



## WORKSHOP #1 ISSUES & CONCERNS SUMMARY

Issue	Facilities	Human Services	Special Needs	Transportation
<b>ADA</b>	<ul style="list-style-type: none"> <li>• Accessible path of travel – someone with disabilities</li> <li>• Maneuvering onto the bus</li> <li>• Providing a pad for convenient waiting</li> <li>• Improve “Stop” network, minimize specialized</li> <li>• ADA transport</li> <li>• Recent stops are of higher standard, need to retrofit and agree on one uniform standard</li> </ul>	<ul style="list-style-type: none"> <li>• No Safe place to transfer paratransit users to bus (Hospital and Sun City route 106)</li> <li>• ¼ mile limitation when there are no other fixed routes in the area</li> <li>• Core (LRT) gets amenities outside areas have lower investment</li> <li>• Mobility Center is good, lessens anxiety</li> </ul>	<ul style="list-style-type: none"> <li>• Long distance to transit</li> <li>• Dial-a-ride timeliness</li> <li>• Not all stops are ADA compliant</li> <li>• Have volunteers help those with disabilities access transit</li> <li>• If fed. gov, classifies someone as with a disability they should qualify for assistance not just to go to the mobility center</li> <li>• Increase ADA compliance in unserved and underserved areas</li> </ul>	<ul style="list-style-type: none"> <li>• Dial a ride provides a safety net</li> <li>• Access for wheel chairs</li> <li>• Gated Communities have green belts to access bus stops more easily, however, these are not ADA accessible</li> </ul>
<b>Bike</b>	<ul style="list-style-type: none"> <li>• Have bike lanes to bus stops- collector/arterial</li> <li>• Local Streets are Bikeable</li> <li>• Need racks at stop in case bus’ rack is full</li> </ul>	<ul style="list-style-type: none"> <li>• Racks on busses are desirable and fill up fast</li> <li>• Lack of paths</li> </ul>		<ul style="list-style-type: none"> <li>• Light rail crowded with bikes</li> <li>• Bike racks on transit vehicles</li> <li>• Bike transit is an issue especially for transit dependent, design to increase capacity</li> <li>• Bike sharing program</li> <li>• Bike lockers</li> <li>• More frequent service reduces crowding/capacity issues</li> </ul>
<b>Sidewalk/Walkability</b>	<ul style="list-style-type: none"> <li>• Improve safety of Sidewalks (8<sup>th</sup> most dangerous for pedestrians in USA)</li> <li>• Too spread out and too many traffic lanes (0 walkable)</li> <li>• Streetscape gives a pleasant and safe feel</li> <li>• Scottsdale has high standards 10’ sidewalks 5’ categories</li> <li>• Avoid rough spots (i.e decorative or windy)</li> <li>• Wide and smooth</li> </ul>	<ul style="list-style-type: none"> <li>• Connected sidewalk is missing</li> <li>• Too long between stops</li> <li>• Lack of trails</li> <li>• Smooth surface connected sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>• Stray animals make pedestrians feel uncomfortable</li> </ul>	<ul style="list-style-type: none"> <li>• More density increases pedestrian access</li> <li>• Lack of accessible sidewalks</li> <li>• Master planned communities lack interconnectivity, direct access leads to connectivity</li> <li>• Historical areas want to remain rural (bridal paths no sidewalk improvements etc) but are in the heart of the city</li> <li>• Difficult to cross streets (esp. seniors &amp; dis.)</li> <li>• Short signal phase</li> <li>• Wide car focused streets</li> <li>• Road construction detours pedestrians</li> <li>• Obstacles in public right of way</li> </ul>



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Street Crossing	<ul style="list-style-type: none"> <li>Hawks Safer than mid block crossings</li> <li>Too many lanes too few crossings</li> </ul>	<ul style="list-style-type: none"> <li>Few Crosswalks</li> <li>Time allocated to street crossing not long enough for seniors</li> <li>Utilize HAWK (High Awareness Crosswalks) Signals</li> </ul>	<ul style="list-style-type: none"> <li>Mid Block stops: Not close to a signal or safe crossing Forced to cross large wide arterials</li> <li>Motorists inattentive</li> <li>wide arterials</li> <li>Transfer times are too small when crossing</li> </ul>	<ul style="list-style-type: none"> <li>Signal timing for pedestrians</li> <li>Engineers must be more aware of pedestrians</li> <li>Hawk – need to rethink need to move pedestrians</li> <li>Traffic calming to reduce vehicle speeds</li> </ul>
Funding	<ul style="list-style-type: none"> <li>Mesa had “bus stop improvement plan” but CMAQ won’t fund ADA only plans</li> <li>Point System for phoenix, does a project meet the criteria, is it worthwhile enough, try for federal grants for highest priority projects, or wait for major structural projects</li> </ul>	<ul style="list-style-type: none"> <li>Core gets more investment than outskirts</li> </ul>		<ul style="list-style-type: none"> <li>Adopt a bus program</li> <li>Gasoline money/use of HURF money</li> <li>Next prop 400 bus improvements</li> <li>Flexible funding programs</li> <li>Current tough economic times</li> <li>Address increases through: Shelter design, Pedestrian focused design guidelines, education of users and officials, change people’s perspective (buses aren’t just a social service),</li> <li>Consider stop location early on, collaboration between all parties</li> <li>Funding has been traditionally autofocused distribute more money to transit</li> </ul>
Policy	<ul style="list-style-type: none"> <li>Baby Strollers can’t use ADA ramp</li> <li>Stop shading</li> <li>No region wide standard</li> <li>Need to prioritize: safety, communication Shade, lighting, benches, distance between stops, land use design and transit stop locations, smooth connected sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>Unincorporated areas may be lower priority</li> </ul>	<ul style="list-style-type: none"> <li>Make sure policy makers address the needs of users</li> <li>Regional level policy for stop design and placement</li> <li>Need policy for stop placement</li> </ul>	<ul style="list-style-type: none"> <li>Design “complete” transit friendly streets</li> <li>Bike racks on transit vehicles</li> </ul>
Environment		<ul style="list-style-type: none"> <li>Weather</li> <li>Heat issues – medication side affects</li> </ul>	<ul style="list-style-type: none"> <li>Have charities provide water at stops</li> <li>Better shade needed</li> </ul>	<ul style="list-style-type: none"> <li>Misters to deal with the heat</li> <li>Shade needed</li> </ul>



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<p><b>Stops</b></p>	<ul style="list-style-type: none"> <li>• Shade stops only every mile or transfer point</li> <li>• Standardize color, tan structures blue signs</li> <li>• Encourage Cities to improve their stops in their general plan update</li> <li>• Local Communities upgrade stops</li> <li>• Private partnerships exist, every area has different stops, difficult to make unified effort</li> <li>• When upgrading stops consider; location wait time, number of boardings, maintenance costs and if there is a transfer</li> <li>• If art shelters are built they should be mobile</li> </ul>	<ul style="list-style-type: none"> <li>• Need covered seating</li> <li>• Lighting</li> <li>• Too far between</li> </ul>	<ul style="list-style-type: none"> <li>• Poor shelter design, does not block the sun</li> <li>• Make sure all stops are accessible (improved or otherwise)</li> <li>• Place closer to medical facilities</li> <li>• More stops decrease speed and efficiency</li> <li>• Place at large activity center</li> <li>• Inventory all stops to see what they have</li> <li>• Seating is important</li> <li>• Revisit usage of stops – demographic change</li> <li>• Standardize stops to assist with maintenance</li> </ul>	<p>Material/composition can be uncomfortable Metal heats up</p> <p>Braille at bus stops</p> <p>Misters</p> <p>Orient amenities to provide shelter and shade Some locations don't have the space in the ROW for a bus stop. Somewhere to sit is important</p>
<p><b>Information System</b></p>	<p>Phoenix Master Database of bus stops Which are ADA accessible Stop locator needs to include interactive google to look at each site not just list Phoenix owns bus stop management system Needs to add in attributes Each city needs to maintain their own database Transit accessible (TA) communities should be identified, (not all communities can be TA) NEXT STOP is good, give real time arrival of next bus</p>		<ul style="list-style-type: none"> <li>• Assist people in understanding how to use the bus</li> </ul>	<ul style="list-style-type: none"> <li>• Remove mystery, make information more accessible</li> </ul>



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<p style="text-align: center;"><b>Transit system</b></p>	<ul style="list-style-type: none"> <li>• Get feedback from users</li> </ul>	<ul style="list-style-type: none"> <li>• Too far between stops</li> </ul>	<ul style="list-style-type: none"> <li>• Not enough connectivity to outlying unserved communities</li> <li>• No service to sun city</li> <li>• Not enough options for transit</li> <li>• Coordinate routes with adjoining cities – some neighbors have more frequent routes</li> <li>• More stops decrease speed and efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• More density increases pedestrian access</li> <li>• More frequent service reduces crowding and capacity issues</li> <li>• Way finding challenges</li> <li>• Infrequent service</li> <li>• Car focused</li> <li>• Need for “complete” streets, transit friendly</li> <li>• “Road diet” to reduce street size and lower speeds in neighborhoods to increase safety</li> </ul>