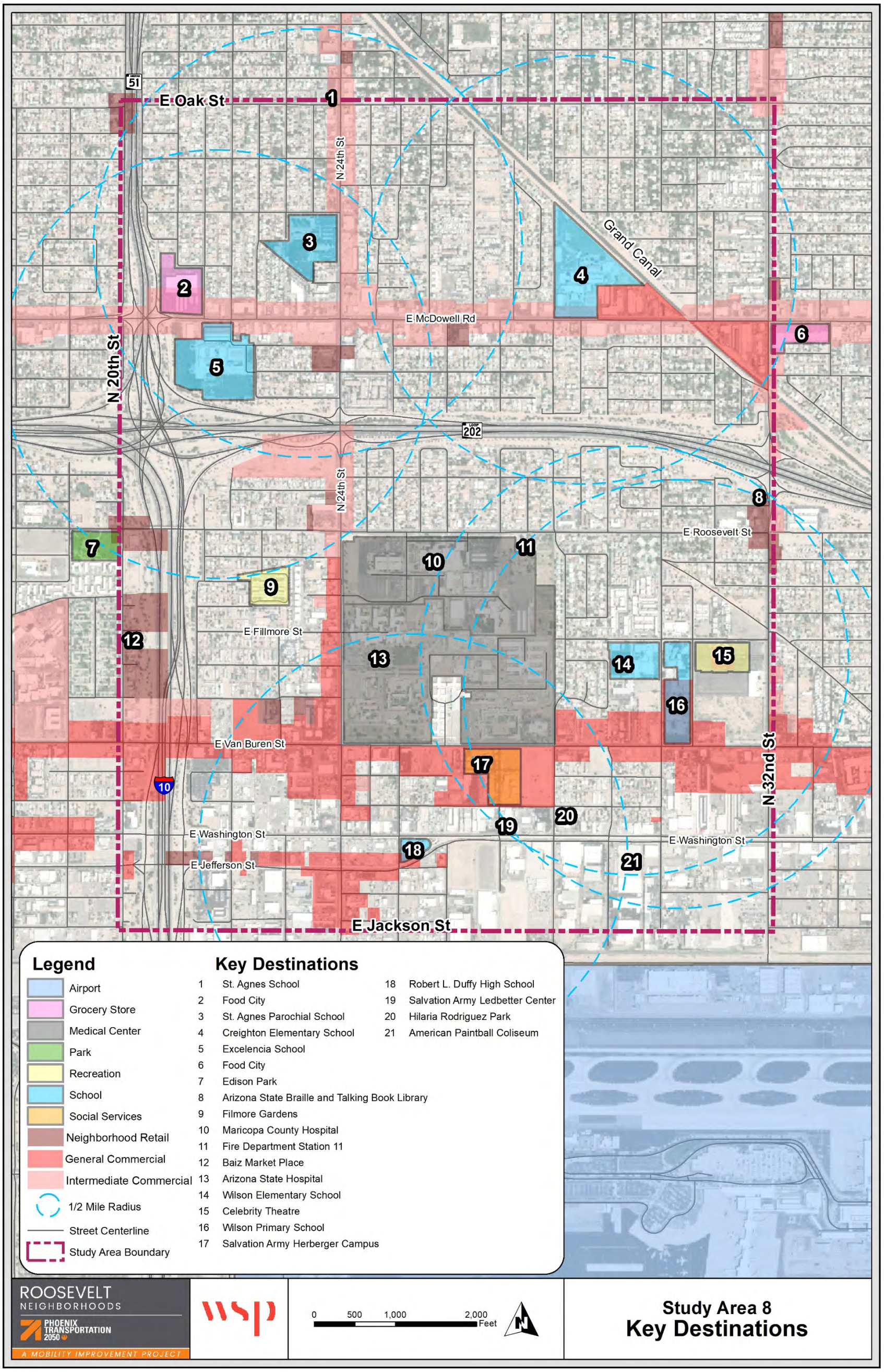
Retail and employment destinations within the study area include (numbers correspond to **Figure 4-1**):

- Food City (6)
- Fire Department Station 11 (11)
- Baiz Market (12)
- Salvation Army Herberger Campus (17)

- Salvation Army Ledbetter Center (18)
- Various small markets

In addition to destinations within the study area, regional destinations nearby include Downtown, Eastlake-Garfield Neighborhood, Roosevelt Neighborhood, and Arcadia Neighborhood. Regional destinations are centers for employment, retail, and recreation. Stakeholders emphasized that regional destinations, such as Biltmore neighborhood, Camelback Colony, and Arcadia Crossings, are very important to the Roosevelt Neighborhoods community. **Figure 4-1** shows the key destinations.

Figure 4-1: Key Destinations



5.0 Existing Transportation Facilities

The existing transportation facilities assessment identified streets and roadways, right-of-way, public transportation facilities, bicycle and pedestrian facilities, and supportive streetscape amenities. Existing transportation facilities were analyzed to understand the current transportation network and pertinent issues and identify areas of concern.

5.1 Streets and Roadways

Street and Roadways facilities data included street classification and hierarchy, traffic volumes, signage, traffic calming infrastructure, and crashes. **Figure 5-4** shows all current street and roadway infrastructure. Existing infrastructure areas of concern were identified to understand needs and opportunities in the study area.

Figure 5-1: Vehicles parked along a collector street

Functional Classification and Hierarchy

There are four main types of functional classification located within the study area. These include major arterials, minor arterials, collector/minor collector, and local. Most roads within the study area are local roads. The functional classification of roads is shown in **Table 5-1**.

Table 5-1: Functional Classification

Street Name	Classification	Direction
24th St. (before McDowell Rd.)	Major Arterial	NB/SB
Washington St. (before 27th St.)		EB/WB
24th St. (after McDowell Rd.)	Minor Arterial	NB/SB
Washington St. (after 27th St.)		WB
Jefferson St. (after 25th St.)		EB
McDowell Rd.		EB/WB
Van Buren St.		EB/WB
32nd St.		NB/SB
Oak St.	Collector/Minor Collector	EB/WB
Roosevelt St.		EB/WB

20th St. (between Van Buren St. & Roosevelt St.)		NB/SB
28th St. (between Van Buren St. & Roosevelt St.)		NB/SB

Volume of Traffic

Traffic volumes provide an understanding of the utilization of roads and streets within the study area and help to analyze areas of concern and where traffic is most densely concentrated. 2017 traffic volumes were provided for a 24-hour period. Areas of highest traffic volume are in **Table 5-2**.

Table 5-2: Traffic Volumes

Roadway Segment	Classification	Direction	Volume
32nd St.: McDowell Rd. to Van Buren St.	Minor Arterial	SB	20,088
32nd St.: McDowell Rd. to Van Buren St.	Minor Arterial	NB	17,1717
32nd St.: McDowell Rd. to Oak St.	Minor Arterial	NB	17, 258
32nd St.: McDowell Rd. to Oak St.	Minor Arterial	SB	17,922
McDowell Rd.: 32nd St. to SR 51	Minor Arterial	WB	14,711
McDowell Rd.: 32nd St. to SR 51	Minor Arterial	EB	14,434

Crashes

Bicycle and pedestrian crashes, as documented from the police records between 2013 and 2016, were analyzed to identify major areas of safety concern. Crash severity was categorized by fatal, serious, and minor crashes (See **Figure 5-5**).

A total of 69 crashes occurred within the study area between 2013 and 2016. There were 8 fatal crashes and 14 serious involving both bicyclists and pedestrians. The data provided tells if the crash occurred at dawn, light, dusk, or dark rather than the time of day. Fatal crashes occurred at or near major intersections and along major/minor arterials. 75 percent of the fatal crashes occurred in the dark while the other 25 percent were split between dusk and dawn. Most fatal crashes occurred because pedestrians did not use sidewalks. However, other causes include failure to yield, failure to keep in lane or other. In addition, fatal crashes mainly occurred mid-block or adjacent to signalized intersections. The highest concentration of fatal crashes occurred along 25th Street and 32nd Street.

There were 21 bicycle crashes which included 18 minor crashes, 2 serious, and 2 fatal. 47 percent of bicycle crashes occurred during the day while 42 percent occurred at night (dark). . Causes of crashes varied, including failure to keep in bicycle lane, disregarded signal, failure to yield, inattention, ran stop sign, and improper turn. Pedestrian crashes involved mostly minor crashes, but also included a high number of serious and fatal crashes. In total, there were 30 minor, 12 serious, and 6 fatal. 60 percent of pedestrian crashes occurred at night while 30 percent occurred during the day. The main reason for pedestrian crashes were caused by not using the sidewalk. **Table 5-3** shows intersections of concern where fatal crashes have occurred.

Table 5-3: Intersections of Concern (Fatal Crashes)

Intersection	Type	Signage	Cause
Van Buren St. and 24th St.	Major/Minor Arterial	Signalized Intersection	Failed to Yield
32nd St. and Granada Rd.	Minor Arterial/Local	Stop Signage	Did not use sidewalk
24th St. and Hubbell St.	Major Arterial/Local	No Signage	Did not use sidewalk
McDowell Rd. and 24th St.	Minor Arterial	Signalized Intersection	Did not use sidewalk
Van Buren St. and 28th St.	Minor Arterial/Collector	No Signage	Did not use sidewalk
32nd St. and Almeria Rd.	Minor Arterial/Local	Stop Sign	Did not use sidewalk
Roosevelt St. and 20th St.	Collector	Stop Sign	Failed to keep in lane
24th St. and Loop 202	Major Arterial	No Signage	Other

Signage and Traffic Calming Applications

Signage includes signalized intersection and non-signalized signage. The Roosevelt Neighborhoods study area has a significant number of both signalized and non-signalized intersections. Most signalized intersections are located along major and minor arterials. Non-signalized intersections mainly exist within neighborhoods and along collector roads. Intersections of concern, based upon crash data, include:

- McDowell Road and 32nd Street
- McDowell Road and 24th Street

Figure 5-2: Speed hump along local street

- Van Buren Street and 24th Street

These intersections are signalized intersections and have a high concentration of bicycle and pedestrian crashes including fatal and serious injuries.

Speed humps are the one traffic calming device in the study area . There is a total of 42 speed humps distributed throughout the Roosevelt Neighborhoods study area. High concentrations of speed humps are located within the neighborhoods north of McDowell Road with a total of 21. However, traffic calming measures are not used consistently throughout the study area.

Figure 5-3: Signalized intersection along major arterial lacks high visibility crosswalk

Issues and Concerns

The major issue regarding streets and roadways infrastructure is safety, as indicated by high crash concentrations. Street elements that are missing or that need improvement to create a safer environment include shade, lighting, signage, pedestrian and bicycle crossings, and sidewalks. Listed below are the key issues and concerns:

- Highest volumes of traffic occur along McDowell Road between 20th Place and 24th Street and 32nd Street between Roosevelt Street and Oak Street.
- Most crashes have occurred along major/minor arterials including 24th Street, 32nd Street, McDowell Road, and Van Buren Street. McDowell Road. and 24th Street have the highest number of crashes with 11 crashes total.
- Most signalized signage is located at major intersections. Signage within neighborhoods consists of stop signs.
- Street humps appear to be installed in some residential parts of the study area and not others..

Figure 5-4: Streets and Roadways

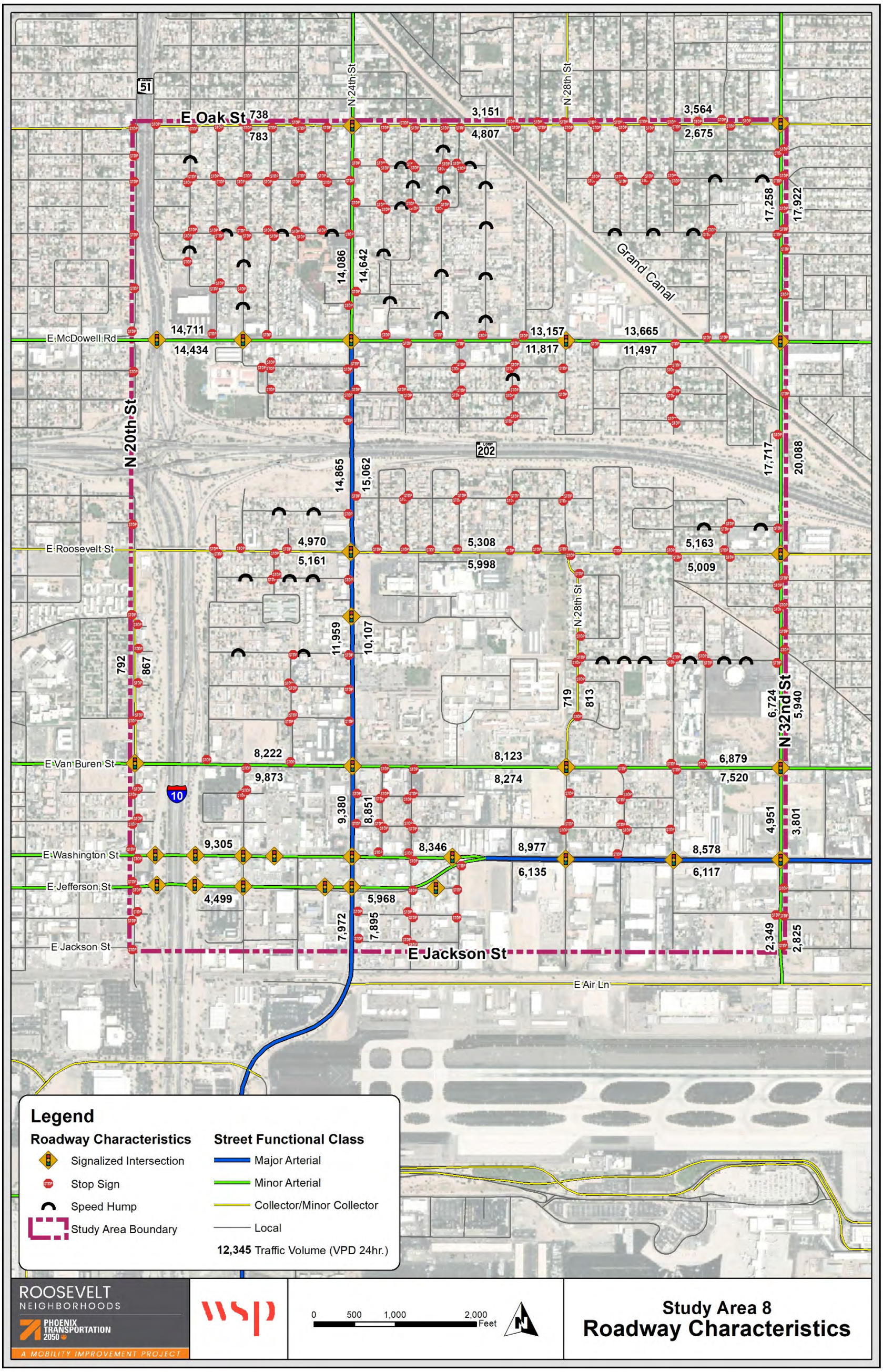
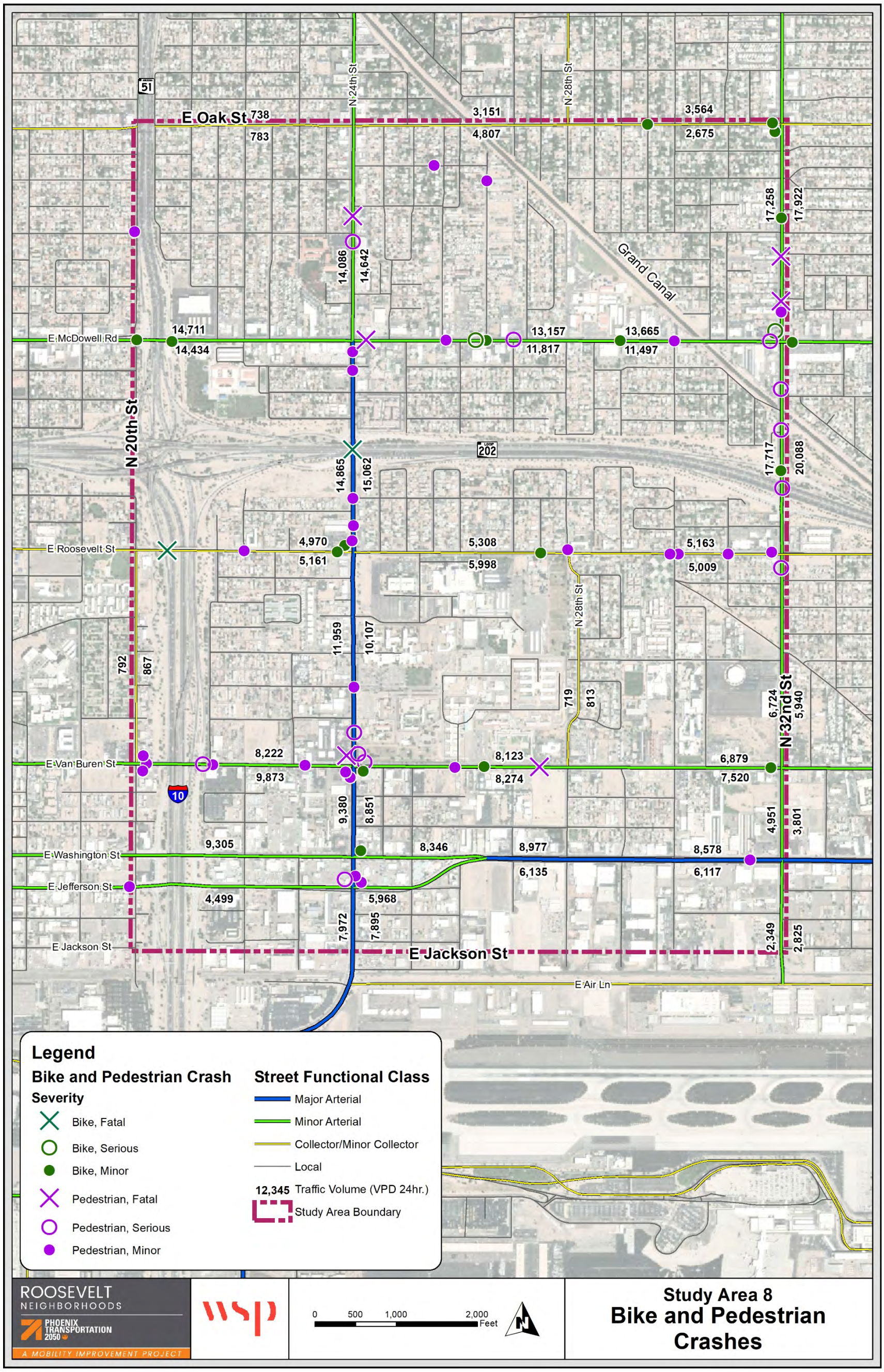


Figure 5-5: Crashes

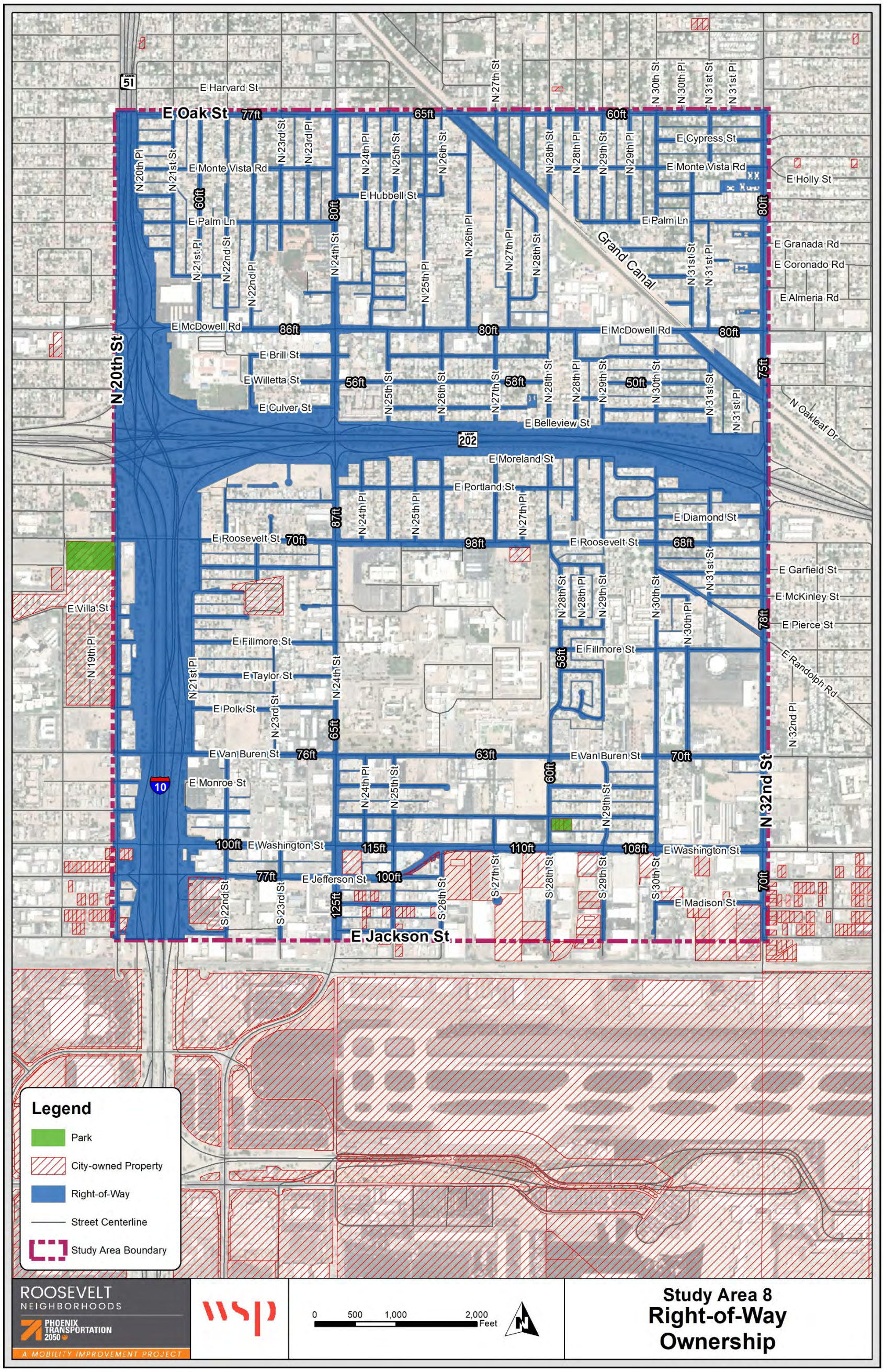


5.2 Right of Way

Rights-of-way (ROW) looked at city-owned properties and will help determine where future recommendations could be implemented. Public ROW will determine where roadway improvements can be implemented as well as what kind of recommendations can be proposed without the need for private property acquisitions. **Figure 5-6** illustrates the ROW within and adjacent to the study area. ROW varies based upon functional classification of the road. Major and minor arterial ROW varies between 115 feet to 63 feet.

Multiple city-owned parcels are located within the Roosevelt Neighborhoods study area. Most city-owned properties within the study are in the southern portion of the area and are relatively small parcels of land The largest city-owned parcel, which is adjacent to the study area, is Phoenix Sky Harbor Airport.

Figure 5-6: Right-of-Way



5.3 Public Transportation Facilities

Public transportation inventory was completed to understand where current facilities are located, and any associated issues or concerns with public transportation facilities. Public transportation services and facilities include transit routes and stops. The Americans with Disabilities Act of 1990 (ADA) was passed to ensure equal opportunity and access for persons with disabilities[1]. The U.S. Department of Transportation regulates ADA rules regarding transit services and facilities. For this report, transit stops were identified and the associated data included current compliance status. In addition, recently completed projects were highlighted from previously reviewed planning efforts. Public transportation services show what transit stops are most utilized, annual ridership, the different transit lines and where they connect to.

Transit Routes and Stops

Transit routes within the study area include both light rail (LRT) and five fixed bus routes. **Table 5-4** shows the route, route type, route description, frequency, and key stops. Most services that existing within the study area are fixed route bus services. Most bus services travel EB/WB with a headway of 30 minutes. The five fixed route services include routes 1, 3, 17, 32 and 70 (See **Figure 5-9**). Routes 1 and 3 provide major east/west connections within and outside the study area. Route 12, 32, and 70 are major north/south connections.

Key stops that have the highest ridership mainly occur along 32nd Street and 24th Street. Bus stops that are ADA non-compliant and ADA non-accessible were highlighted in **Figure 5-9**. In total, there are eight (8) ADA non-compliant bus stops and four (4) ADA non-accessible bus stops within the study area. Neither meets current standards.

Figure 5-7: Bus stop on McDowell Road: no shade provided along sidewalk approaching the bus stop

Figure 5-8: Bus stop along major arterial- McDowell Road: meets standard but has no shade

[1] U.S. Department of Transportation (2015). *Americans with Disabilities Act (ADA): Guidance Circular*. Federal Transit Administration

Table 5-4 Transit Routes

Name	Route Type	Route Description	Frequency (Minutes/Days)	Key Stops (Highest Ridership)
Route 1 EB/WB	Fixed	Washington St.	30 M-SU	Jefferson St. & 24th St.
Route 3 EB/WB	Fixed	Van Buren St.	30 M-SU	Van Buren St. & 32nd St.
Route 10 EB/WB	Fixed	Roosevelt St.	30 M-SU	Roosevelt St. & 24th St.
Repute 17 EB/WB	Fixed	McDowell Rd.	20 M-SU	McDowell Rd. & 24th St.
Route 32 NB/SB	Fixed	32nd St.	30 M-SU	32nd St. & McDowell Rd.
Route 70 NB/SB/EB/WB	Fixed	24th St. and Glendale Ave.	15 M-SU	24th St. & Jefferson St.
Light Rail NB/SB/EB/WB/	Light Rail	Dunlap/19th Ave. to Mesa Dr./Main St. Station	12 M-SU	Washington/Jefferson & 24th St.

Recently Completed Projects

Recently completed transit projects include changes to three routes within the study area including:

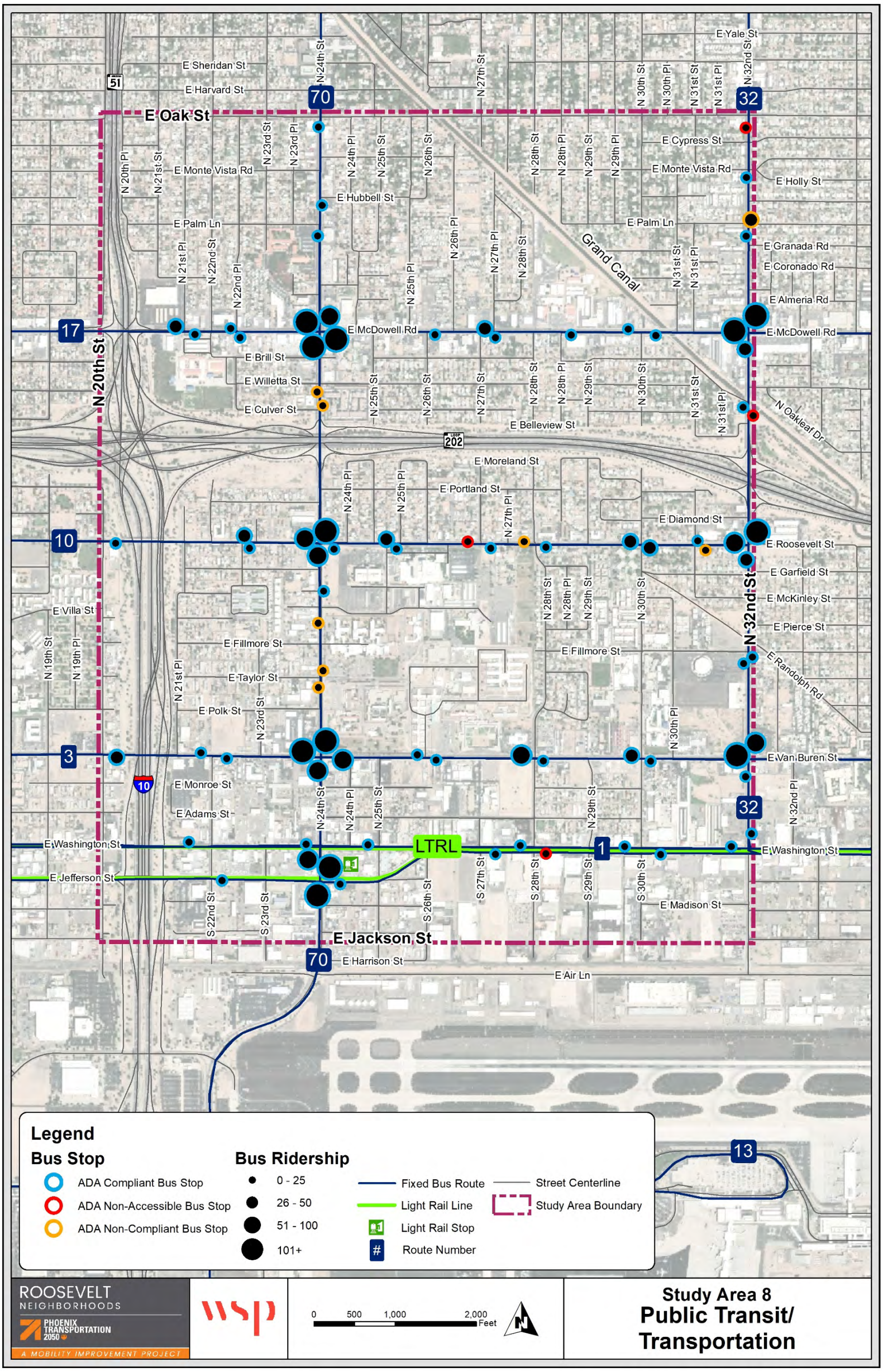
- Route 1: This route was modified to provide connectivity between 32nd and Roosevelt Streets with the 44th Street light rail platform via Central Station in conjunction with the creation of Route 32.
- Route 10: New Route 32 and modified Route 1 replaced Route 10.
- Route 32: New route on 32nd Street that connects Camelback Road and the 44th Street light rail platform on Washington Street.

Issues and Concerns

The major concerns regarding public transportation facilities are ADA compliance and accessible facilities. Listed below are the key issues and concerns:

- 12 total bus stops that do not meet current ADA standards.
- Sidewalks are too narrow or sidewalks located at bus stops that do not meet ADA standards.
- Limited number of bus stop amenities including bus shelters and benches.

Figure 5-9: Public Transportation/Transit



5.4 Bicycle and Pedestrian Facilities

The bicycle and pedestrian facilities assessment inventoried sidewalks, crossings, bicycle lanes, bicycle routes, bicycle boulevard, bicycle paths, and shared-use paths. Recently completed projects were also highlighted to look at where recent improvements have been made. Bicycle and pedestrian infrastructure allows people to better utilize non-motorized transportation for recreation, commuting or connecting to other modes of transportation. Bicycle and pedestrian infrastructure illustrate where infrastructure exists, how it is utilized based upon connectivity and where there are areas of concern.

Figure 5-10: Pedestrian bridge along Grand Canal

Pedestrian Facilities

Pedestrian facilities include sidewalks, signalized crossings, and mid-block crossings. Sidewalks within the study area vary in size and connectivity. Typical sidewalks located in the study area are between 4 feet and 6 feet. Narrower sidewalks exist within neighborhoods and wider sidewalks exist along arterials and near light rail. Sidewalk connectivity is important to understand where there are gaps and how it affects how people decide to get to their destinations. Major gaps and connectivity issues for sidewalks include:

- Neighborhood connectivity
- Crossing highways (Loop 202, I-10, and SR 51)
- Maricopa County Hospital creates a block size barrier within the community
- No signal-controlled crosswalks along the Grand Canal

All three freeways have limited opportunities to cross which creates barriers to reaching some destinations. Located within the study area is a pedestrian bridge crossing SR 51 at Oak Street (See **Figure 5-13**).

In addition, sidewalk crossings are a key infrastructure element that enhances mobility and accessibility for pedestrians. The number and location of crossings available to pedestrians help determine where mobility is lacking and where improvements are needed. Most signalized crossings occur at major intersections. Crossings at intersections can range from 400 feet apart to a half mile. Longer distances between crossings do not provide adequate accessibility to many intermediate destinations. Non-signalized crossings within the study area exist near schools, Maricopa County Hospital, and the Arizona State Hospital.

Bicycle Facilities

Bicycle facilities within and adjacent to the study area include bicycle lanes, routes, boulevards, paths, and shared-use path. There is a total of five bicycle lanes within the study area. Bicycle lanes within the study area range from 4 feet to 6 feet in width. Bike facilities can be seen in **Figure 5-13**. Current bicycle lanes include:

Figure 5-11: Vehicles parked in designated bike lane

- Oak Street between 32nd Street and 24th Street
- 20th Street between Roosevelt Street and Washington Street
- Roosevelt Street before 32nd Street
- 32nd Street between Air Lane and Roosevelt Street
- Washington Street
- Jefferson Street to Washington Street

Bicycle routes are found in the northwest corner of the study area. Current bicycle routes include:

- Oak Street to 24 Street
- 20th Street to Granada Road.

In addition, the bicycle route along Oak Street crosses SR 51 via a pedestrian/bicycle bridge. There is only one shared-use path located in the study area. This path connects the bicycle route along 20th Street and McDowell Road.

The only bicycle path located in the study area is the Grand Canal. The Grand Canal is designated as a paved bicycle path, however, both pedestrians and bicyclists use this facility. While there are no bicycle boulevards within the study area, two bicycle boulevards are adjacent to the study area:

- Roosevelt Street beginning after 32nd Street
- Villa St ending at 20th Street

Some of the major gaps and barriers in the bicycle network exist within neighborhoods and crossing freeways. Most of the study area consists of residential areas, however, there are no designated bicycle facilities connecting different residential areas, commercial areas, and schools. Freeways are also a major barrier for bicyclists. The lack of connections at the freeways in the study area creates barriers for bicyclists traveling into or out of the study area.

Recently Completed Project/Future Projects

Projects underway or that will be underway in FY 2018 include improving and adding new pedestrian and bicycle infrastructure. The largest project within the study area is the Grand Canalscape. The goal of this project is to develop a safe and convenient route for pedestrians and bicyclists and to re-integrate the canal into the surrounding neighborhoods. Phase 2 (Segment D) of the project, which runs through the study area, and will include paved surfaces along both sides of the canal, lighting, landscaping, signalized crossings, and connections to neighborhoods and streets. Construction began in April 2018 and is expected to be completed in spring of 2019. Other projects that will be underway in FY 2018 include:

- Oak Street shared lane markings between 24th Street and 32nd Street
- Oak Street bicycle lane between 32nd Street and 47th Street

In addition to completed and planned projects creating connections, one project adjacent to the study area will create further connectivity within the City of Phoenix. The 20th Street Bicycle and Pedestrian Improvement Project, which begins at Osborn Road and ends at Glendale Avenue, has identified buffered bike lanes, wide sidewalks and additional streetscape amenities as potential improvements.

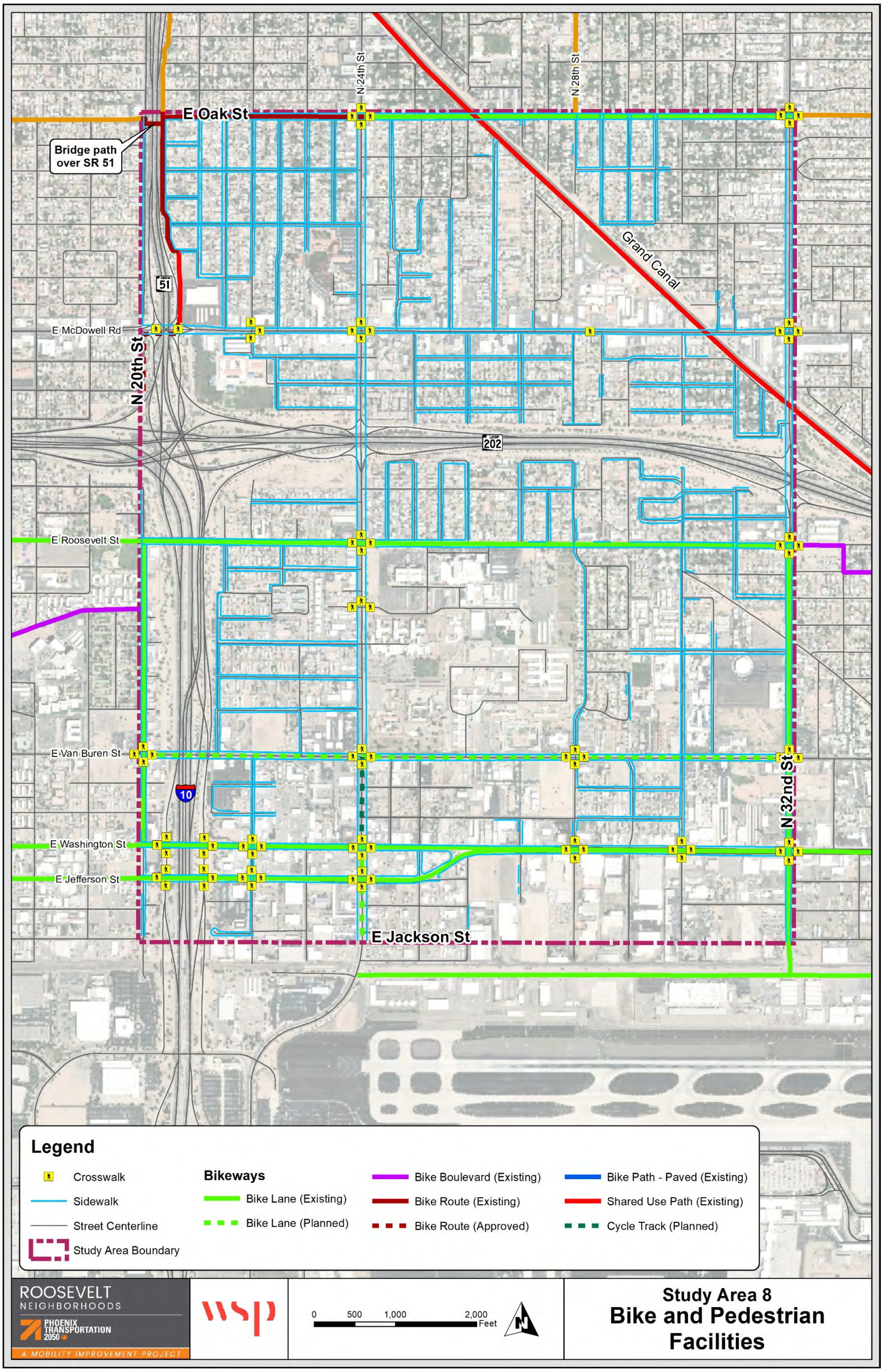
Issues and Concerns

The major issues and concerns regarding pedestrian and bicycle facilities include accessibility and connectivity. Listed below are the key issues and concerns:

- Only three north/south bike connections which include 20th Place, 32nd Street to Roosevelt Street, and Grand Canal.
- No bicycle connections through local streets and neighborhoods.
- No formal crossings along Grand Canal.
- Lighted crossings are only located at major intersections.
- Sidewalks are inconsistent on local roads and within neighborhoods.
- One RRFB crossing is within the study area located Roosevelt Street and 28th Street.

Figure 5-12: Grand Canal no stripped or signalized crossing

Figure 5-13: Bicycle and Pedestrian Facilities



5.5 Supportive Streetscape Amenities

Supportive streetscape amenities include street features such as lighting and landscaping. Lighting and landscaping were analyzed as they help encourage the use of alternative modes of transportation, promote safety, provide a cooler environment, and, overall, provide an inviting environment for bicyclists and pedestrians.

Lighting

Lighting infrastructure identified existing lighting, and lighting facilities that will be updated through the LED Light Program. Areas of concern were also identified. Lighting acts as complementary infrastructure to transportation facilities. Lighting improves safety and helps encourage usage of transportation facilities.

Figure 5-14: Limited street lights

Existing Street Lighting

Existing light infrastructure data show that most lighting is located along major/minor arterials including (See **Figure 5-16**):

- Jefferson Street
- Washington Street
- Van Buren Street
- McDowell Road
- 24th Street
- 32nd Street

Currently, the City of Phoenix is updating street lighting infrastructure to light-emitting diode lights. The LED lighting program will replace 100,000 existing street lights with LED fixtures. The program began in 2016 and is programmed to be completed in fall 2019. Updated street light fixtures will improve visibility for pedestrians, bicyclists and vehicles as well as create a safer environment for non-motorized modes of transportation while reducing operating and maintenance costs.

Issues and Concerns

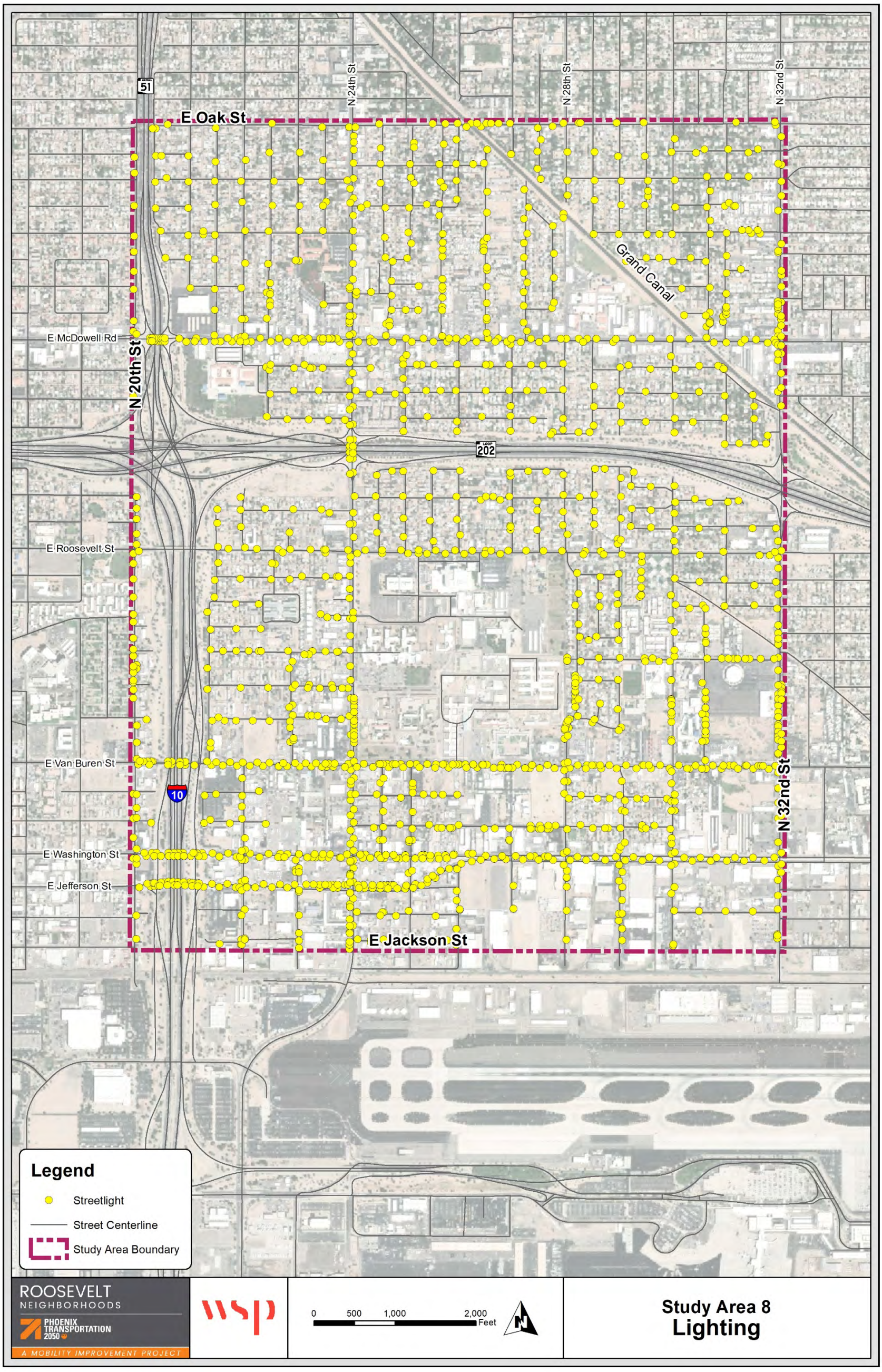
Lighting infrastructure identified a lack of consistent lighting throughout the entire study area. Listed below are the key issues and concerns:

- Lighting highly concentrated along 24th Street, 32nd Street, Jefferson Street, Washington Street, Van Buren Street, and McDowell Road
- Minor streets are lacking in good lighting infrastructure for example Oak Street

- Lighting is inconsistent throughout the Greater Green Gables Neighborhood, Sky Harbor Neighborhood, and Elsinore neighborhoods.

Figure 5-15*:* Street lighting at major arterial intersection

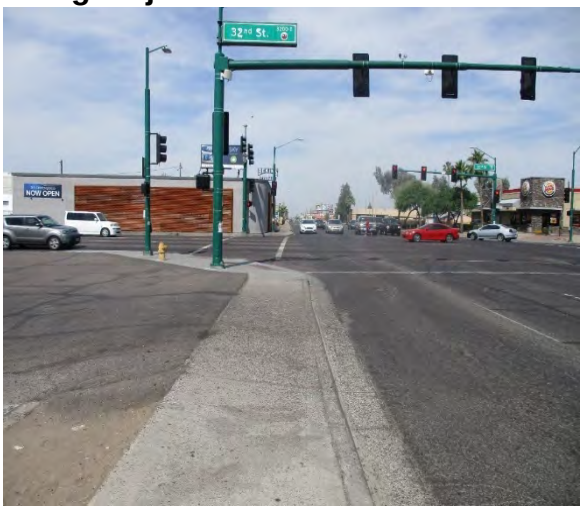
Figure 5-16: Lighting



Landscaping and Shade Covering

Landscaping was identified as a key complement to transportation facilities that encourages alternative mode usage by making access more inviting and providing shade so critical in the Phoenix area. Landscaping looked at existing landscaping, including trees and other vegetation provided by the City of Phoenix. Areas of concern for landscaping were also highlighted. In addition to shade created by landscaping, structural shade was also evaluated. Structural shade is created by infrastructure such as bus shelters. Structural shade only exists at some bus stops within the project area

Figure 5-17: Lack of landscaping along major arterial



Existing Landscaping

Most landscaping is found along McDowell Road, 32nd Street, Van Buren Street, and Washington Street (See **Figure 5-19**). However, the majority of landscaping is located along Van Buren Street. Landscaping inventory in the study area shows existing trees and a vacant site where landscaping exists or could be added. About 50 percent of city-owned trees are palm trees which provide little to no shade. The other 50 percent of city-owned trees provide shade. However, some trees do not shade pedestrian or bicycle facilities due to distance between trees and these facilities. This mainly occurs along McDowell Road and 32nd Street. Some neighborhoods have shade trees that create shade along pedestrian and bicycle facilities but are privately-owned landscaping.

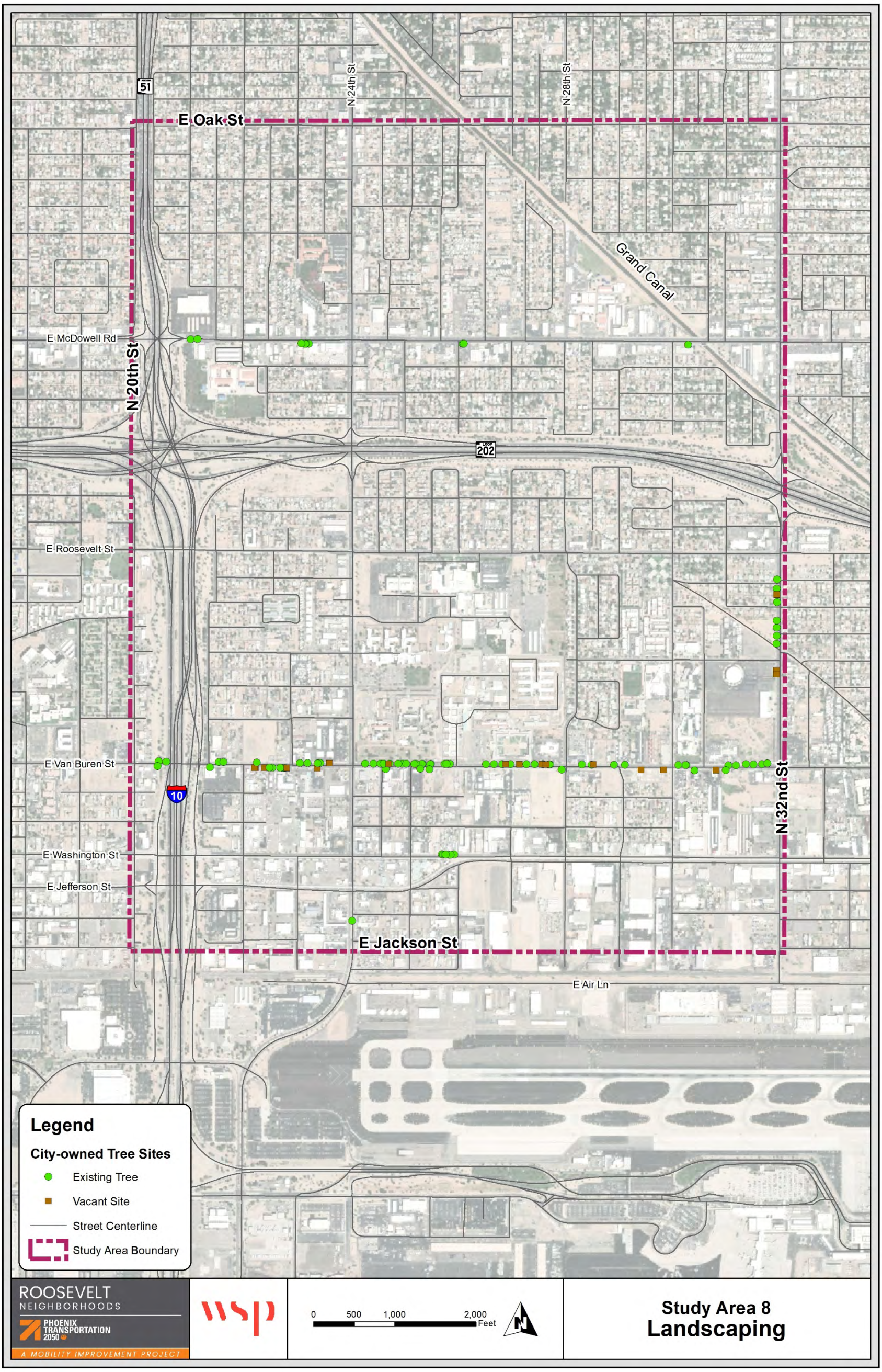
Figure 5-18: Inconsistent shade in neighborhood

Issues and Concerns

The largest concern in the study area is the lack of adequate shading within the public ROW. Where landscaping has been provided, there are large gaps that detract from its effectiveness. The key issues and concerns are listed below:

- City-owned trees only exists along Van Buren Street, 32nd Street, and McDowell Road
- Shade is provided in some area and not others including transit stops
- Most city-owned trees are palm trees or shade trees to do not shade pedestrian or bicycle facilities.

Figure 5-19: Landscaping



6.0 Land-Use Issues and Infrastructure

In addition to transportation infrastructure existing land-use, additional infrastructure, and environmental constraints were evaluated. Land-use evaluated existing and future zoning and land-use. Infrastructure constraints include drainage and utilities. Lastly, environmental constraints were evaluated by looking at cultural resources.

6.1 Zoning

Current zoning was used to evaluate how closely current parcel use follows the City's requirements. Zoning, in some cases, doesn't reflect the land-use designations set forth in the General Plan. However, the zoning is generally consistent with current usage within the study area.

Most the study area is zoned as single-family residential, multi-family residential, commercial, and light industrial. Areas of single and multi-family residential are located throughout the study area. Some of the major residential areas include Sky Harbor Neighborhood, Greater Green Gables Neighborhood, Elsinore Neighborhood, and Creighton Neighborhood. Historic neighborhoods that exist adjacent to the study area include Brentwood, Coronado, Garfield, and Phoenix Homesteads. Commercial zoning occurs along Van Buren Street and McDowell Road. Industrial areas are located along the southern border of the study area near Phoenix Sky Harbor Airport. Future zoning changes include:

- Single-family to multi-family residential
- Single-family to planned area development commercial
- Multi-family residential to light industrial
- Multi-family/Commercial retail to passenger automobile parking walkable urban

Most zoning changes occur near the light rail line and along 24th Street. Most zoning changes are changes to commercial (See **Figure 6-1**).

6.2 Existing Land-Use

Existing land-use considers current development patterns within the study area. Land-uses occurring within the study area include, residential, commercial, industrial, public/quasi-public, and transitioning to industrial.

The largest land-uses within the study area include public/quasi-public, commercial, and residential. Facilities that make up many of the public/quasi-public uses include Phoenix Sky Harbor Airport, Maricopa County Hospital, and the Arizona State Hospital. Commercial uses mainly exist along Van Buren Street, Washington Street, and along McDowell Road, and industrial uses are mostly near Phoenix Sky Harbor International Airport which is adjacent to the southern boundary of the study area. (See **Figure 6-2**). Some areas zoned for industrial uses also have commercial land-use designations.

Figure 6-1: Zoning

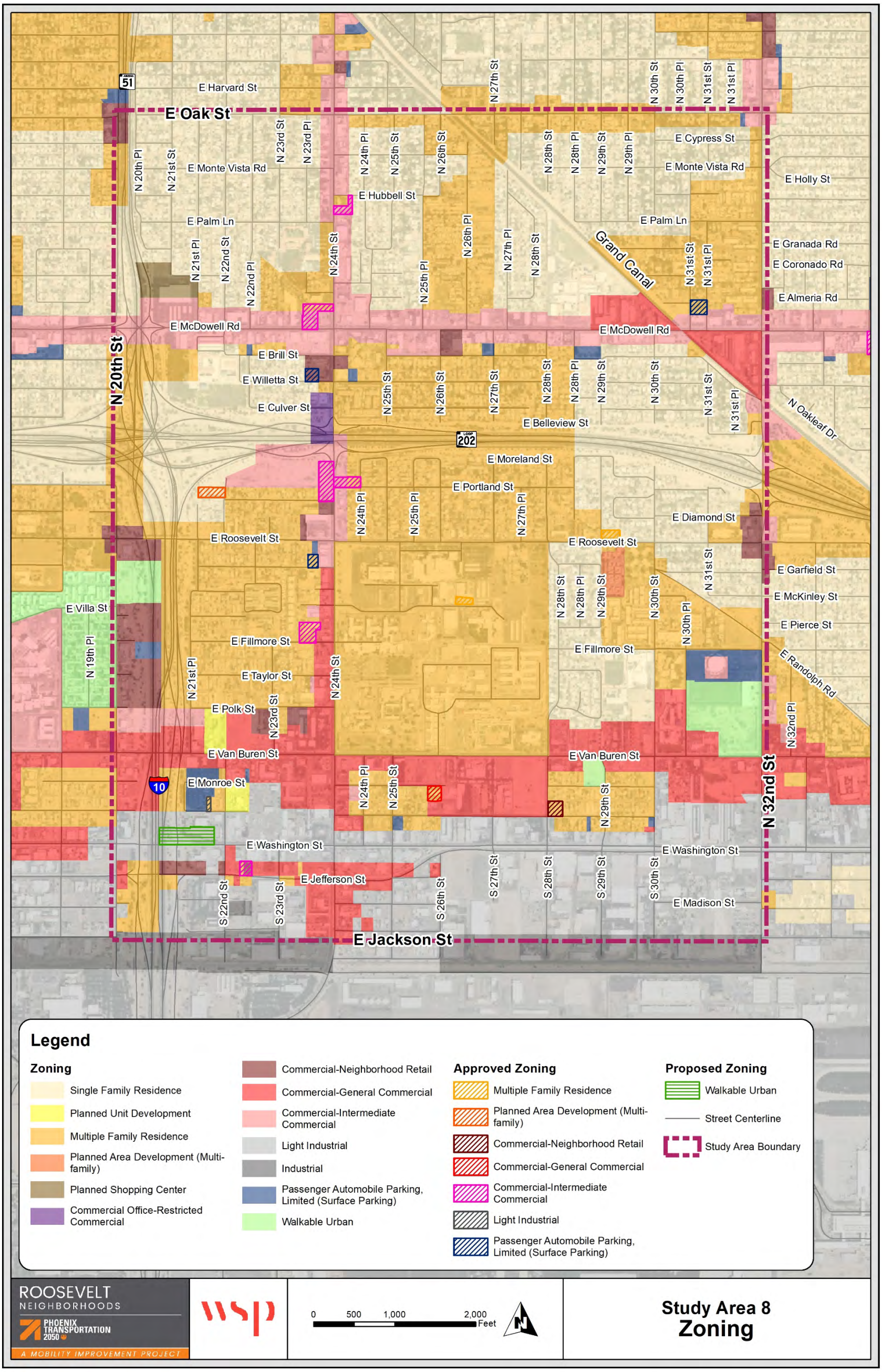
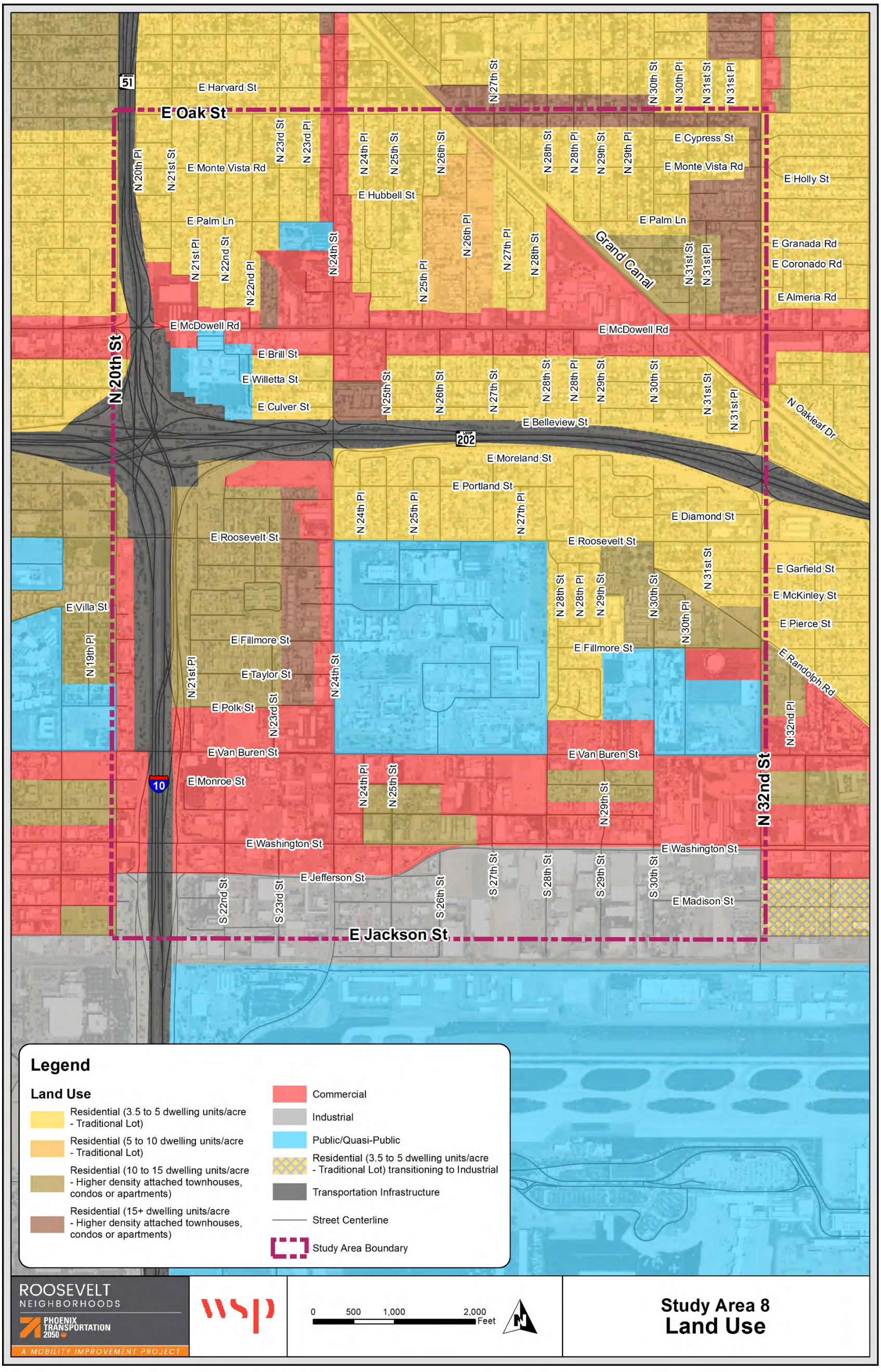


Figure 6-2: Land-Use



6.3 Drainage

Drainage utilities that are highlighted in **Figure 6-4** are stormwater retention areas and stormwater structures. Stormwater storage areas are located along major/minor arterials and some local streets, but there are some key gaps in stormwater retention areas in the study area neighborhoods. Much like stormwater retention, stormwater structures also have major gaps within neighborhoods. Drainage infrastructure provides information on where drainage improvements are needed and help improve transportation facilities including streets, sidewalks, and bicycle infrastructure.

6.4 Utilities

Utility infrastructure pertinent to the study is the Grand Canal which the largest utility infrastructure within the study area. The Grand Canal also provides connections between communities inside and outside the study area. Although the Grand Canal is a key infrastructure feature, the major constraint is access. Access to the Grand Canal exists only along major and minor arterials roads. Additionally, no formal crossings exist between the different segments of the Grand Canal within the study area. Areas of concern, highlighted in **Figure 6-5**, shows the limited access and lack of crossings along the Grand Canal.

Other utility information was collected but is not included because it does not supplement the purpose of this report. As mobility recommendations are determined in the next report, the recommendations and additional utility data will be reviewed and addressed as necessary.

Figure 6-3: Grand Canal

Figure 6-4: Drainage

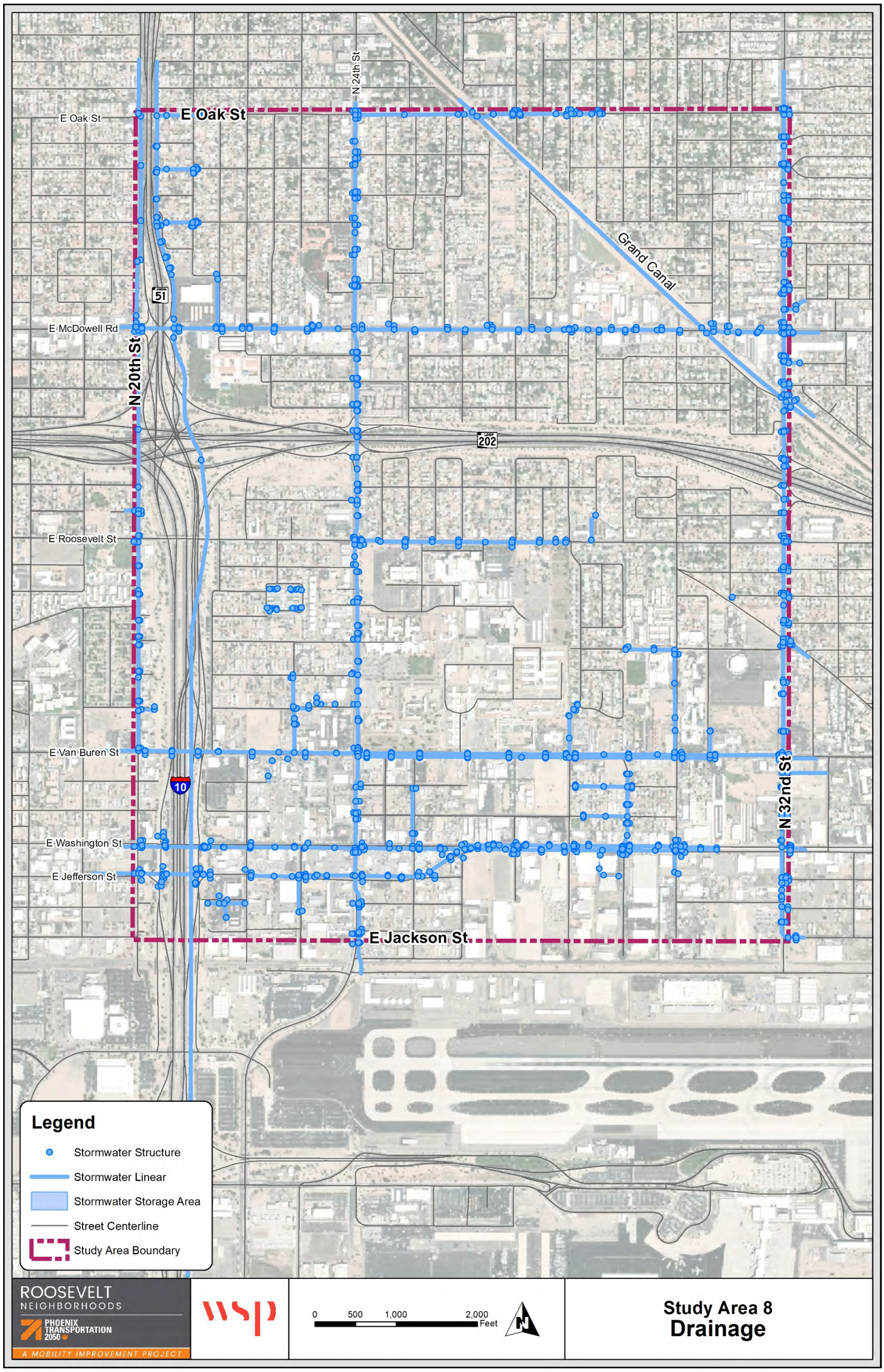
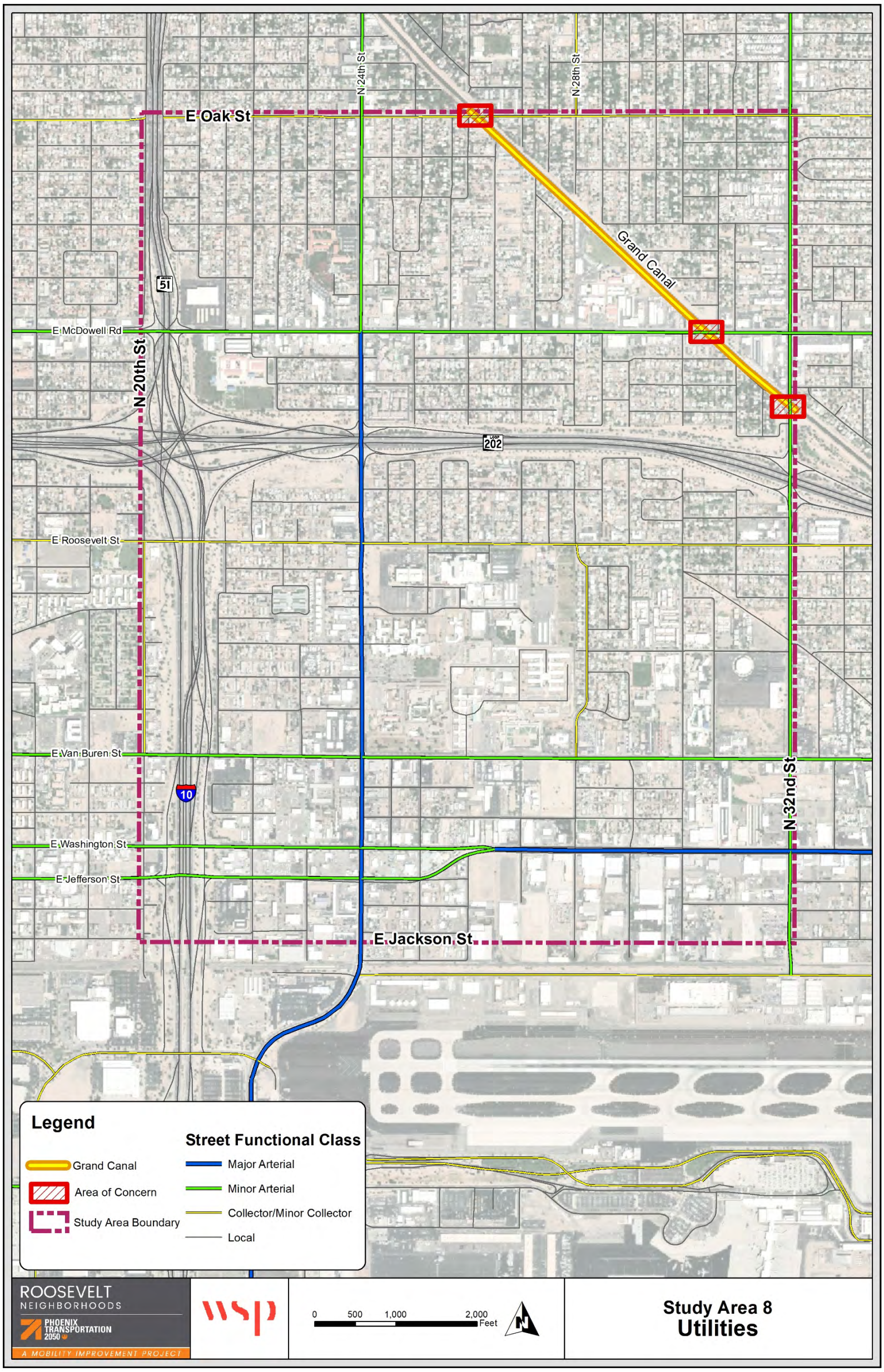


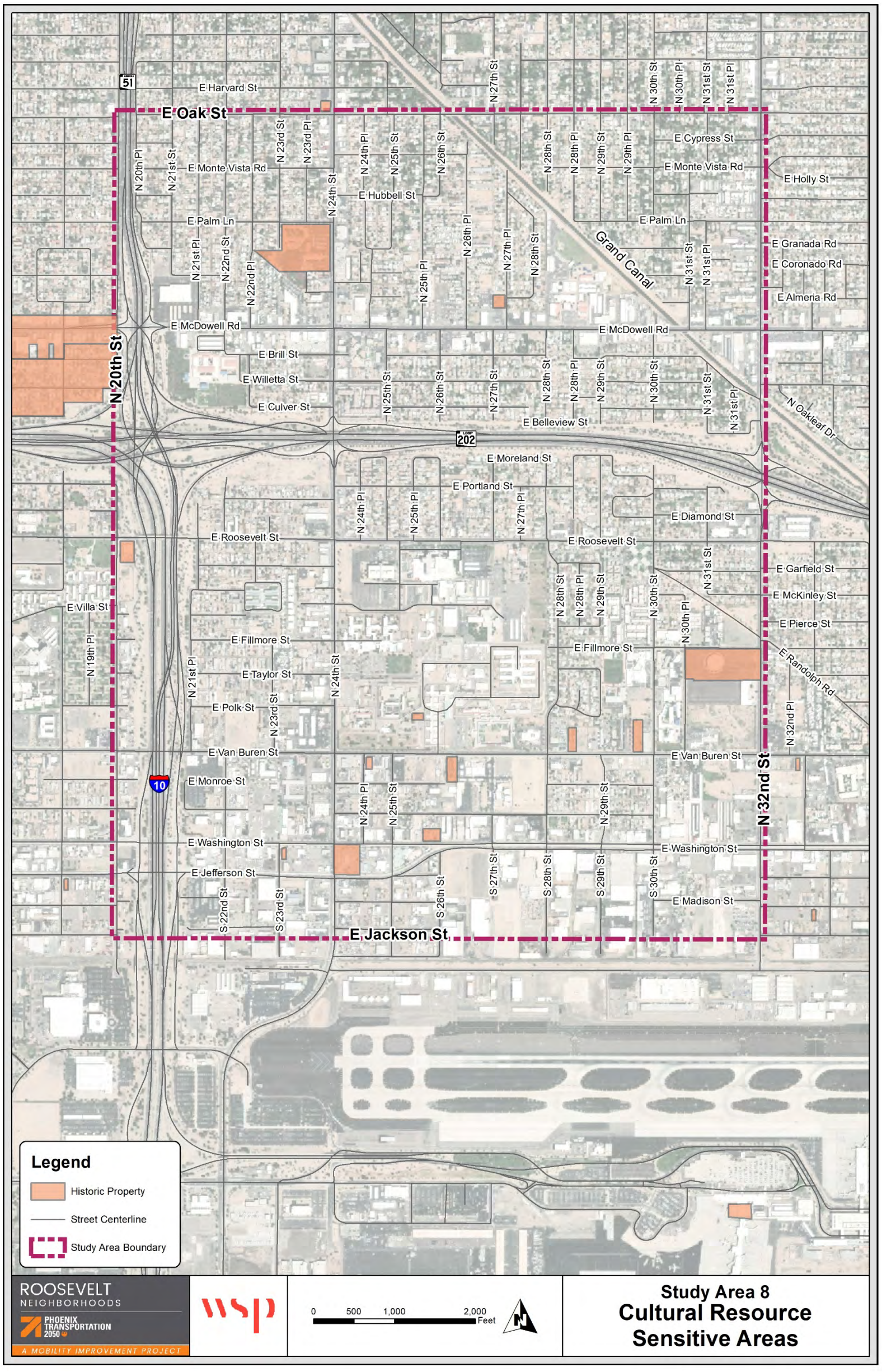
Figure 6-5: Utilities



6.5 Environmental and Cultural Resources

In addition to land-use and infrastructure, environmental constraints were also considered, including cultural resources. Cultural resources include historic properties and sites. There is a total of 19 historic properties located within the study area (See **Figure 6-6**). Historic properties pose constraints to future mobility projects due to their protected status or eligibility to obtain protected status. These historic properties should be taken into consideration when looking at potential mobility projects, but are not likely to inhibit the kinds of strategies that can be implemented.

Figure 6-6: Cultural Resource Sensitive Areas



7.0 Stakeholder Outreach

The initial stakeholder outreach activity was to develop a list of key stakeholders with a variety of connections to the community and current knowledge of activity within the mobility area. Key stakeholders include schools, neighborhoods associations, neighborhood watches, non-profit organizations, businesses and medical facilities. Stakeholder outreach efforts focused on conducting and recording individual telephone interviews with the key stakeholders. An interview guide was crafted to help interviewers encourage interviewees to share the information that was most relevant to them. The purpose of the interviews was to gain better understanding to the local community, how individuals use existing transportation facilities and where they would like to see improvements.

7 Stakeholder Interviews

Interviews with stakeholders were conducted over the phone and centered on a series of questions about who lives within the community, what kinds of activities take place in the community, what are the key destinations and where mobility improvements are needed. **Appendix B** provides the stakeholder questionnaire that was used for stakeholder interviews.

Interviews were conducted with the following individuals:

Abraham James, Greater Green Gables Neighborhood Association

- Neighborhood which is bound by the Grand Canal, McDowell Road, Interstate 10 (I-10) and Thomas Road.
- Destinations include Airport, Biltmore, Food City, restaurants and businesses within the area (Rent House Brewery, and Gary's Beer, Wine and Spirits), and schools.
- Mobility issues include vehicles not obeying traffic laws by speeding and ignoring signage. Other issues include safety along 24th Street and the Grand Canal where there have been some incidents where people have been hit. Main issues within this area include crossing the canal sad
- Mobility improvements include more shade, public restrooms, and another bridge along the canal.

Miguel Moreno, Indian Valley Community

- Locals are seen trying to bike, walk, and run, however the physical environment in not supportive of these modes.
- Destinations include anything along McDowell Road, Creighton Elementary School, Excelencia School, downtown, Tempe Marketplace, and the Grand Canal.

- Mobility issues include motorists disobeying traffic laws, high crash volumes from 28th Street to 30th Street along McDowell Road because there are no traffic lights, 32nd Street intersections, and unprotected bike lanes during rush hour traffic. Other mobility issues include crossing busy intersections, not enough mid-block crosswalks, not enough lighting, and streets and bike lanes don't connect to destinations.
- Mobility improvements include Grand Canal street crossings, traffic calming applications on 31st Street, and bike lanes along McDowell Road. and other roads.

Officer Kiley Venard, Central City Precinct Patrol

- Destinations include UMOM, Creighton School, and a nearby apartment complex.
- Mobility issues include a lot of pedestrian traffic at 32nd Street and McDowell Road., speeding on Oak Street between 27th Street and 28th Street Other mobility issues include crime on 24th Street between Washington Street and
- Jefferson Street, limited business access from the light rail tracks, 32nd Street and Oak Street Moreover, there is not enough lighting, there is a lot of crime, and drivers don't obey traffic laws and drive too fast.
- Mobility improvements include a HAWK crossing at 30th Street and Van Buren Road.

Alyssa Peralta, Elsinore Neighborhood Association

- Bound by Roosevelt Street, Loop 202, 26th Street, and 24th Street
- Destinations include bus stops, Helping Café, Gateway Community College, and restaurants along 24th Street Destinations outside the mobility area include Downtown, Camelback Colony and Arcadia Crossings.
- Mobility issues include vehicles not obeying traffic laws and driving recklessly through the area. There is also a lack connectivity and many people cannot get where they need to go by walking or bicycling. The streets are also very narrow and there is a lack of signage for drivers.
- Mobility improvements include creating better access to bus stops and light rail stations. Adding more bicycle lanes and sidewalks would also be a good improvement within the area.

Jeff Boles, Creighton Community Foundation

- Creighton Community Foundation is a 501(c)3 organization that works to build strong neighborhoods, support community engagement, and support programs and initiatives that will enhance educations and funding within the Creighton corridor.

- Key destinations include grocery stores/convince stores, Maricopa Hospital, social services, and homes for recreational activity.
- Mobility issues within the area include crossings at intersections and areas within the mobility area. 24th Street and McDowell Road., located near Excelencia school is a larger intersection and many are afraid to cross here. 16th Street and McDowell has had a couple near misses and many are afraid to cross the street here. In addition, hardly any sidewalks exist on the south side of the Loop 202. Another major issue is connections to critical resources including grocery stores.
- Improvements to mobility include creating access to recreational facilities, adding more sidewalks, making intersections safer to cross, and add more bicycle and pedestrian facilities.

Danita Rios, Creighton Square Block Watch

- Bound by McDowell Road., 27th Pl., Grand Canal, and 28th Pl.
- Key destinations include Food City, Creighton Elementary, and bus stops
- Some of the key mobility issues are narrow roads that are very busy, 32nd Street, and lack of facilities for pedestrians and bicyclists. In some areas pedestrians, bicyclists, and vehicles all use the road. Other issues include drivers not obeying traffic laws.
- Improvements to mobility would include improving shade, add more sidewalks, and adding more crossings to get to destinations more easily.

Ivan Carvajal, Creighton Elementary

- People in the community want to safely and conveniently access destinations like the park, food, and the canal.
- The canal is used recreationally in the area and it is avoided at night due to unsafe circumstances and no lighting. Many students take the pedestrian bridge over the canal to get home.
- Destinations include Oak Street and McDowell Road. between 20th St and 32nd Street, and Los Olivos Park.
- Mobility issues include crime, safety and security, disconnected sidewalks, motorists that do not obey traffic laws and drive too fast. 32nd Street from
- McDowell Road. to Thomas Road. is also dangerous due to inattentive drivers. Other mobility issues include not enough street lighting or mid-block crosswalks.
- Mobility improvements include traffic calming devices, shade, pedestrian refuge island, protected bike lanes, food and park access, safety in the canal

David Snyder, Robert Duffy High School

- Destinations include Robert Duffer High School, going up 24th Street and 32nd Street North because of the school. Other destinations include Southern and 15th Avenue, and I-17 and Cactus Road.
- Mobility issues include Van Buren Street due to safety, 24th Street from Jefferson to McDowell, Roosevelt Street and 24th Street to 32nd Street, and the park at Roosevelt Street and 20th Street Other mobility issues include not enough lighting, hiding areas, motorists disobeying traffic laws, lack of safety at light rails stations, and bus services with low frequency.
- Mobility improvements are suggested along Jefferson Street, Washington Street, and Van Buren Street Improvements are also suggested at Washington Street and I-10 intersection due to jaywalkers.

Amanda Vitela, Maricopa County Medical Center

- The County and State hospitals area next to each other and separated by a wall. About 250 employees use bus cards, and many employees stop only for convenience foods nearby due to a 30-minute lunch.
- Destinations include the state hospital, Crisis Nursery, Fire Station to the east of the hospital, downtown, and lower arcadia.
- Mobility issues include difficulty crossing busy intersections, unsafe areas, destinations located far away, not enough street lighting, and vehicles driving too close and too fast in the area. Other mobility issues include congestion on 24th St, and safety. It is also dangerous for cyclists and pedestrians on 24th Street, Roosevelt Street, 32nd Street, and between Roosevelt Street and 32nd Street up to SR202.
- Mobility improvements include more transit options and a good mid-block crosswalk on Roosevelt.

Robin Stillwell-Harvey - The Salvation Army

- The Salvation Army serves the transient population, and there are many transient persons in the area seeking shelter and other services. The facility usually has 60-80 kids 12 and under. Recreational activity is not present in the area, and there is not much to do. Most people either commute into the area for work and sometime drive to get lunch, or commute out of the area for work. Work in the area occurs between 7 am and 3:30 to 4 pm. The social agencies have curfews, so business is very quiet after hours.
- Destinations include St. Vincent del Paul, UMOM, the County and State hospitals, fast food restaurants, Circle K Stores, and the Dollar Store on 32nd Street and Van Buren Street

- Mobility issues include a large transient population, lack of safety, criminal activity, not enough lighting, motorists not obeying traffic laws, and the transit stops at 24th Street and 32nd Street are too far away. Other mobility issues include busy intersections that are difficult to cross, destinations that are too far to walk/bike, existing streets/sidewalks that do not connect destinations, and a lack of safety from 24th Street to 32nd Street between Van Buren Street and Jefferson Street These streets are unsafe overall.
- Mobility improvements include a recommended transit stop at 28th Street Would also like to see more food options,

Rob Church, Wilson School District #7

- First Student handles busing services including out of district and special needs student transportation, and homeless transportation throughout the Valley for students.
- Mobility issues include many pedestrians in unsafe circumstances, 30th Street crosswalks due to crime and unsafe circumstances, and not enough mid-block crosswalks or lighting. Other mobility issues include motorists not obeying traffic laws, lack of parking for the schools. Overflow parking occurs at the Celebrity Theater.
    - Van Buren and 30th Street is a bad spot for accidents and near-misses. School staff heard a HAWK was going to be installed but it was cancelled. School staff hopes it would be put back on the list of projects.
- Mobility improvements include lighting and traffic calming devices and potentially a pedestrian refuge area at 30th Street and Van Buren Street

Chelsea Nesbit, Miracle Mile Merchants Association

- Destinations include the Market, local book store, and bike shop.
- Mobility issues include the bus stop being used as a restroom prohibiting access from other users, not enough mid-block crosswalks, sidewalks in disrepair, unsafe facilities because of unsafe drivers and crime, not enough security and lighting. Weekends there is prostitution on Almeria at approximately 18th Street
    - Other mobility issues include car accidents at
        - 20th Street and McDowell Road
        - 18th Street and McDowell Road
        - 17th Street and McDowell Road (traffic cuts into neighborhood to avoid stoplights).
    - Driving in alleyways very fast between back of businesses and apartments with kids.
    - Jaywalking from 16th Street to 32nd Street
    - 18th Street and McDowell Road (alleyway to north is where bike theft ring meets)

- Mobility improvements include traffic calming devices, shade, pedestrian refuge island, protected bike lanes, food and park access, safety in the canal, and protected bike lanes on McDowell.

7.1 Key Takeaways

Stakeholder interviews provided essential knowledge about how the community uses transportation facilities and the barriers or inadequacies community members face when using the area's transportation facilities. Some of the key takeaways from the interviews include key destinations, key problems, and mobility improvements that are needed. Some of the key destinations include health services, school, parks, transit stations, grocery stores, and social services. Some of the key problems include drivers not obeying traffic laws, crime activity, and issues with safety. During the interviews, interviewees stated that they wanted more bicycle lanes, protected bicycle lanes, lighting, sidewalks, and pedestrian crossings.

8.0 Conclusion

The goal of the current conditions report is to identify key mobility infrastructure, identify gaps and constraints in mobility infrastructure and gain a better understanding of the community. Some of the key takeaways are the lack of connectivity between pedestrian and bicycle facilities. While there are many sidewalks and bicycle facilities within the study area, many do not offer good connections to neighborhoods and areas beyond the study area freeways. Mobility Area 8 mobility also shows a high number of pedestrian and bicycle crashes, including 8 fatal crashes and 14 serious crashes. Stakeholders stated that safety was one of their major concerns when using sidewalks and bicycle facilities. In addition to these major concerns listed below are locations and mobility concerns that are most significant to the study area:

- 24th and McDowell Road with a total of 10 crashes, including one fatal pedestrian crash.
- 32nd and McDowell with a total of 9 crashes, including two fatal crashes just north of the intersection.
- 24th Street and Van Buren Street with a total of 10 crashes, including one fatal pedestrian crash and two serious crashes.
- 24th Street from Van Buren Street to McDowell Road has a total of five bus stops that do not meet current ADA standards.
- Grand Canal is the only north/south bike connection in the entire study area
- Grand Canal has no stripped or signalized crossings .
- Little to no sidewalks within neighborhoods south of Van Buren Street.
- Poor connection to Robert L Duffy High School.
- Poor lighting within Greater Green Gables, Creighton, and neighborhoods near the County/State Hospital.

- Minimal landscaping throughout entire study area and 50 percent of city-owned trees are palm trees.
- Most zoning changes are occurring along 24th Street and McDowell mainly to commercial.

8.1 Next Steps

Following the current conditions report a recommendations report will identify key areas where improvements can be made to improve study area mobility. Recommendations will build upon current conditions and input received from stakeholders.

Appendix A: Summary of Existing Plans and Documents

Existing Plans and Documents

Document	Date	Agency	Summary
Phoenix Capital Improvement Program 2017-22	2017	City of Phoenix	The City of Phoenix Capital Improvements Program (CIP) includes documentation on budgeted and planned projects for years 2017-2022. Pertinent projects to Mobility Area 8 include: • Van Buren St.: 24th St. to 40th St. - Design and construct street improvements on Van Buren Street from 24th • St. to 40th St. • Rio Salado Pathway: 32nd St. to SR 143 - Design and install a pathway from 32nd St. to SR 143. • Hawk Signals: Grand Canal and Arizona Canal - Install HAWK signals at Grand Canal and Arizona Canal crossings • Grand Canal Phase II (TIGER) • Power Pedestals for SRP Traffic Signals - Design and install power service pedestals for metered service at existing unmetered traffic signals. • Edison Park Improvements - replace sports field area lighting at park. Adjacent to east boundary of study area
FY 2018-2022 MAG Transportation Improvement Program (TIP)	2017	MAG	Program (TIP) is a federally required program report that serves as a five-year guide for the preservation, management, and expansion services across Maricopa County. This report also implements the MAG Regional Transportation Plan (RTP). Pertinent projects to Mobility Area 8 include: • HAWK signal: Van Buren St. / 30th St. (2019) • Grand Canal: 16th St. to 36th St.: shared-use pathway along one side of canal; landscape/irrigation/lighting/signal crossing/site furnishings/public art. (2018) • Citywide bikeshare station siting (2019) and equipment (2020)

			• Van Buren St.: 7th St. to 24th St.: Bicycle lanes and pedestrian improvements (2020)
Gateway TOD Policy Plan 2015-2020	2015	City of Phoenix	The Gateway TOD Policy Plan was developed by community partners, business partners and governments partners. This plan illustrates the existing conditions of the Gateway District and lists key opportunities for investment. • 24th St. Corridor o Evaluate and install enhanced crosswalks at Van Buren St. Roosevelt St. and Washington St. o Determine effective methods to add bus service to 24th St., including increased bus frequency and an urban circulator o Enhance public transit service on 24th St. • Grand Canal Corridor o Evaluate and install signalized crossing at Grand Canal and 44th St. and Grand Canal and Washington St. • Van Buren Corridor o Evaluate and install signalized crossing at 24th St., and 30th St. and Gateway Dr. 32nd St. and Fillmore Dr. o Identify planning needs to make Van Buren Complete Street eligible for funds o Assess potential for a light rail stop in vicinity of 32nd St. and Washington St. o Study to determine most effective way to increase bus service on 32nd St., Roosevelt, and Van Buren St., including buses and circulators
Plan PHX 2015 General Plan	2015	City of Phoenix	The Plan PHX General Plan identified area for growth and preservation as well as future infrastructure that could be improved. Growth / Preservation Areas • Cores, Centers and Corridors • Infill Development • Opportunity Sites • Transit Oriented Development

			Infrastructure Areas • Complete Streets • Bicycles • Public Transit • Parks • Canals / Trails • Access and Functional Needs Infrastructure • Knowledge Infrastructure
TOD Annual Report 2015-2016	2015	City of Phoenix	The Trans-Oriented Development (TOD) Annual Report identified strategies, outcomes and actions that support TOD. Below are TOD supportive projects within the Eastlake-Garfield and Gateway areas that are within or adjacent to Mobility Area 8. • Eastlake-Garfield: o Four Grid Bike Share Hubs o Valley Metro: evaluate the feasibility of adding a station on 16th St. • Gateway: o Development activity has mainly occurred along the light rail corridor and at the 44th St./Washington St. intersection o Airport parking garage renovations to the Phoenix Gateway Center office complex
2040 Regional Transportation Plan (RTP)	2017	MAG	The 2040 Regional Transportation Plan is a comprehensive, performance based, multimodal and coordinated regional plan, covering the period through 2040. This report covers the planned recommendations of all major modes of transportation at a regional level. Key Takeaways: • Capacity/Intersection Improvements • Intelligent Transportation Systems • Arterial Street Grid Extensions, Widenings and Improvements • Planned Dial-A-Ride/Paratransit Programs/Vanpools • Planned HCT

			• South Central light rail • Expansion/addition of bus services • Continued support and implementation of the various regional Bike and Ped programs and plans. • MAG will be partnering with stakeholders to meet the needs of the most vulnerable populations with innovative efforts. • Support the Transportation enhancements program: designed to strengthen the aesthetic, cultural and environmental aspects of intermodal transportation. • HCT corridor in Area 8 during peak hours
Edison-Eastlake One Vision Plan		City of Phoenix	The Edison-Eastlake One Vision Plan is part of the Choice Neighborhoods Program. The Edison-Eastlake Plan identified community issues including housing, health, sustainability, and transportation. Key takeaways include: • Complete Streets Improvements to 20th St. to compliment planning Van Buren Complete Streets and new housing to create a network of shaded connections stretching from Roosevelt St. to potential future light rail station. • Traffic Calming with speed cushions and crosswalk improvements on 20th St. including a new street light at 20th and Roosevelt – neighborhood gateway • Potential cultural food corridor. Conversion of an existing historic structure into a food incubator as anchor (140 unit workforce housing project on 20th and Roosevelt streets • Gateway at 20th St. and Van Buren • Edison Park expansion and improvements (on west side of 20th St. and Roosevelt) with activity hub and thermal comfort pilot project. Also, proposed for health and active living area with various exercise opportunities • There is a linear park (extending from Edison Park) from McKinley St. to Van Buren St. and between 20th St. and the linear park is proposed housing redevelopment

			• Proposed multi-use trail beginning at 20th St. • Proposed Safe Sidewalk improvements along 20th St. • Proposed 'Carbon Forest' along I-10 EB to mitigate pollution
Public Transit Department Annual Report Fiscal Year 2015/2016	2016	City of Phoenix	The City of Phoenix Public Transit Department Annual Report identified changes to services changes, successes, funding programs, and future opportunities for fiscal year 2015-2016. Pertinent information regarding Mobility Area 8 area listed below. • Route 32 - New route on 32nd St. that connects Camelback Rd. and the 44th St. light rail platform on Washington Street • Route 1 - In conjunction with the creation of Route 32, this route was modified to provide connectivity between 32nd and Roosevelt streets with the 44th St. light rail platform via Central Station. • Route 10 - New Route 32 and modified Route 1 replaced the Route 10.
Grand CanalScape	2017	City of Phoenix	The Grand Canalscape project is a federally funding project through the Transportation Investment Generating Economic Recovery (TIGER) grant. The project will create nearly 12 miles of continuous trail system along the Grand Canal from I-17 to the Phoenix/Tempe border. Project Goals: • Develop safe, convenient route for bike and pedestrian traffic along the bank of the Grand Canal including improved crossing where streets intersect with the canal • Re-integrate the canal into surrounding neighborhoods through landscaping enhancements and neighborhood access points to the path providing better visibility. **Phase I:** For the Gateway North area, a neighborhood path is proposed primarily along the south bank with neighborhood links to the local streets and minor public art. **Phase II-Segment II:** Improvements will include a hard surface trail along the north bank of the Grand Canal, dusk-dawn lighting, neighborhood connections at some local streets, and signalized crossings.

Bike Master Plan	2014	City of Phoenix	The Bike Master Plan identified potential projects and policy recommendations for future bike infrastructure. Potential projects from the Bike Master Plan pertaining to Mobility Area 8 include. • 24th St. from Van Buren to Baseline Rd. • Reinvent Phoenix Gateway Bicycle Infrastructure and Intersection Projects • Reinvent Phoenix Eastlake Bicycle Infrastructure and Intersection Projects • Measure changes in the level of bicycling throughout the community o Conduct biannual bicycle counts • Develop interactive smart phone application for bicycle facility inventory and reporting • Review and update City policies, procedures, codes, ordinances, guidelines, and standards to promote bicycle safety and facilities • Create an interdepartmental bicycle Task Force to plan for, fund, manage and maintain bicycle facilities. • Establish and promote City of Phoenix as a bicycle friendly community • Tier I – III projects: o Grand Canal
Van Buren Complete Streets Project	2018	City of Phoenix	The Van Buren Street Improvements Project is a continuance of the Central Phoenix/East Valley Light Rail project. Van Buran Street Improvement project will build off existing planning efforts, the positive features in the corridor, and aims to improve safety and develop a stronger pedestrian and bicycle environment. Key takeaways include: • Add bicycle infrastructure per city's Bicycle Master Plan • Create stronger pedestrian and business-friendly environment via the Complete Streets Initiative. • Landscape will be added to certain areas, along with street lighting and signal modifications.

			• Pavement Improvements • Additional traffic signage • Upgraded Street lighting, signalization, and striping • Safer, marked crossings • On-street parking for business **Phase I:** 7th St to 24th St **Phase II:** 24th St to 40 St.
LED Street Light Program	2018	City of Phoenix	The LED Street Program As part of a citywide effort, the city is replacing approximately 100,000 existing street light fixtures with energy-efficient light-emitting diode (LED) fixtures. New fixtures feature a 2,700 kelvin LED, the city's new kelvin standard for street lights
Phoenix Parks and Recreation Department's 2017 Annual Report	2017	City of Phoenix	The Phoenix Parks and Recreation Annual Report highlights completed projects, programs and outreach efforts surrounding parks and recreation facilities within the city. Programs pertinent to Mobility Are 8 include: • Mobile Recreation: active programming to 20 parks 5 days a week to strategically ensure opportunities for youth in areas of the city that do not have a nearby recreation/community center.

City of Phoenix Tree and Shade Master Plan	2010	City of Phoenix	The Tree and Shade Master Plan is a roadmap to implementing green, sustainable shade structures throughout the City. Key takeaways include:
			• Raise Awareness
			• Preserve, Protect, Increase
			  o Create an Urban Forest Infrastructure Team
			  o Conduct a Tree Inventory
			  o Develop and Adopt Best Management Practices
			  o Research and Develop Dedicated Revenue Streams
			• Sustainable and maintainable infrastructure
			  o Revise City Ordinances

MAG Freight Transportation Plan	2018	MAG	The MAG Freight Transportation Plan is a federally-supported freight network and identified routes used by freight transportation. This includes primary highway freight system, critical rural freight corridors, and critical

			urban freight corridors. Priority corridors and critical urban freight corridors adjacent to Mobility Area 8 include: • Van Buren St. from I-10 to 83rd Ave.

Appendix B: Stakeholder Interview Questionnaire

PHOENIX TRANSPORTATION 2050

City of Phoenix Mobility Studies

Stakeholder Interview Questionnaire

Interviewee Name: _____

Interviewee Organization: _____

Interview Date: _____

Interviewer Name: _____

1. Where do you and other people regularly travel to in the area? (Destinations, such as schools, social service facilities, parks, houses, shopping, restaurants.)
2. What is the most common way to get around in the area? For instance, walking, driving, riding with someone in a car, biking or using transit?
3. Do you travel recreationally in the area, such as taking walks or bike rides? Do you see or know of others who do?
4. How often do you (or your organization/group/members...) travel within the area?
5. Where do you (or your organization/group/members...) travel outside of the area? What are the most popular places to travel to in the surrounding area(s)?
6. What areas do you avoid or instruct others to avoid?
7. Why do you avoid the stated areas? (please list any safety concerns, i.e. loitering, lack of lighting, hiding areas, etc.)
8. Have you ever had a negative experience (crash, near-miss, bad motorist behavior, etc.) in this Mobility Area while you were:

Riding a bicycle?	Yes ☐	No ☐
Walking?	Yes ☐	No ☐

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Driving? Yes ☐ No ☐

9. Have you heard others express issues with mobility in the area, such as a lack of parking, disconnected sidewalks, areas where collisions seem more likely?

10. What areas/streets do you feel are most dangerous for pedestrians and cyclists? Where do accidents mostly occur?

11. What is the greatest mobility/transportation issue within the study area?

12. Where would you like to see more bicycle/pedestrian/transit amenities (crosswalks, sidewalks, traffic calming devices, shade, pedestrian refuge island, bike lanes, etc.)

13. Inside of this Mobility Area where would you like to walk, bike, or ride transit to, but can't?

a. _____ – (nearest intersection) _____

b. _____ – _____

c. _____ – _____

14. What are the top five challenges to getting around in this area

a. There aren't enough sidewalks – mainly walking areas
b. Sidewalks are cracked/ in disrepair
c. There aren't enough bike lanes
d. Bike lanes are too narrow
e. It's difficult for me to cross busy intersections
f. My neighborhood streets and bike lanes/routes don't go where I want to go
g. The places I want to go are too far away to walk/bike
h. There isn't enough shade (not enough trees)
i. There aren't enough safe places to cross the street *between* intersections
j. The existing streets and sidewalks don't go where I want to go
k. There isn't enough street lighting (it's too dark)
l. I am afraid of crime
m. I am afraid of stray dogs
n. Drivers don't obey traffic laws
o. Vehicles drive too fast – noisy cars
p. Vehicles drive too close to me