



Current Conditions Report

Mobility Area 10: South Mountain Neighborhoods

Prepared For



City of Phoenix

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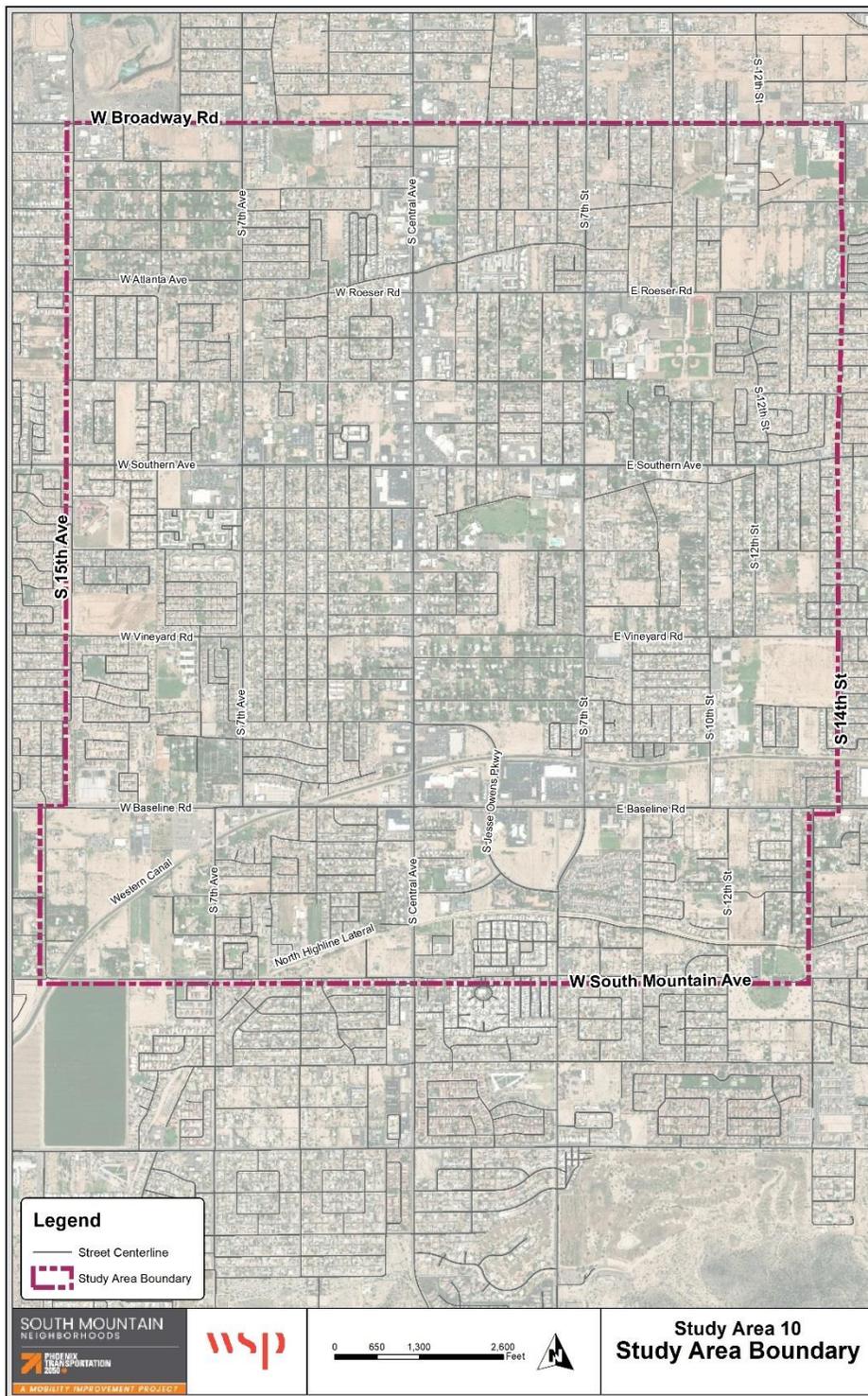
1.0 Introduction

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. These mobility studies will conduct a complete a mobility gaps analysis based on available data and previous area studies. This study will look at mobility issues and potential solutions for bicycle and pedestrian facilities and develop connections to existing transit services to improve the safety and connectivity of roadway users. To determine potential mobility solutions the current conditions reports will look at socioeconomic data, existing plans and documents, key destinations, existing transportation facilities, and land use, infrastructure, and environment constraints. Additionally, stakeholders were identified and stakeholder outreach was performed to gain public input on current conditions and opinions for potential solutions

1.1 Overview Mobility Area 10 – South Mountain Neighborhoods

Mobility Area 10 – South Mountain Neighborhoods is a 5.5 -square mile area bounded by Broadway Road to the north, South Mountain Avenue to the south, 14th Street to the east and 15th Avenue to the west (See **Figure 1-1**). The South Mountain Neighborhoods study area is part of the South Mountain Village and is near several major neighborhoods including Downtown Phoenix, Estrella Village, and South Mountain Park preserve. The South Mountain area is also known for having an agrarian character seen in mixed-use agriculture, nurseries, and open spaces. The area is also largely residential and surrounded by opportunities for outdoor recreation.

Figure 1-1: Study Area



1.2 Purpose

The purpose of the Mobility Area 10 – South Mountain Neighborhoods Current Conditions Report is to identify the existing mobility conditions in the study area.

1.3 Mobility Study Goals

The goal of the Mobility Area 10 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 10 – South Mountain 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 South Mountain neighborhoods, Geographic Information System (GIS) and other background data was provided by the City of Phoenix to develop maps of existing mobility facilities. Stakeholder interviews were also conducted to inventory opinions within the study area.

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. The list of plans and documents are included in **Table 2-1**.

Table 2-1: Plans and Documents Reviewed

| Plan/Document Name | Year |
|--|-------------|
| Phoenix Capital Improvement Program 2017-2022 | 2017 |
| FY 2018-2022 Maricopa Association of Governments Transportation Improvement Program | 2017 |
| 2018-2022 State Transportation Improvement Program | 2017 |
| Plan PHX 2015 General Plan | 2015 |
| TOD Annual Report 2015-2016 | 2015 |
| 2040 Regional Transportation Plan | 2017 |
| City of Phoenix Public Transportation Department Annual Report Fiscal Year 2015/2016 | 2016 |
| City of Phoenix Comprehensive Bicycle Master Plan | 2014 |
| LED Street Light Program Fact Sheet | 2018 |
| City of Phoenix Tree and Shade Master Plan | 2010 |
| South Phoenix Village Redevelopment Area Plan | 2017 |
| Rio Salado Area Plan | 2003 |
| South Mountain Village Character Plan | 2001 |
| City of Phoenix Complete Streets Policy | 2017 |
| NACTO Urban Street Design Guide | 2013 |

Key takeaways from plans and documents include existing transportation facilities, recent changes to transportation facilities, and completed or ongoing transportation projects, and planned developments in the area. Pertinent documents that showed existing and potential changes to the study area include Valley Metro Annual Report 2017, , MAG Transportation Improvement Program FY2018-2022, and the 2040 Regional Transportation Plan. Below is a list of the key takeaways:

- South Central Light Rail Extension from Washington Street to Baseline Road, with proposed stations, flared intersections, and Park and Rides at Broadway Road and Baseline Road. Southern Avenue is a proposed station with flared intersections and no Park and Ride lot. A smaller scale station is also proposed at Roeser Road.
- Reduce Central Avenue to two lanes
- Incorporate High Capacity Transit for all day service
- Add weekend bus services
- Add Bus Rapid Transit service along Baseline Road
- Potential Center locations between Central Avenue and 7th Street on Baseline, and 7th Street and Broadway Road
- Avenida Rio Salado Phase II: 7th Street / 7th Avenue ROW acquisition and roadway widening

- Construct 1.5 miles of major street on 7th Avenue between Southern Avenue and Broadway Road
- Power pedestals for SRP traffic signals
- Avenida Rio Salado Phase II: curb/gutter, sidewalk, bike lanes, street lighting, landscaping, ADA ramps, roadway widening and intersection improvements at Broadway Road
- Replace sports field lighting at Hayden Park
- Construct large growth-related park infrastructure in Southwest impact fee area
- Replace playground equipment, Ramada, and repair flood irrigation, sports court, ADA walkways, and site furniture at Roesely Park.

3.0 Socioeconomic Characteristics

Socioeconomic demographics were obtained from the American Community Survey Census 2012-2016, 5-Year Estimates (ACS Estimates). The demographic analysis considered existing populations that are within the South Mountain 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 shows 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. There are high concentrations of youth ages 17 and younger in the northwest area of the South Mountain Neighborhoods and adjacent to the southern boundary, near South Mountain Park. For most of the study area youth comprise at least 30 percent (See **Figure 3-1**).

Population Ages 65 and Older

Populations Age 65+ were identified to see where concentrations of elderly populations occur within the study area. The analysis indicates that there is a relatively high concentration of aging persons in the southeast portion of the South Mountain Neighborhoods (See **Figure 3-2**). The concentration of aging persons extends past the study area boundary to South Mountain Park. Circle K Park is in the center of the high aging adult population. The area also multiple schools, the Mountain Park Health Center Baseline Clinic, and the South Mountain YMCA in the same area. Overall, most of the study area has relatively low concertation of elderly populations.

Low-Income Households

The low-income household's category looked at where households have fallen below the poverty line. Low-income households are households that would be more likely to use alternative modes of transportation including public transportation, walking, and biking. The ACS data shows a high concentration of low-income households north of Baseline Road along Central Avenue (See **Figure 3-3**). The population of persons living below the poverty line increases north of Broadway Road, which is the north boundary of the study area. Various key destinations are within this area including South Mountain Senior Center, four schools, El Reposo Park, and Los Altos Ranch Market.

Transit-Dependent Households

Transit-dependent households are households without a vehicle. The study has a relatively low number of transit-dependent households (See **Figure 3-4**). The area in the northern portion of the study area between 7th Avenue and 7th Street, north of Southern Avenue has a relatively high concentration of persons considered transit dependent. There are many community based destinations in this area including two schools, a community library and park, grocery store, fire station, and the South Mountain Precinct.

Population Density

The population density was identified to see where persons were concentrated within the South Mountain Neighborhoods. The analysis indicates that there is a relatively high concentration of persons in the central and southwest portions of the area (See **Figure 3-5**) There are multiple schools, and a park in the area.

Bike to Work

The percentage of persons that bike to work is relatively low in the area. The ACS data shows high concentrations on the east side of Central Avenue, in the southeast corner of the study area, and a small portion to the north adjacent to Broadway Road. (See **Figure 3-6**). The percentage of the population that uses a bicycle to commute to work is less than 2.5 percent.

Walk to Work

The population of persons that walk to work is relatively high for a majority of the South Mountain Neighborhoods, except the northwest portion of the area. The ACS data shows high concentrations in the southwest corner and northeast corner of the study area (See **Figure 3-7**). There are many schools in the areas where people identify as walking to work.

Figure 3-1: Population Ages 17 and Younger

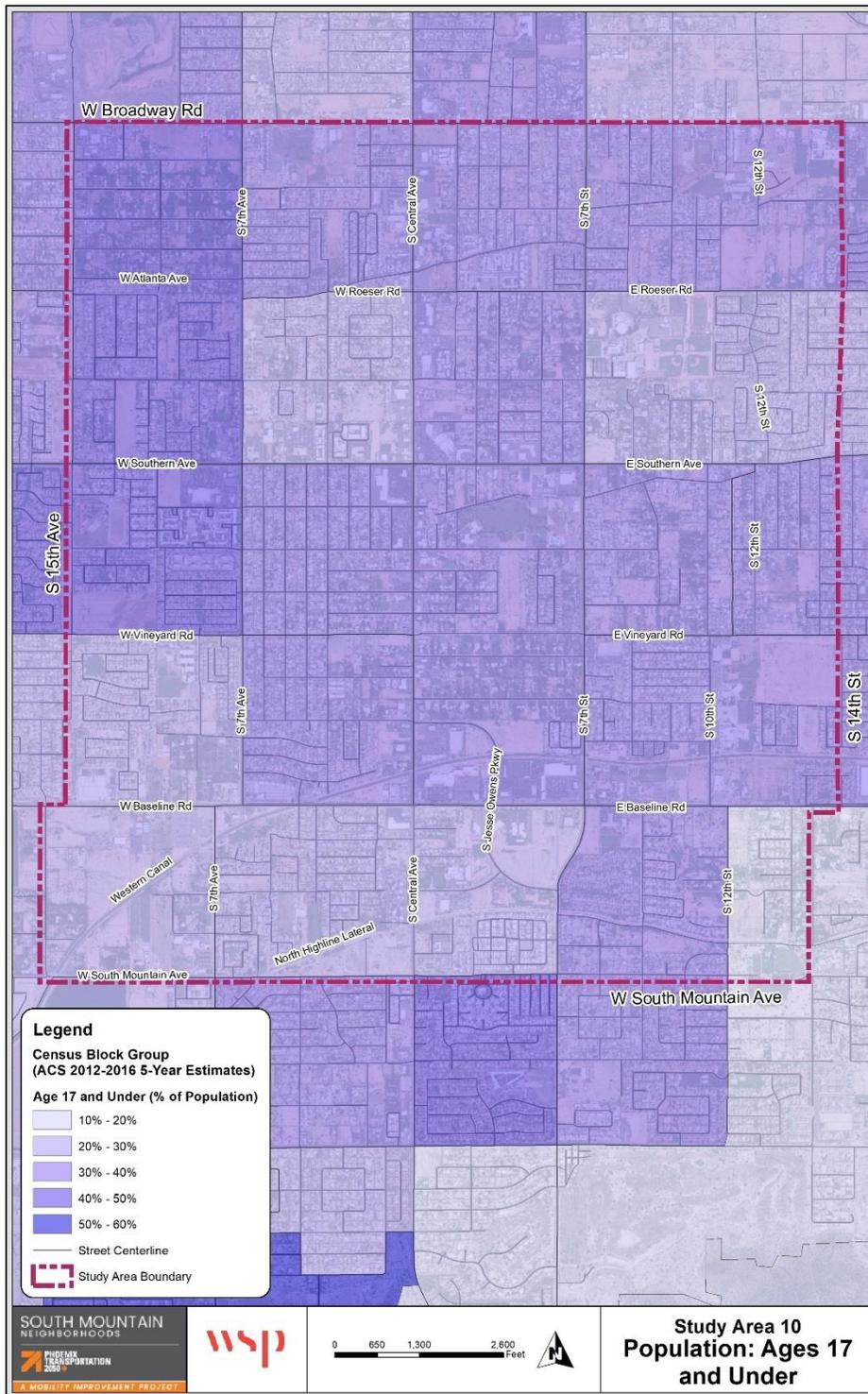


Figure 3-2: Population Ages 65 and Older

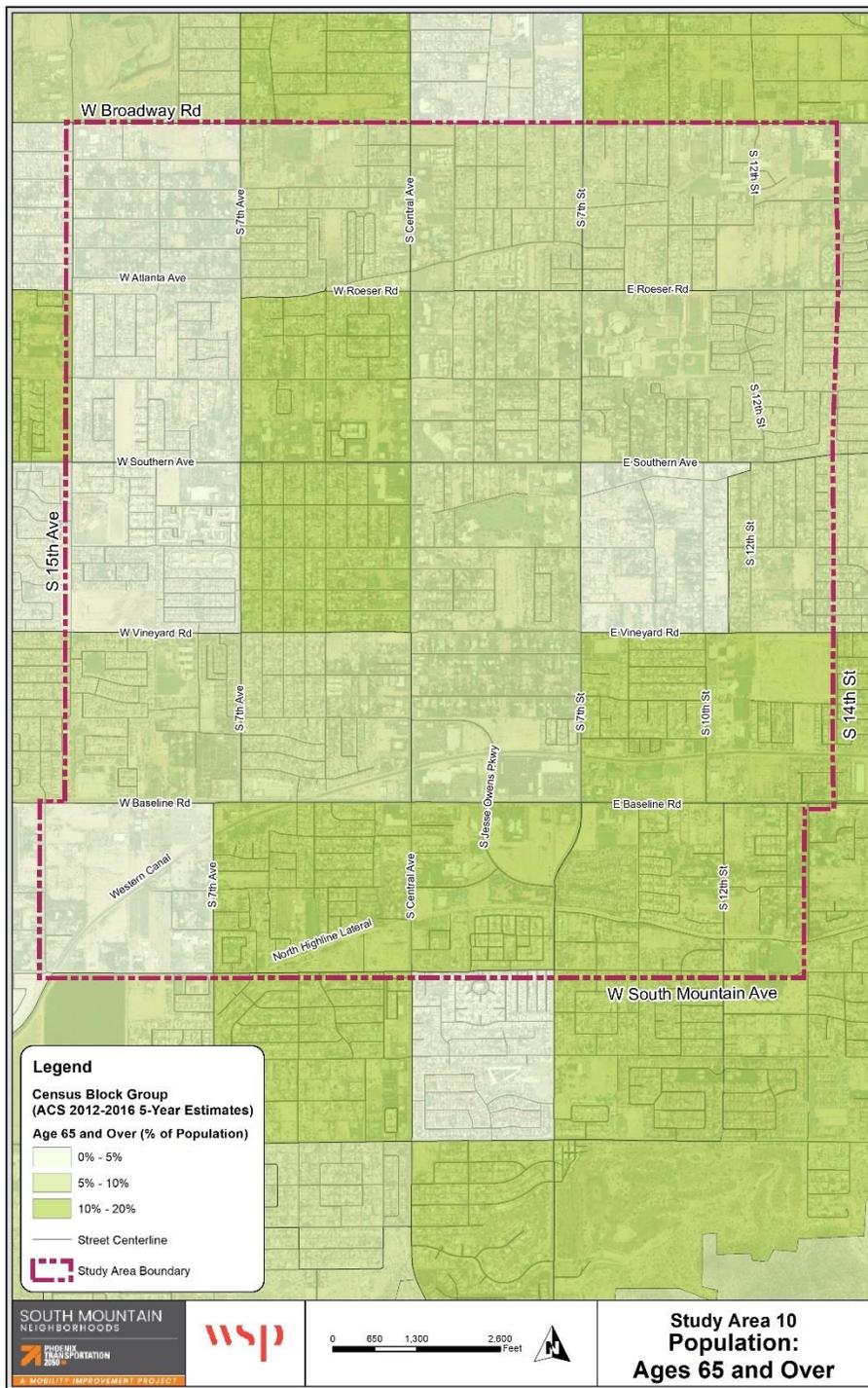


Figure 3-3: Low-Income Households

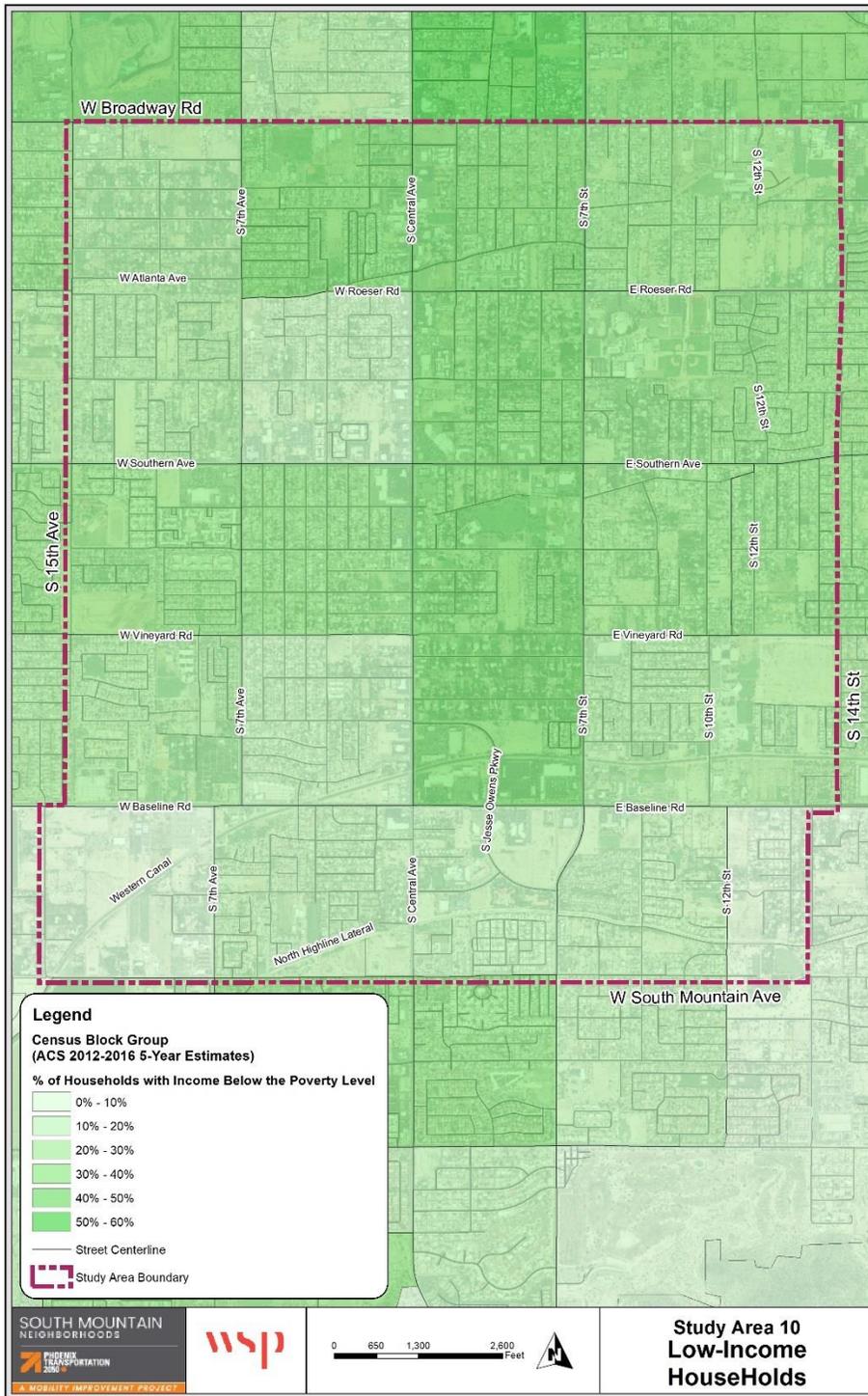


Figure 3-4: Transit-Dependent Household

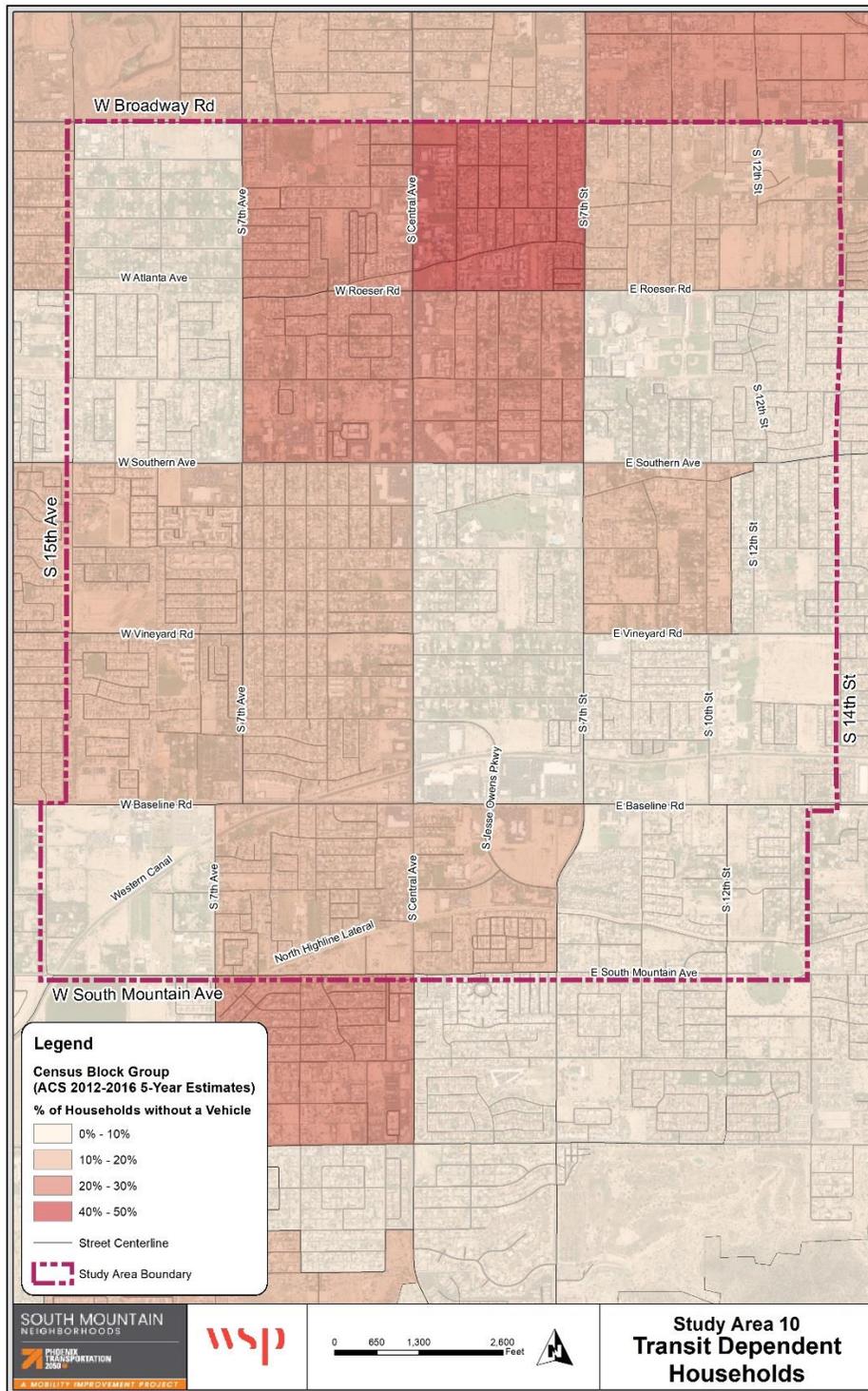


Figure 3-5: Population Density

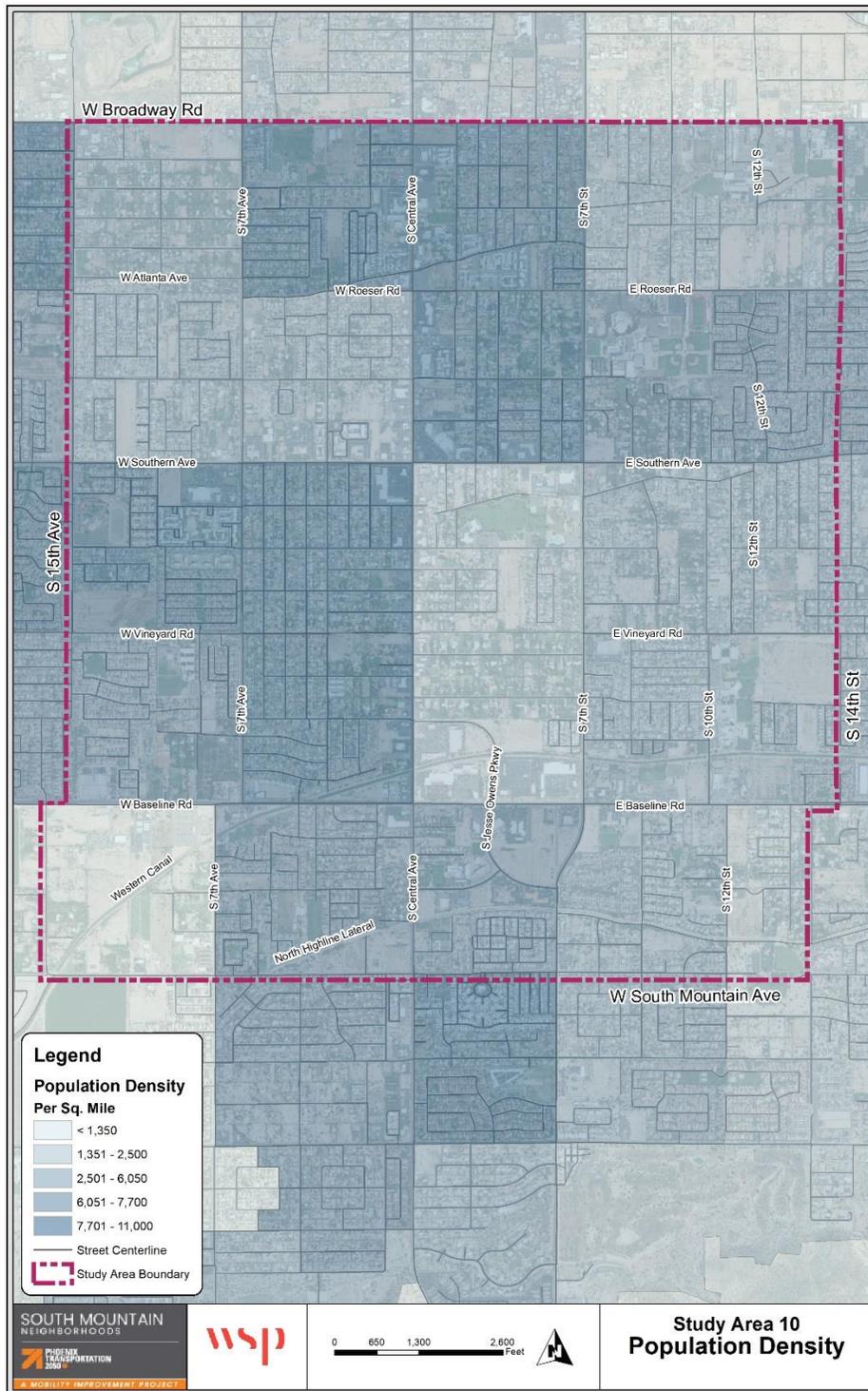


Figure 3-6: Bike to Work

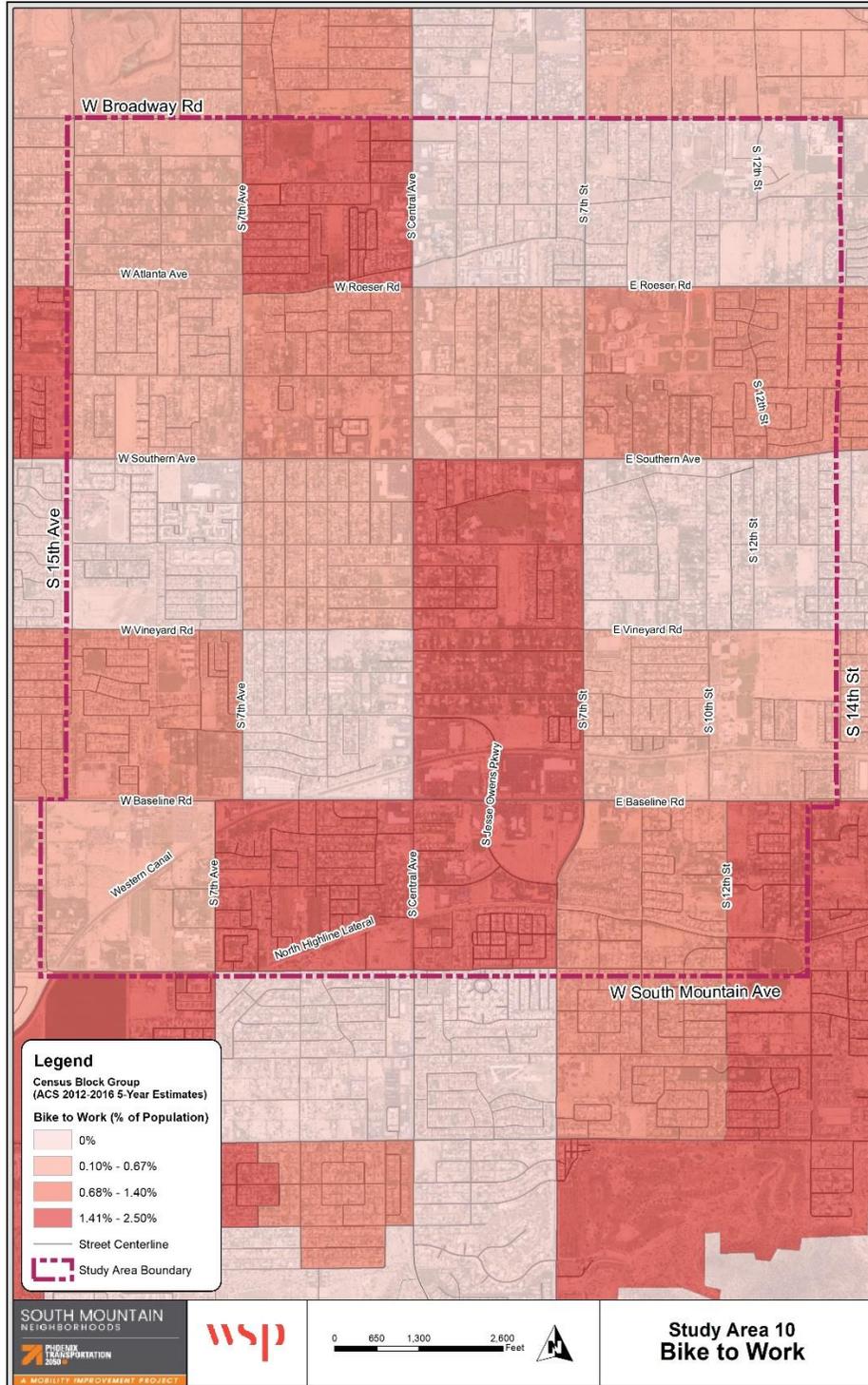
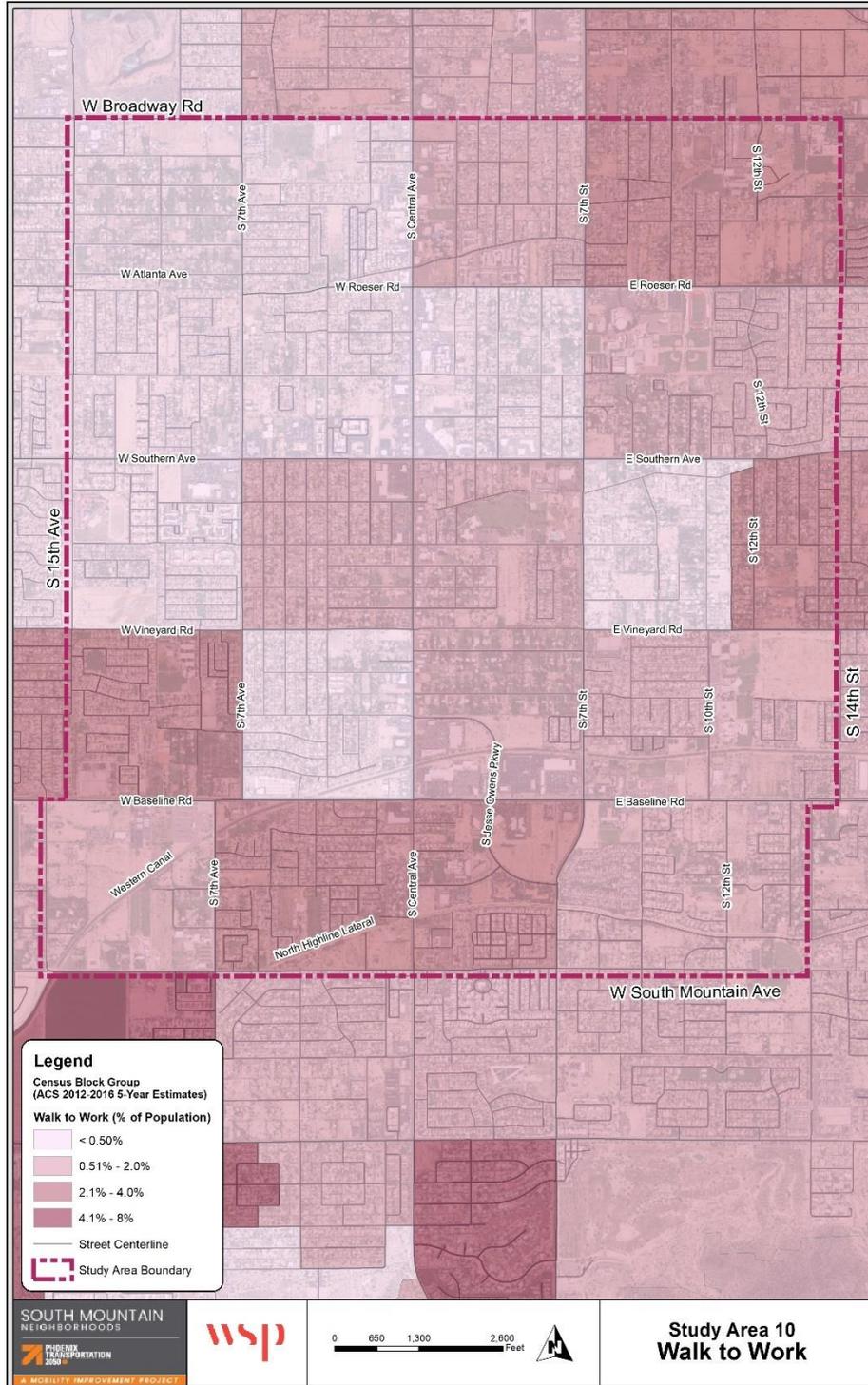


Figure 3-7: Walk to Work



4.0 Destinations

Key destinations were identified within and adjacent to the South Mountain Neighborhoods study area. Destinations include neighborhoods, employment centers, shopping/retail centers, community centers, park/recreational facilities, medical facilities, educational facilities, and industrial/manufacturing facilities. Destinations were identified through field reviews and interviews with stakeholders. Destinations provide information on what kind of travel activity occurs inside and outside the study area and how people are traveling. Through our review, key destinations included medical services, schools, parks, recreation centers, retail, grocery stores, and employment centers. The largest destinations within the study area are South Mountain High School and the concentration of John F. Kennedy High School, CO Greenfield Elementary School, and Amy Houston Academy. There are 12 schools within the study area including:

- Irene Lopez Elementary School
- Sunland Elementary School
- Phoenix Collegiate Academy
- Roosevelt Elementary School
- Saint Catherine of Sienna Catholic School
- V.H. Lassen Elementary School
- John F. Kennedy Elementary School
- CO Greenfield Elementary School
- Amy Houston Academy
- South Pointe Junior High
- Quest High School
- Valley View Elementary School

Parks and recreation facilities include:

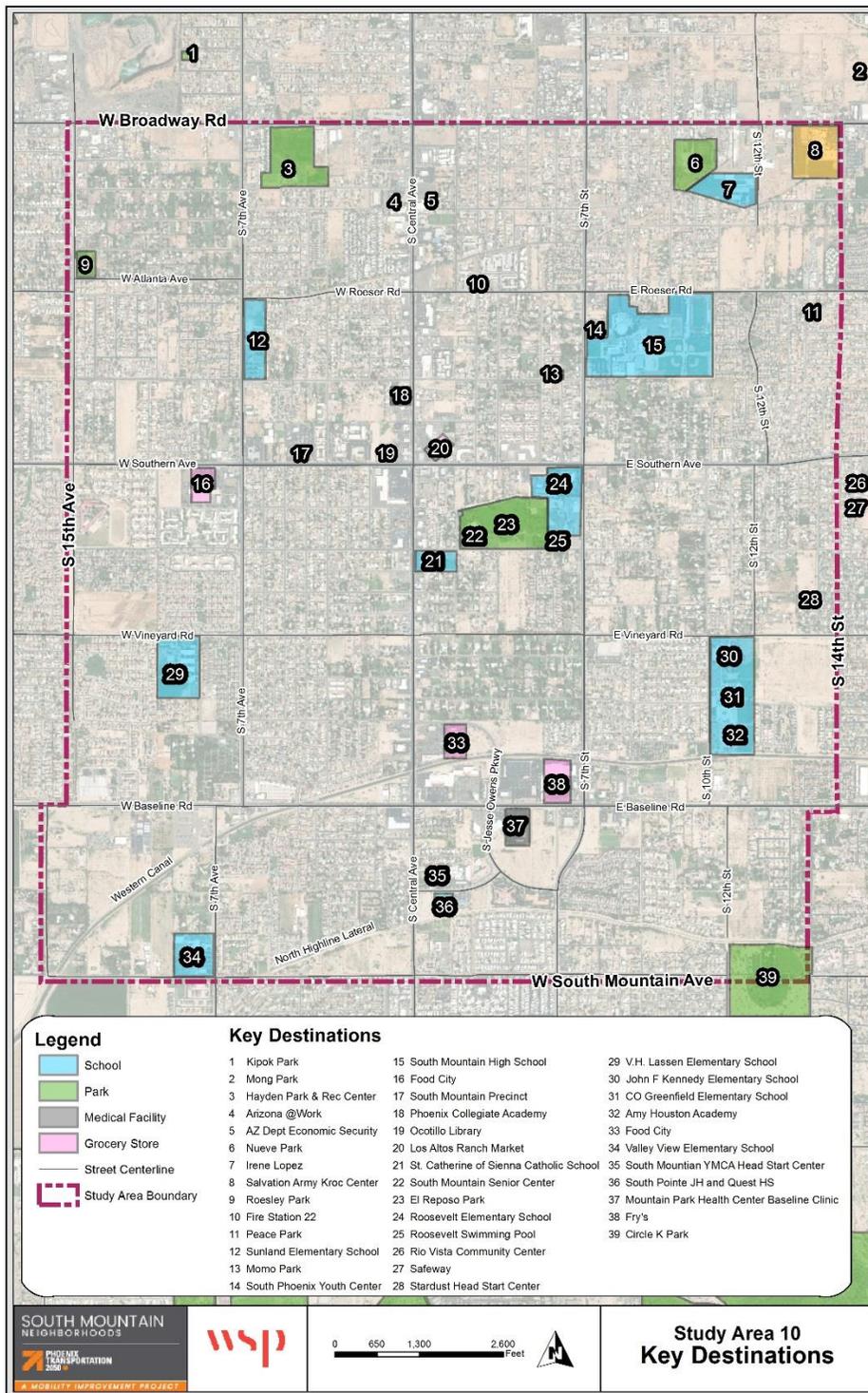
- Hayden Park and Recreation Center
- Kipok Park
- Nueve Park
- Roesley Park
- South Phoenix Youth Center Momo Park
- El Reposo Park
- Circle K Park
- South Mountain Park
- Salvation Army Kroc Center

Retail and employment destinations within the study area include:

- Food City
- Fire Department Station 20
- Los Altos Ranch Market
- Fry's
- Arizona Department of Economic Security
- Arizona @ work
- South Mountain Precinct
- Mountain Park Health Center Baseline Clinic

In addition to destinations within the study area, regional destinations nearby include Downtown Phoenix, Estrella Mountain Village and South Mountain Village. **Figure 4-1** shows the key destinations.

Figure 4-1: Key Destinations



5.0 Existing Transportation Facilities

Existing transportation facilities looked at streets and roadways, right-of-way (ROW), public transportation facilities, bicycle and pedestrian facilities, and supportive street scape amenities. Existing transportation facilities were analyzed to understand the current transportation network, pertinent issues, and area of concerns.

5.1 Streets and Roadways

Street and Roadway facilities data included street classification and hierarchy, traffic volumes, signage, traffic calming infrastructure, and bicycle and pedestrian crashes.

Figure 5-5 shows all current street and roadway infrastructure. Along with existing infrastructure, areas of concern were identified to understand needs and opportunities in the study area.

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 collectors, and local roads. Within the South Mountain Neighborhoods study area here area two major arterials, four minor arterials, and the remaining roads are collector or local roads. The functional classification of roads is in **Table 5-1**.

Figure 5-1: Cyclist and pedestrian crossing poorly marked crosswalk on Central Avenue and Roeser Rd.



Table 5-1: Functional Classification

| Street Name | Classification | Direction |
|---|---------------------------|-----------|
| 7 th Street until Baseline Road | Major Arterial | NB/SB |
| Baseline Road | | EB/WB |
| 7 th Avenue until Baseline | Minor Arterial | NB/SB |
| Central Avenue | | NB/SB |
| Broadway Road | | EB/WB |
| Southern Avenue | | EB/WB |
| 15 th Avenue | Collector/Minor Collector | |
| 12 th Street | | NB/SB |
| 10 th Street | | NB/SB |
| 7 th Avenue south of Baseline Road | | NB/SB |
| 7 th Street south of Baseline Road | | NB/SB |
| South Mountain Avenue | | EB/WB |
| Roeser Road east of 7 th Avenue | | EB/WB |
| Atlanta Avenue: 15 th Avenue to 7 th Avenue | | EB/WB |
| Vineyard Road | | EB/WB |
| Jesse Owens Parkway: Baseline Road to 7 th Street | | EB/WB |

Volume of Traffic

Traffic volumes provide an understanding of the utilization of roads and streets within the study area and help to analyze area 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 listed in

Table 5-2.

Figure 5-3: High Traffic Volume at Baseline Rd. & Central Ave.



Figure 5-2: High Traffic Volume at Southern Ave. & Central Ave.



Table 5-2: Traffic Volumes

| Roadway Segment | Classification | Direction | Volume |
|---|----------------|-----------|-----------------|
| Baseline Road | Major Arterial | EB | 16,562 - 23,819 |
| Baseline Road. | Major Arterial | WB | 25,398 – 16,350 |
| 7 th Street: Southern Avenue to Roeser Road | Major Arterial | NB | 15,109 |
| 7 th Street: Southern Avenue to Roeser Road | Major Arterial | SB | 13,508 |
| Southern Avenue | Minor Arterial | EB | 15,413 – 13,650 |
| Southern Avenue | Minor Arterial | WB | 13,034 – 13,908 |
| Central Avenue: Vineyard Road to Southern Avenue | Minor Arterial | NB | 16,174 |
| Central Avenue: Broadway Road to Baseline Road | Minor Arterial | SB | 11,346 – 10,350 |
| 7 th Ave.: Broadway Road to Southern Avenue | Minor Arterial | NB | 10,411 – 11,777 |
| 7 th Ave.: Broadway Road to Southern Avenue | Minor Arterial | SB | 10,482 – 10,756 |
| Broadway Road: Central Avenue to 7 th Street | Minor Arterial | EB | 12,599 |
| Broadway Road: from 12 th Street EB | Minor Arterial | EB | 12,116 |
| Broadway Road: Central Avenue to 7 th Street | Minor Arterial | WB | 11,606 |
| Broadway Road: from 12 th Street EB | Minor Arterial | WB | 10,733 |

Crashes

Bicycle and pedestrian crashes were analyzed to identify where there are major areas of safety concern. Crash severity was categorized by fatal, serious, and minor crashes. Crash analysis was documented from police reports.

In total, there were nine fatal crashes and 26 serious crashes involving bicyclists and pedestrians. Two fatal crashes occurred at or near major intersections, three fatal crashes occurred along major/minor arterials, and one fatal crash occurred on a collector road. Most of the fatal crashes occurred in the afternoon or evening, and many after 5:00 p.m. **Table 5-3** shows intersections of concern where fatal crashes have occurred.

There were 95 total incidents and 29 of the incidents occurred along Southern Ave. 18 of the 23 incidents involved pedestrians. Most crashes occurred after 12:00 p.m. The crashes were predominantly due to not using the crosswalk and failing to yield. Of the 95 crashes within South Mountain Neighborhoods, 71 crashes involved pedestrians.

Table 5-3: Intersections of Concern

| Intersection | Road Classification | Signage | Crash Category | Cause |
|---|---------------------------------|------------|----------------|------------------------|
| 7 th Avenue & Wier Avenue | Major Arterial & and Local Road | Stop Sign | Fatal | Failed to yield |
| Roeser Road & 2 nd Street | Collector Road & Local Road | None | Fatal | Failed to keep in lane |
| 7 th Street & Roeser Rd. | Major Arterial & Collector Road | Signalized | Fatal | Unknown |
| Southern Avenue & Central Ave. | Minor Arterials | Signalized | Fatal | Other |
| Southern Avenue & 4 th Street | Minor Arterial & Local Road | Stop Sign | Fatal | None |
| Southern Avenue & 11 th Street | Minor Arterial & Local Road | Stop Sign | Fatal | Did not use crosswalk |
| Roeser Road & Central Avenue | Collector Road & Minor Arterial | Signalized | Multiple | Multiple |
| Southern Avenue & Central Ave. | Minor Arterials | Signalized | Multiple | Multiple |

Signage and Traffic Calming Applications

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

- Baseline Road and Central Avenue
- Southern Avenue and Central Avenue
- Southern Avenue and 15th Avenue
- Southern Avenue and 7th Street
- 7th Street and Roeser Road
- Central Avenue and Roeser Road

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

Traffic calming practices, which include speed humps, are used throughout the South Mountain Neighborhoods study area. High concentrations of speed humps are located within the neighborhoods along 14th Street and between 7th Avenue and Central Avenue, and some neighborhoods do not have traffic calming measures.

Figure 5-4: No signalized crosswalk at intersection of Canal & 7th Avenue

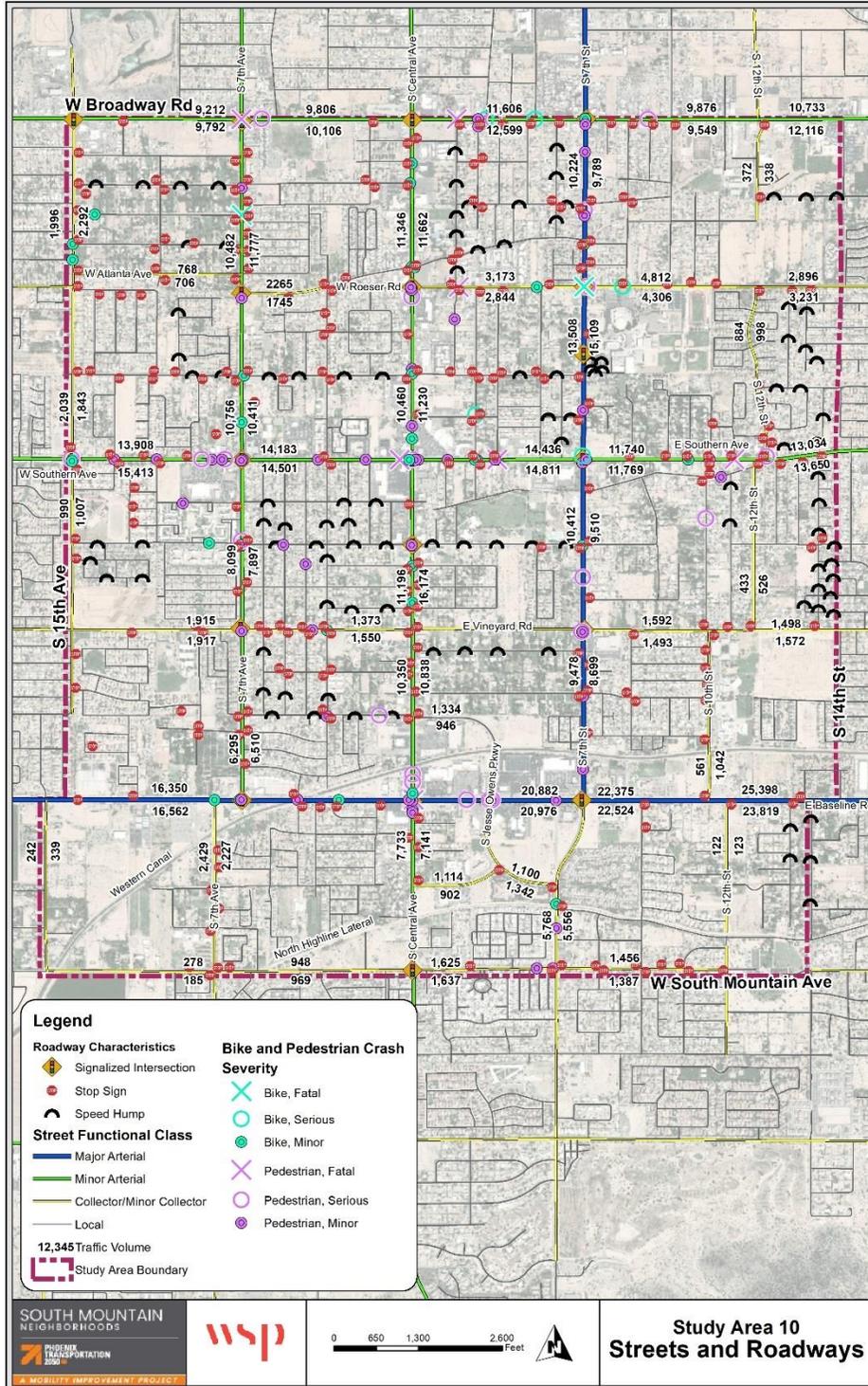


Issues and Concerns

The major issue and concern regarding streets and roadways infrastructure is safety. Elements of safety include signage, traffic calming and occurrence of crashes. Listed below are the key issues and concerns:

- Highest volumes occur at the intersections of Baseline Road and Central Avenue, and Southern Avenue and Central Avenue
- Traffic volume on 7th Street between Southern Avenue & Roeser Road is high. South Mountain High School is located in this area.
- High crash volume at the intersection of local roads and minor arterials
- Most incidents have occurred along major/minor arterials
- Signalized crossings are only located at major intersections
- Many intersections with collector roads, minor arterials, and local roads only controlled by stop signs
- Traffic calming applications are missing in certain neighborhoods
- Lack of signage for pedestrian and bicycle crossings

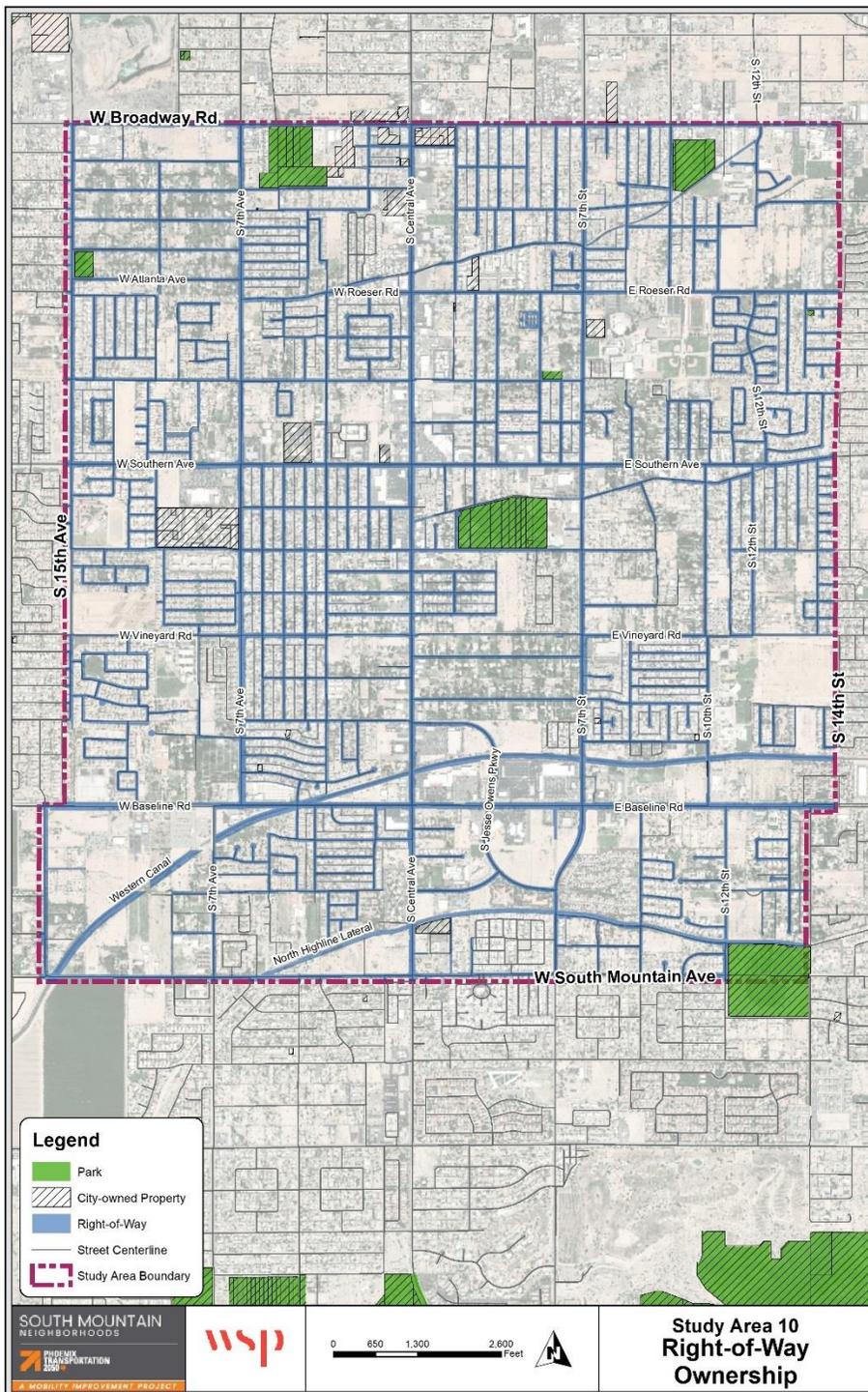
Figure 5-5: Streets and Roadways



5.2 Right of Way

ROW data on city owned properties and roadways will help determine where future recommendations could be implemented. ROW will help determine where potential projects can be implemented based upon land already owned by the City, and the space between city owned parcels to determine project size. From the ROW analysis, the majority of city-owned property are the parks. There are additional parcels within and near the northern portion of the study area (See **Figure 5-6**). ROW of roads and streets was determined based on City parcel lines. Street ROW indicates the current amount of space owned by the City from edge to edge for through movement. The existing street ROW will help determine if a recommendation can go forward or if further discussion on land is needed.

Figure 5-6: Right-of-Way



5.3 Public Transportation Facilities

Public transportation inventory was completed to understand where current facilities are located, and issues or concerns with public transportation facilities. Public transportation services and facilities include transit routes, and stops. In addition, recently completed projects were highlighted from previous planning efforts. Public transportation services show where people are going, both within and outside the study area, and what kinds of services are most heavily utilized.

Transit Routes and Stops

Transit service within the study area consists of fixed route bus lines (See **Figure 5-9**). **Table 5-4** shows the route, route type, route description, frequency, and key stops.

There is bus service for EB/WB travel and SB/NB travel with a frequency of 30 minutes. Key stops that have the highest ridership include Central Ave and Southern Avenue, and Baseline Road and Southern Avenue. These stops are also ADA Compliant. Bus stops that are ADA Non-Compliant and ADA Non-Accessible were highlighted in **Figure 5-9** because they do not meet current standards. In total, there are 27 ADA non-compliant bus stops and seven ADA non-accessible bus stops.

Figure 5-7: ADA Non-Accessible Bus Stop at 7th Avenue & Roeser Rd.



Figure 5-8: ADA Non-Compliant Bus Stop at 7th Avenue & Southern Ave. WB



Table 5-4 Transit Routes

| Name | Route Type | Route Description | Frequency (Minutes/Days) | Key Stops (Highest Ridership) |
|----------------|-------------------|--------------------------|--|--|
| Route 61 EB/WB | Fixed | Southern Avenue | 30 min. M-SUN | Southern Avenue & Central Avenue |
| Route 8 NB/SB | Fixed | 7 th Avenue | 30 min. M-SUN | NB stops at Broadway Road/Southern Avenue/Baseline Road |
| Route 0 NB/SB | Fixed | Central Avenue | 10-15 min. during peak M-F 30 min. S-SU | Central Avenue & Southern Avenue / Central Avenue & Baseline Road / NB at Central Avenue & Roeser Road |
| Route 7 NB/SB | Fixed | 7 TH Street | 30 min. M-SUN | 7 th Avenue & Baseline Road |
| Route 52 EB/WB | Fixed | Roeser Road | 30 min. M-SUN | Roeser Road & Central Avenue / Roeser Road and 7 th Street |
| Route 77 EB/WB | Fixed | Baseline Road | 30 min. M-SUN | Baseline Road & Central Avenue |
| Route 45 EB/WB | Fixed | Broadway Road | 30 min. M-SUN | Broadway Road & 7 th Avenue / Broadway Road & Central Avenue / Broadway Road & 7 th Street |

Proposed Projects & Service Changes

A review of previous studies and recommendations identified a service change, a service update, a potential Bus Rapid Transit (BRT) service with proposed bus stops and mid-block or other crossings, and an extension of the light rail.

changes include:

- Route 8: In Phoenix, there is a proposed reroute to downtown Phoenix
- Restore weekday service levels on local routes for the five holidays: Veteran’s Day, Martin Luther King Jr. Day, Presidents Day, day after Thanksgiving and Christmas Eve.
- Baseline Road: Bus Rapid Transit (BRT) is proposed to operate on Baseline Rd., however this proposed project is not officially designated. Potential stops within and near the study area include:
 - 19th Avenue
 - 7th Ave.

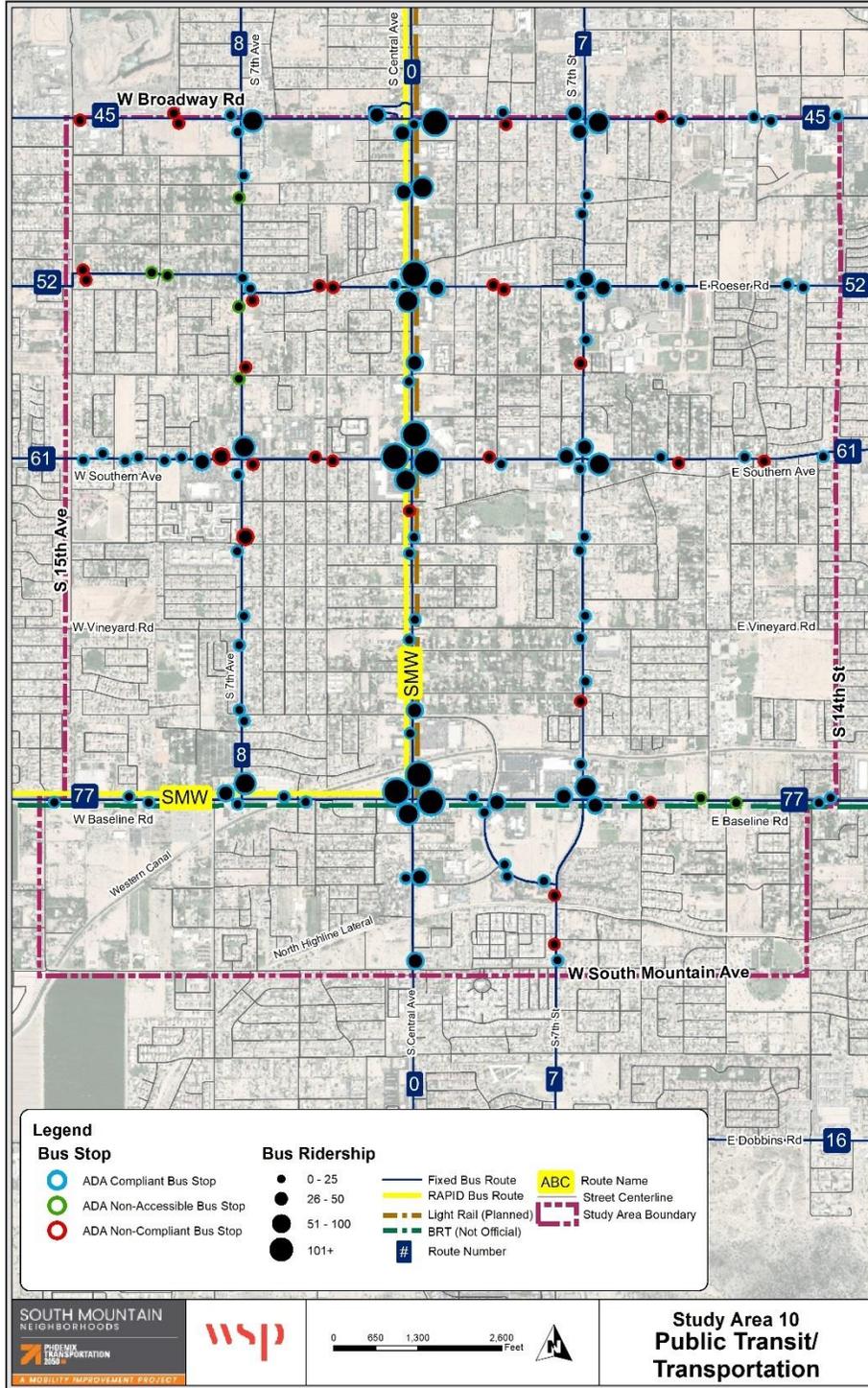
- Central Ave.
- 7th Street
- 16th St.
- New Mid-block or other crossings or safety treatments relating to safe access to bus stops include:
 - 15th Avenue
 - 4th Avenue/Canal
 - 9th Street
 - 14th Street
 - 18th Place
- The South Central light rail extension from Washington Street to Baseline Road
 - Stations, flared intersections, and Park and Rides are proposed at Broadway Road and Baseline Road
 - Southern Avenue is a proposed station with flared intersections and no Park and Ride lot
 - A smaller scale station is also proposed at Roeser Road

Issues and Concerns

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

- 27 ADA non-compliant bus stops
- The final plans for the light rail along Central Ave may effect the ROW which is a key factor in determining the potential of mobility oriented recommendations
- Seven ADA non-accessible bus stops
- High bus ridership at all intersections along Central Avenue
- Two ADA non-accessible bus stops with 26-50 riders per day
 - WB at 7th Avenue and Southern Avenue
 - NB at 7th Avenue and Alta Vista Road

Figure 5-9: Public Transportation/Transit



5.4 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities looked at sidewalks, crossings, bicycle lanes, routes, boulevard, paths, and shared use paths. Bicycle and pedestrian infrastructure looks how people 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.

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 (See **Figure 5-17**). 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:

- Lack of sidewalk connectivity in central and northwest portion of study area
- No signal-controlled crosswalks at Canal crossings
- Unsafe crossing at Highline Canal & 7th Street.
- No neighborhood\through access to South Mountain Senior Center, El Reposo Park, Roosevelt Elementary School, or Roosevelt Swimming Pool
- Lack of sidewalk within South Mountain High School (southeast corner of Roeser Road and 7th Street.)
- Disconnected bike lanes on Roeser Road between 15th Avenue and 7th Avenue
- Disconnected bike lanes on Central Avenue between the Western Canal crossing and Lynn Lane

Figure 5-10: No safe crossing at Highline Canal & 7th Street



Figure 5-11: Sidewalk is cut off by driveway



- Bike lanes on Baseline Road discontinue EB and begin WB at 7th Avenue
- Bike lanes on 7th Street do not continue past Baseline Road
- One bike route on Alta Vista Road between Central Avenue and 7th Street, and does not continue into neighborhoods
- Neighborhood bike routes don't exist
- Limited NB/SB and EB/WB bike routes

In addition to sidewalks, crossings are a key infrastructure element that enhance mobility and accessibility to pedestrians. The number of crossings available for pedestrians will 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 makes many intermediate destinations less accessible. Non-signalized crossings, like stop signs occur near grocery stores and within neighborhoods. There are also neighborhoods without signalized crosswalks to connect to schools across roadways like in **Figure 5-13** where there is no signalized crossing to connect the neighborhood on the left side of the road to the school on the right side of the road.

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 six 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 5-17**. Current bicycle lanes include:

- 7th Avenue SB until Baseline Road and NB past Broadway Road
- Central Avenue, except between Western Canal and Lynn Lane
- 7th Street, except south of Baseline Road
- Roeser Road except between 15th Avenue and 7th Avenue
- Southern Avenue
- Baseline Road except east of 7th Avenue

Figure 5-12: Bicyclist on Roeser Road in neighborhood with no bike lane.



Figure 5-13: No signalized crossing or marked bike route



One bicycle route was found in the center of the study area on Alta Vista Road between Central Avenue and 7th Street. This bike route does not connect to any other routes.

There are two bicycle paths within the South Mountain Neighborhoods study area. The Western Canal is designated as an unpaved bicycle path (see **Figure 5-16**) and the North Highline Lateral Canal is designated as a paved bicycle path; However, both pedestrians and bicyclists use these facilities.

Some of the major gaps and barriers in the bicycle network exist within neighborhoods and crossing the canals (See **Figure 5-15**). Most of the study area is residential, however, there are no designated bicycle facilities connecting residential neighborhoods (see **Figure 5-12**), commercial areas, or schools. The lack of connections through the neighborhoods and across the utility easements makes it difficult for residents to travel through the area.

Figure 5-16: Western Canal at Central Ave.: unpaved multiuse path



Figure 5-14: Bicycle lane abruptly ends on Central Ave.



Figure 5-15: No signalized crossing at intersection of Western Canal & 7th Ave.



Recently Completed Project/Future Projects

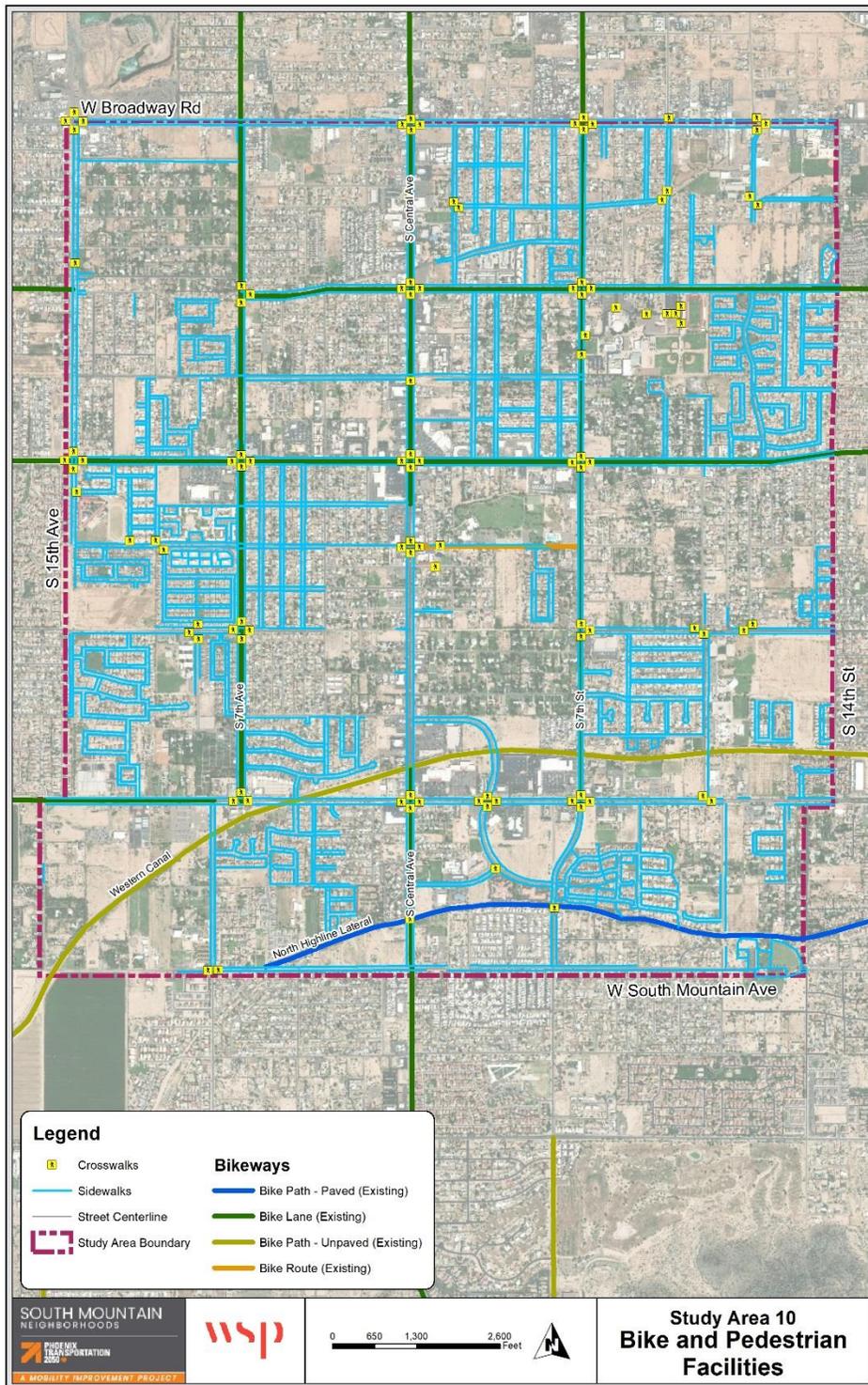
The largest project within the study area is Avenida Rio Salado Phase II – Segment 1. The project spans between 51st Avenue and 7th Street and includes intersection improvements, roadway widening and extension, sidewalks, bicycle lanes, landscaping and street lighting. Segment 1 involves the 7th Avenue and 7th Street intersections and includes full intersection improvements, underground drainage installation, ADA ramps, and traffic signals. Construction began June 2017 and is projected to finish in spring 2019.

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:

- Existing bike lanes abruptly end on minor and major arterials
- No bicycle connections through local streets and neighborhoods
- No formal crossings along the canals
- Lighted crossings are only located at major intersections
- No signalized crosswalks at or near schools
- Sidewalks are inconsistent on local roads and within neighborhoods
- The existing bike route does not connect anywhere
- The western Canal is unpaved which may prevent locals from using it more
- Lack of clearly marked and high visibility cross walks

Figure 5-17: Bicycle and Pedestrian Facilities



5.5 Supportive Streetscape Amenities

Lighting and landscaping were analyzed within the South Mountain Neighborhoods because they help encourage the use of alternative modes of transportation, promote safety, and overall provide an inviting environment to 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 complimentary infrastructure to transportation facilities. Lighting provides a sense of safety and helps encourage usage of transportation facilities.

Existing Lighting

Existing light infrastructure data shows that lighting is generally located within the study area, however there appear to be fewer light poles in particular areas (See **Figure 5-20**):

- 15th Avenue south of Baseline Rd.
- 7th Street and school parameters
- The recreational area around El Reposo Park
- The area around Fry's food store and Mountain Park Health Center Baseline Clinic

Currently the City of Phoenix is updating street lighting infrastructure to light emitting diodes. 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 creating 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 study area. One of the major concerns identified include lighting not concentrated near schools, public spaces such as parks, or grocery stores, and lighting is mostly oriented for motorized vehicles, not pedestrians.

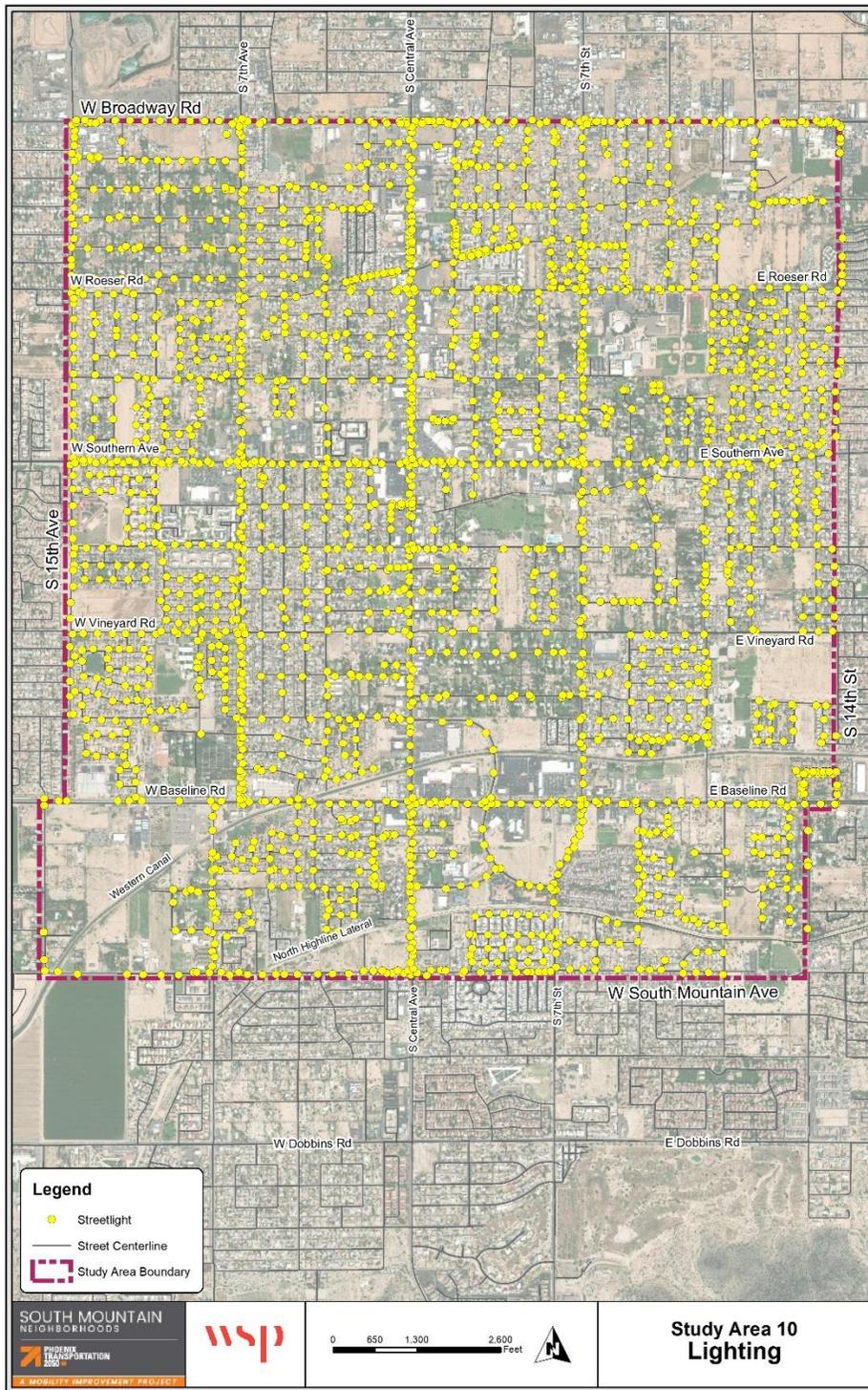
Figure 5-18: Limited Street Lights



Figure 5-19: Limited street lighting and no shade



Figure 5-20: Lighting



Landscaping

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. In addition, areas of concern for landscaping were also highlighted.

Existing Landscaping

There is a concentration of city-owned tree sites along Central Avenue, between Southern Avenue and Broadway Road (See **Figure 5-20**). There is also some minor landscaping along Southern Avenue and a small cluster of city-owned tree sites at Roeser Road and 15th Avenue. The inventory in the study area shows existing trees and vacant sites where landscaping exists or could be added in the future.

Issues and Concerns

Overall the South Mountain Neighborhoods study area does not have sufficient shade or city-owned tree sites. Where landscaping has been provided, there are large gaps that detract from its effectiveness. Listed below are the key issues and concerns:

- Highest concentration of landscaping located along Central Avenue between Southern Avenue and Broadway Road
- Large gaps in landscaping
- Landscaping does not exist near schools, transit stops, or other key destinations
- Lack of shade overall

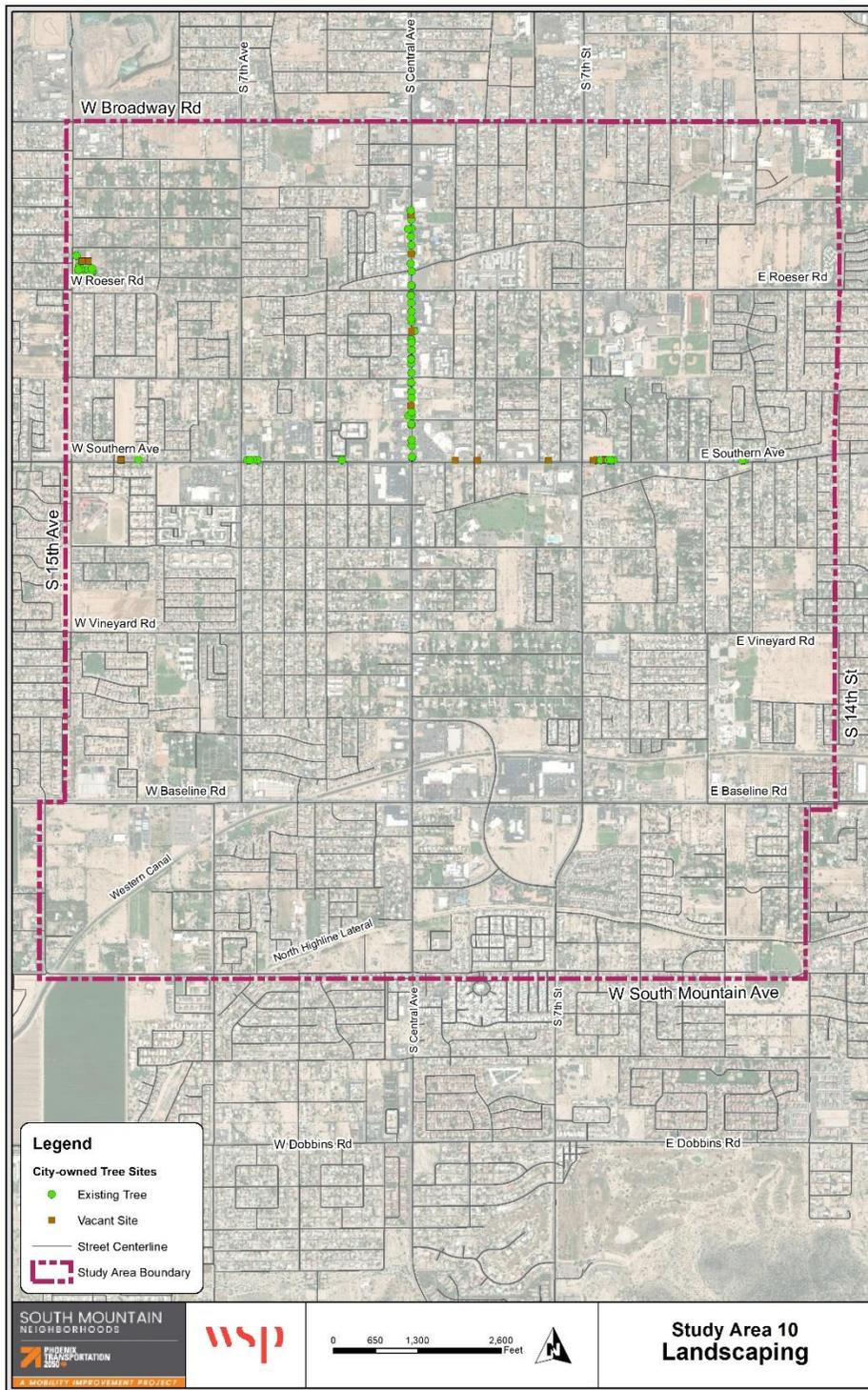
Figure 5-21: Lack of shade near a bus stop



Figure 5-22: Lack of shade along Highline Canal, at Central Ave.



Figure 5-23: Landscaping



6.0 Land Use Issues and Infrastructure

In addition to existing land use, transportation 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 use of the parcels 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 of the study area is zoned as single family residential, multi-family residential, commercial, and ranch or farm commercial. Single family zoning comprises most of the study area. Areas of multi-family residential are mostly located in the northeast portion of the study area. The commercial zoning occurs along Central Avenue and Broadway Road. Ranch or farm commercial zoning is in the southwest corner of the study area north of the Western Canal. Certain parcels within and near the study area have been approved for new zoning. Future zoning changes include:

- Some Ranch or Farm Commercial areas to Single Family Residential
- Some Multi-Family Residential areas to Commerce Park-General Commerce Park Option
- One Commercial-Intermediate Commercial parcel to Residential Office-Restricted Commercial
- One Multi-Family Residential unit to Commercial-Intermediate Commercial

Most zoning changes apply to the Ranch or Farm Commercial areas and most of the changes are for Single Family Residential (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, and public/quasi-public. The largest land use within the study area is residential, and most land use along Central Avenue and Broadway Road is commercial (See **Figure 6-2**).

Figure 6-1: Zoning

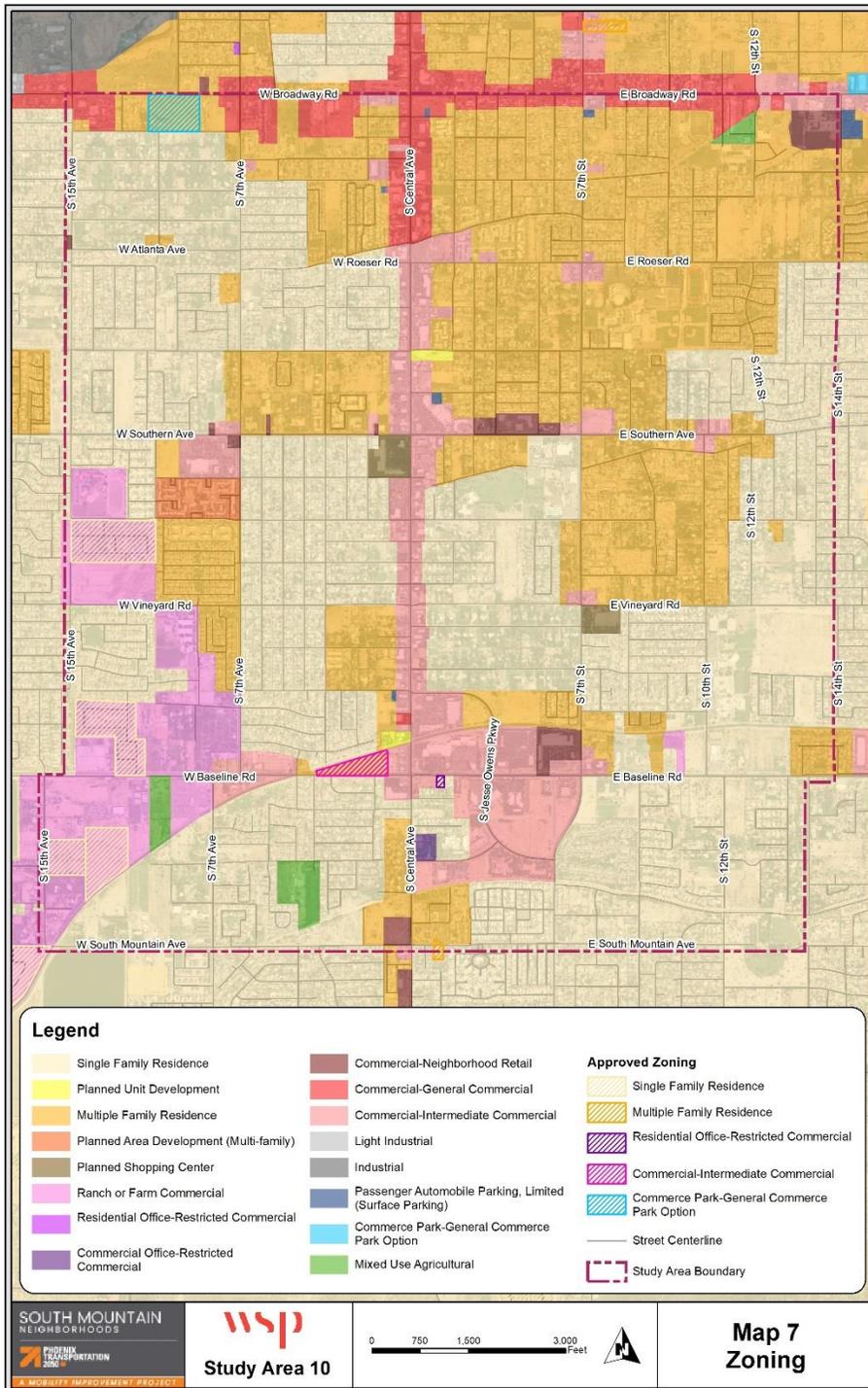
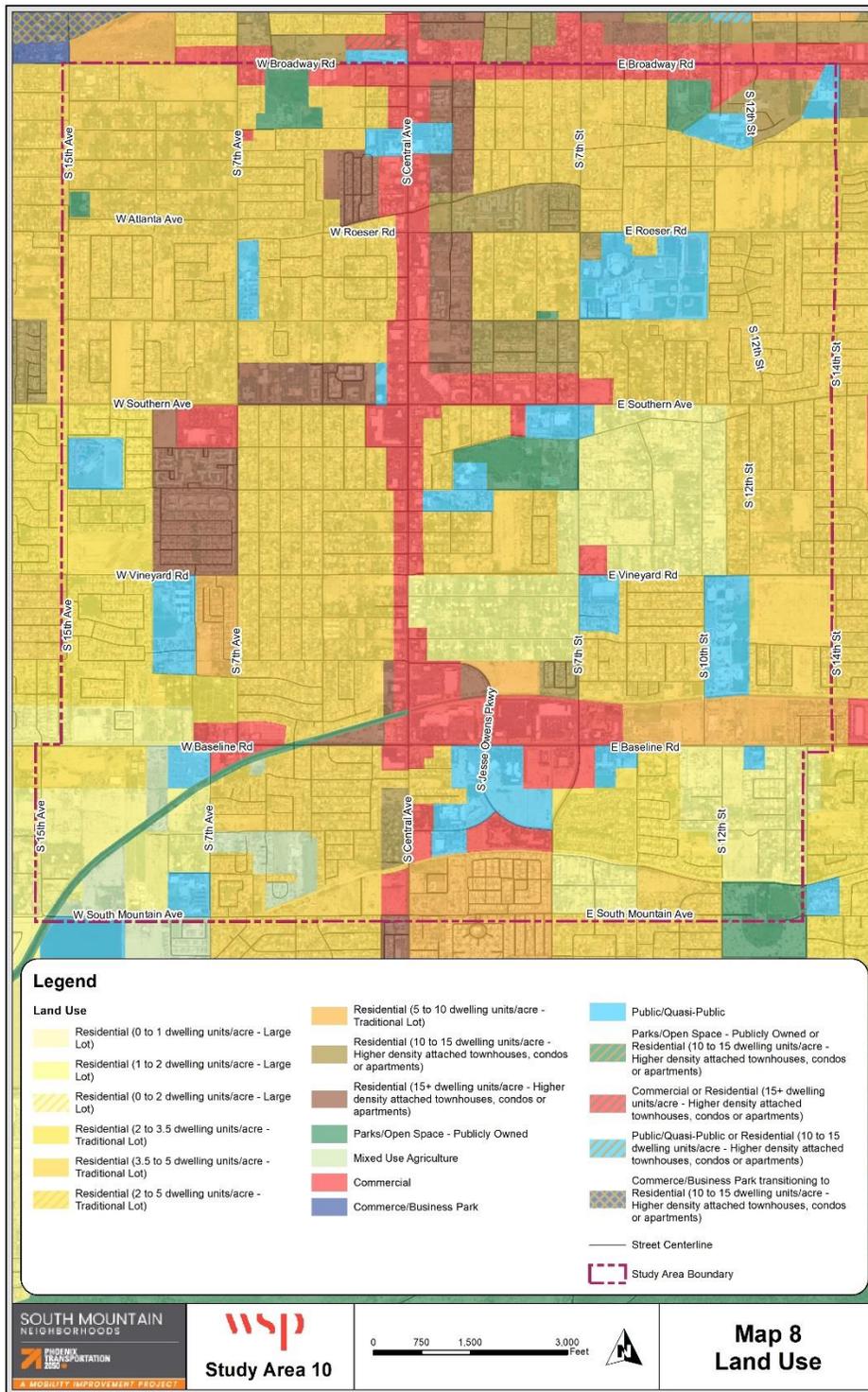


Figure 6-2: Land Use



6.3 Drainage

Drainage utilities that are highlighted (**working on mapping the data**) in **Figure 6-4** are storm water storage areas and storm water structures.

Much like storm water storage, storm water 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 are the Western Canal and North Highline Lateral Canal. The Western Canal is largest above-ground utility infrastructure within the study area and provides an active transportation and recreation resource for nearby residents. Parallel to the Western Canal to the south is the North Highline Lateral Canal. The longest continuous portion of the North Highline Lateral Canal runs between South Mountain Avenue and I-10, with no crossing at Baseline Road. Francisco Highland Park and Circle K Park are also reachable from the North Highline Lateral Canal trail and offer recreational amenities, public restrooms, and picnic areas

Both canals provide connections between communities inside and outside the study area. Although the canals are a key piece of infrastructure the major constraint is access. There are only two formal crossings along the North Highline Canal within the study area. Areas of concern, highlighted in **Figure 6-5**, show the limited access and lack of crossings along the both canals.

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: Missing signaled crossing at Canal & Baseline Road



Figure 6-4: Drainage

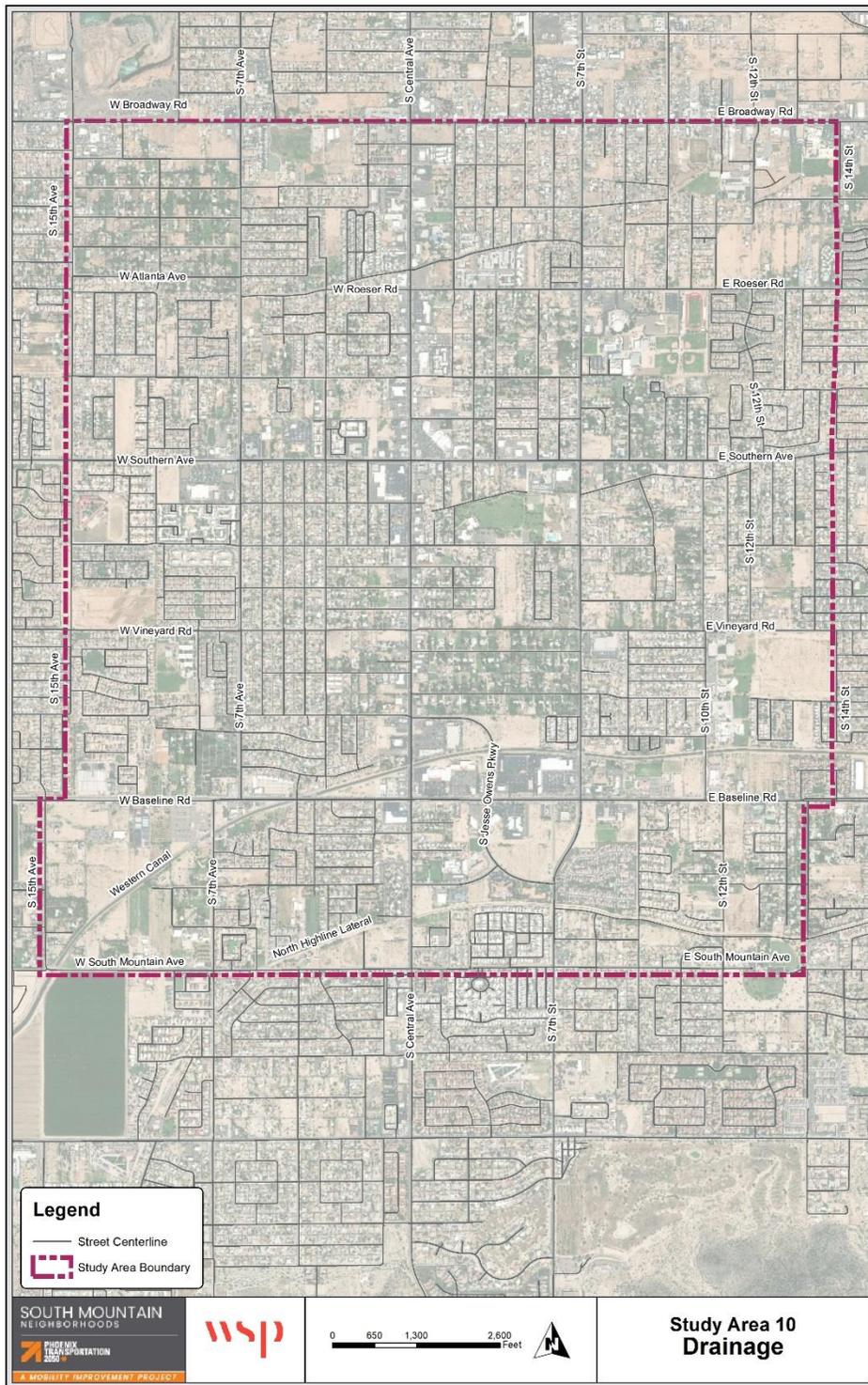
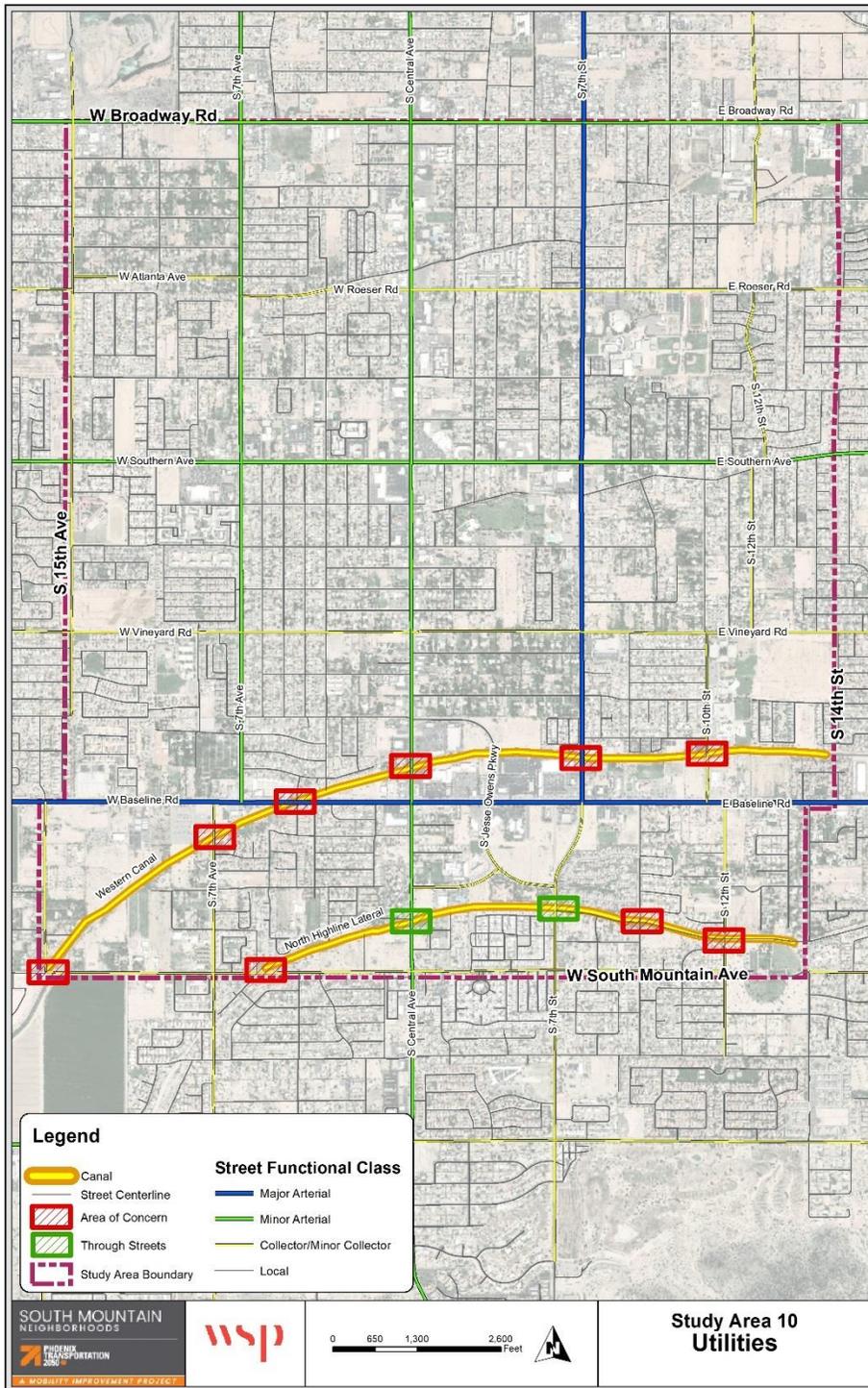


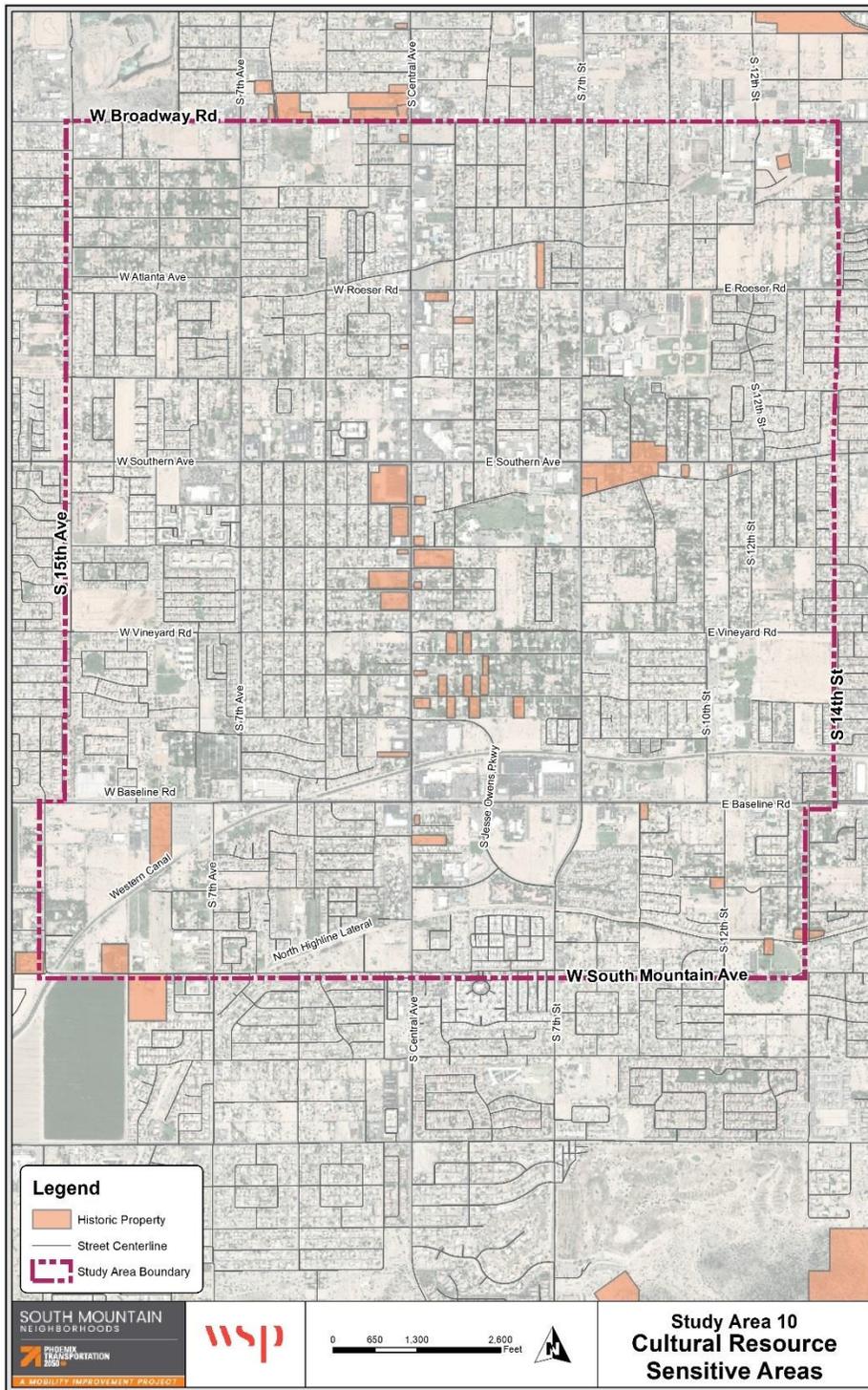
Figure 6-5: Utilities



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 over 50 historic properties located within and the study area (See **Figure 6-6**). Historic properties are constraints to future mobility projects due to their protected status or eligibility to obtain protected status. These historic properties will need to 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.

7.1 Stakeholder Interviews

Interviews with stakeholders are conducted over the phone and centered on a series of questions on who lives within the community, what kinds of activities take place in the community, what key destinations exist and where mobility improvements are needed. For the full list of interview questions please refer to **Appendix B**. Outreach efforts will continue in an effort to ensure that most community stakeholders were contacted.

Interviews were conducted with the following individuals:

Angie Frausto, Esquina Market Neighborhood Association

- Common destinations in the community include Central Avenue & Southern Avenue (South Plaza), Ranch Market, McDonalds, 7th Avenue & Central Avenue, Central Avenue & Jesse Owns
- Mobility issues include:
 - Very bad traffic at Southern Avenue and Central Avenue
 - Many accident at 7th Avenue and Southern Avenue
 - No crossing at Central Avenue and Jesse Owns
 - No HAWKS on Central Avenue
 - Signalized crosswalks are far apart
- Mobility improvements include more shade, more lighting on Central Avenue, adding four-way stops, adding speed humps in neighborhoods and painting all speed humps.

Stuart Starky, CO Greenfield School

- Destinations include Schools like CO Greenfield School
- Mobility issues include inadequate sidewalks, not enough lighting, bad motorist behavior, and crossing guards are ignored. Other issues include many jaywalkers there aren't enough pedestrian crossings.
- Mobility improvements include better sidewalks, more shade, more mid-block crosswalks, and more traffic calming applications. The speed humps added to Vineyard Road improved traffic conditions.

Officer Chad Sullivan, South Mountain Precinct

- Destinations include South Mountain Park, Central Avenue and Roeser Road for the Department of Economic Security, and a lot of activity at 234 W. Southern Avenue and 304 W Southern Avenue where there are large apartment complexes.
- Mobility issues include Broadway Road, Roeser Road, Southern Avenue, between 7th Avenue and 7th Street during rush hour. Other issues include many pedestrian fatalities on 7th Avenue south of Broadway Road, poor lighting and criminal activity on Broadway Road, congestion when Baseline Road narrows from three lanes to two lanes, and jaywalkers at 12th Street and Southern Avenue.
- Mobility improvements include better lighting, traffic calming applications, and mid-block crosswalks.

Silvio Delgado, Sunland School

- Silvio is the assistant principal at Sunland School
- Destinations include Food City at Southern Avenue and Central Avenue, Ranch Market on Southern Avenue and Central Avenue, and the urgent care facilities on Jesse Owns and Baseline Road, Arizona Mills Mall, and Hayden Park
- Mobility issues include:
 - Many students walking on 7th Avenue especially north of Roeser Road
 - Lack of safety on Broadway west of 7th Avenue
 - Most EB/WB streets between Central Avenue and 7th Avenue do not have sidewalks
 - Missing sidewalk buffer and bike lanes on Roeser Road east of 5th Avenue
 - Mobile home park at Cody Drive and Roeser Road where many students live and there are no sidewalks or major crosswalk for students to cross
 - Lack of lighting and adequate recreation facilities at city parks
 - Many bus stops in the area with not sidewalks, no shade, and no seating
 - 7th Avenue and Southern Avenue: small overhang but not big enough for large crowd of passengers waiting between 5 a.m. and 7 a.m.
 - Bus stop on Southern Avenue east of 7th Avenue is just a pole in an alley
 - Bus stops on Roeser between 7th and Central Avenue do not have adequate seating
 - Not enough lighting on Sunland Avenue between Montezuma Street and Central Avenue, and Cody Drive.
 - Lack of safe pedestrian and cyclist amenities along Sunland Avenue
 - No adequate crosswalk for students crossing 7th Avenue near the school
- Mobility improvements include creating better access to bus stops, improving safety, adding crosswalks near schools, and adding more bicycle lanes and sidewalks.

Kassandra Spurlock, Amy Houston Academy

- Mobility issues within the area include lack of lighting and criminal activity.
- Improvements to mobility include better lighting

7.2 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 a high volume of traffic at key intersections, and a lack of safety measures in neighborhoods and near schools. 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, in addition to missing facilities. While there are sidewalks and bicycle facilities within the South Mountain Neighborhoods, many do not offer good connections to neighborhoods and areas beyond the study area. In addition to lack of connectivity and safety issues, stakeholders stated that safety was one of their major concerns when using sidewalks and bicycle facilities, especially near schools, and busy bus stops

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.

Mobility Area 10 – South Mountain Neighborhoods

Appendix A: Existing Plans and Documents

| Study | Date | Agency | Summary |
|---|------|-----------------|---|
| Phoenix Capital Improvement Program 2017-22 | 2017 | City of Phoenix | <p>The City of Phoenix Capital Improvements Program (CIP) includes documentation on budgeted and planned projects for years 2017-2022. Pertinent projects to Mobility Area 10 include:</p> <ul style="list-style-type: none"> • Power Pedestals for SRP Traffic Signals - Design and install power service pedestals for metered service at existing unmetered traffic signals. • Jorgensen Sunland Safe Route - Install a safe route to school and improve street on Sunland Avenue, 135 feet east of 16th Drive to 15th Avenue • Hayden Park Sports Lighting - Replace the sports field lighting at Hayden Park located at 322 West Tamarisk. • Southwest Parks - Construct large growth-related park infrastructure in the Southwest impact fee area. • Roesely Park Renovation - Replace playground equipment and ramada and repair flood irrigation, basketball court, ADA walkways and site furniture at Roesely Park. • South Central Light Rail Extension |
| FY 2018-2022 MAG Transportation Improvement Program (TIP) | 2017 | MAG | <p>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 10 include:</p> <ul style="list-style-type: none"> • Avenida Rio Salado Phase II: 7th Ave / 7th St. ROW acquisition and roadway widening (2018-2019) • Citywide bikeshare station siting (2019) and equipment (2020) • South Central light rail extension: Washington Ave to Baseline Rd (2023) |

Mobility Area 10 – South Mountain Neighborhoods

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|--|-------------|----------------------------|--|
| <p>Plan PHX 2015 General Plan</p> | <p>2015</p> | <p>City of Phoenix</p> | <p>The Plan PHX General Plan identified area for growth and preservation as well as future infrastructure that could be improved.</p> <p>Growth / Preservation Areas</p> <ul style="list-style-type: none"> • Cores, Centers and Corridors • Infill Development • Opportunity Sites • Transit Oriented Development <p>Infrastructure Areas</p> <ul style="list-style-type: none"> • Complete Streets • Bicycles • Public Transit • Parks • Canals / Trails • Access and Functional Needs Infrastructure • Knowledge Infrastructure |
| <p>2040 Regional Transportation Plan (RTP)</p> | <p>2017</p> | <p>MAG</p> | <p>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.</p> <p>Key Takeaways:</p> <ul style="list-style-type: none"> • Reduce Central Ave to 2 lanes • Arterial Capacity/Intersection Improvements • Intelligent Transportation Systems • Arterial Street Grid Extensions, Widening 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. |

Mobility Area 10 – South Mountain Neighborhoods

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|----------------------------|------|-----------------|---|
| | | | <ul style="list-style-type: none"> • 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. <ul style="list-style-type: none"> ○ Such enhancements occur near transit centers, rail facilities, bus stops, new paths/sidewalks, ADA-compliant curb cuts, and marked pedestrian walkways, landscaping, shading, signs, lighting and benches. • HCT corridor • There will be weekend service |
| Valley Metro Annual Report | 2017 | Valley Metro | <p>The Valley Metro Annual Report identified current and planning transportation projects. Project pertinent to Mobility Area 10 include:</p> <ul style="list-style-type: none"> • South Central light rail extension affecting Area 10 from Broadway Rd to Baseline Rd, with proposed stations and flared intersections at Broadway Rd (with PnR), Southern Ave, and Baseline Rd (with PnR). A smaller scale station is also proposed at Roeser Rd. |
| Bike Master Plan | 2014 | City of Phoenix | <p>The Bike Master Plan identified potential projects and policy recommendations for future bike infrastructure. Recommendations from the bike master plan include:</p> <ul style="list-style-type: none"> • Measure changes in the level of bicycling throughout the community <ul style="list-style-type: none"> ○ 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: |

Mobility Area 10 – South Mountain Neighborhoods

| | | | |
|--|------|-----------------|---|
| | | | <ul style="list-style-type: none"> ○ Highline Canal ○ Western Canal |
| 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 | <p>The Phoenix Parks and Recreation Annual Report highlights completed projects, programs and outreach efforts surrounding parks and recreation facilities within the city. Programs and projects pertinent to Mobility Are 10 include:</p> <ul style="list-style-type: none"> ● 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. ● Five-year infrastructure improvement plan for South Mountain Park/Preserve and Phoenix Mountains Preserve. ● 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. ● Nueve Park received a complete renovation (and new skate plaza) and upgraded LED lighting for area lights and sports field lights |
| City of Phoenix Tree and Shade Master Plan | 2010 | City of Phoenix | <p>The Tree and Shade Master Plan is a roadmap to implementing green, sustainable shade structures throughout the City. Key takeaways include:</p> <ul style="list-style-type: none"> ● Raise Awareness ● Preserve, Protect, Increase <ul style="list-style-type: none"> ○ Create an Urban Forest Infrastructure Team ○ Conduct a Tree Inventory ○ Develop and Adopt Best Management Practices ○ Research and Develop Dedicated Revenue Streams ● Sustainable and maintainable infrastructure <ul style="list-style-type: none"> ○ Revise City Ordinances |

Mobility Area 10 – South Mountain Neighborhoods

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| <p>South Phoenix Village Redevelopment Area Plan</p> | <p>2017</p> | <p>City of Phoenix</p> | <p>The South Mountain Village Redevelopment Area Plan identified development recommendations for future development within the South Mountain Village.</p> <ul style="list-style-type: none"> • The city will continue working with the community to assess and respond to changing market conditions and needs, as well as the desires of residents/property owners/institutions within the South Phoenix Village Redevelopment Area. • The city will provide a level of public service within the redevelopment area that is consistent with that provided elsewhere in the city. These services may include police, fire, health, social B. Technical Assistance and Counseling C. Provision of Public Services and other types of services which support the objectives of this plan. |
| <p>Rio Salado Area Plan</p> | <p>2003</p> | <p>City of Phoenix</p> | <p>The Rio Salado Area Plan provided recommendations based upon land use. Recommendations looked at land use, zoning, redevelopment, and recreational facilities.</p> <ul style="list-style-type: none"> • Transition areas from mainly industrial to mainly residential • Long term industrial areas are all shown as Commerce Park • Major mixed use site • Infill housing development and blight reduction in South Phoenix Village • South Mountain Village retail and office development at Central Avenue and Broadway Road • Target four areas for mixed-use development, two of which are already redevelopment areas: <ul style="list-style-type: none"> ○ Central Avenue and Broadway Road South Mountain Village • Pursue acquisition and development of two new neighborhood park 46 sites east of 7th Street. • Locate new parks near new schools. • Establish 7th Street, 24th Street, 32nd Street, and North Branch San Francisco Canal as high-priority corridors for trail construction |



Mobility Area 10 – South Mountain Neighborhoods

| | | | |
|--|-------------|------------------------|---|
| <p>South Mountain Village Character Plan</p> | <p>2001</p> | <p>City of Phoenix</p> | <p>The South Mountain Village Character Area Plan identified key assets to the South Mountain Village as well as providing policy recommendation for future development. South Mountain Village Assets include:</p> <ul style="list-style-type: none"> • Ocotillo Library • Community Center: Kroc Center & South Mountain Community Center |
|--|-------------|------------------------|---|

Appendix B: Stakeholder Interview Questionnaire



City of Phoenix Mobility Studies

Areas #5 and #8

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
 - 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?

