



**CITY OF PHOENIX  
STREET TRANSPORTATION DEPARTMENT**

**T2050 MOBILITY ASSESSMENT  
WESTSIDE NEIGHBORHOODS  
STUDY AREA #6**

**CURRENT CONDITIONS REPORT  
COP PROJECT No.: ST87210019-1**

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Job No. 1802



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## Current Conditions Report

### Mobility Area

The Westside Neighborhoods (Mobility Study area 6) is approximately 1.9 square miles in size; situated between Encanto Boulevard and Osborn Road from 49<sup>th</sup> Avenue to 35<sup>th</sup> Avenue (see **Figure 1**).

The land use in the study area is primarily single family residential, but there are significant multi-family residential areas along the south side of Thomas Road between 41<sup>st</sup> Avenue and 49<sup>th</sup> Avenue, including three apartment complexes, two condominium developments, and a large senior living apartment complex. Additionally, there are numerous commercial properties in the study area that are primarily located along the Thomas Road and 35<sup>th</sup> Avenue corridors.

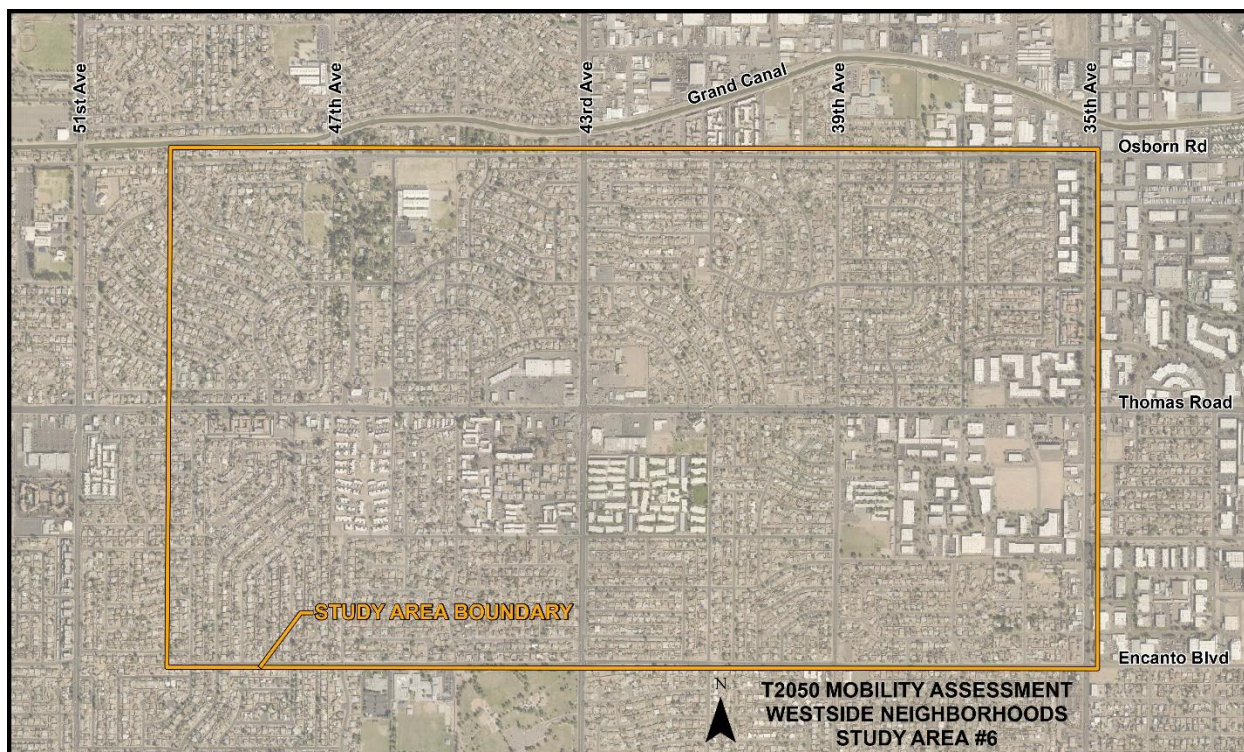


Figure 1 – Study Area Map

The bus route along Thomas Road which runs east-west through the middle of the study area has a large ridership and therefore has been designated as a future Bus Rapid

Transit route. There are also bus routes along 35<sup>th</sup> Avenue and 43<sup>rd</sup> Avenue. Depending on the results from an upcoming Public Transit study, 35<sup>th</sup> Avenue may also be designated as a Bus Rapid Transit route. Providing accessible routes to the bus stops is an important aspect of improving mobility in the study area.



*Existing Thomas Rd. sidewalk does not provide accessible route to bus stop.*

There are eight schools located within or adjacent to the study area, including one high school and seven elementary schools. Through discussions with school administration officials, it was learned that most of the students walk to school from the surrounding neighborhoods; although many are dropped off and others take school buses. There are also some that ride bikes to school, but they represent a small percentage of the students.

Most of the homes in the study area were built in the late 1950s and early 1960s, well before requirements for accessible sidewalks. Consequently, many of the sidewalks are missing ramps or have driveways that have made the sidewalks inaccessible. Moreover, where there are sidewalk ramps, many are older styles that are non-compliant with current ADA requirements. Additionally, there are a few neighborhoods that don't have any sidewalks at all.



*No sidewalks in neighborhood north of Thomas Rd between 39<sup>th</sup> and 37<sup>th</sup> Avenues*

## Public Outreach

The project team has contacted several individuals and organizations that have firsthand local knowledge and have vested interest in improving mobility in the study area. Interviews were conducted with those that responded to our request for an interview which included several school administrators from the local elementary schools. The team also reached out to City staff with knowledge of mobility issues in the study area. This

effort is ongoing as we continue to reach out to the public. The following is a summary of the interviews that have been conducted thus far.

### **School Administrators**

Ms. Chelsia Stallworth - Principal, P.T. Coe Elementary School. Ms. Stallworth provided the following information on P.T. Coe Elementary:

- PT Coe is a K-8 School with 612 students.
- The school serves students who live in the area between Virginia Avenue and Thomas Road from 45<sup>th</sup> Avenue to 31<sup>st</sup> Avenue.
- Students that come from the area between 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue walk to school.
- The school provides bus service for students that live west of 43<sup>rd</sup> Avenue and east of 35<sup>th</sup> Avenue.
- No students bike to school.
- About 50% walk to school. The rest take the bus or are dropped off by their parents.
- There is a school crossing on 39<sup>th</sup> Avenue in front of school; teachers serve as crossing guards.

Ms. Stallworth said that their primary concerns regarding mobility are:

1. Motorist drive too fast on 39<sup>th</sup> Avenue. Many exceed the 15-mph speed limit through school zone. She would like to have a flashing beacon at the school crossing for student safety.
2. Student safety crossing 43<sup>rd</sup> Avenue at Virginia Avenue. She said that many students who live in the apartment complexes west of 43<sup>rd</sup> Avenue walk to school if they miss the bus, which requires them to cross 43<sup>rd</sup> Avenue where there is no crosswalk.
3. Traffic congestion during student drop-off and pick up.

Ms. Stacy O'Rourke - Principal, Madrid Elementary School. Ms. O'Rourke provided the following information on Madrid Elementary:

- Madrid is Preschool-8<sup>th</sup> grade with about 600 students.
- Madrid is just now accepting students for the 2018/2019 school year. It has been a traditional school in past years when most students were dropped off.
- The school serves students who live between 39<sup>th</sup> Avenue and 27<sup>th</sup> Avenue, from Osborn Road to Thomas Road. She said that they also expect to get students who live between 43<sup>rd</sup> Avenue and 39<sup>th</sup> Avenue.

- Madrid is a neighborhood school. Students who live between 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue will walk to school and the school will provide bus service for students who live east of 35<sup>th</sup> Avenue.
- She believes that many of the students will be dropped off by their parents, but they are hoping drop-offs will be reduced from the past traditional school where most of the students came from outside the neighborhood.
- There is a school crossing in front of school across Osborn Road.

Since Madrid is a new school, Ms. O'Rourke is not currently aware of any problems with the students walking or biking to school.

Ms. Vianey Mada - School Admin., Pueblo Del Sol Elementary. Ms. Mada provided the following information on Pueblo Del Sol Elementary:

- Pueblo Del Sol is a K-8 School with 1130 students.
- The school boundaries for K-5 are 43<sup>rd</sup> Avenue to 39<sup>th</sup> Avenue, Thomas to Indian School (although no students come from the area between the Grand Canal and Indian School which is all industrial land use).
- The school boundaries for 6<sup>th</sup>-8<sup>th</sup> graders also include the area between 51<sup>st</sup> Avenue and 43<sup>rd</sup> Avenue from I-10 to Virginia Avenue.
- Students who live north of Thomas Road are expected to walk to school. The school provides bus service for students who live south of Thomas Road.
- There is a crossing guard on 39<sup>th</sup> Avenue in front of the school.
- The school also provides a teacher or the school custodian to monitor the crosswalk at Osborn and 39<sup>th</sup> Avenue.
- Many of the students are dropped off and several ride bikes to school.

Ms. Mada said that their primary concerns regarding mobility are:

1. Traffic congestion during student drop-off and pick up. Parents ignore the no parking signs in the adjacent neighborhood.
2. Vehicular traffic on Osborn Road; particularly in the afternoon when both Pueblo Del Sol and Madrid Elementary are letting out at the same time.

Mr. Gerald Hernandez- Principal, Joseph Zito Elementary. Mr. Hernandez provided the following information on Joseph Zito Elementary:

- Joseph Zito is a K-5 School with 650 students.
- The school boundaries are 51<sup>st</sup> Avenue to 43<sup>rd</sup> Avenue, Virginia to McDowell.
- Joseph Zito is a neighborhood walking school which only provides bus service for special needs.

- Many of the students are dropped off by their parents.
- There is a school crossing with crossing guard on Encanto Blvd. in front of school.

Mr. Hernandez said that their primary concerns regarding mobility are:

1. Traffic congestion during student drop-off and pick up. Parents park in bike lanes, stop in the middle of the street and don't always respect the 15mph school zone.
2. Motorist who don't observe the 15mph school zone creating safety hazards for students crossing Encanto Blvd.
3. Bicyclist who ride in the traffic lanes because parents are parked in the bike lanes.

Ms. Amanda Hernandez - School Admin., Glenn L Downs Elementary School. Ms. Hernandez provided the following information on Glenn L Downs Elementary:

- Glenn L Downs is a K-8 School.
- The south boundary for the School is the Grand Canal, so no students come from within the study area.
- No students bike to school
- About 50% walk to school; the rest are dropped off.
- School has two school crossings on 47<sup>th</sup> Avenue in front of school.

Ms. Hernandez said that their primary concerns regarding mobility is traffic congestion during student drop-off and pick up.

### **City Staff**

Joe Perez - City of Phoenix Bicycle Coordinator. Mr. Perez had the following recommendations:

- Four new HAWK signals. Three within study area at 43<sup>rd</sup> Ave. & Earl Dr., 43<sup>rd</sup> Ave. and Virginia, and 35<sup>th</sup> Ave. and Lewis; and one just outside of study area at 51<sup>st</sup> Ave. and Earl Dr.
- Two-way bike path on north side of Thomas Rd. between 48<sup>th</sup> Ln. to 47<sup>th</sup> Ave.



*Potential for two-way bike path between 48<sup>th</sup> Ln. and 47<sup>th</sup> Ave.*

- Pedestrian/bike Bridge at 39<sup>th</sup> Avenue over the Grand Canal; connecting to the future canalscape pathway on the north side of the Canal.

Don Cross - City of Phoenix School Coordinator. Mr. Cross had several comments and recommendations relating to the following schools that are in the study area.

*Justine Spitalny Elementary School:*

- Pedestrian/bike bridge at 45<sup>th</sup> Ave. and Grand Canal to get students to Canal pathway.
- No sidewalk or bike lanes on 47<sup>th</sup> Ave. from Osborn Rd. to Earl Dr. Students walk in street.
- No sidewalks on west side of street, or bike lanes on 46<sup>th</sup> Dr. Students walk in street.
- There is a school zone on Earl Dr. It would be good to provide sidewalks on 47<sup>th</sup> Ave. and 46<sup>th</sup> Dr. to get students to the school zone.
- City is conducting a study to determine if a guard crossing is warranted on Thomas Rd. at either 46<sup>th</sup> Dr. or 47<sup>th</sup> Ave.
- The City is working with schools to re-work student walking boundaries to avoid crossing arterial streets.

*P.T Coe Elementary and West Phoenix H.S.:*

- City is considering signal upgrade and implementation of high-visibility crosswalks at the intersection of Thomas Rd. and 39<sup>th</sup> Ave. The City is considering making it policy to use high-visibility crosswalks when crosswalks are directly used by schools.
- City Manager's Office has recently formed a Pedestrian Safety Committee, with a major campaign for pedestrian safety.



*Potential pathway along 39<sup>th</sup> Ave. with canal bridge to connect to Grand Canal pathway.*



*No sidewalks on 47<sup>th</sup> Ave.*



*Joseph Zito Elementary School:*

- School lost a guarded crossing on Hubble Street, south of the study area, due to budget cuts in 2007-08. A new budget will allow the school to re-implement that guarded crossing.

*St. Vincent de Paul Catholic School:*

- An old crosswalk on 51<sup>st</sup> Ave. at Earl Dr. has led to a confusing pedestrian crossing. The City no longer paints the crosswalk and it is signed for no pedestrian crossing. But remnants of the crosswalk remain leading to an unsafe condition for pedestrians and motorists. Even though most students do not walk to school, a HAWK might be warranted at this intersection because the school yard gets significant after school and evening use by the neighborhood east of 51<sup>st</sup> Avenue.

*Pueblo del Sol Elementary School / Alhambra Traditional School / Previous school site at 4006 W. Osborn:*

- These three school sites are located between the Grand Canal and Osborn Rd. from 40<sup>th</sup> Dr. (alignment) to 37<sup>th</sup> Ave. The building at 4006 W. Osborn was previously used for a school and may re-open again depending on enrollment in the area.
- Alhambra Traditional School is changing to Madrid Elementary for the upcoming school year. Most of the students attending the past Traditional school were bussed in or dropped off. The new neighborhood school will result in an increase in students walking to school.
- With potentially three schools within this small area along Osborn Rd., there is a desire to slow traffic on Osborn Rd. The City has previously considered the implementation of speed humps along this section of Osborn Rd.
- A pedestrian/bike bridge over the Grand Canal at 39<sup>th</sup> Ave. would provide access to the canalscape pathway system.

## Key Destinations

Based on field observations and review of existing maps, a **Key Destinations** map (Map 1) was developed that shows destinations in the study area. These destinations represent bicycle and pedestrian trip generators that include places of worship, social service centers, stores and restaurants, business centers, parks, schools and convenience markets. Bus stops are also key destinations which are shown separately on the **Transit** map (Map 5).

### **Places of Worship**

There are several places of worship in and adjacent to the study area which include:

1. *Betania Presbyterian Church* - 39<sup>th</sup> Avenue, south of Thomas Road.
2. *Church of the Good Samaritan* - Osborn Road and 41<sup>st</sup> Avenue.
3. *Maryvale Church of the Nazarene* - Osborn Road and 51<sup>st</sup> Avenue.
4. *Assembly of God Neighborhood Church* - Osborn Road, east of 47<sup>th</sup> Avenue.
5. *Church of Jesus Christ of Latter Day Saints* - Encanto Boulevard, east of 47<sup>th</sup> Avenue.
6. *West Congregational Church* - Thomas Road and 46<sup>th</sup> Drive.
7. *St Vincent DePaul Catholic School and Church* - Osborn Road and 51<sup>st</sup> Avenue.

### **Social Service Centers**

There are two City of Phoenix social service centers in or adjacent to the study area which include:

1. *Adam Diaz Senior Center* - Thomas Road and 41<sup>st</sup> Avenue. Provides recreation and social activities, education opportunities and social services to older adults.
2. *John F Long Family Services Center* - Osborn Road and 51<sup>st</sup> Avenue. Provides a variety of social services to low-income households.

### **Schools**

There are eight schools located in or adjacent to the study area including one high school and seven elementary schools.

1. *Madrid Elementary School (preschool through 8<sup>th</sup> grade)* - Osborn Road and 39<sup>th</sup> Avenue. Madrid Elementary is in the Alhambra School District and serves the area between Osborn Road and Thomas Road from 39<sup>th</sup> Avenue to 27<sup>th</sup> Avenue. The school provides bus service for the students who live east of the 35<sup>th</sup> Avenue, the rest are expected to walk to school.
2. *Joseph Zito Elementary School (kindergarten through 5<sup>th</sup> grade)* - Encanto Boulevard and 45<sup>th</sup> Avenue. Joseph Zito Elementary is in the Isaac School District and serves the area between Virginia Avenue and McDowell Road from 51<sup>st</sup> Avenue to 43<sup>rd</sup> Avenue. The school provides bus service for special needs students, the rest are expected to walk to school.
3. *Justine Spitalny Elementary School (kindergarten through 5<sup>th</sup> grade)* - Osborn Road and 46<sup>th</sup> Drive. Justine Spitalny Elementary is in the Cartwright School District and serves the area between Osborn Road and Virginia Avenue from 51<sup>st</sup> Avenue to 43<sup>rd</sup>

Avenue. The school provides bus service for the students who live south of the Thomas Road, the rest are expected to walk to school.

4. *PT Coe Elementary School (kindergarten through 8<sup>th</sup> grade)* - 39<sup>th</sup> Avenue, south of Thomas Road. PT Coe Elementary is in the Isaac School District and serves the area between Virginia Avenue and Thomas Road from 45<sup>th</sup> Avenue to 31<sup>st</sup> Avenue. The school provides bus service for students who live west of 43<sup>rd</sup> Avenue and east of 35<sup>th</sup> Avenue, the rest are expected to walk to school.
5. *Pueblo del Sol Elementary School (kindergarten through 8<sup>th</sup> grade)* - 39<sup>th</sup> Avenue, north of Osborn Road. Pueblo del Sol Elementary is in the Isaac School District and serves two different areas. The closest area is between Thomas Road and the Grand Canal from 43<sup>rd</sup> Avenue to 39<sup>th</sup> Avenue. Students from this area are expected to walk to school. Pueblo del Sol also serves as a middle school for 6<sup>th</sup> through 8<sup>th</sup> graders who live between I-10 and Virginia Avenue from 51<sup>st</sup> Ave to 43<sup>rd</sup> Avenue. The school provides bus service for these students who live south of Thomas Road.
6. *West Phoenix High School* - Thomas Road and 39<sup>th</sup> Avenue. West Phoenix HS is a Leona Group charter school.
7. *St. Vincent DePaul School* - 51<sup>st</sup> Avenue and Osborn Road. St. Vincent DePaul is a Catholic School; most of its students are driven to school.
8. *Glenn L Downs Elementary School (kindergarten through 8<sup>th</sup> grade)* - 47<sup>th</sup> Avenue north of the study area. Glenn L Downs Elementary is in the Cartwright School District and serves the area north of the Grand Canal which is outside of the study area.

## **Parks**

There are three parks located in or adjacent to the study area including two small neighborhood parks and one larger community park.

1. *Ladmo Park* - Earll Drive and 41<sup>st</sup> Avenue. Ladmo Park is a small, one-third acre neighborhood park with a playground and picnic area.
2. *Orme Park* - 47<sup>th</sup> Drive, south of Osborn Road. Orme Park is a 4.5-acre neighborhood park with a lighted basketball court, a playground, picnic areas and open play areas.
3. *Sueno Park* - Encanto Boulevard and 43<sup>rd</sup> Avenue. Sueno Park is a 39-acre community park with lighted ballfields, basketball courts, picnic areas, restrooms and a parking lot.

## Commercial Areas

There are several commercial areas in the study area that are located at intersections along the major streets.

### 1. Thomas Road and 43<sup>rd</sup> Avenue -

There are many retail businesses located at the intersection of Thomas Road and 43<sup>rd</sup> Avenue which serve the surrounding neighborhoods. All four corners have a significant number of businesses which include neighborhood markets, gas stations, convenience stores, laundries, barber shops, a CVS Pharmacy, an urgent care facility, and many other businesses



including fifteen bars and restaurants.

### 2. Thomas Road and 35<sup>th</sup> Avenue -

There are also several businesses at the intersection of Thomas Road and 35<sup>th</sup> Avenue, but most of them are offices. They include the Park Thomas Business Center on the south side of Thomas Road and the Carlton Business Park on the north side; both of which include dozens of company offices. There are also several retail establishments

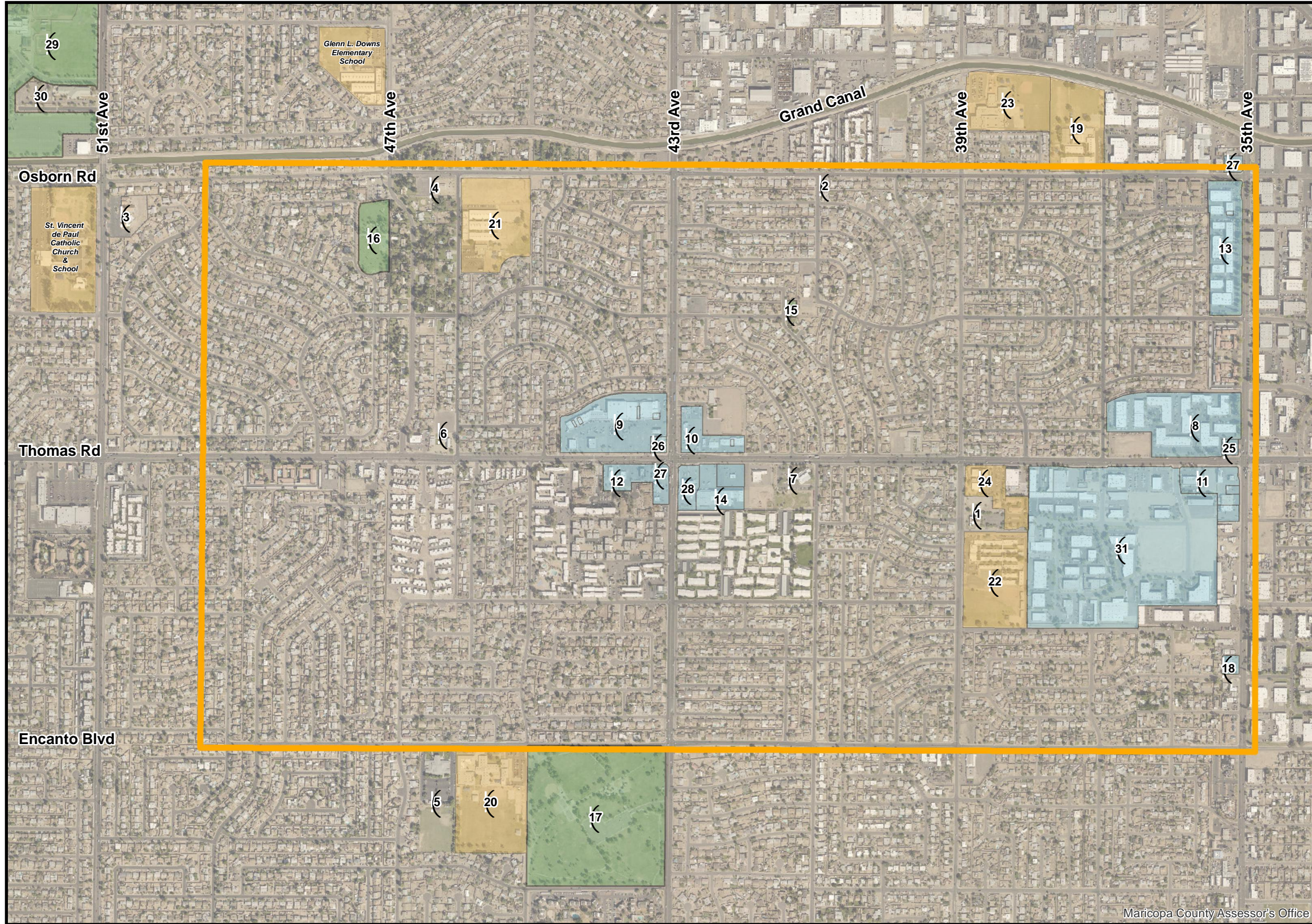


including a Family Dollar Store, a convenience market, a gas station/convenience store and two restaurants. In addition, the Carlton Business Park on the north side of Thomas Road includes an urgent care facility.

### 3. 35<sup>th</sup> Avenue and Osborn Road -

There is a Circle K on the northwest corner of 35<sup>th</sup> Avenue and on the southwest corner is the Osborn West Business Center. Most of the commercial space in the business center is used for company offices, but there is one restaurant and a medical clinic.





**Legend**

- Study Area #6
  - Key Destinations**
  - Park
  - Restaurant or Store/Business
  - School
- 1 Betania Presbyterian Church
  - 2 Church of the Good Samaritan
  - 3 Maryvale Church of the Nazarene
  - 4 Neighborhood Church Assembly of God
  - 5 The Church of Jesus Christ of LDS
  - 6 West Congregational Church
  - 7 Adam Diaz Senior Center
  - 8 Carleton Business Park  
Concentra Urgent Care
  - 9 NW Corner Shops 43rd Ave & Thomas Rd  
El Yaqui Mexican      La Pupusa Loca  
Extreme Sushi      Neveria Mateos  
Valle del Sol Urgent Care & Family Practice
  - 10 NE Corner Shops 43rd Ave & Thomas Rd  
Church's Chicken      Mariscos Vuelve A La Vida  
Domino's Pizza      Ta Carbon  
La Segundita
  - 11 SW Corner Shops 35th Ave & Thomas Rd  
Hot Dogs El Caprichoso      Los Portales Mexican Food
  - 12 SW Corner Restaurants 43rd Ave & Thomas Rd  
Jack In The Box      Pho 43 Express  
Little Dragon Chinese      Sonoran Mexican Food
  - 13 Osborn West Business Center  
Lunch Time Cafe
  - 14 West Thomas Center  
Vasijas Mexican      Food For Less
  - 15 Ladmo Park
  - 16 Orme Park
  - 17 Sueno Park
  - 18 Birrieria Obregon
  - 19 Madrid Elementary School
  - 20 Joseph Zito Elementary
  - 21 Justine Spitalny Elem.
  - 22 P.T. Coe Elementary School
  - 23 Pueblo Del Sol
  - 24 West Phoenix High School
  - 25 Casco Food Mart
  - 26 Chevron
  - 27 Circle K
  - 28 CVS
  - 29 Maryvale Sports Facility
  - 30 John F. Long Family Services Center
  - 31 Park Thomas Business Center  
Family Dollar Store      Rio Salado College

## Existing Pedestrian and Bicycle Network, Transit Facilities

### **Sidewalks**

As can be seen on the **Sidewalks** map (Map 2), most of the streets in the study area have sidewalks, but there are several gaps. There are also many missing sidewalk ramps as well as non-standard ramps and driveways that do not meet current ADA design guidance.

*Sidewalk Gaps* – There are approximately 47,000 feet (8.9 miles) of sidewalk gaps in the study area that are shown on Map 2. They include the 60-acre residential neighborhood that lies north of Encanto Boulevard between 39<sup>th</sup> and 35<sup>th</sup> Avenues; the 50-acre Park Thomas Business Center at the southwest corner of Thomas and 35<sup>th</sup> Avenue; the 40-acre residential neighborhood north of Thomas between 39<sup>th</sup> and 37<sup>th</sup> Avenues; and 47<sup>th</sup> Avenue and 46<sup>th</sup> Drive through the Trails End Ranch neighborhood that lies between Earl Drive and Osborn Road.

*Missing Sidewalk Ramps* – There are approximately 100 missing sidewalk ramps in the study area. As can be seen on Map 2, the missing ramps tend to be on local streets within the residential neighborhoods.



*No sidewalk ramp at the corner of Verde Ln. and 44<sup>th</sup> Ln.*

*Non-Standard Sidewalk Ramps* – There are approximately 320 existing non-standard sidewalk ramps as indicated on Map 2. These ramps were constructed prior to the ADA compliance guidelines for sidewalks. Some are identified as non-standard because they are missing a detectable warning surface, but most of them either don't have an accessible landing area or are too steep or too narrow to meet current ADA design guidance.



*Non-standard sidewalk ramp on 39<sup>th</sup> Ave.*

**Non-Standard Driveways** – Non-Standard driveways are a significant accessibility problem in the study area; there are more than 870 driveways that don't comply with the ADA design guidelines. They interfere with the accessible pedestrian route because they don't have a level sidewalk area at the back of the driveway; resulting in a sidewalk cross slope of about 10% at the driveways. This problem is most prevalent along the arterial and collector streets which have vertical curb and gutter, whereas most of the neighborhood local streets have roll curb which doesn't require a sloping driveway.



*Non-standard driveway on Thomas Road*

**Traffic Signals** – There are ten signalized intersections in the study area that include crosswalks. They are shown on the **Traffic Signals & Pedestrian Crossings** map (Map 3) and are located along Thomas Road, 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue.

**HAWK Beacon** – There is a mid-block HAWK crossing of Thomas Road, west of 43<sup>rd</sup> Avenue. It assists pedestrians crossing Thomas Road that walk from the high-density housing south of Thomas to the bus stop and commercial area north of Thomas.



*Existing HAWK on Thomas, west of 43<sup>rd</sup> Ave.*

*Rectangular Rapid Flash Beacon (RRFB)* – There is a RRFB mid-block crossing of Thomas Road at 41<sup>st</sup> Avenue. RRFBs flash warning lights when pedestrians are in the crosswalk which helps alert the motorists; improving pedestrian safety. This one on Thomas Road assists pedestrians crossing Thomas at the 41<sup>st</sup> Avenue bus stop. The bus stop serves the Adam Diaz Senior Center and the 26-acre senior housing complex that lies south of the senior center.



*Existing RRFB on Thomas, east of 43<sup>rd</sup> Ave*

*School Crossings* – There are six school crossings in the study area that serve the elementary schools. They are shown on the **Traffic Signals & Pedestrian Crossings** map (Map 3) and include crossings of Encanto Boulevard at 45<sup>th</sup> Avenue, 39<sup>th</sup> Avenue at Windsor Avenue, 46<sup>th</sup> Drive at Earll Drive, 47<sup>th</sup> Avenue at Earll Drive, Osborn Road at 37<sup>th</sup> Avenue and 39<sup>th</sup> Avenue at Sheila Lane.

*Unsignalized Crosswalks* – The following intersections in the study area have unsignalized crosswalks:

- 39<sup>th</sup> Avenue and Wilshire Drive,
- 47<sup>th</sup> Avenue and Earll Drive,
- 46<sup>th</sup> Drive and Earll Drive,
- 37<sup>th</sup> Avenue and Osborn Road,
- 47<sup>th</sup> Avenue and Osborn Road.







There are also individual, unsignalized crosswalks that cross 39<sup>th</sup> Drive at Osborn Road, 46<sup>th</sup> Drive at Osborn Road, and Thomas Road at 46<sup>th</sup> Drive.

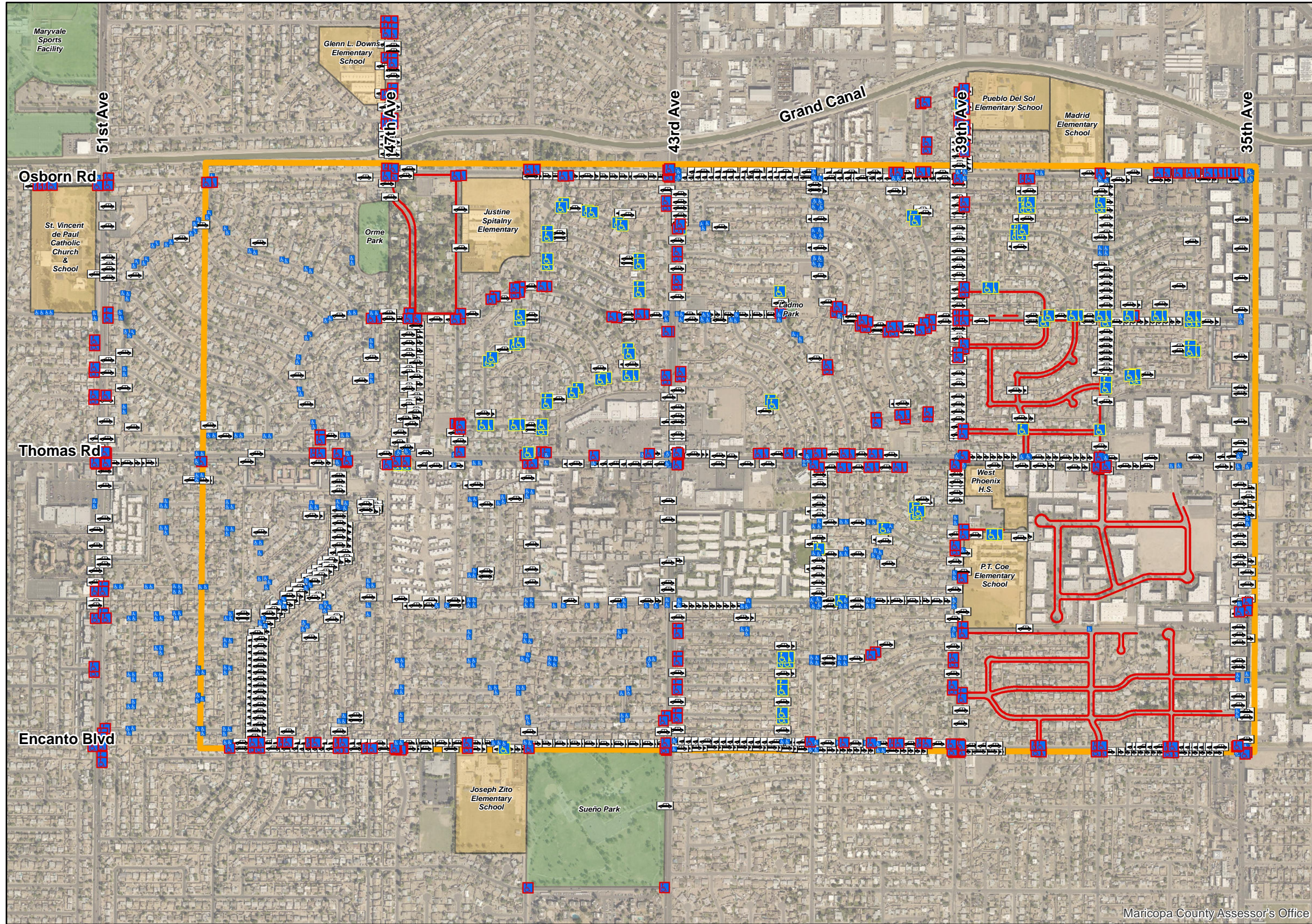


*Unsignalized crosswalk on Thomas at 46<sup>th</sup> Dr.*

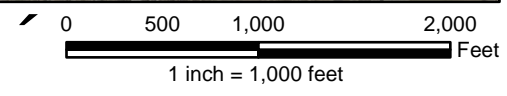


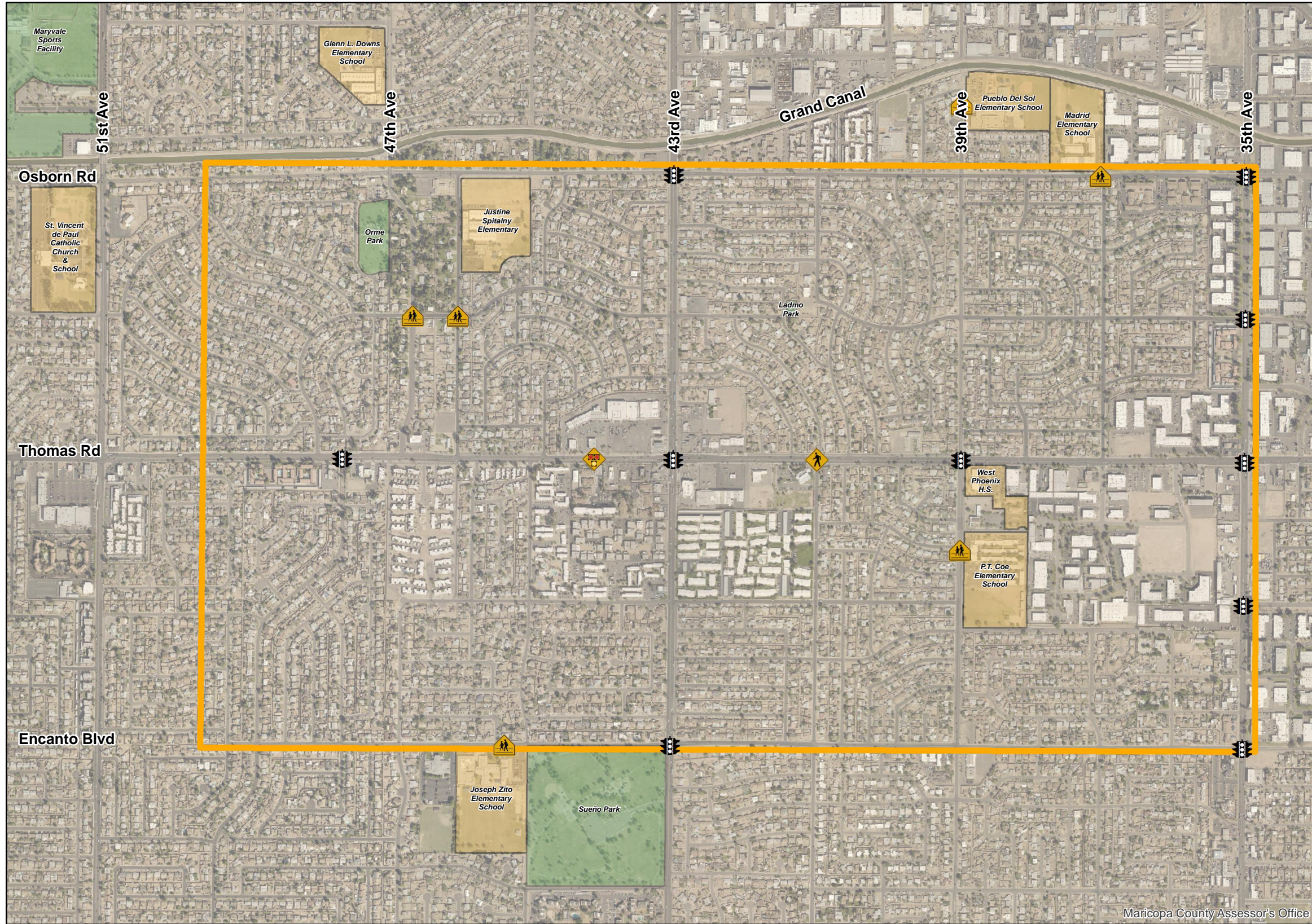
**Legend**

-  Standard Ramp
-  Non-Standard Ramp
-  Missing Ramp
-  Non-Standard Driveway
-  Sidewalk Gap
-  Study Area #6








Maricopa County Assessor's Office

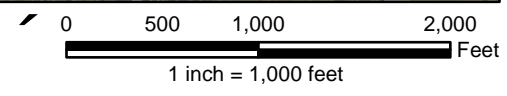




**Legend**

-  School Crossing
-  HAWK Traffic Signal
-  RRFB Traffic Signal
-  Traffic Signal
-  Study Area #6

Maricopa County Assessor's Office



## ***Bikeways***

There are existing bike lanes and/or bike routes on Osborn Road, Encanto Boulevard, 47<sup>th</sup> Avenue, and 39<sup>th</sup> Avenue. Bike lanes are defined in the City’s Comprehensive Bicycle Master Plan as bikeways created by designating a portion of the street, using pavement markings and signs, for the exclusive use by bicyclists. Bike routes, on the other hand, do not have striped bike lanes. They are designated with signage to indicate a bike route on the street that is shared with cars. The following is a description of the existing bikeways and gaps that were identified; refer to the **Bikeways** map (Map 4) for their location.

### *Osborn Road Bike Lanes/Bike Route*

- Extents - Osborn Road has existing bike lanes between 47<sup>th</sup> Avenue and 39<sup>th</sup> Avenue whereas west of 47<sup>th</sup> Avenue it is a signed bike route.
- Gaps - The City has identified the Osborn Road segment from 39<sup>th</sup> Avenue to 35<sup>th</sup> Avenue as a bike lane gap.



*Osborn Rd. bike lane gap east of 39<sup>th</sup> Ave.*

### *Encanto Boulevard Bike Lanes*

- Extents - Encanto Boulevard has existing bike lanes through the study area between 49<sup>th</sup> Avenue and 35<sup>th</sup> Avenue.
- Gaps - The City’s Comprehensive Bicycle Master Plan proposed several improvements for the Encanto Boulevard corridor within and adjacent to the Study area. These improvements include 1) eastbound detection at the 51<sup>st</sup> Avenue traffic signal, 2) shared lane markings on Vernon Avenue from 51<sup>st</sup> Avenue to 49<sup>th</sup> Avenue, 3) extending bike lanes to the 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue intersections, and 4) add detection at the 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue traffic signals. These improvements were designated as Tier III projects which means they have a lower priority than the Tier I and II projects.

### *47<sup>th</sup> Avenue/48<sup>th</sup> Lane Bike Route*

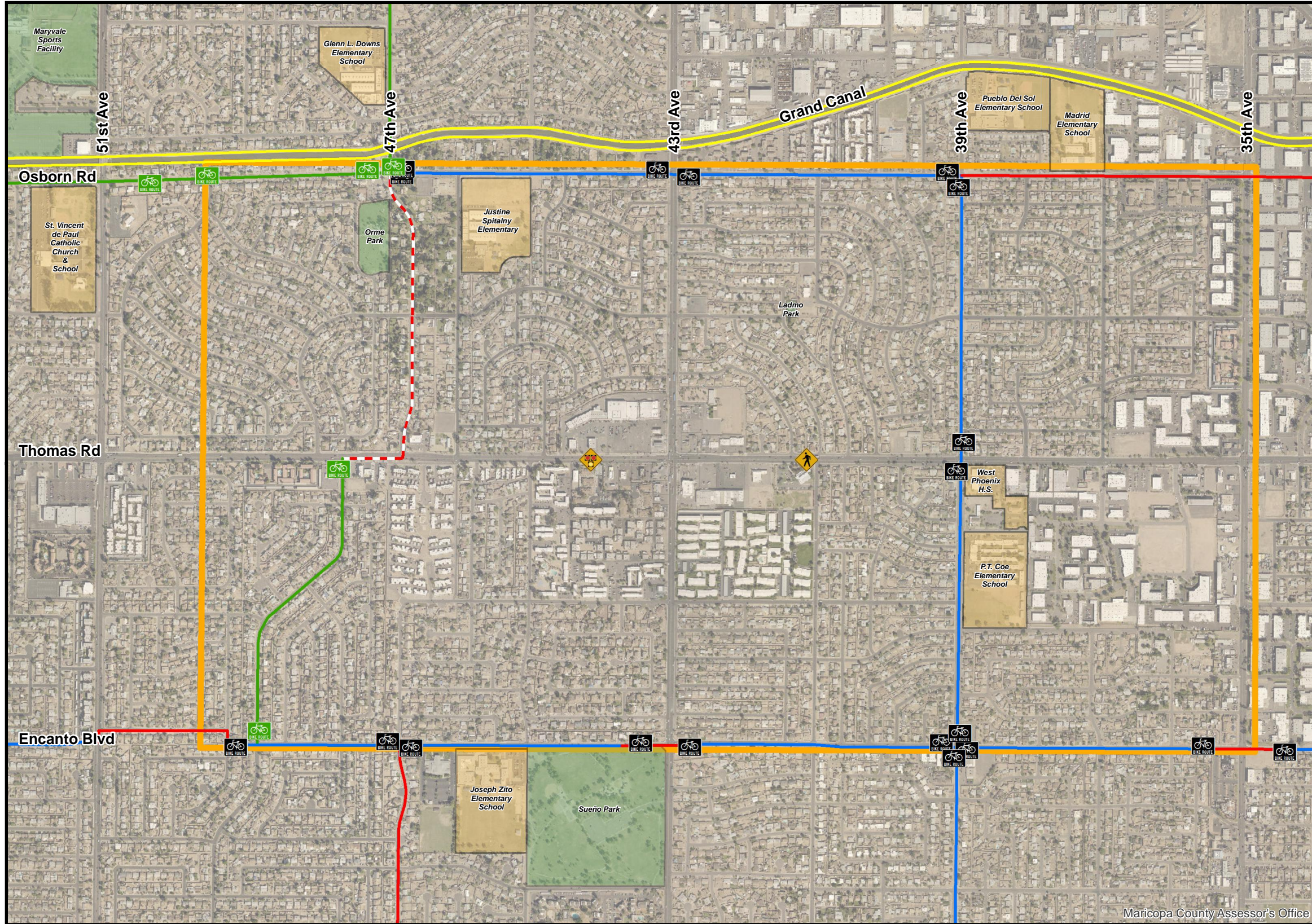
- Extents - There is an existing bike route that runs along 47<sup>th</sup> Avenue and 48<sup>th</sup> Lane between Osborn Road and Encanto Boulevard. The portion north of Thomas Road is on 47<sup>th</sup> Avenue and the portion south of Thomas runs along 48<sup>th</sup> Lane.
- Gaps - The portion north of Thomas Road is identified as a gap in the bike route because it is missing the signage that is required to identify it as a designated bike route.

### *39<sup>th</sup> Avenue*

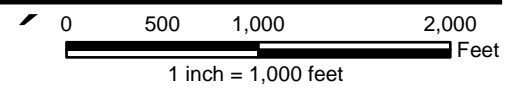
- Extents - There are existing bike lanes on 39<sup>th</sup> Avenue from Osborn Road to Encanto Boulevard and continuing south past the southern study area boundary.
- Gaps - No gaps were identified for these bike lanes.

In addition to the bikeway gaps described above, Joe Perez (City Bicycle Coordinator) has several recommendations for expanding the bikeway network in the study area. These recommendations include:

- Add a two-way, shared-use pathway on the north side of Thomas Road between 48<sup>th</sup> Lane and 47<sup>th</sup> Avenue.
- Extend the 39<sup>th</sup> Avenue bike lanes north of Osborn Road to the Grand Canal; including a pathway from the 39<sup>th</sup> Avenue dead-end to the Canal and a pedestrian/bike bridge over the Canal to connect to the future Canalscape pathway that will run along the north side of the Canal.



- Legend**
- ⊙ Bike Lane Sign
  - ⊙ Bike Route Sign
  - Bike Lane
  - Bike Lane Gap
  - Bike Route
  - - - Bike Route Gap
  - Shared-Use Path
  - ⊙ HAWK Signal
  - ⊙ RRFB Signal
  - ▭ Study Area #6



## Transit Facilities

There are existing bus routes along all three arterial streets in the study area including Thomas Road, 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue as shown on the **Transit** map (Map 5). Providing accessible routes to the bus stops is an important aspect of improving mobility in the Study area.

*Bus Ridership* – According to data provided in Valley Metro’s Ridership Data Portal, there is an average of about of about 1,700 people from the study area boarding the bus each weekday. Approximately two-thirds of these board the Thomas Road bus. The remaining third board the 51<sup>st</sup> Avenue, 43<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue buses. Map 5 provides average weekday bus boarding at each bus stop which clearly shows the highest ridership on the Thomas Road bus, particularly at the intersections with 51<sup>st</sup> Avenue, 43<sup>rd</sup> Avenue, 39<sup>th</sup> Avenue and 35<sup>th</sup> Avenue.

*Bus Stops* – Bus stops are located at quarter mile intervals along all three bus routes within the study area. Most of the bus stops have shelters and are ADA compliant, but there are several non-standard bus stops.



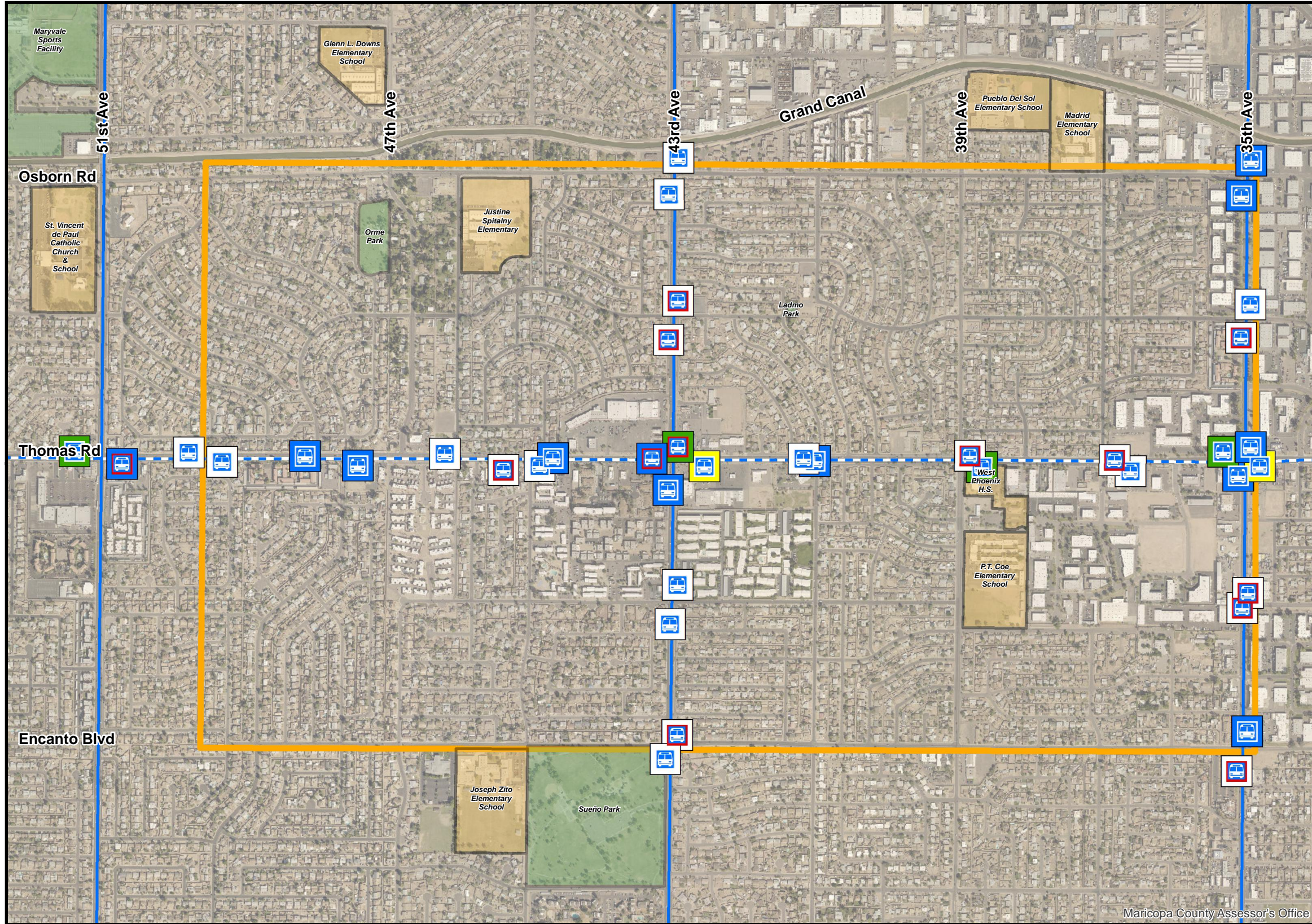
Standard bus stop with shade on Thomas Rd



Non-standard bus stop on Thomas Road

*Non-Standard Bus Stops* – There are twelve non-standard bus stops in the study area. Non-standard means that they either don’t meet current ADA Guidelines for bus stops or they were not constructed with shelters in accordance with City Standard Details. ADA guidelines for bus stops require an accessible route to the bus stop and a bus boarding/alighting pad that is 8 feet long perpendicular to the curb by 5 feet wide parallel with the curb. Many of these non-standard bus stops are simply bus stop signs installed at the back of the existing sidewalk without any other bus stop infrastructure.

*Future Bus Rapid Transit (BRT)* – The bus route along Thomas Road which runs east-west through the middle of the study area has a large ridership and therefore has been identified as a potential future BRT corridor. Depending on the results from an upcoming Public Transit study, 35<sup>th</sup> Avenue may also be identified as a future BRT corridor.



**Legend**

- City Standard Bus Stop
- Non Standard Bus Stop
- Local Buses
- Local Bus Route / Future BRT
- Study Area #6

**Average Bus Boardings per Average Weekday**

- 1 - 24
- 27 - 70
- 76 - 145
- 174 - 206

## Additional Infrastructure, Land Use, Issues and Constraints

### **Key Corridors/Right-of-Way/City-Owned Property**

The key corridors in the study area are shown on the **Key Corridors & City Owned Properties** map (Map 6). They include the arterial streets and the collector streets. Also included on Map 6 is an inventory of City-owned property.

#### *Arterial Streets:*

- **43<sup>rd</sup> Avenue** is a 6-lane, 62-foot wide arterial which includes three northbound lanes, two southbound lanes and a continuous left turn lane. The right-of-way width is typically 40 feet each side of the monument line, but much of 43<sup>rd</sup> Avenue includes frontage roads where the right-of-way widens to 65 feet. As shown on Map 6, there are overhead power lines along segments of the east side of 43<sup>rd</sup> Avenue which will restrict the opportunity to plant shade trees.



*43<sup>rd</sup> Avenue*



*35<sup>th</sup> Avenue*

- **35<sup>th</sup> Avenue** is also a 6-lane, 62-foot wide arterial which includes three northbound lanes, two southbound lanes and a continuous left turn lane. The right-of-way width is typically 40 feet each side of the monument line, but there are locations where the right-of-way widens which could provide an opportunity for detached sidewalks. South of Thomas Road there are existing overhead power lines on a portion of both sides of 35<sup>th</sup> Avenue, which will impact the ability to plant shade trees.



- **Thomas Road** is also a 6-lane road with a 62-foot width, but in some locations, it is wider than 62 feet. It includes three westbound lanes, two eastbound lanes and a continuous left turn lane. The right-of-way width is typically 40 feet each side of the monument line, but many sections of Thomas Road include frontage roads where the right-of-way widens to 65 feet. There are also several segments where the right-of-way is wider than 40 feet which could provide an opportunity for detached and/or wider sidewalks. There are also overhead power lines along the north side of Thomas that will restrict the potential to plant shade trees.



*Thomas Road*

#### *Collector Streets:*

- **Osborn Road** is a 2-lane, 40 to 44-foot wide collector with one traffic lane in each direction. It also includes bike lanes between 47<sup>th</sup> Avenue and 39<sup>th</sup> Avenue. Most of the corridor has excess right-of-way which is typically 40 feet each side of the monument line. There are roadway segments east of 43<sup>rd</sup> Avenue that only have 30 feet of right-of-way, but this narrower width still provides enough right-of-way to fix ADA compliance issues with the sidewalks.



*Osborn Road*



*Encanto Boulevard*

- **Encanto Boulevard** is also a 2-lane, 40-foot wide collector that has one traffic lane in each direction with bike lanes on each side. The segment between 41<sup>st</sup> and 39<sup>th</sup> Avenue widens to 56 feet, which provides space for parallel parking on each side of the road. The right-of-way width is 30 feet each side of the monument line between 49<sup>th</sup> Avenue and 41<sup>st</sup> Avenue and 40 feet each side of monument line between 41<sup>st</sup> Avenue and 35<sup>th</sup> Avenue; providing ample space to make sidewalk improvements. West of 43<sup>rd</sup> Avenue there are existing overhead power lines on both sides of Encanto that will restrict the opportunity to add shade trees.

- **48<sup>th</sup> Lane** between Encanto Boulevard and Thomas Road is a 2-lane, 40-foot wide collector with 30 feet of right-of-way on each side on the monument line which should provide enough space to make ADA compliance improvements to the sidewalks.



*48<sup>th</sup> Lane*



47<sup>th</sup> Avenue

- **47<sup>th</sup> Avenue** between Thomas Road and Osborn Road is a 2-lane, 42 to 60-foot wide collector with 40 feet of right-of-way on each side of the monument line which should provide enough space to make ADA compliance improvements to the sidewalks.

- **39<sup>th</sup> Avenue** is a 2-lane collector with bike lanes that generally has 40 feet of right-of-way each side of the monument line. There is a relatively short segment of 39<sup>th</sup> Avenue, south of Thomas Road, that has overhead power lines that will restrict the opportunity to plant shade trees.



39<sup>th</sup> Avenue

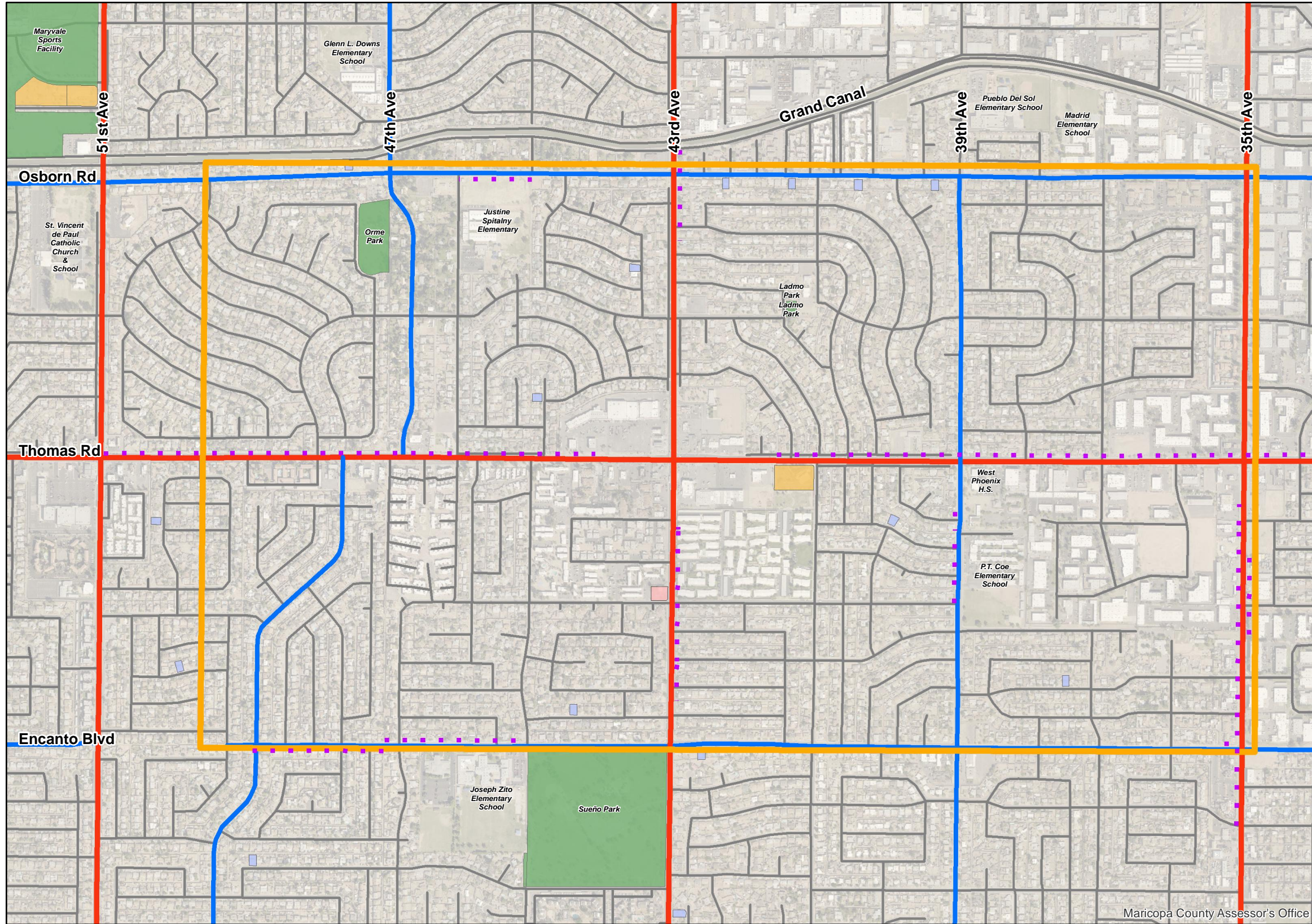


Space for more shade trees at Sueno Park.

#### City-Owned Property:

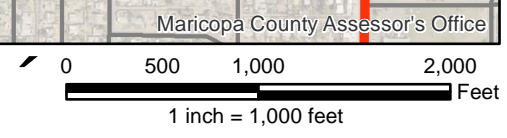
There are several city-owned properties in the study area that are shown on Map 6. Most of them are small, individual homes, but two of them could provide an opportunity to improve sidewalks and increase shade coverage. The Adam Diaz Senior Center is a City operated facility on Thomas Road. Its front yard has several shade trees and enough extra space to construct a detached sidewalk. Sueno Park, located on Encanto Boulevard, is the other city-owned facility. The Park already has some shade trees

behind the sidewalk, but there are open areas in the Park adjacent to the street where additional trees can be planted.



**Legend**

- Study Area #6
- City Owned Parcels**
- Department**
- Fire
- Housing
- Human Services
- Parks and Recreation
- Key Corridors**
- Arterial Streets
- Collector Streets
- Local Streets
- Overhead Power Lines Along Key Corridors



## Streetlights

The existing streetlights within the study area are shown on the **Streetlights** map (Map 7). As the map indicates, there are existing streetlights on all the streets, but in most locations the coverage doesn't meet current City Streetlight Standards. In order to graphical display lighting coverage, the diameter of the circles around each streetlight shown on Map 7 is equal to the City's streetlight spacing requirements. For example, the street light spacing requirement for local streets is 250 feet; therefore, the circle around each local streetlight was drawn with a diameter of 250 feet.

*Arterial Streets* – The City's standard streetlight spacing for arterial streets is 200 to 250 feet. If the street is wider than 62 feet, the standards require streetlights on both sides of the street, spaced at the same 200-250 feet. The diameter of the circles around the arterial streetlights shown on Map 7 were all drawn at the maximum spacing length of 250 feet.

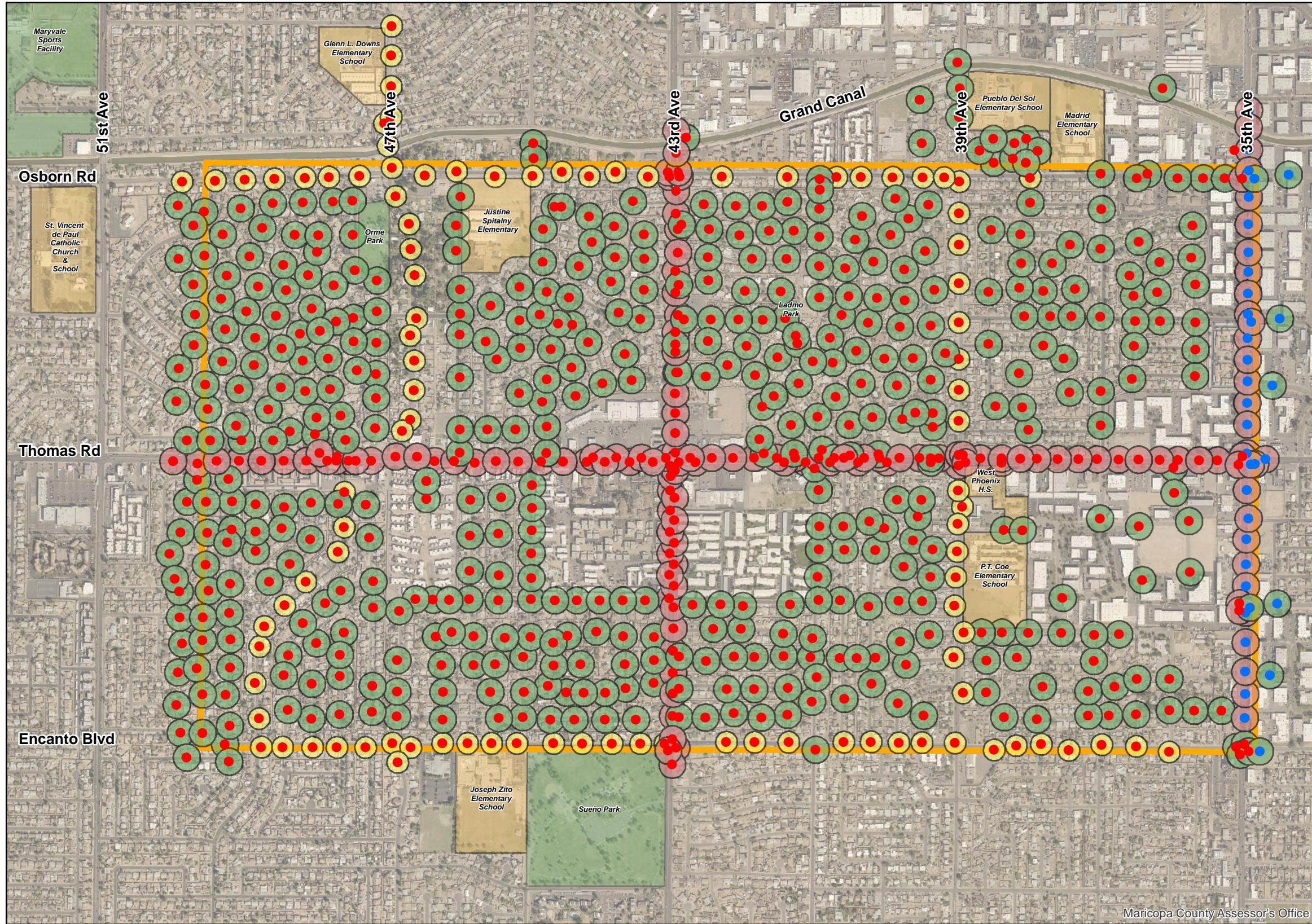
- **43<sup>rd</sup> Avenue** is a 6-lane, 62-foot wide arterial which only requires streetlights on one side. The spacing of the existing streetlights on 43<sup>rd</sup> Avenue appears to meet City standards.
- **35<sup>th</sup> Avenue** is also a 6-lane, 62-foot wide arterial which only requires streetlights on one side. For the most part, the spacing of the existing streetlights appears to meet City standards, but there are short gaps in coverage in the quarter mile segment between Encanto Boulevard and Virginia Avenue.
- **Thomas Road** is also a 6-lane road with a 62-foot width, but in some locations, it is widens beyond 62 feet. It appears that most of the wider sections of Thomas have the required double-sided lighting except for the segment between 39<sup>th</sup> and 37<sup>th</sup> Avenue which is 68-feet wide but only has street lights on the north side.

*Collector Streets* – The City's standard streetlight spacing for collector streets is 200 feet for streets less than 62 feet wide. Collector streets wider than 62 feet require streetlights on both sides of the road. Most of the collector streets are 40 to 42 feet wide. There are wider sections, but only the segment on 39<sup>th</sup> Avenue between Encanto Boulevard and Thomas Road is wider than 62 feet.

- **Osborn Road** is a 2-lane, 40 to 44-foot wide collector which only requires streetlights on one side and while it has existing streetlights; there are many relatively short gaps in coverage between streetlights.
- **Encanto Boulevard** is also a 2-lane collector that varies in width from 38 to 56 feet wide and only requires streetlights on one side. Like Osborn Road, it also many short gaps in coverage between lights.

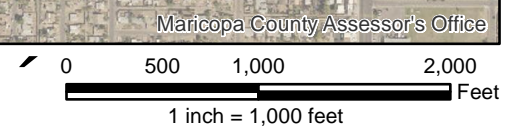
- **48<sup>th</sup> Lane** between Encanto Boulevard and Thomas Road is a 2-lane, 40-foot wide collector and has many gaps in coverage between street lights.
- **47<sup>th</sup> Avenue** between Thomas Road and Osborn Road is a 2-lane, 42 to 60-foot wide collector and has consistent gaps in coverage between streetlights.
- **39<sup>th</sup> Avenue** is also a collector that doesn't meet City standards on streetlight spacing. This is particularly true for the roadway segment between Encanto Boulevard and Thomas Road where the roadway is 66 feet wide; the wider width requires double sided streetlights, but currently there are sections with lights on only one side and they are not spaced close enough together.

*Local Streets* – The City's standard streetlight spacing for local streets is 250 feet. As can be seen on Map 7, most of the local streets have streetlights but many of them do not meet City standards in terms of streetlight spacing.



**Legend**

- ! APS Light Poles
- ! SRP Light Poles
- Arterial Streetlight (250' Dia. Max. Spacing)
- Collector Streetlight (200' Dia. Max. Spacing)
- Local Streetlight (250' Dia. Max. Spacing)
- Study Area #6



## **Zoning and Land Use**

The land use in the study area is predominately single family residential, but there are also several clusters of apartment complexes and condominiums as well as commercial businesses.

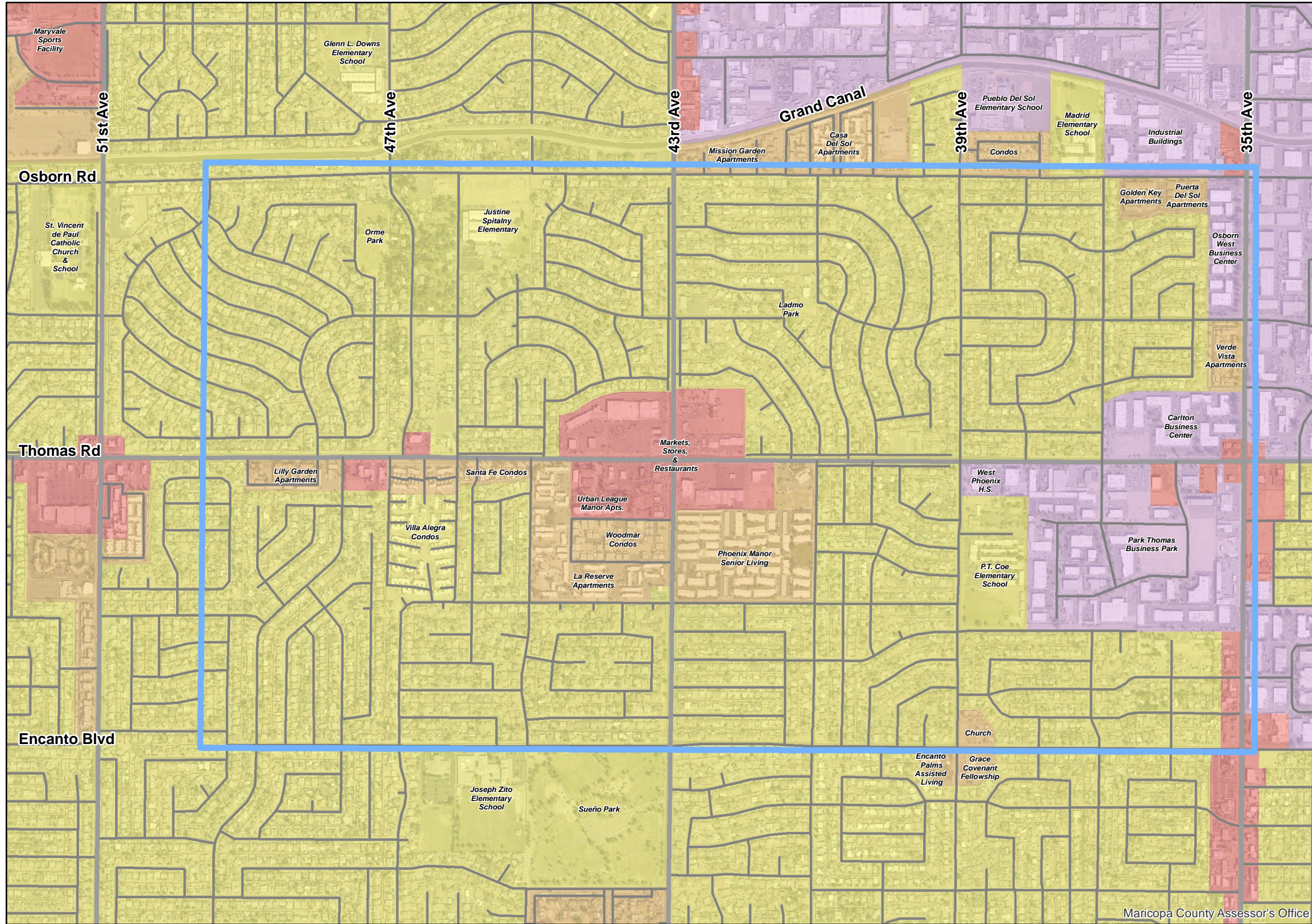
The zoning is shown on the **Zoning** map (Map 8). As can be seen from the Map, zoning in the study area is mostly single family residential but there are significant areas of Multi-Family Residential, Commercial and Industrial zoning.

*Multi-Family Residential* – There are twelve significant complexes of apartments and condominiums along with a large complex of senior living apartments and an assisted living facility. Most of the apartments and condominiums are located along the south side of Thomas Road between 49<sup>th</sup> and 41<sup>st</sup> Avenue and along Osborn Road between 43<sup>rd</sup> and 35<sup>th</sup> Avenue.

*Commercial Areas* – Most of the commercial land use lies at the corner of 43<sup>rd</sup> Avenue and Thomas Road with significant commercial uses at all four corners. These uses include dozens of markets, stores, services and restaurants. There are also a number of commercial establishments along 35<sup>th</sup> Avenue between Encanto Boulevard and Thomas Road which include auto repair shops, beauty salons, convenience stores, gas stations and restaurants.

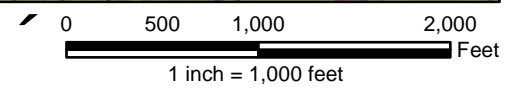
*Industrial Areas* – As Map 8 indicates there is a significant amount of Industrial land use along 35<sup>th</sup> Avenue; including large blocks at the corner of 35<sup>th</sup> Avenue and Thomas Road. Most of these areas consist of business park subdivisions with multiple individual company offices, warehouses and light manufacturing facilities.





**Legend**

- Study Area #6
- Zoning**
- SF Residential
- MF Residential
- Commercial
- Industrial



### ***Land Development Plans***







There are no significant on-going or upcoming development plans in the study area that will impact mobility, which was confirmed by the Maryvale Village Planner. The Planning and Development Department has four recent zoning adjustment cases on file, but they are all minor adjustments. One is a residential case requesting a variance for the front yard setbacks, two are minor use changes to small commercial properties along Thomas Road and the other is change to the setbacks for a small commercial property on 35<sup>th</sup> Avenue.

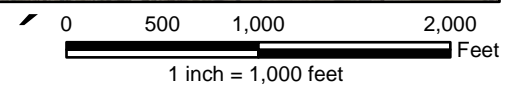
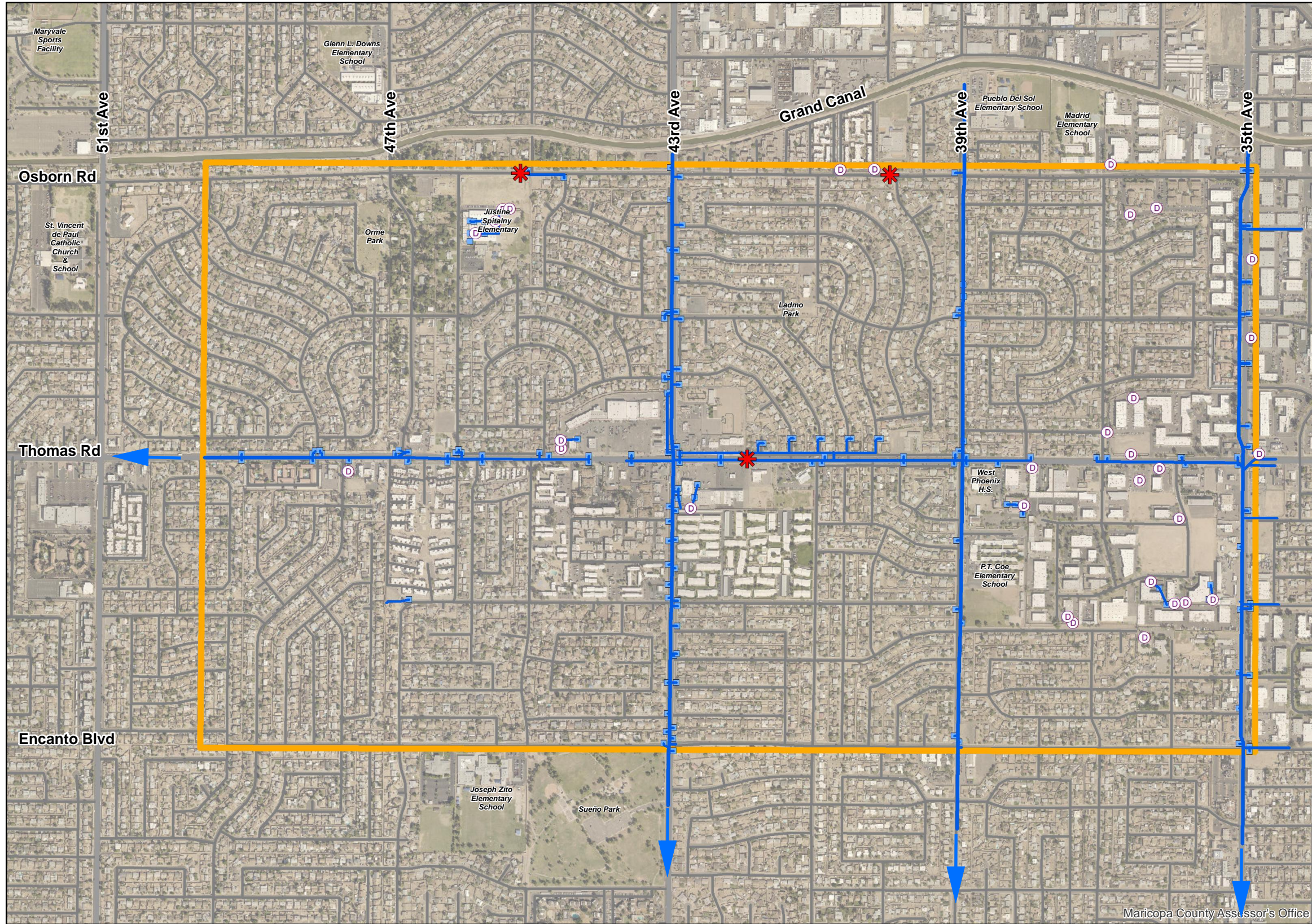
### ***Drainage***

As shown on the **Drainage** map (Map 9), there is a well-developed system of storm drainage in the study area with storm drains in 43<sup>rd</sup> Avenue, 39<sup>th</sup> Avenue, 35<sup>th</sup> Avenue and Thomas Road. The storm drains in 43<sup>rd</sup>, 39<sup>th</sup>, and 35<sup>th</sup> Avenue drain south to the I-10 storm drain system whereas the one in Thomas Road drains west to the 51<sup>st</sup> Avenue storm drain. There were no drainage issues found in the study area that would impact mobility.

**Drainage Complaints** – The City has three drainage complaints on file that are in the study area. They include:

- 4502 W. Osborn Road – There was a complaint of water ponding in the street at this location, but it appears from a field inspection that the storm drain inlet was modified to prevent the ponding.
- 4012 W. Osborn Road – There was also a complaint of water ponding in this location, but a field review did not reveal any problems that would affect mobility.
- 4135 W. Thomas Road – There was a complaint of runoff bubbling out of the storm drain inlets at this location, but city records indicate that Street Maintenance fixed the problem.

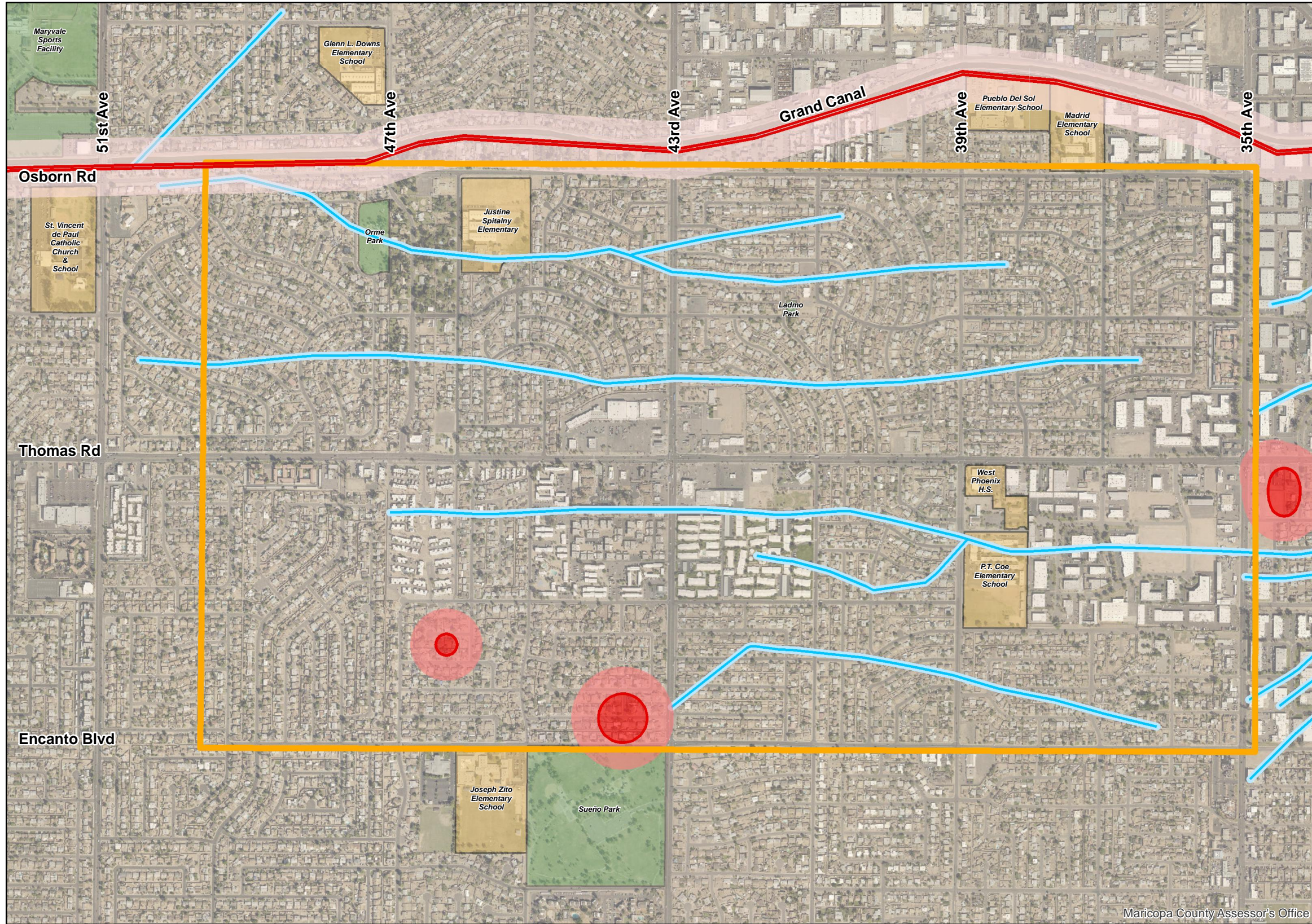
- Legend**
-  Storm Drain Pipe
  -  Drainage Direction
  -  Storm Drain Inlet
  -  Drywell
  -  Drainage Complaint
  -  Study Area #6



Maricopa County Assessor's Office

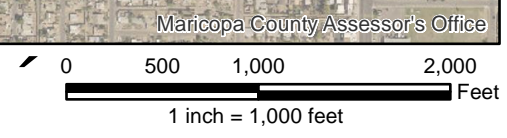
### ***Environmental/Cultural***

As shown on the **Environmental Constraints** map (Map 10), there are several archaeological sites located within the study area. These include the Grand Canal, several prehistoric canals and three individual prehistoric sites. Improvement plans within these areas will necessitate an environmental review which may result in a requirement for archaeological monitoring during construction to secure and preserve any cultural resources that may be encountered.



**Legend**

- Study Area #6
- Archaeological Sites**
- Archaeological Site Boundary
- Archaeological Sites
- Archaeological Sites (Pueblo Grande Museum)
- Archaeological Site Buffer
- Pre-Historic Canals (Howard Maps)



## Previous City of Phoenix Public Outreach

The design team is not aware of any recent public outreach in the study area.

## Crash History

A summary of pedestrian and bicycle crash reports for the study area was obtained for the 5-year period from 2012 through 2016 which are shown on the **Pedestrian & Bicycle Crash History** map (Map 11). The table below presents the total pedestrian and bicycle crashes within the study area for the 5-year period.

Total Pedestrian/Bicycle Related Crashes  
(Mobility Area #6)

<i>Severity</i>	<i>Pedestrian</i>	<i>Bicycle</i>
Fatal	7	0
Serious Injury	12	1
Minor Injury	20	16
Possible Injury	9	7
No Injury	5	1

Total Crashes: 53 25

## **Crash Data**

Of the total 78 incidents, the majority occurred on the arterial streets; particularly along Thomas Road. The following is a summary of the crash data for the locations in the study area that experienced the most incidents.

*Thomas Road – 49<sup>th</sup> Drive to 43<sup>rd</sup> Avenue:* This segment of Thomas Road, which has many apartment and condominium complexes, experienced eleven incidents. Nine of which were related to pedestrians crossing Thomas Road which included three fatal accidents. Of the nine, seven occurred in the evening. These nighttime incidents may indicate a need for better visibility. Therefore, the potential to add street lighting and high visibility crosswalks in this segment of Thomas Road will be further evaluated with the proposed conditions analysis.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred in this area over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
01/27/12	Crossing in Xwalk	Possible	Dark	None	Speed Too Fast
04/23/12	Crossing in Xwalk	Possible	Light	Disregarded Signal	None
09/25/12	Crossing Road	Possible	Dark	None	Unknown
08/01/13	Lying	Fatal	Dark	Other*	None
11/30/13	Crossing Road	Fatal	Dark	Did Not Use Xwalk*	None
02/17/14	Crossing Road	Serious	Dark	Other	Unknown
03/09/15	Crossing Road	None	Dark	None	Unknown
08/31/15	Crossing in E. Xwalk	Minor	Light	Failed to Yield	None
01/25/16	Crossing Road	Fatal	Dawn	Did Not Use Xwalk	None
<b>Bicycle Related Crashes</b>					
11/24/13	Crossing Road	Minor	Light	Did Not Use Xwalk	None
12/18/15	Crossing in Xwalk	Minor	Dark	Other	None

\* Comments: Pedestrian Drinking

### Intersection of Thomas Road and 43<sup>rd</sup> Avenue

This intersection experienced eleven incidents; including two fatalities. This intersection is a key destination that generates significant pedestrian and bicycle traffic. All four corners have busy commercial establishments which include neighborhood markets, gas stations, convenience stores, laundries, barber shops, a CVS Pharmacy, an urgent care facility, and many other businesses including fifteen bars and restaurants. Most of these incidents were caused by the motorists failing to yield to pedestrians in the crosswalk or by pedestrians/bicyclists who disregarded the signal or did not use the crosswalk. The potential for crosswalk improvements at Thomas and 43<sup>rd</sup> will be evaluated with the proposed conditions analysis.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
04/19/12	Crossing in S. Xwalk	Fatal	Dark	Disregarded Signal	None
10/25/12	Crossing in N. Xwalk	Minor	Dark	None	Failed to Yield
08/24/13	Crossing in W. Xwalk	Minor	Light	None	Inattention
12/28/13	Crossing in N. Xwalk	Serious	Light	None	Failed to Yield
01/26/15	Crossing Road	Fatal	Dark	Did Not Use Xwalk*	Other
06/05/16	Crossing in N. Xwalk	Minor	Dark	Unknown	Unknown
<b>Bicycle Related Crashes</b>					
11/22/13	Riding Against Traffic	Possible	Light	Disregarded Signal	None
07/29/14	Straight	Minor	Dark	None	Unknown
08/02/14	Crossing in N. Xwalk	Minor	Dark	None	Unknown
07/26/15	Riding Against Traffic	Minor	Light	Drove in Opp. Lanes	None
05/03/16	Riding Against Traffic	Possible	Light	Drove in Opp. Lanes	None

\* Comments: Ped. Drugs/Driver Drinking



### Intersection of Thomas Road and 39<sup>th</sup> Avenue

This intersection, which includes crossing bicycle traffic from the 39<sup>th</sup> Avenue bike lanes, experienced eight incidents; of which five were bicycle related. Several of these incidents involved pedestrians and bicycles in the crosswalk. The potential for crosswalk improvements at Thomas and 39<sup>th</sup> will be evaluated with the proposed conditions analysis.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
04/11/13	Crossing Road	Minor	Dark	Did Not Use Xwalk*	None
01/06/14	Crossing in E. Xwalk	Minor	Light	None	Speed Too Fast
04/04/14	Other	Possible	Light	None	Speed Too Fast
<b>Bicycle Related Crashes</b>					
02/07/13	Crossing in S. Xwalk	Minor	Light	Inattention	Improper Turn
05/20/14	Riding Against Traffic	Minor	Light	Other	None
10/31/14	Crossing in S. Xwalk	Serious	Light	Other	None
02/22/16	Riding Against Traffic	Minor	Light	None	Disregarded Signal
08/11/16	Riding Against Traffic	Minor	Dark	None	Failed to Yield

\* Comments: Pedestrian Drinking

### Intersection of Thomas Road and 35<sup>th</sup> Avenue

This intersection, which is a destination for pedestrians and bicyclists living in the surrounding neighborhoods, experienced eight incidents; most of which were pedestrian related. This intersection has several retail establishments including a Family Dollar Store, a convenience market, a gas station/convenience store and two restaurants. Some of these incidents involved pedestrians in the crosswalk, or not using the crosswalks. The potential for crosswalk improvements at Thomas and 35<sup>th</sup> will be evaluated with the proposed conditions analysis.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
04/10/12	Crossing in N. Xwalk	Possible	Light	None	Inattention
08/16/13	Crossing Road	Minor	Light	Did Not Use Xwalk	None
04/15/14	Crossing in S. Xwalk	Minor	Light	None	Disregarded Signal
04/05/16	Crossing Road	Minor	Light	None	Failed to Yield
04/30/16	Crossing Road	Serious	Dark	Failed to Yield*	None
08/28/16	Crossing Road	Possible	Dark	Did Not Use Xwalk	None
<b>Bicycle Related Crashes</b>					
07/17/12	Riding with Traffic	Minor	Light	None	Speed Too Fast
06/07/13	Riding Against Traffic	Minor	Light	Disregarded Signal	None

\* Comments: Pedestrian Drinking

### 43<sup>rd</sup> Avenue – Thomas Road to Osborn Road

There have been a significant number of incidents along 43<sup>rd</sup> Avenue. In this segment, north of Thomas Road, there have four pedestrian related crashes, including one fatality that have all occurred in the evening. These accidents may indicate a need for a HAWK or RRFB signal and/or the need for additional street lights.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred in this segment of roadway over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
12/01/12	Riding with Traffic	None	Dark	Inattention	None
03/13/13	Walking Against Traffic	Serious	Dark	Other	Unknown
03/12/16	Unknown	Serious	Dark	Unknown	Unknown
12/29/16	Crossing Road	Fatal	Dark	Did Not Use Xwalk	Unknown
<b>Bicycle Related Crashes</b>					
No record of Bicycle Crashes in this Segment of 43rd Avenue					

### 43<sup>rd</sup> Avenue – Virginia Avenue to Thomas Road

There have also been a significant number of incidents along 43<sup>rd</sup> Avenue, south of Thomas Road. These accidents may indicate a need for a HAWK signal. The Principal at P.T. Coe Elementary expressed her concern for student safety crossing 43<sup>rd</sup> Avenue at Virginia. A HAWK signal would make crossing 43<sup>rd</sup> Avenue between Encanto and Thomas safer for everyone, including the students.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred in this segment of roadway over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
01/06/14	Crossing Road	Possible	Light	Failed to Yield	None
04/04/14	Crossing Road	Minor	Dark	Did Not Use Xwalk	Failed to Keep Lane
<b>Bicycle Related Crashes</b>					
04/01/12	Crossing Road	None	Light	Did Not Use Xwalk	None
08/19/15	Riding Against Traffic	Possible	Dark	None	Failed to Yield

### Intersection of 43<sup>rd</sup> Avenue and Osborn Road

This intersection experienced four incidents. Osborn Road is a busy collector with approximately 8,000 vehicles per day. The incidents have all involved bicyclists and pedestrians in the crosswalk. Therefore, the potential for crosswalk improvements at Osborn and 43<sup>rd</sup> will be evaluated with the proposed conditions analysis. The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
04/11/13	Crossing in E. Xwalk	Serious	Light	Unknown	Failed to Yield
11/18/14	Crossing in S. Xwalk	Serious	Light	None	Failed to Yield
11/20/14	Crossing in E. Xwalk	Possible	Light	None	Failed to Yield
<b>Bicycle Related Crashes</b>					
01/09/12	Crossing in E. Xwalk	Possible	Light	Drove in Opp. Lanes	None

### Intersection of 35<sup>th</sup> Avenue and Earll Drive

This intersection experienced two incidents. The incidents have involved a bicyclist and a pedestrian in the crosswalk. The potential for crosswalk improvements at 35<sup>th</sup> and Earll will be evaluated with the proposed conditions analysis.

The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
11/24/15	Crossing in W. Xwalk	Serious	Dark	None	Failed to Yield
<b>Bicycle Related Crashes</b>					
10/24/13	Crossing in W. Xwalk	Minor	Light	None	Unknown

### Intersection of 35<sup>th</sup> Avenue and Osborn Road

This intersection, which is a destination for pedestrians and bicyclists living in the surrounding neighborhoods, experienced eight incidents; including one fatality. There is a Circle K on the northwest corner and a restaurant on the southwest corner. Most of the incidents were pedestrian related and involved the pedestrians not using the crosswalk and/or disregarding the signal. The potential for crosswalk improvements at 35<sup>th</sup> and Osborn will be evaluated with the proposed conditions analysis.

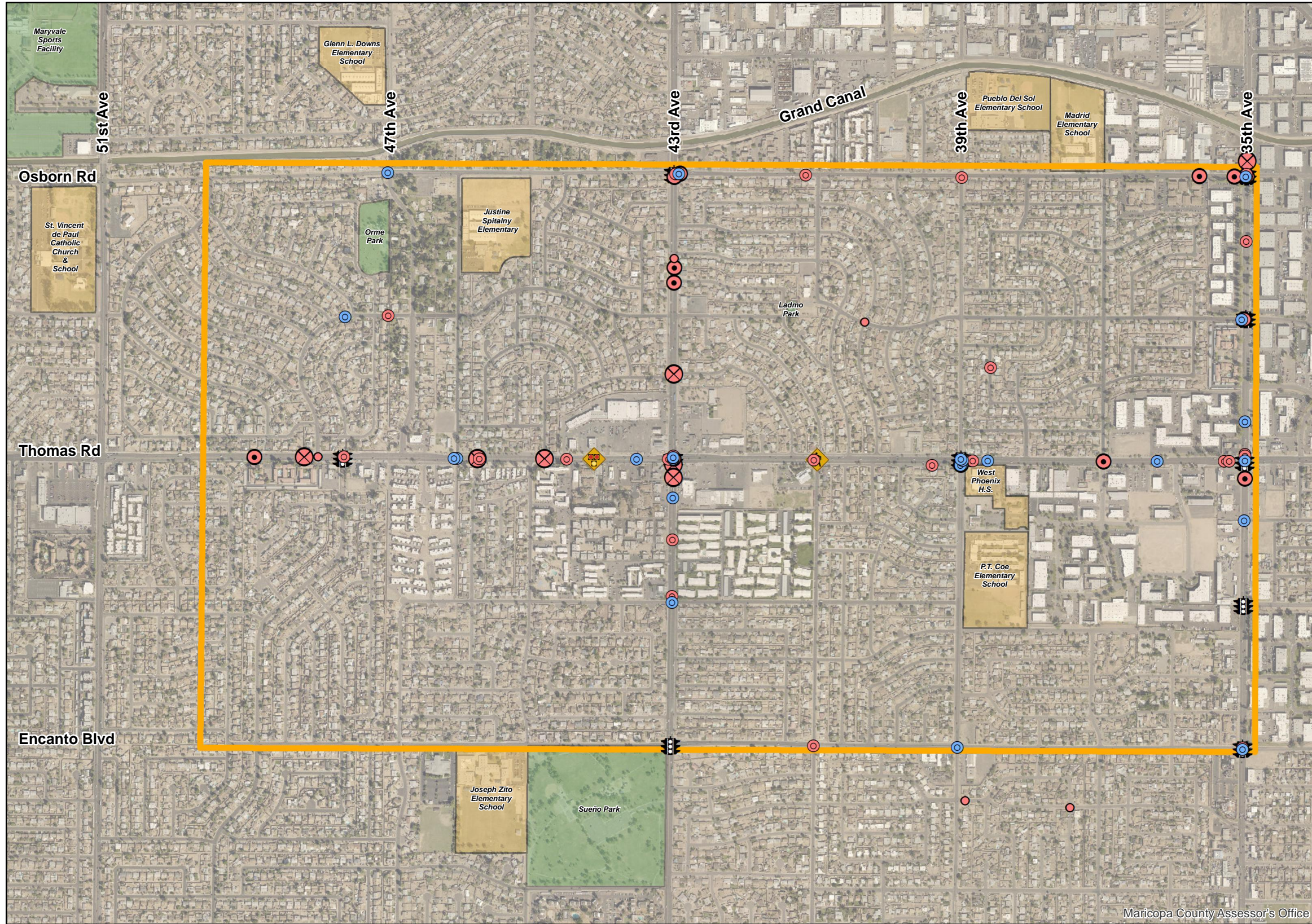
The table below provides a summary of the pedestrian and bicycle crashes that have occurred at this intersection over the 5-year period from 2012-2016.

Date	Action	Injury Severity	Light Condition	Pedestrian/Bicycle Violation	Drive/Vehicle Violation
<b>Pedestrian Related Crashes</b>					
01/05/13	Crossing in N. Xwalk	Fatal	Dark	Did Not Use Xwalk	None
08/13/13	Crossing Road	Serious	Light	Did Not Use Xwalk	None
12/31/13	Crossing in S. Xwalk	Minor	Dark	Failed to Yield*	None
05/07/15	Crossing Road	Serious	Light	Disregarded Signal	None
01/12/16	Crossing Road	Possible	Light	None	None
02/21/16	Crossing Road	Minor	Dusk	Did Not Use Xwalk	Unknown
02/23/16	Crossing Road	Serious	Dark	Did Not Use Xwalk	Unknown
<b>Bicycle Related Crashes</b>					
02/11/15	Crossing in W. Xwalk	Possible	Light	None	Failed to Yield

\* Comments: Pedestrian Drinking

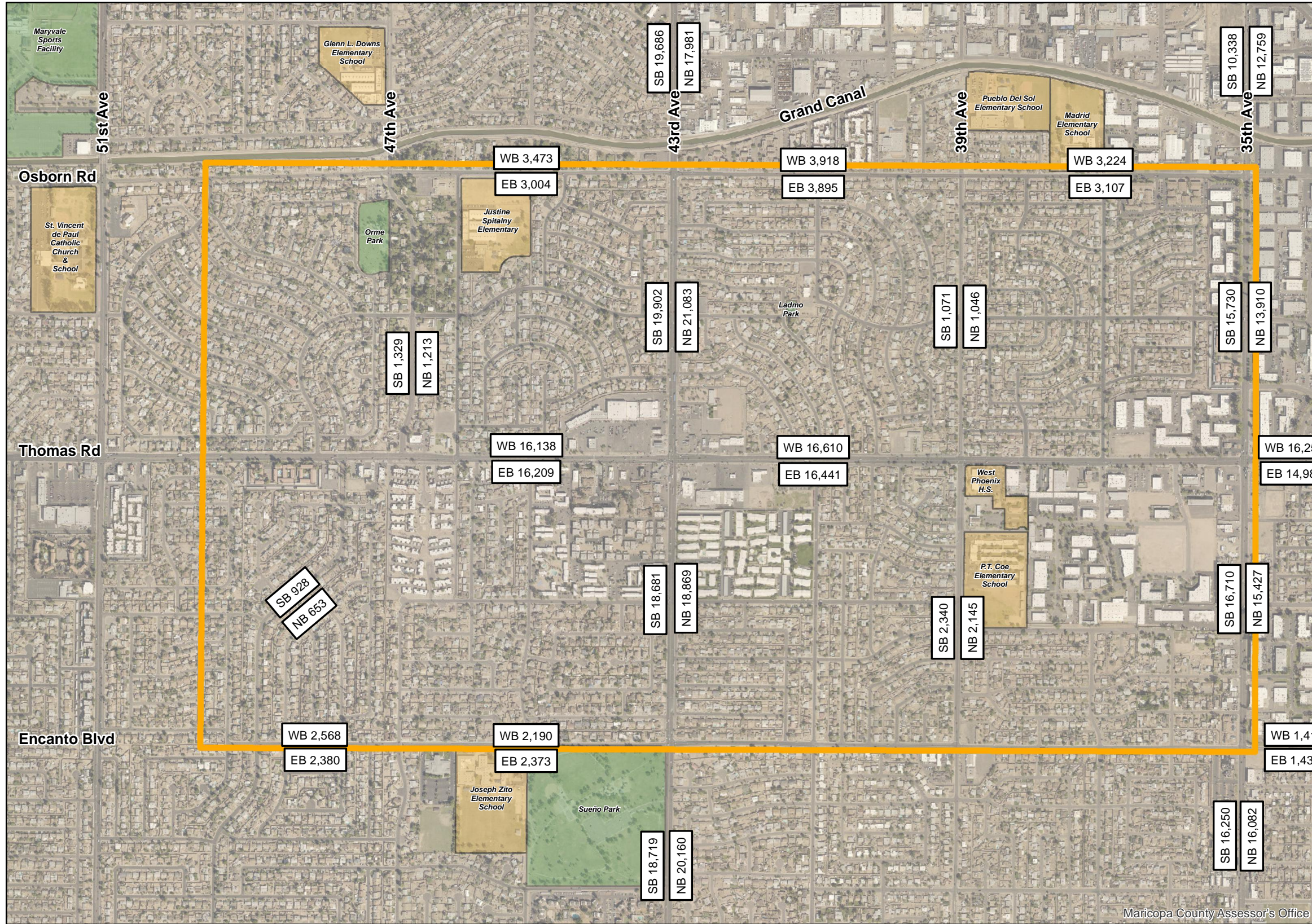
### Traffic Volumes

Traffic volumes in the study area were obtained from the City of Phoenix and are shown on the **Average Daily Traffic** map (Map 12). The traffic volumes correlate well with the crash history data. As can be seen from Map 12, most of the traffic in the study area is carried on the arterial streets which is also where most of the pedestrian/bicycle accidents occur. 43<sup>rd</sup> Avenue is busiest roadway with about 40,000 vehicles per day followed by Thomas Road and 35<sup>th</sup> Avenue which each have about 32,000 vehicles per day. Osborn Road is the busiest collector in the study area which helps explain why there were more pedestrian/bicycle incidents on Osborn Road as compared to the other collector streets.



**Legend**

- Study Area #6
- Crash Type and Severity**
- ? Bike, Fatal
- H Bike, Serious
- R Bike, Minor
- @ Bike, Property Damage Only (PDO)
- ? Pedestrian, Fatal
- H Pedestrian, Serious
- R Pedestrian, Minor
- @ Pedestrian, Property Damage Only (PDO)
- Signalized Crossings**
- HAWK Signal
- RRFB Signal
- Traffic Signal



**Legend**

- Study Area #6
- WB 3,000 Average Daily Traffic

