

**CURRENT CONDITIONS REPORT
MOBILITY AREA 1
SOUTH DOWNTOWN NEIGHBORHOODS**

PREPARED FOR

City of Phoenix

PREPARED BY

**Olsson Associates
7250 North 16th Street
Phoenix, AZ 85020
602.748.1000**

July 2018

Table of Contents

Mobility Area 1

Stakeholder Outreach 9

Key Destinations 17

Existing Pedestrian and Bicycle Network, Transit Facilities 25

Additional Infrastructure and Land Use Issues and Constraints 54

Previous City of Phoenix Public Outreach 61

Crash History 62

Planned City of Phoenix Projects/Activities 70

List of Maps

Map 1A - Study Area.....5

Map 1B - Mobility Dependent Population6

Map 1C - Zero Car Households.....7

Map 1D - Poverty Level.....8

Map 2 - Destinations.....24

Map 3A - Bikeways.....37

Map 3B - Sidewalks.....44

Map 3C - Lighting.....47

Map 3D - Pavement Condition.....49

Map 4 - Transit.....53

Map 5 - Right of Way.....57

Map 6 - Environmental Constraints.....59

Map 7 - Drainage Concerns.....61

Map 8 - Crash History.....69

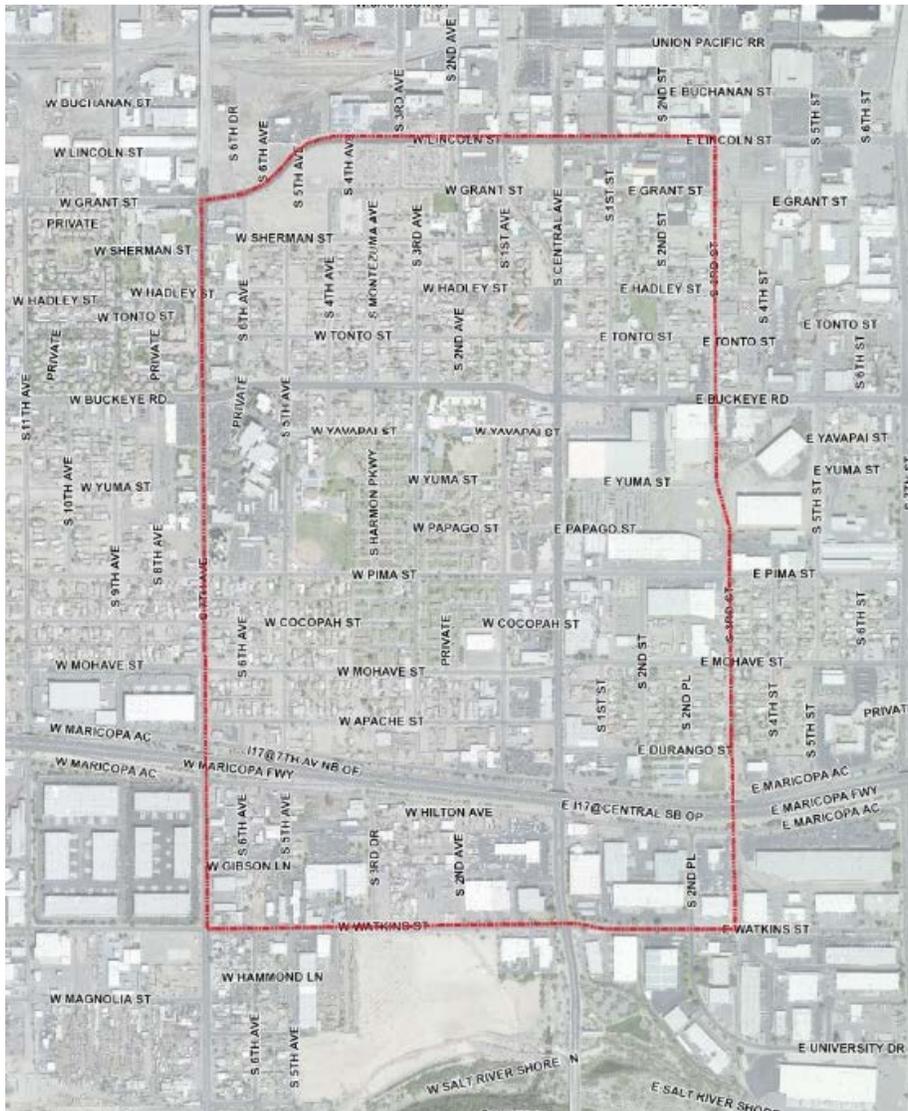
Current Conditions Report

South Downtown Neighborhoods (Mobility Area 1)

Mobility Area

T2050 Mobility Assessment Study Area 1, South Downtown Neighborhoods, is a 0.9 square mile area bounded by 7th Avenue on the west, 3rd Street on the east, Lincoln Street on the north, and Watkins Street on the south.

Figure 1 – Study Area 1



Map 1A - Study Area shows the location of Study Area 1 and identifies zoning near the study area. Study Area 1 consists of Industrial, Commercial, and Residential zoned properties. See Photo 1, Photo 2, Photo 3, Photo 4 (page 3). The Central Park neighborhood which is north of Buckeye Road and east of Central Avenue is zoned as part of the City of Phoenix Downtown, see Photo 5 and Photo 6 (page 4). The Marcos de Niza Public Housing development is in the area south of Buckeye Road and west of Central Avenue, see Photo 7 and Photo 8 (page 4).

Using the most recent census information, the City has identified locations with mobility dependent populations, percentages of the population with zero-car households, and the percentage of people living below the poverty level.

Mobility Dependent Population

Mobility dependent population is defined as population that is younger than 9 years and older than 65 years. This population is considered mobility dependent as they are less likely to be able to travel to their destinations by vehicle. Map 1B - Mobility Dependent Population (page 5) identifies the percentage of the population that is mobility dependent.

- 32% to 39% of the population in the study area, south of Buckeye Road, are mobility dependent.
- North of Buckeye Road, only 15% to 21% of the population is mobility dependent.

Zero Car Households

Map 1C - Zero Car Households identifies the percentage of households by block that do not own a vehicle. This portion of the population is mobility dependent as they are less likely to travel to their destinations by vehicle.

- North of Buckeye Road, 21% to 30% of households are zero car households.
- South of Buckeye Road and west of Central Avenue, 51% to 60% of households are zero car households.
- South of Buckeye Road and east of Central Avenue, 11% to 20% of households are zero car households.
- South of I-17, 11% to 20% of households are zero car households.

Current Conditions Report

Poverty Level

Map 1D - Poverty Level shows that over 49% of the population of Study Area 1 is living below the poverty level. The U.S. Census Bureau uses a threshold for a family of four at \$21,954.

Photo 1 - Residential Zoning



Photo 2 - Residential Zoning



Photo 3 - Industrial Land Use



Photo 4 - Commercial Land Use

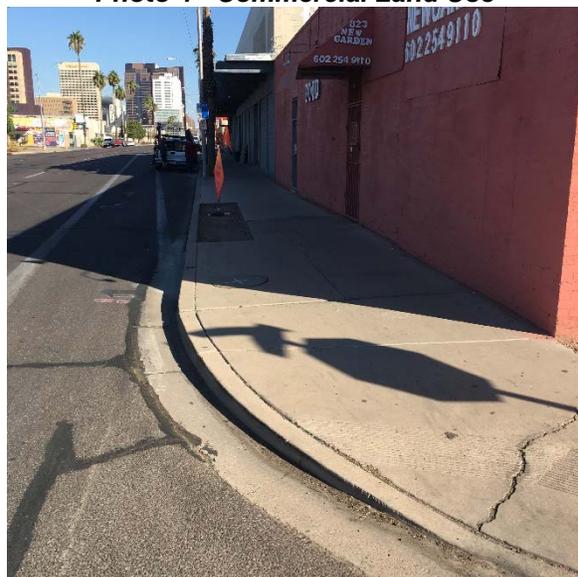


Photo 5 - Central Park Neighborhood



Photo 6 - Central Park Neighborhood

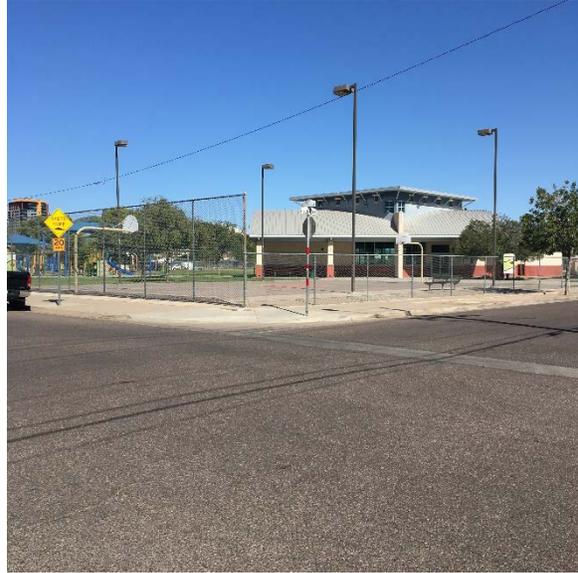


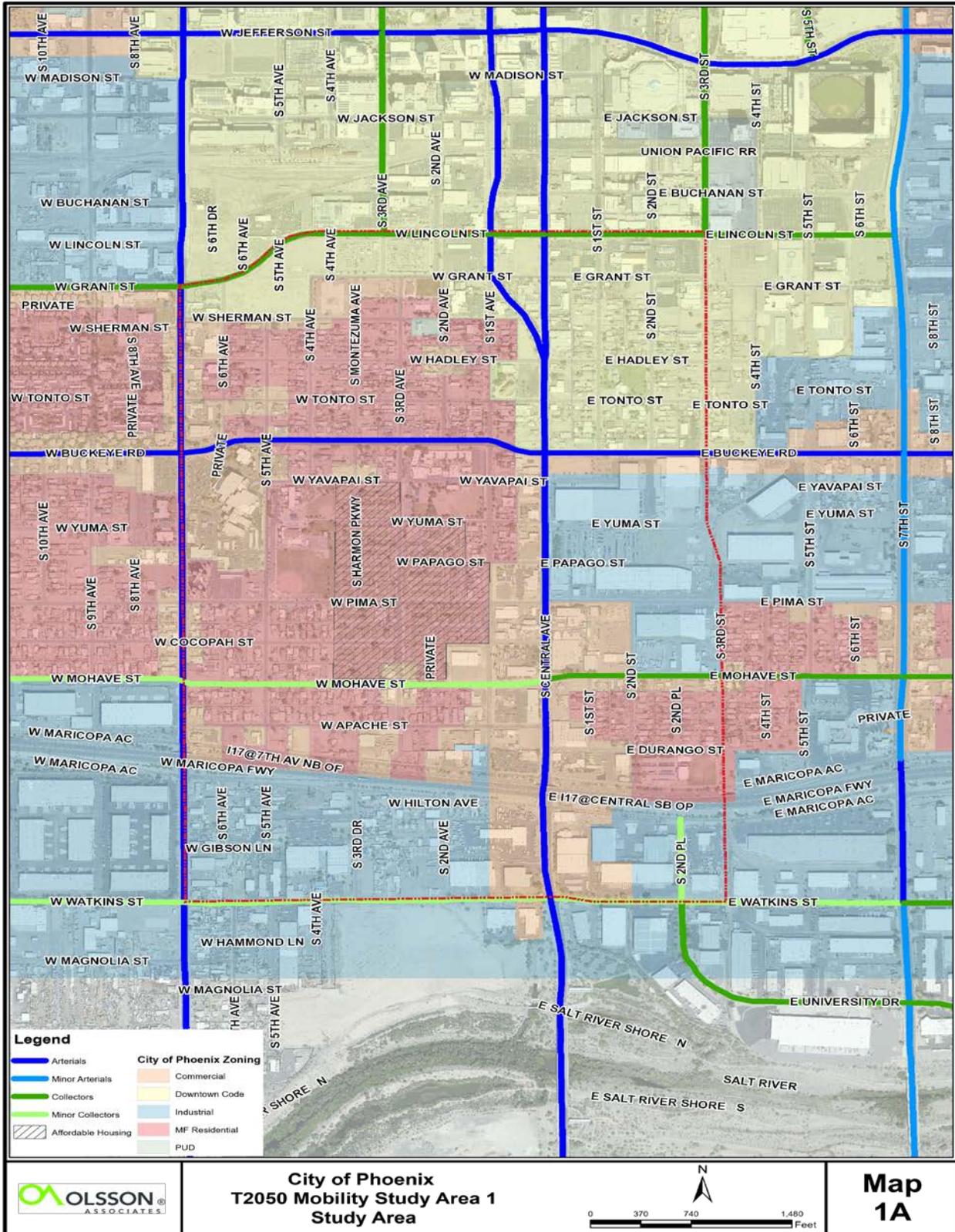
Photo 7 - Public Housing



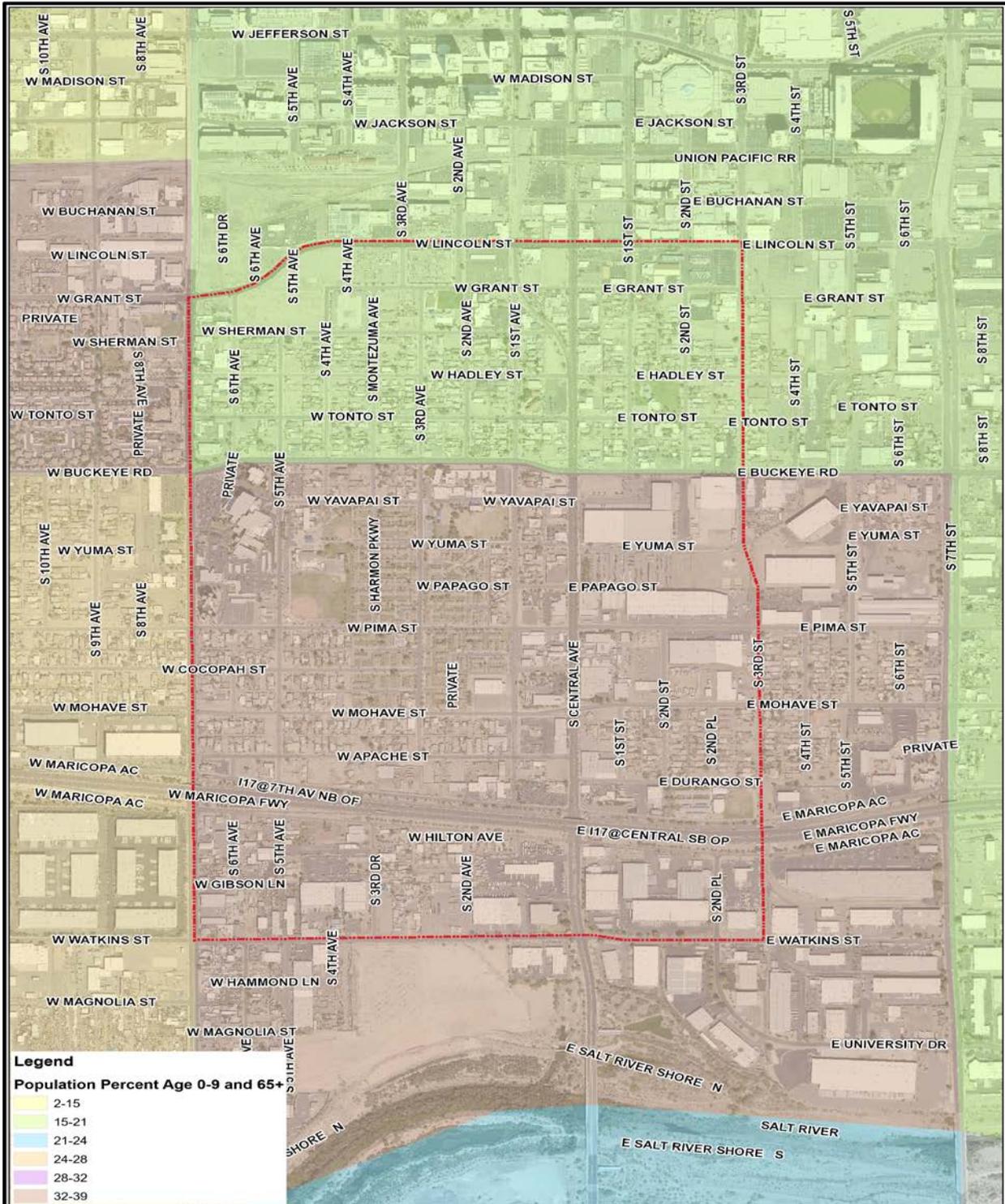
Photo 8 - Public Housing



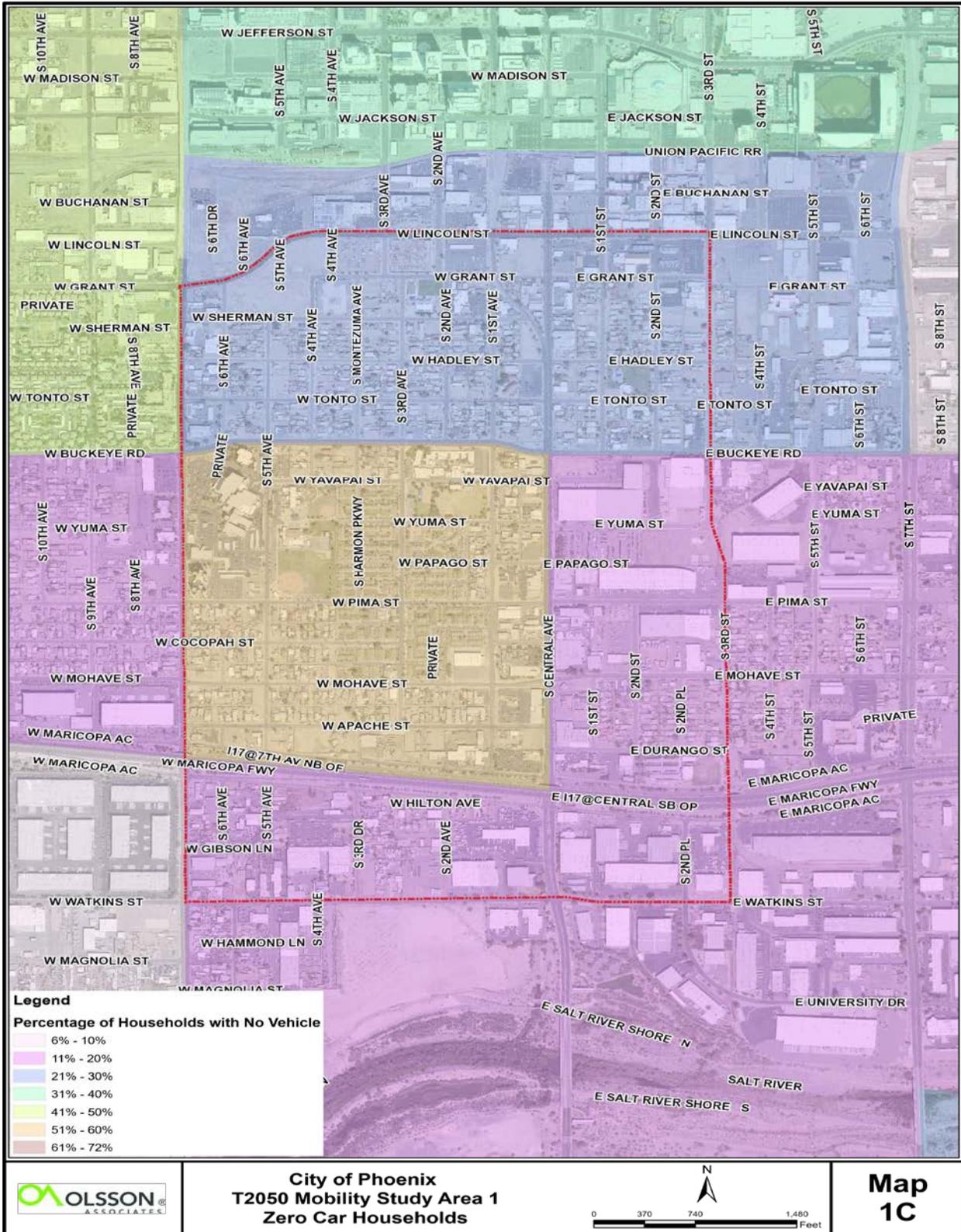
Current Conditions Report



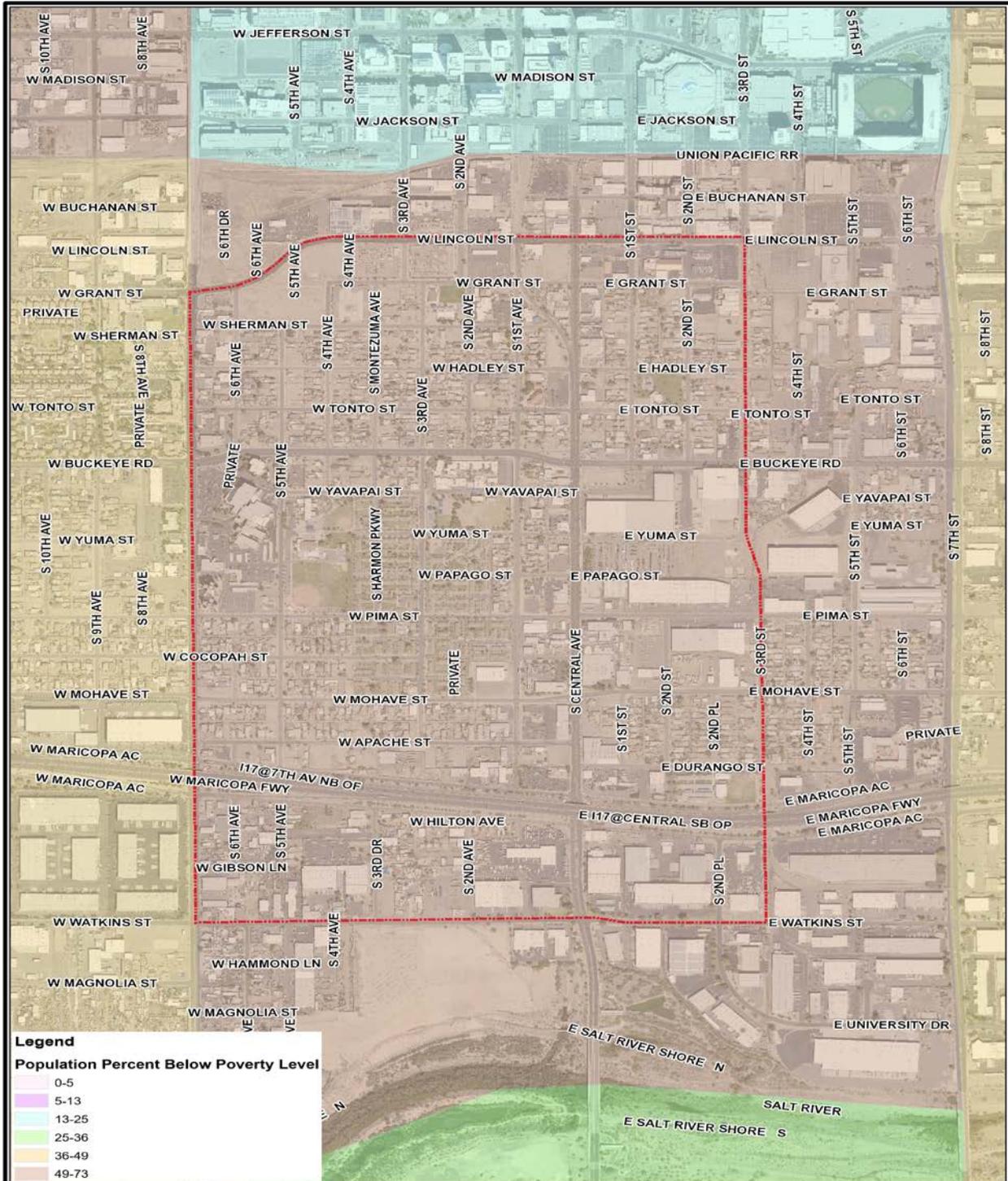
Current Conditions Report



Current Conditions Report



Current Conditions Report



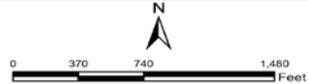
Legend

Population Percent Below Poverty Level

0-5
5-13
13-25
25-36
36-49
49-73



City of Phoenix
T2050 Mobility Study Area 1
Poverty Level



Map
1D

Stakeholder Outreach

As part of the stakeholder outreach efforts, the project team reached out to several individuals and organizations in the study area. Several stakeholders responded, and interviews were conducted with the following individuals.

Lyle Plocher, Central Park Neighborhood Association

- Lyle is a resident of the Central Park neighborhood.
- Currently, the Circle K stores on Buckeye Road at Central Avenue and at 7th Street are the only grocery stores within walking distance. Residents are excited about the Fry's grocery store being constructed at 1st Street and Jefferson.
- Lyle would like to see improved access between the study area and downtown Phoenix.
- He doesn't use 3rd Street for biking because it is currently a one-way road in the southbound direction, and he doesn't feel safe riding a bicycle against traffic.
- Lyle feels that 1st Street would be an ideal mobility corridor because it is a two-way street and the new Fry's grocery store will be located on 1st Street. Lyle feels that a RRFB or a HAWK Beacon is necessary to cross Lincoln Street at 1st Street.
- Curb & gutter and sidewalk is missing on Buckeye Road. Lyle observed that the street floods during rain storms, and that he does not feel safe walking on Buckeye Road without any sidewalk. See Photo 9 and Photo 10 (page 9).

Photo 9 - Buckeye Road



Photo 10 - Buckeye Road



Silverio and Susan Ontiveros, Grant Park Neighborhood Residents

- Silverio and Susan are residents of the Grant Park Neighborhood and live near the intersection of Sherman and Montezuma.
- Silverio is happy with the current conditions in the neighborhood. He feels that the area is generally safe for pedestrians/bicycles.
- The Ontiveros feel comfortable walking or biking in the neighborhood during the day and night. They feel relatively safe.
- The Ontiveros would like to have more shade along bike/pedestrian routes.
- 3rd Avenue is an important corridor to access downtown from the Grant Park neighborhood.
- The Ontiveros have a concern about traffic speeds on Sherman. They would like to see treatments to calm traffic on Sherman.
- The Ontiveros have observed several bicyclists on Sherman in the morning and evening.
- There aren't existing grocery stores in the area, it is difficult for those without a car to get to a grocery store. Several people use the O Bus Route to travel south to grocery stores on Southern Avenue.

Bentley Calverley, Bentley Gallery

- The Bentley Gallery, George Washington Carver Museum, and ASU have worked closely to overcome mobility challenges in the Warehouse District.
- Lack of street and sidewalk lighting is a major concern. Pedestrian won't walk on Grant Street between 3rd Street and 4th Street at night because it is too dark. Lighting must be substantially improved to instill a sense of safety.
- Bentley would like to see a traffic signal at the 7th Street and Grant Street intersection, to access the neighborhood during downtown events.
- Why is 3rd Street a one-way street between Washington Street and Jefferson Street.
- The City needs a clear signing directive to allow businesses to put large lighted signs on their buildings so that the buildings do not look abandoned at night. The neighborhood will feel safer.

Talonya Adams, Thunderbird International MBA

- Talonya supports Bentley Calverley's recommendations.
- Talonya would like lighting improvements that include: Street lights with extensions that light the sidewalk and street, Light signage for businesses, Décor lighting on Grant Street.
- Contiguous, flat sidewalks from Central Avenue to 7th Avenue to accommodate different modes of non-vehicular traffic.
- Talonya would like the City to install more natural and/or artificial shade.
- Visible clear signage is needed that directs pedestrians and drivers how to navigate to and from the warehouse district.

Don Cross, City of Phoenix

- Don works closely with schools throughout the City.
- Don provided insight into various needs of the schools within the study area. He was also able to provide additional contacts within the study area. Some of his feedback regarding area schools include:

Lowell Elementary

- Lowell Elementary is part of the Phoenix Elementary School District, it is located at 2nd Avenue and Buckeye Road.
- The school boundaries are 7th Avenue on the west, 7th Street on the east, Salt River on the south, and Buchanan Street on the north.
- There is currently a school zone on Buckeye Road in front of the school.
- The City is in the process of installing a HAWK beacon at the intersection of Buckeye Road and 3rd Avenue.

Academia del Pueblo

- Academia del Pueblo is a charter school located at 2nd Place and Durango Street.
- Academia del Pueblo is operated by Friendly House, a multi-service organization aimed at economic development and neighborhood stabilization.
- The school is concerned about mobility in the neighborhood surrounding the school. The area of concern is 6th Avenue on the west, 6th Street on the East, Mohave Street on the north and Interstate-17 on the south. Much of this neighborhood is missing sidewalk, and in most locations, curb & gutter is missing as well. Furthermore, vehicles are parking in the shoulders and behind the curb, preventing pedestrian use. As a result, pedestrians are forced to walk in the street.

Frank Lomeli, Academia del Pueblo Charter School

- Frank is the principal at Academia del Pueblo Charter School.
- The school's greatest concern is the lack of infrastructure in the neighborhood around the school.
- The school has many students walking from the west of Central Avenue and north of Pima Street.
- The school has safety concerns for students crossing Central Avenue.
- Frank feels that more parents would allow their kids to walk if there were safer crossings, and more infrastructure.
- Crime keeps people from walking in the neighborhood.

Vista College Preparatory

- Vista College Preparatory is a charter school located at 6th Avenue and Hadley Street. The City reached out to the school and was able to interview Kela Powers.

Kela Powers, Vista College Preparatory Charter School

- Kela is an administrator at Vista College Preparatory Charter School. She works with many families that live within the study area.
- Kela noted that the neighborhood doesn't always feel safe.
- There is frequently trash and debris in the area, the lighting needs to be improved, there are abandoned houses in the area, and there are stray dogs. See Photo 11 and Photo 12 (page 13).
- Kela hopes that the mobility projects will improve the aesthetics of the neighborhood by upgrading the lighting and improving the landscaping.
- Kela believes that improved aesthetics make the neighborhood feel safer.
- Kela noted that very few of the students walk to get to school. One reason for this is the lack of crossings at major streets. The school has several students who live in Marcos de Niza public housing. The school is evaluating alternatives to help these students get safely to school.
- The school would like to see HAWK beacons installed on 7th Avenue somewhere between Sherman Street and Grant Street. See Photo 13 (page 14).
- The school would also like to see a HAWK beacon installed on Buckeye Road at approximately 5th Avenue. See Photo 14 (page 14).

Current Conditions Report

Joseph Perez, City of Phoenix

- Joe is the bicycle mobility specialist at the City of Phoenix.
- Joe would like the study to look at alternatives to connect to the Salt River Trail system, he recommends utilizing the abandoned railroad right-of-way beneath I-17 at 3rd Street. See Photo 15 and Photo 16 (page 14).
- It is currently very difficult for bicycles and pedestrians to cross Buckeye Road between 7th Avenue and 7th Street, other than at Central Avenue.
- Joe would like the study to examine opportunities to incorporate bicycle safety into the Sunburst Plan which specifies how vehicles are circulated through downtown during special events.

Photo 11 - Neighborhood Aesthetics



Photo 12 - Neighborhood Aesthetics

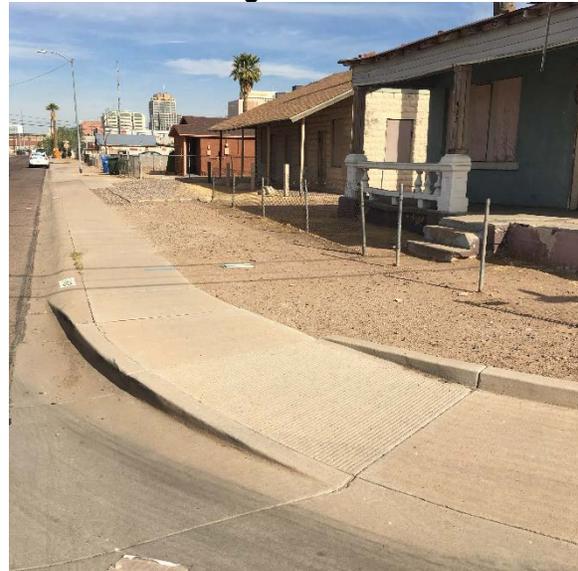


Photo 13 - 7th Ave/Hadley St.



Photo 14 - 5th Ave/Buckeye Rd



Photo 15 - 3rd St/I-17 Underpass



Photo 16 - 3rd St/I-17 Underpass



Sean Sweat, Phoenix Spokespeople

- Sean is a concerned citizen who frequently bikes within the study area.
- Sean would like to see better access between downtown Phoenix and the study area.
- The railroad tracks are a barrier between the study area and downtown. Under current conditions it is difficult to bike across the railroad tracks, and he would like to see improvements to address this issue. See Photo 17, Photo 18, Photo 19, and Photo 20 (page 16).
- Sean believes that 1st Street and 3rd Street are good corridors to access the study area from downtown.
- Sean would like to see improved landscaping, especially trees.
- Sean also recommended that the City provide trash cans along key corridors.

Doug Newton, Phoenix Downtown Neighborhood Alliance

- Doug is a concerned citizen who frequently rides his bicycle along Central Avenue to access the Salt River Trail system and other points to the south.
- Doug would like to see increased law enforcement to prevent vehicles parking in no-parking zones and blocking the bike lanes.
- Doug recommended additional benches and trees.
- Doug stated that he would ride his bike more within the City if there were locations to lock his bike. He would like to see the City install more bike racks around the City.

Devney Preuss, Downtown Phoenix Partnership

- Devney is a concerned citizen with the Downtown Phoenix Partnership.
- The main mobility concern for the partnership is improved safety at light rail platforms. The partnership believes that light rail users don't feel safe using the light rail because of transients at the platforms. They would like to see increased law enforcement at the platforms and upgraded lighting to improve safety.

Photo 17 - 2nd Ave Railroad Crossing



Photo 18 - 1st St Railroad Crossing



Photo 19 - Central Ave Underpass



Photo 20 - Central Ave Underpass



Key Destinations

Map 2 - Destinations identifies key destinations and traffic generators in the study area. Key destinations that have been identified during stakeholder interviews and field observations include:

Phoenix Memorial Hospital Complex/Harmon Library Complex

This area is near the vicinity of 7th Avenue, between Pima Street and Buckeye Road. Destinations within this area include

- Phoenix Memorial Hospital, and Memorial Towers Senior Apartments, on the east side of 7th Avenue. See Photo 21 (page 18).
- NAACP, Maricopa County WIC, and the Greater Phoenix Urban League, on the west side of 7th Avenue. See Photo 22 (page 18).
- Harmon Library and Harmon Park on the northeast corner of 5th Avenue and Pima Street. See Photo 23 and Photo 24 (page 18).
- The Matthew Henson Village and Senior Living is located west of 7th Avenue and north of Buckeye Road. See Photo 26 (page 19).
- Progress Plaza Shopping Center is located at the southwest corner of 7th Avenue and Buckeye Road. The plaza includes a Dollar Store and a Laundromat among other businesses. See Photo 25 (page 19).

Current Conditions Report

Photo 21 - Memorial Hospital



Photo 22 - Social Services



Photo 23 - Harmon Park



Photo 24 - Phoenix Library

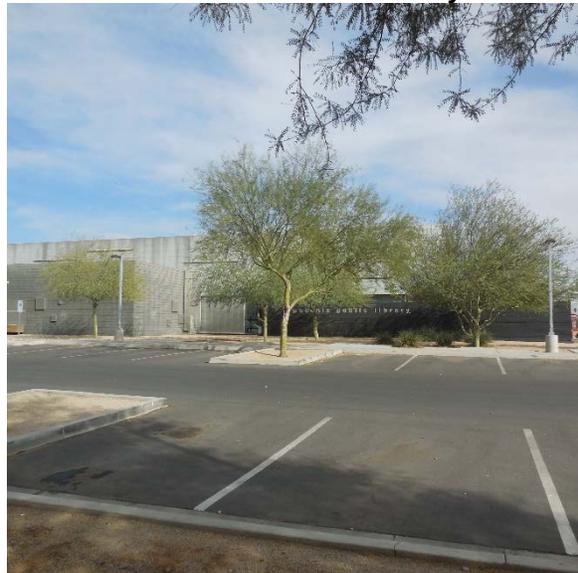


Photo 25 – Shopping Center



Photo 26 - Matthew Henson Apts.



Central Avenue Corridor

The Central Avenue Corridor consists of commercial properties along Central Avenue between There are currently various businesses along the corridor, and the south central light rail extension is expected to attract much more business to this corridor. Some of the current destinations along this corridor include:

- The Salvation Army is located on the northeast corner of Central Avenue and Mohave Street.
- Lolo's Chicken and Waffles is located on the northwest corner of Central Avenue and Yuma Street.
- The Circle K store located at the northeast corner of Central Avenue and Buckeye is a popular destination in the study area, as it is one of the few places to buy groceries in the study area, that is within walking distance to many residents.
- Wells Fargo Bank is located at the southeast corner of Central Avenue and Grant Street, it is the only bank within the study area.
- The Duce restaurant is located at the northeast corner of Central Avenue and Lincoln Street.
- Comedor Guadalajara restaurant is located at the northeast corner of Central Avenue and I-17.

Current Conditions Report

Photo 27 - Salvation Army



Photo 28 - Salvation Army

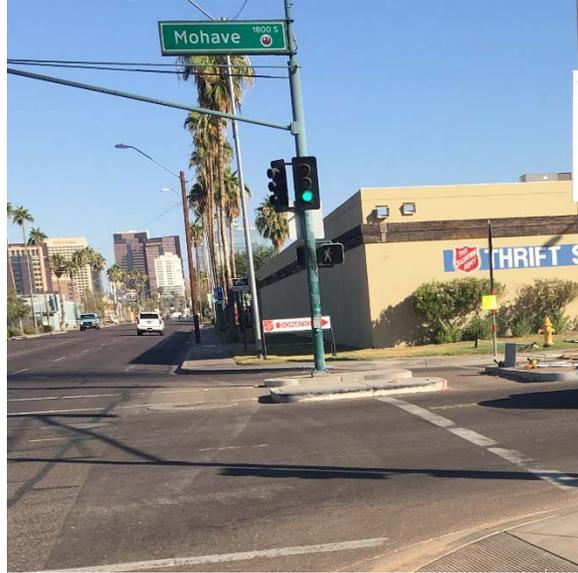


Photo 29 - LoLo's Chicken & Waffles

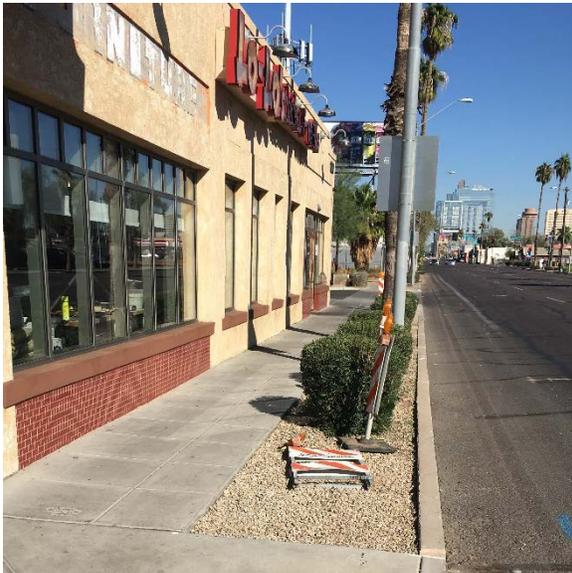


Photo 30 - Circle K

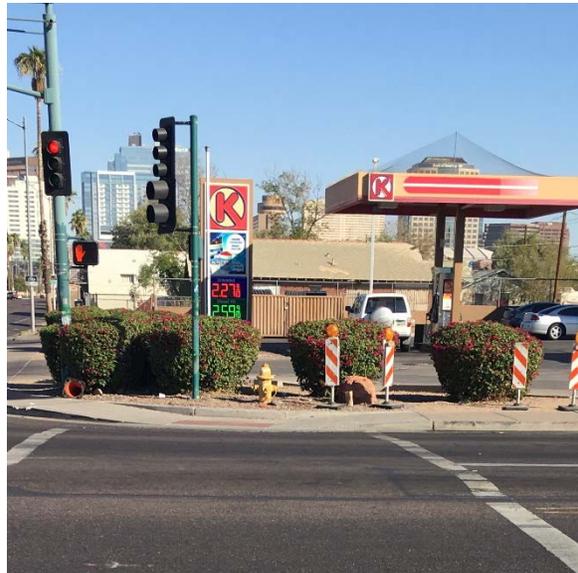


Photo 31 - Wells Fargo



Photo 32 - The Duce Restaurant



Warehouse District/Downtown Phoenix

The Warehouse District and Downtown Phoenix were identified by various stakeholders as key destinations for mobility users within the study area. Destinations within these areas include:

- The Fry's Grocery Store currently being built at 1st Street and Jefferson Street will be the only large grocery store near the study area.

Salt River Trail System

The Salt River Trail system was identified by stakeholders as a key destination. Users travel south on Central Avenue to access the trails.

St. Vincent de Paul

St Vincent de Paul is located at the northeast corner of 3rd Drive and Watkins Road. It provides daily meals to underprivileged families in the study area.

Photo 33 - Rio Salado



Photo 34 - St Vincent de Paul



Schools

Schools within the study area include:

- Vista College Preparatory Charter School is located at the intersection of 6th Avenue and Hadley Street.
- Lowell Elementary is located at the southeast corner of 3rd Avenue and Buckeye Road.
- Academia del Pueblo is located at the intersection of 3rd Street and Durango Street.
- Dunbar Elementary is located at the southeast corner of 9th Avenue and Grant Street.

Current Conditions Report

Places of Worship

Places of worship within the study area include:

- St Pius X Catholic Church is located at the southeast corner of 7th Avenue and Sherman Street.
- Grace Temple Church of God is located at the southeast corner of 9th Avenue and Buckeye Road.
- St. Paul's Sudanese Episcopal Church is located on the south side of Pima Street at approximately 6th Avenue.
- St. Anthony St Vincent de Paul Catholic Church is located at the northeast corner of Central Avenue and Tonto Street.
- Primera Iglesia United Methodist Church is located at the southwest corner of 1st Street and Grant Street.

Parks

Parks within the study area include:

- Harmon Park is located at the northeast corner of 5th Avenue and Pima Street.
- Grant Park is located at the southeast corner of 3rd Avenue and Grant Street.
- Central Park is located at the northeast corner of 1st Street and Tonto Street. An afterschool program is operated at this park and recreation center.

Photo 35 - Grant Park

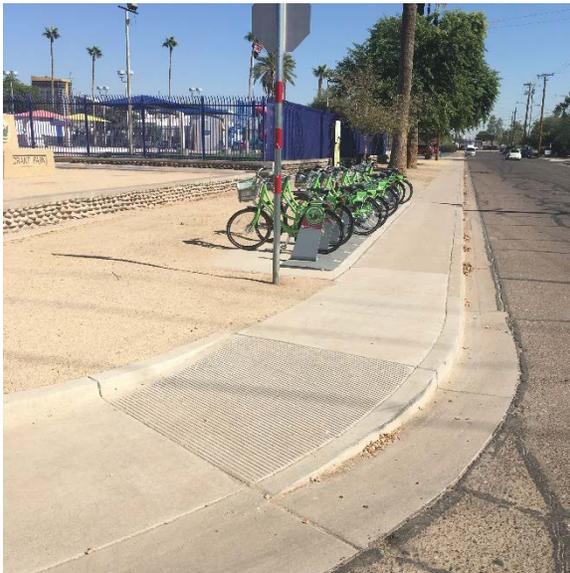
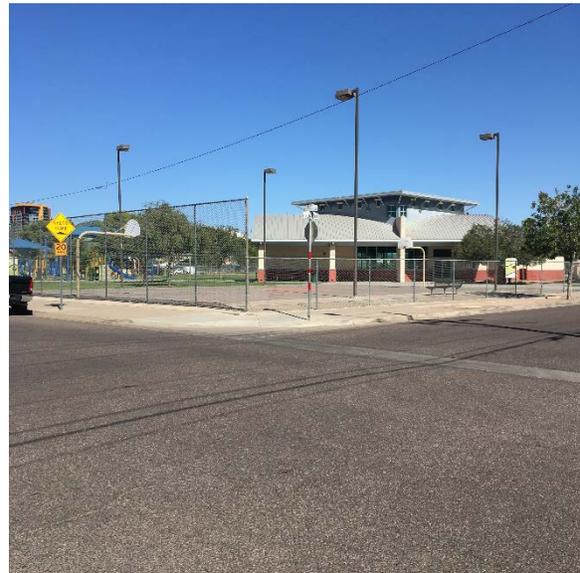
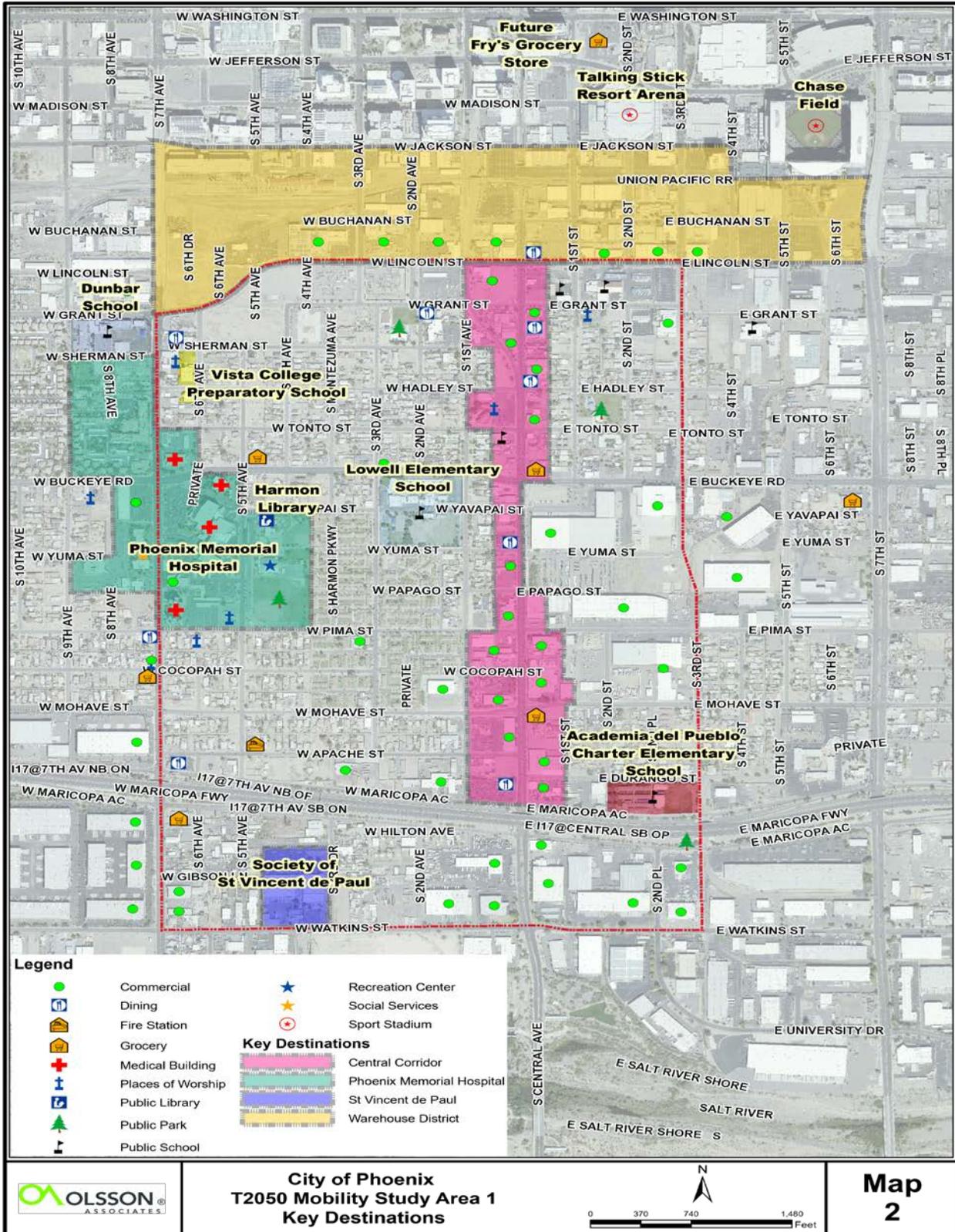


Photo 36 - Central Park



Current Conditions Report



Legend

	Commercial		Recreation Center
	Dining		Social Services
	Fire Station		Sport Stadium
	Grocery	Key Destinations	
	Medical Building		Central Corridor
	Places of Worship		Phoenix Memorial Hospital
	Public Library		St Vincent de Paul
	Public Park		Warehouse District
	Public School		



City of Phoenix
T2050 Mobility Study Area 1
Key Destinations



Map
2

Existing Pedestrian and Bicycle Network, Transit Facilities

Bikeways

Map 3A - Bikeways identifies existing bikeways and Tier I, II, and III bike way projects, per the City of Phoenix Master Bike Plan.

Central Avenue

- 1st Avenue/Central Avenue is an existing bikeway from Lincoln Street south to Southern Avenue.
- Central Avenue has also been identified as a Tier I corridor to add missing bike lanes, and improve intersections for bicycles.
- Currently, 1st Avenue/Central Avenue, through the study area, has striped bike lanes in each direction with bike route wayfinding signs in various locations along the corridor. See Photo 37 and Photo 38 (page 27).

Pima Street/Mohave Street

- The City Master Plan classifies Pima Street as a bikeway from 19th Avenue to 3rd Avenue. The bikeway then shifts south at 3rd Avenue to Mohave Street from 3rd Avenue to 16th Street.
- The bikeway currently does not have striped bike lanes but has wayfinding signage and speed humps. See Photo 43, Photo 44, Photo 45, Photo 46 (page 28).

3rd Street

- 3rd Street, from Indian School Road south to Buckeye Road is a Tier I corridor in the City Master Plan, part of this corridor includes the 3rd Street Promenade.
- Currently, there are no striped bike lanes on 3rd Street in the project area, north of Buckeye Road.
- 3rd Street is a southbound one-way street north of Lincoln Street.

Lincoln Street

- The City Master Plan does not identify Lincoln Street as an existing bikeway or a Tier I, II, or III corridor, but it does have painted bike lanes from 7th Avenue to 2nd Avenue. From 2nd Avenue to 2nd Street, the outside lanes of Lincoln Street are designated as share-use lanes. See Photo 39 and Photo 40 (page 27).

7th Avenue/Buckeye Road

- Neither 7th Avenue nor Buckeye Road have striped bike lanes, but currently neither road is classified as an existing bikeway or a Tier I, II, or III corridor in the City Master Plan. See Photo 41 and Photo 42 (page 28).

Photo 37 - Central Avenue Bike Lanes



Photo 38 - Central Avenue Bike Signing



Photo 39 - Lincoln Street Bike Lanes



Photo 40 - Lincoln Street Shared Use Lanes



Current Conditions Report

Photo 41 – Buckeye Road, East of Central



Photo 42 – Buckeye Road, West of Central



Photo 43 – Mohave St, East of Central



Photo 44 – Mohave St, East of Central



Current Conditions Report

Photo 45 - Pima Street



Photo 46 - Pima Street



Traffic

The City has collected information on existing traffic within the study area. Map 3A - Bikeways identifies signalized intersections, marked crosswalks in the study area, existing and planned crossing treatments such as HAWKs and RRFBs, and traffic calming in the study area.

Traffic Volumes

The City provided 24 Hour traffic volumes on arterial roadways within the study area. The volumes for these roadway segments are discussed below.

Traffic Volumes			
Roadway Segment	Roadway Classification	Existing Lane Configuration	24-Hour Traffic Volume
7 th Avenue Watkins St. to I-17	Arterial	2 travel lanes in each direction, and a two-way left turn lane, no bike lanes in either direction	NB: 16,900 Vehicles
			SB: 15,000 Vehicles
7 th Avenue I-17 to Buckeye Road	Arterial	2 travel lanes in each direction, and a two-way left turn lane, no bike lanes in either direction	NB: 12,300 Vehicles
			SB: 12,200 Vehicles
7 th Avenue Buckeye Road to Lincoln/Grant St	Arterial	2 travel lanes in each direction, and a two-way left turn lane, no bike lanes in either direction	NB: 13,300 Vehicles
			SB: 13,900 Vehicles

Traffic Volumes			
Roadway Segment	Roadway Classification	Existing Lane Configuration	24-Hour Traffic Volume
Central Avenue Watkins St. to I-17	Arterial	2 travel lanes and bike lane in each direction, landscaped median with dedicated left turns	NB: 8,500 Vehicles
			SB: 8,300 Vehicles
Central Avenue I-17 to Buckeye Road	Arterial	2 travel lanes and bike lane in each direction with a two-way left turn lane	NB: 7,200 Vehicles
			SB: 6,500 Vehicles
Central Avenue Buckeye Road to Lincoln/Grant St	Arterial	2 travel lanes and bike lane in each direction with a two-way left turn lane	NB: 13,000 Vehicles
			SB: 11,800 Vehicles
Buckeye Road 7 th Avenue to Central Avenue	Arterial	2 travel lanes in each direction, and a two-way left turn lane, no bike lanes in either direction	EB: 8,900 Vehicles
			WB: 7,000 Vehicles
Buckeye Road Central Avenue to 7 th Street	Arterial	2 travel lanes in each direction, and a two-way left turn lane, no bike lanes in either direction	EB: 11,800 Vehicles
			WB: 11,000 Vehicles

Traffic Volumes			
Roadway Segment	Roadway Classification	Existing Lane Configuration	24-Hour Traffic Volume
Lincoln Street 7 th Avenue to Central Avenue	Collector	2 travel lanes and bike lane in each direction with a two-way left turn lane	EB: 2,100 Vehicles
			WB: 4,700 Vehicles
Lincoln Street Central Avenue to 7 th Street	Collector	1 travel lane and a shared use lane in each direction with a two-way left turn lane	EB: 2,000 Vehicles
			WB: 3,600 Vehicles

Signalized Intersections

- The intersection of 7th Avenue and Watkins Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The 7th Avenue interchange at I-17 is signalized and has marked crosswalks at all legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of 7th Avenue and Buckeye Road is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of 7th Avenue and Lincoln Street/Grant Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The Central Avenue interchange at I-17 is signalized and has marked crosswalks at all legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of Central Avenue and Mohave Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.

Current Conditions Report

- The intersection of Central Avenue and Buckeye Road is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of Central Avenue and Lincoln Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of 1st Avenue and Lincoln Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.
- The intersection of 3rd Street and Lincoln Street is signalized and has marked crosswalks at all four legs of the intersection. The existing pedestrian button types, placements, and locations do not meet current accepted standards.

Marked Crosswalks

In addition to the marked crosswalks at signalized intersections in the study area, there are marked crosswalks at the following locations:

- There is a high visibility marked crosswalk across 7th Avenue on the north side of Pima Street.
- There is a high visibility marked crosswalk across 7th Avenue at approximately Yavapai Street in front of the Phoenix Memorial Hospital entrance.
- There are marked crosswalks at the intersection of 6th Avenue and Hadley Street. One across 6th Avenue on the north side of Hadley Street, and two across Hadley Street on each side of 6th Avenue.
- There are marked crosswalks at the intersection of 3rd Avenue and Yuma Street. One across 3rd Avenue on the north side of Yuma Street, and two across Yuma Street on each side of 3rd Avenue.
- There are marked crosswalks at the intersection of 3rd Avenue and Buckeye Road. There is a high visibility crosswalk across Buckeye Road, and two crosswalks across 3rd Avenue on each side of Buckeye Road.
- There is a high visibility crosswalk across Lincoln Street on the east side of 2nd Avenue. There is a RRFB at this location.

High Intensity Activated crosswalk (HAWK)

HAWK beacons are a crossing treatment that stops traffic when the push button is activated by pedestrians. The beacon will signal traffic to stop until pedestrian have crossed and are out of the crosswalk. There are currently no existing HAWK beacons in the study area.

- A HAWK beacon is planned at the intersection of 7th Avenue and Pima Street. Pima Street has been designated as a bikeway in the City of Phoenix Master Bike Plan, a HAWK beacon at this location will allow bicycles to safely cross 7th Avenue. See Photo 47 (page 34).
- A HAWK beacon is planned at the intersection of 3rd Avenue and Buckeye Road in front of Lowell Elementary school, this HAWK will replace the existing school zone in this location. See Photo 48 (page 34).

Photo 47 - 7th Avenue/Pima Street



Photo 48 - 3rd Avenue/Buckeye Road



Rapid Rectangular Flashing Beacon (RRFB)

An RRFB is a crossing treatment that warns vehicles that pedestrians are crossing in the crosswalk when the push button is activated by pedestrians. These types of beacons do not signal traffic to stop, they are only used to warn traffic that pedestrians or bicycles are in the crosswalk.

- There is currently only one existing or proposed RRFB in the study area, at the intersection of 3rd Avenue and Buckeye Road. See Photo 49 (page 35).

Photo 49 - 2nd Avenue/Lincoln Street



Traffic Calming

Traffic calming in the study area consists of speed humps. Map 3A - Bikeways shows speed hump locations.

- There are existing speed humps along Pima Street between 7th Avenue and Central Avenue.
- There are existing speed humps in the Central Park neighborhood east of Central Avenue and north of Buckeye Road.

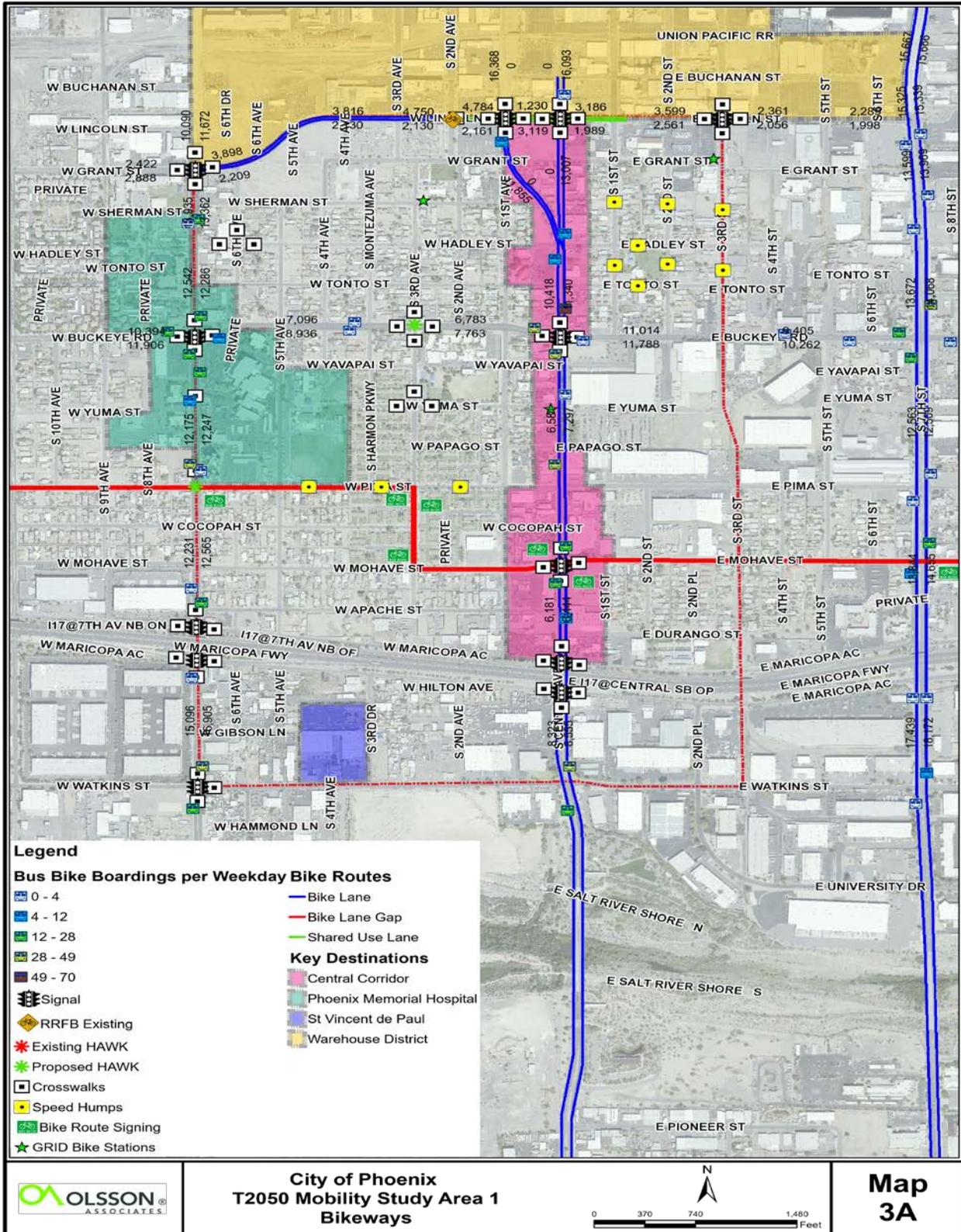
Pedestrian Counts

The City has completed pedestrian crossing counts in various locations where residents have requested crossing treatments. The traffic counts are as follows:

Pedestrian Counts - Crossing 7th Avenue at Sherman Avenue	
Hours	Pedestrian Crossings
6am to 7am	12
7am to 8am	7
8am to 9am	7
9am to 10am	3
10am to 11am	4
11am to 12pm	4
12pm to 1pm	6
1pm to 2pm	1
2pm to 3pm	2
3pm to 4pm	8
4pm to 5pm	11
5pm to 6pm	4

Pedestrian Counts - Crossing Buckeye Road at 5th Avenue	
Hours	Pedestrian Crossings
6am to 7am	3
7am to 8am	0
8am to 9am	4
9am to 10am	16
10am to 11am	5
11am to 12pm	3
12pm to 1pm	10
1pm to 2pm	13
2pm to 3pm	7
3pm to 4pm	3
4pm to 5pm	3
5pm to 6pm	4

Current Conditions Report



Sidewalks and Gaps, ADA Compliance for Transportation Facilities inside the Public Right of Way

Map 3B - Sidewalks identifies locations where there are gaps in the existing sidewalk system, and locations where the existing sidewalk does not meet ADA guidelines. The map also identifies locations where the existing curb ramps do not meet ADA guidelines, or locations where there are no existing curb ramps.

Existing Sidewalk

- Much of the neighborhood between Mohave Street and Durango Street, east of Central Avenue, does not have existing sidewalk. Furthermore, in many locations, there isn't any curb and gutter either. This neighborhood has had a high rate of flooding complaints. Vehicles in the neighborhood are parking in the shoulder, or behind the existing curb & gutter, as a result, pedestrians are forced to walk in the street. See Photo 50, Photo 51, Photo 52, and Photo 53 (page 39).
- There are some areas with missing sidewalk in the industrial neighborhood along Pima Street, east of Central Avenue. In many locations, the area behind the curb is paved with asphalt and used for parking. See Photo 54 (page 40).
- Both sides of Buckeye Road, east of Central Avenue, are missing sidewalk. The north side of the road is also missing curb & gutter. Reports from residents in the area indicate that the road floods during heavy rains due to the lack of infrastructure. The City is working on a project to improve Buckeye Road, from Central Avenue to 16th Street. In the study area, from Central Avenue to 3rd Street, sidewalk will be added to the south side of Buckeye Road. There will be no improvements to the north side of the road. See Photo 55 (page 40).
- The sidewalk and curb & gutter is missing in various locations along 1st Avenue between I-17 and Papago Street, and along Apache Street from 7th Avenue to Central Avenue. Like other neighborhoods, vehicles along Apache Street are parking in the shoulder or behind the existing curb & gutter which forces pedestrians to walk in the street. See Photo 57 and Photo 58 (page 40).
- Most of the streets within the study area, south of I-17 are missing sidewalks, and many are missing curb & gutter as well. This area is zoned as industrial, and the land use is mostly industrial. See Photo 59 (page 41).

Current Conditions Report

Photo 50 - 1st Street, North of Durango



Photo 51 - 3rd Street, North of Durango



Photo 52 - Durango St, East of 3rd St.



Photo 53 - Pima Rd, East of Central



Current Conditions Report

Photo 54 - 3rd Street, South of Pima St.



Photo 55 - Buckeye Rd, East of Central



Photo 56 - Buckeye Road, East of Central



Photo 57 - 1st Avenue, North of Cocopah



Current Conditions Report

Photo 58 - 1st Avenue, North of Pima St.



Photo 59 - Gibson Ln, East of 6th Ave.



Photo 60 - 5th Avenue, North of Gibson



Photo 61 - Watkins Road



ADA Compliance for Transportation Facilities within the Public Right of Way

Existing facilities in the study area, such as curb ramps, sidewalks, and driveways, were evaluated to determine accessibility per the American with Disabilities Act (ADA). The following standards were used to determine whether the existing facilities were in accordance with ADA guidelines.

- Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way published by the United States Access Board.
- City of Phoenix Standard Details P1230-P1241, P1243, and P1255.
- Maricopa Association of Governments (MAG) Standard Details 230, 234-237, and 250.

Curb Ramps

Map 3B - Sidewalks shows areas that are constructed within ADA guidelines and some that are not. The map also identifies locations where there should be a curb ramp, but the ramp is missing. These areas have been identified as non-accessible. For this study, a curb ramp is considered non-accessible if it is missing detectable warning surface, if the landing behind the ramp is less than 4-ft x 4-ft in size, or if there are obstructions in the ramp or in the landing. Many of the curb ramps in the area have been modified or replaced to meet ADA guidelines, but there are still many that need improvements.

Photo 62 - Non-Accessible Ramp



Photo 63 - ADA Ramp that is not in accordance with ADA Guidelines



Sidewalk/Driveways

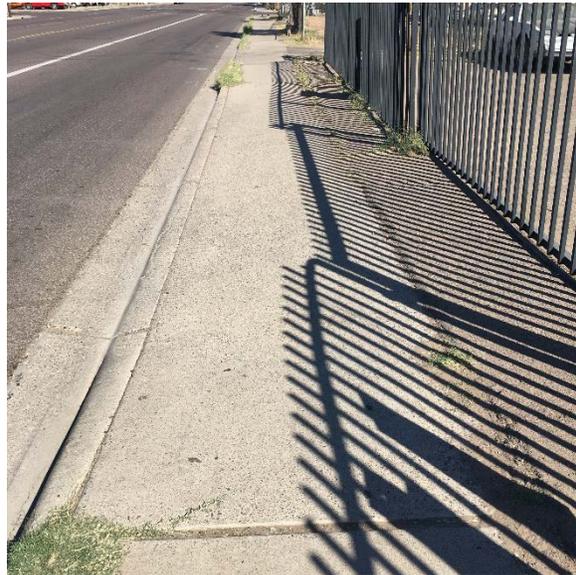
Map 3B - Sidewalks also identifies sidewalk locations that do not meet ADA guidelines. These sidewalks have been labeled with orange. These sidewalks do not follow ADA guidelines because existing driveway slopes do not follow ADA guidelines. Driveways that follow the ADA guidelines provide a 3-ft minimum width landing/walk way behind the ramp so that users with mobility disabilities do not have to navigate the warped portion of the driveway.

- Most of the sidewalk locations not following the ADA guidelines can be found on 7th Avenue and Central Avenue.
- In locations where Watkins Street has sidewalk, ADA guidelines are not followed.

Photo 64 – Sidewalk not constructed in accordance with ADA Guidelines



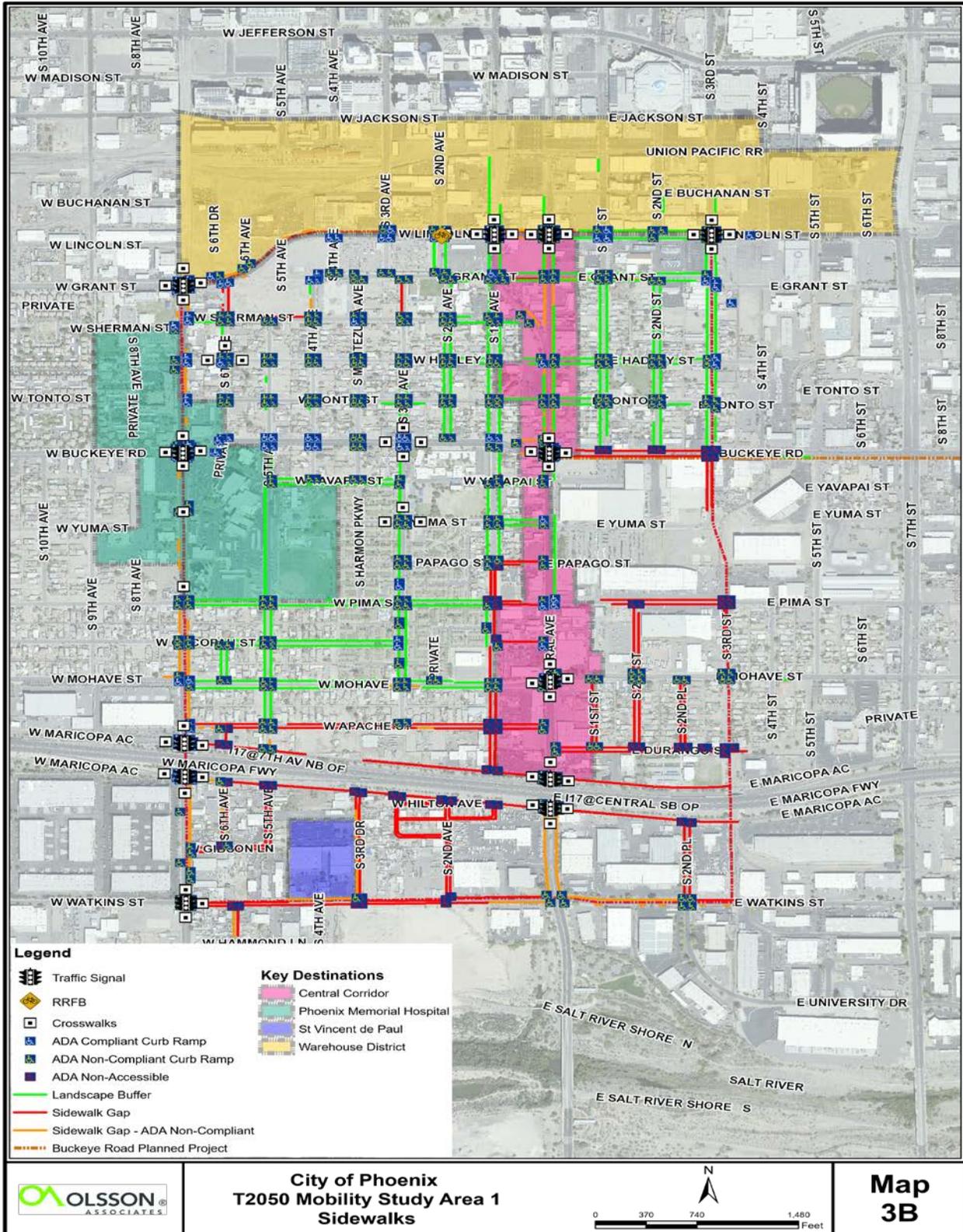
Photo 65 – Sidewalk not constructed in accordance with ADA Guidelines



Landscaping

Map 3B - Sidewalks identifies locations with an existing landscaped buffer. Based on field observations, none of the landscape buffers are maintained by the City. Landscaping appears to be the responsibility of the adjacent property owners. Most of the landscape buffers within the study area are not maintained, and do not have any existing landscaping.

Current Conditions Report



Lighting

Existing lighting, within the study area, was evaluated based on the City of Phoenix Streetlighting Layout Guidelines. Table 1: Spacing and Mounting Height Criteria provides the criteria used to evaluate spacing of the existing lighting. The study only evaluated spacing, it did not evaluate watts, lumens, or mounting height. Map 3C - Lighting identifies light pole locations, and the maximum light pole spacing based on the City guidelines. The study did not examine the existing light fixtures, but only noted that most of lights in the area are mounted on wood poles. The lighting will be evaluated more closely as potential projects are identified. See Photo 66 and Photo 67 (page 46). In general, the spacing of the existing lighting in the study area meets City guidelines.

City of Phoenix Streetlighting Layout Guidelines Table 1: Spacing and Mounting Height Criteria						
Classification	Utility Company	Watts	Lumens	Mounting Height	Standard Spacing	Spacing Type
Arterial (7 lanes or more / median island wider than 62')	SRP	130W	9,900	35'	200-250'	Double-Sided Staggered
Arterial (Narrower than 62')	SRP	130W	9,900	35'	200-250'	Single Sided
Collector (Median island or wider than 62')	SRP	106W	8,300	35'	200-250'	Double-Sided Staggered
Collector (Narrower than 62')	SRP	106W	8,300	35'	200'	Single Sided
Local	SRP	67W	5,300	26'	250'	Single Sided

City of Phoenix Streetlighting Layout Guidelines						
Table 1: Spacing and Mounting Height Criteria						
Classification	Utility Company	Watts	Lumens	Mounting Height	Standard Spacing	Spacing Type
Arterial (7 lanes or more / median island wider than 62')	APS	130W	9,900	34'-3"	200-250'	Double-Sided Staggered
Arterial (Narrower than 62')	APS	130W	9,900	34'-3"	200-250'	Single Sided
Collector (Median island or wider than 62')	APS	106W	8,300	32'-11"	200-250'	Double-Sided Staggered
Collector (Narrower than 62')	APS	106W	8,300	32'-11"	200'	Single Sided
Local	APS	67W	5,300	25'-11"	250'	Single Sided

Photo 66 - Light Pole Example

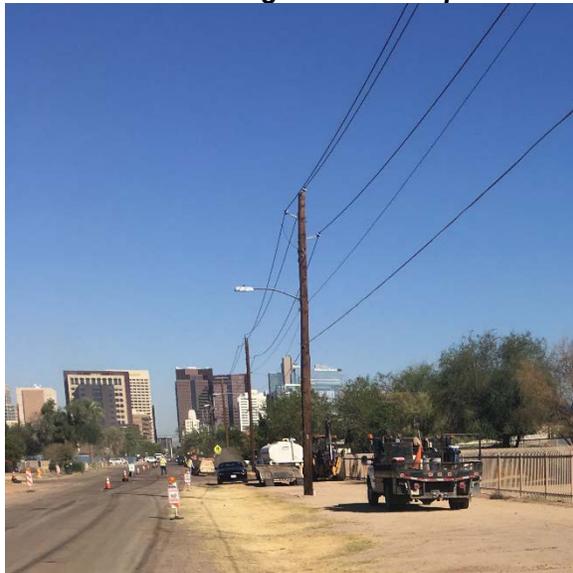
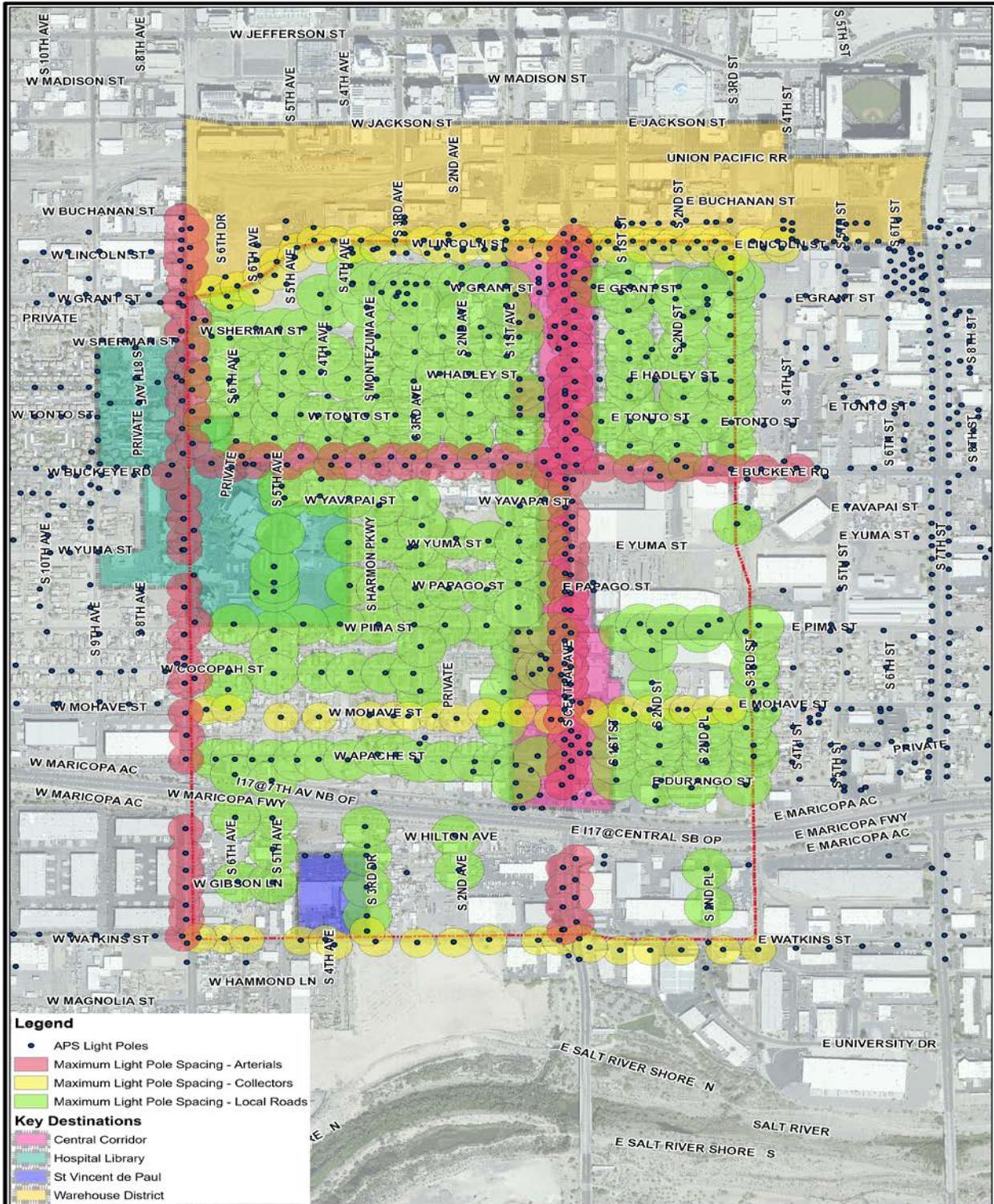


Photo 67 - Light Pole Example



Current Conditions Report

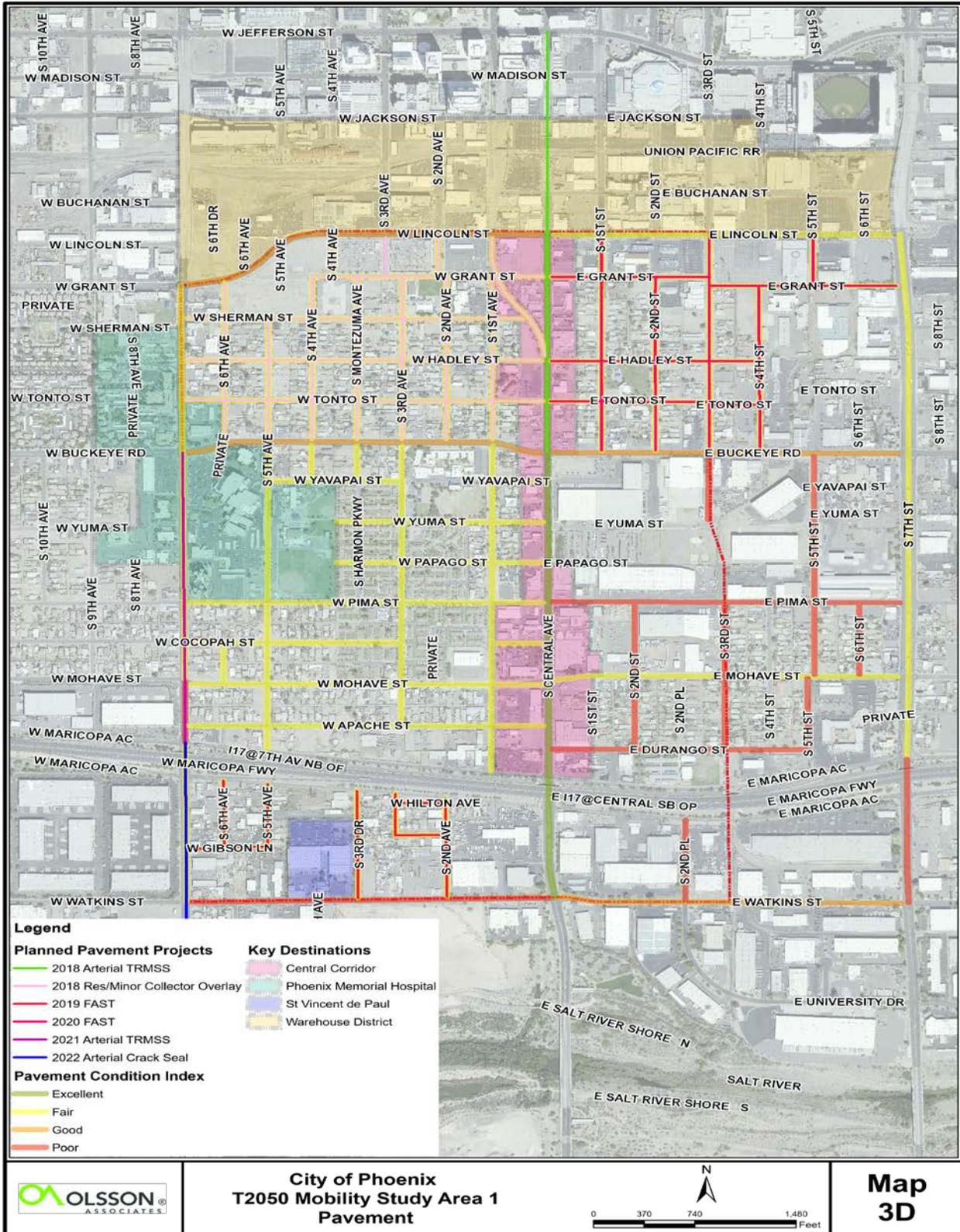


Pavement Condition

The City of Phoenix provided the pavement conditions index for roads within the study area. The existing pavement conditions have been evaluated based on the pavement condition index.

- The local roads west of Central Avenue have been classified as being in fair condition.
- The local roads east of Central Avenue have been classified as being in poor condition.
- 7th Avenue is classified as fair condition.
- Watkins Street is classified as poor condition.
- Central Avenue is classified as excellent condition.
- Lincoln Street is classified as good condition.
- Pavement preservation projects are identified on Map 3D - Pavement Condition.

Current Conditions Report



Transit Facilities

Map 4 - Transit identifies existing transit in the study area. Currently, transit in the area consists of bus routes along 7th Avenue, Central Avenue, and Buckeye Road. The map also identifies the frequency of bus boarding in the area.

Bus Routes

- Bus Route 8 travels along 7th Avenue from Baseline Road to Dunlap Avenue.
- Bus Route 0 travels along Central Avenue from Dobbins Road to Dunlap Avenue.
- Bus Route 13 travels along Buckeye Road from 75th Avenue to Phoenix Sky Harbor Airport.

Bus Stops

Bus stops in the area were evaluated for ADA accessibility and for amenities provided. A bus stop is considered accessible if users can access the stop by sidewalk. Users should not be required to walk in the street or on the shoulder to access the bus stop. None of the bus stops within the study area are considered ADA non-accessible. Bus stop amenities were evaluated to determine if a bus stop is missing a bench, a shelter or both. Several bus stops within the area are missing these amenities.

Photo 68 - Bus Stop, Missing Shelter



Photo 69 - Bus Stop, Missing Shelter/Bench



Photo 70 - Bus Stop, All Amenities Provided



Photo 71 - Bus Stop, All Amenities Provided



Bus Boardings

The table shows the average number of bus passenger boardings per weekday, for each bus stop in the study area.

Area 1 Bus Boardings				
Route	Mainline	Bus Stop	Direction	Average Bus Boarding per Weekday
8	7 th Avenue	Watkins Street	NB	36
8	7 th Avenue	Apache Street	NB	27
8	7 th Avenue	Pima Street	NB	11
8	7 th Avenue	Pima Street	NB	39
8	7 th Avenue	Buckeye Road	NB	68
8	7 th Avenue	Hadley Street	NB	38
8	7 th Avenue	Sherman Street	SB	18
8	7 th Avenue	Buckeye Road	SB	28
8	7 th Avenue	Buckeye Road	SB	14
8	7 th Avenue	Pima Street	SB	52
8	7 th Avenue	Mohave Street	SB	1
8	7 th Avenue	I-17	SB	5
8	7 th Avenue	Watkins Street	SB	13

Area 1 Bus Boardings				
Route	Mainline	Bus Stop	Direction	Average Bus Boarding per Weekday
0	Central Avenue	Watkins Street	NB	49
0	Central Avenue	Durango Street	NB	8
0	Central Avenue	Mohave Street	NB	35
0	Central Avenue	Yuma Street	NB	27
0	Central Avenue	Buckeye Road	NB	130
0	Central Avenue	Hadley Street	NB	22
0	Central Avenue	Lincoln Street	NB	8
0	1 st Avenue	Lincoln Street	SB	14
0	Central Avenue	Hadley Street	SB	11
0	Central Avenue	Buckeye Road	SB	86
0	Central Avenue	Papago Street	SB	56
0	Central Avenue	Mohave Street	SB	34
0	Central Avenue	Watkins Street	SB	36
13	Buckeye Road	7 th Avenue	EB	26
13	Buckeye Road	4 th Avenue	EB	1
13	Buckeye Road	Central Avenue	EB	26
13	Buckeye Road	5 th Street	EB	1
13	Buckeye Road	4 th Street	WB	2
13	Buckeye Road	Central Avenue	WB	76
13	Buckeye Road	Montezuma Street	WB	4
13	Buckeye Road	7 th Avenue	WB	42

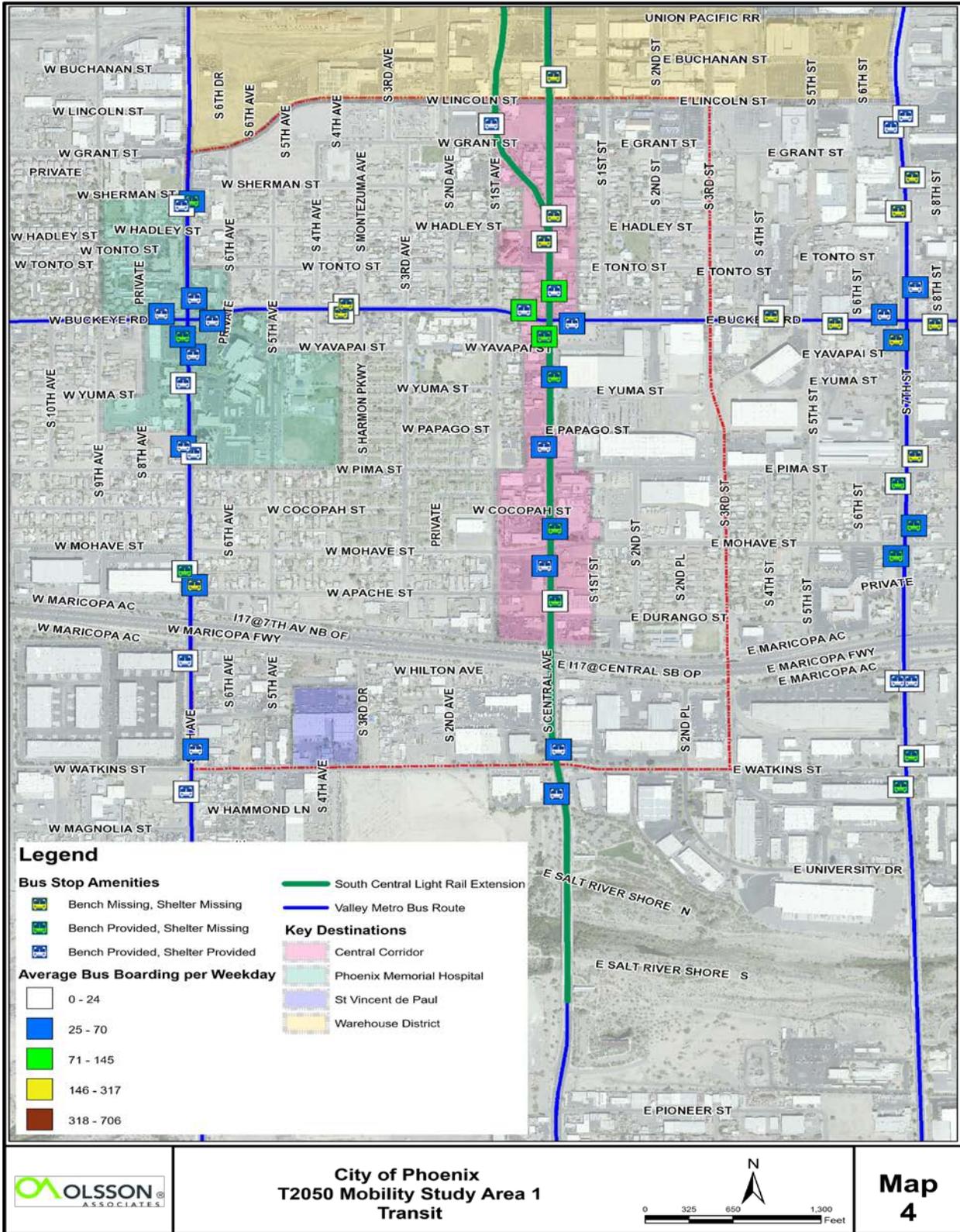
Future Transit

Discuss future transit in the area.

South Central Light Rail Extension

The South Central Light Rail extension is scheduled to be completed in 2023. The project will extend the light rail from Jefferson Street south to Baseline Road. Within the study area, new light rail stations will be installed at Lincoln Street and at Buckeye Road.

Current Conditions Report



Additional Infrastructure and Land Use Issues and Constraints

Land Use Zoning

Map 1A - Study Area identifies land use in the area.

Commercial

- Central Avenue from Watkins Street to Buckeye Road is commercial zoning. Commercial properties along Central Avenue include various restaurants and other businesses as well as the Salvation Army north of Pima Street and east of Central Avenue.
- Buckeye Road east of Central Avenue is also commercial zoning. Commercial properties along Buckeye Road include Circle K as well as various other restaurants and businesses.
- Central Avenue from Pima Street to Grant Street/Lincoln Street is commercial zoning. Commercial properties in this location include Phoenix Memorial Hospital and its associated medical providers. Other properties include various restaurants and other businesses.

Industrial

- Most of the neighborhoods between Pima Street and Buckeye Road, and east of Central Avenue are industrial zoning.

Multi-Family Residential

- Most of the neighborhoods between 7th Avenue and Central Avenue and between I-17 and Lincoln Street are multi-family residential zoning.
- The neighborhood south of Mohave Street and east of Central Avenue is also multi-family residential zoning.

Downtown Code

- The remainder of the neighborhoods north of Buckeye Road have the Downtown zoning code.

Future Land Use

The South Central Light Rail extension is expected to provide economic development to the Central Avenue corridor. Currently, the City doesn't have any plans to redefine the land use along the corridor.

Right of Way

City of Phoenix Owned Parcels

The City of Phoenix owns various parcels within the study area.

- Marcos de Niza public housing is owned by the City.
- The Matthew Henson apartment complex is also owned by the City.
- The City also owns various parks in the study area.

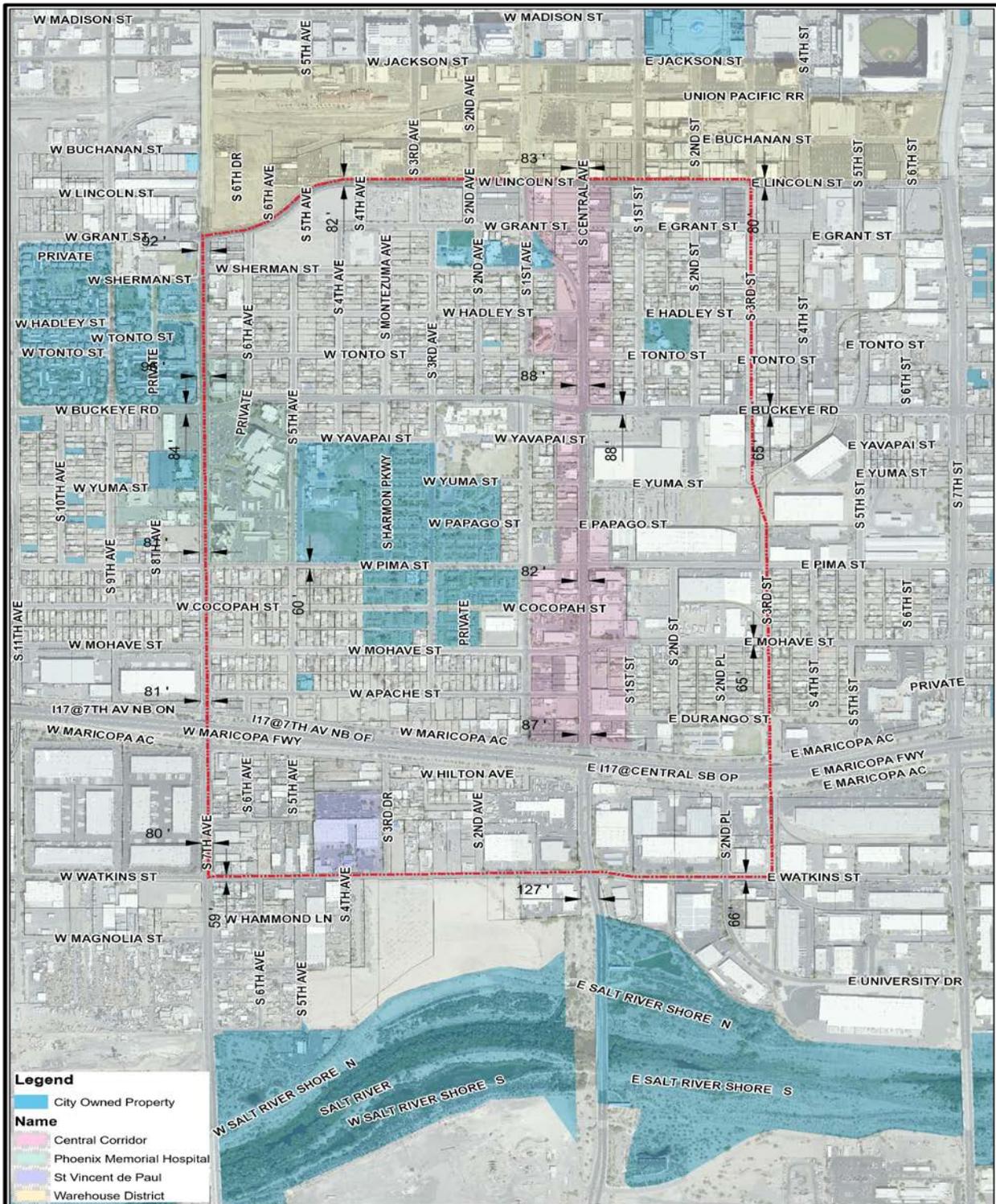
Right of Way Widths

As part of this study, existing right-of-way was evaluated along collector and arterial roadways within the study area. The following table identifies average right-of-way widths and potential right-of-way conflicts if the corridor is identified as a potential location for mobility improvements.

Right-of-Way			
Roadway Segment	Right-of-Way Average Width	Pavement & Sidewalk Average Width	Potential Right-of-Way Constraint?
7 th Avenue South of I-17	Approx. 80-ft	Approx. 76-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
7 th Avenue – I-17 to Buckeye Road	Approx. 80-ft	Approx. 80-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
7 th Avenue North of Buckeye Road	Approx. 90-ft	Approx. 90-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
Central Avenue South of I-17	Approx. 100-ft	Approx. 100-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
Central Avenue North of I-17	Approx. 86-ft	Approx. 86-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.

Right-of-Way			
Roadway Segment	Right-of-Way Average Width	Pavement & Sidewalk Average Width	Potential Right-of-Way Constraint?
Watkins Street	Approx. 60-ft	Approx. 28-ft	Yes, existing R/W is at the edge of pavement on both sides of the road
Pima Street 7 th Avenue to Central Avenue	Approx. 60-ft	Approx. 56-ft	No
Mohave Street Central Avenue to 7 th Street	Approx. 65-ft	Approx. 65-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
Buckeye Road 7 th Avenue to Central Avenue	Approx. 84-ft	Approx. 84-ft	Yes, existing R/W is at the back of existing sidewalk on both sides of the road.
Buckeye Road Central Avenue to 7 th Street	Approx. 65-ft	Approx. 65-ft	Yes, potential improvements cannot be constructed without R/W acquisition

Current Conditions Report



City of Phoenix
T2050 Mobility Study Area 1
Right of Way

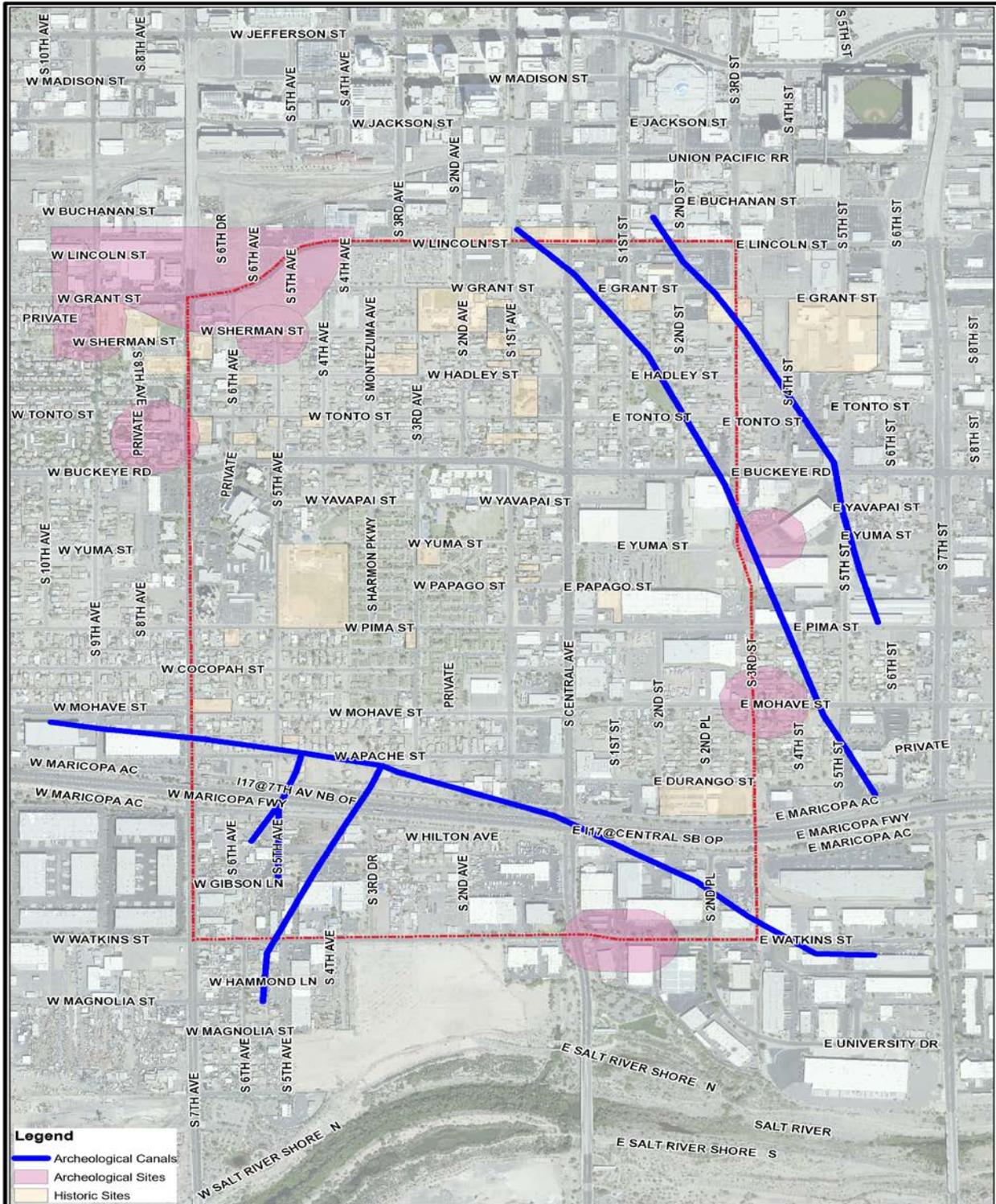


Map
5

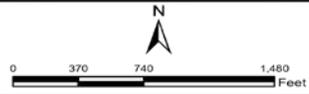
Environmental/Cultural Constraints

The City of Phoenix has identified some of the environmentally sensitive sites within the study area. Map 6 - Environmental Constraints shows some of the archeological sites that have been found within the study area.

Current Conditions Report



City of Phoenix
T2050 Mobility Study Area 1
Environmental Constraints



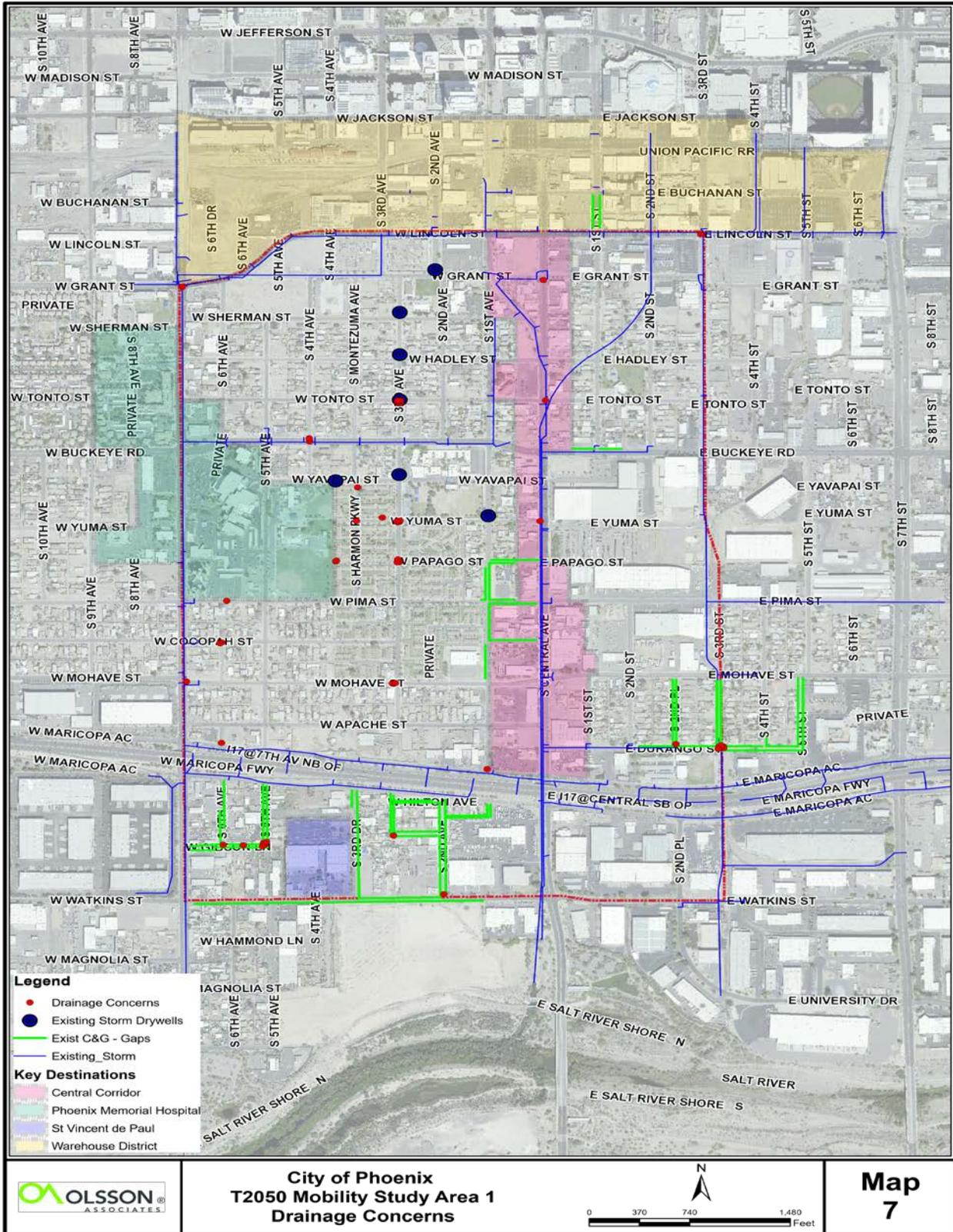
Map
6

Drainage Concerns

The City provided a list of public concerns and work orders initiated within the study area. Map 7 - Drainage Concerns shows locations where the City completed work orders associated with flooding or other drainage concerns. The map also shows the existing drainage infrastructure as well as locations where curb & gutter is missing. Missing curb & gutter is a drainage concern because storm water cannot be conveyed properly. Areas with potential flooding concerns include:

- Most of the streets south of I-17 are missing curb & gutter. The City has received several complaints of flooding or standing water on Gibson Lane at 5th Avenue.
- Most of the street in the neighborhood east of Central Avenue between Durango Street and Pima Street is missing curb & gutter. The City has received several complaints of flooding or standing water at the intersection of 3rd Street and Durango Street.
- The streets between Mohave Street and Papago Street and between 1st Avenue and Central Avenue are missing curb & gutter.
- The City has received several complaints of flooding and standing water in locations where street drainage is managed by drywells.

Current Conditions Report



Previous City of Phoenix Public Outreach

The study team has not identified any previous public outreach efforts conducted by the City of Phoenix in the study area.

Crash History

Total Bicycle/Pedestrian Related Crashes, Study Area 1		
	Bicycle	Pedestrian
Total Crashes	20	29
Fatal Crashes	2	4
Serious Crashes	5	6
Minor Crashes	13	19

The City of Phoenix provided history on pedestrian and bicycle related crashes. The data collected shows crashes clustered at various locations. Bicycle and pedestrian related crashes at clustered locations are discussed. For more information, refer to the crash data report in the appendix.

7th Avenue at Gibson Lane

The crash history at this location includes 3 bicycle related crashes and 1 pedestrian related crash.

Bicycle Related Crashes – 7 th Avenue/Gibson Lane				
Severity	Conditions	Bicycle Action	Bicycle Violation	Vehicle Violation
Serious	Light	Riding Against Traffic	Drove in Opposing Lanes	None
Minor	Light	Riding Against Traffic	Drove in Opposing Lanes	None
Minor	Light	Riding Against Traffic	Failed to Yield	None

- In all three bicycle related crashes, the bicyclist was determined to be at fault.
- In all three bicycle related crashes, the bicyclist was riding against traffic on 7th Avenue and collided with a westbound vehicle making a turning movement at Gibson Lane.

Pedestrian Related Crashes – 7 th Avenue/Gibson Lane				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Minor	Dark	Crossing Road	Failed to Yield	None

- In the pedestrian related crash, the pedestrian was determined to be at fault, for failing to yield to traffic when crossing the road.

Current Conditions Report

7th Avenue at I-17

The crash history at this location includes 2 bicycle related crashes and 1 pedestrian related crash.

Bicycle Related Crashes – 7 th Avenue/I-17				
Severity	Conditions	Bicycle Action	Bicycle Violation	Vehicle Violation
Minor	Light	Riding Against Traffic	Unknown	Unknown
Minor	Light	Riding in E. X-Walk	Failed to Yield	None

- In one of the crashes, the bicycle was riding against traffic. The report provided by the City does not show who received the violation.
- In the other crash, the bicycle failed to yield to traffic at the crosswalk.

Pedestrian Related Crashes – 7 th Avenue/I-17				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Serious	Light	Crossing in S. X-Walk	None	Failed to Yield

- In this crash the vehicle failed to yield to the pedestrian in the crosswalk.

7th Avenue between Mohave Street and Pima Street

The crash history at this location includes 2 bicycle related crashes and 7 pedestrian related crash.

Bicycle Related Crashes – 7 th Avenue/Pima Street				
Severity	Conditions	Bicycle Action	Bicycle Violation	Vehicle Violation
Fatal	Dark	Riding Against Traffic	Drove in Opposing Lanes	Speed Too Fast
Serious	Light	Crossing Road	Failed to Yield	None

- In the fatal crash, both the bicyclist and the vehicle driver, were determined to be at fault. The bicyclist was riding against traffic and was cited. The driver was drinking at the time of the incident and was speeding.
- In the serious accident, the bicyclist was determined to be at fault. The rider failed to yield to vehicle traffic when crossing 7th Avenue.

Pedestrian Related Crashes – 7 th Avenue/Pima Street				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Fatal	Dark	In Roadway	Unknown	None
Minor	Light	Crossing Road	Did Not Use X-Walk	None
Serious	Light	Crossing Road	Did Not Use X-Walk	None
Minor	Light	Standing on Sidewalk	Unknown	None
Fatal	Dark	Crossing Road	Unknown	Unknown
Minor	Light	Crossing in N. X-Walk	None	Failed to Yield
Minor	Light	Crossing Road	Did Not Use X-Walk	None

- According to the records provided to the City, it is unknown if the pedestrian received any violation.
- In both fatal crashes, the pedestrians were drinking or using drugs at the time of the crash.
- In one of the minor crashes, the pedestrian was hit in the head by a bus mirror while standing on the sidewalk.
- In three of the crashes, the pedestrian failed to the cross the road at the crosswalk and received the violation for the crash. One of the crashes was serious and the others minor.
- In only one crash, was the driver determined to be at fault. The pedestrian crossed in the crosswalk, but the vehicle failed to yield.

7th Avenue and Buckeye Road

The crash history at this location includes zero bicycle related crashes and 5 pedestrian related crash.

Pedestrian Related Crashes – 7th Avenue/Buckeye Road				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Serious	Dark	Crossing in X-Walk	None	Failed to Yield
Minor	Light	Crossing in S. X-Walk	None	Failed to Yield
Minor	Light	Crossing Road	Inattention	None
Minor	Light	Walking with Traffic	None	Failed to Yield
Serious	Dark	Crossing in X-Walk	None	Speed Too Fast

- In four of these crashes, the pedestrian was crossing the road.
- In only one of these crashes, the pedestrian received the violation for inattention.
- In one of the crashes, the vehicle did not see the pedestrian walking on the sidewalk while turning left into a driveway.

Buckeye Road between 4th Avenue and 3rd Avenue

The crash history at this location shows two fatal, pedestrian related crash.

Pedestrian Related Crashes – Buckeye Road, 4th Avenue to 3rd Avenue				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Fatal	Dark	Crossing Road	Inattention	None
Fatal	Dark	Crossing Road	None	Unsafe Passing

- In the two fatal crashes, the pedestrian received the violation in one crash, and the driver received the violation in the other.
- In the crash where the pedestrian received the crash for inattention, the pedestrian chased his dogs into the street and was struck by the vehicle.
- In the crash where the vehicle received the violation, the driver was cited for trying to pass illegally.

Pima Street between 1st Avenue and Central Avenue

The crash history at this location includes 3 bicycle related crashes and 1 pedestrian related crash.

Bicycle Related Crashes – Pima Street, 1st Avenue to Central Avenue				
Severity	Conditions	Bicycle Action	Bicycle Violation	Vehicle Violation
Fatal	Light	Crossing Road	Failed to Yield	None
Serious	Dusk	Crossing Road	None	Speed Too Fast
Serious	Light	Riding in Bike Lane	None	Failed to Yield

- In the fatal crash, the bicycle failed to yield to vehicle traffic while crossing Central Avenue.
- In one of the serious accidents, the bicycle was attempting to cross Pima Street, and the driver failed to yield. The driver received the violation.
- In the other serious accident, the bicycle was riding in the bicycle lane, and was struck by a vehicle attempting to make a turn from Pima Street.

Pedestrian Related Crashes – Pima Street, 1st Avenue to Central Avenue				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Minor	Dusk	Crossing Road	None	Inattention

- In this crash, the pedestrian attempted to cross Pima Street, and was struck by a vehicle. The driver was determined to be at fault.

Central Avenue at Buckeye Road

The crash history at this location includes 2 bicycle related crashes and 1 pedestrian related crash.

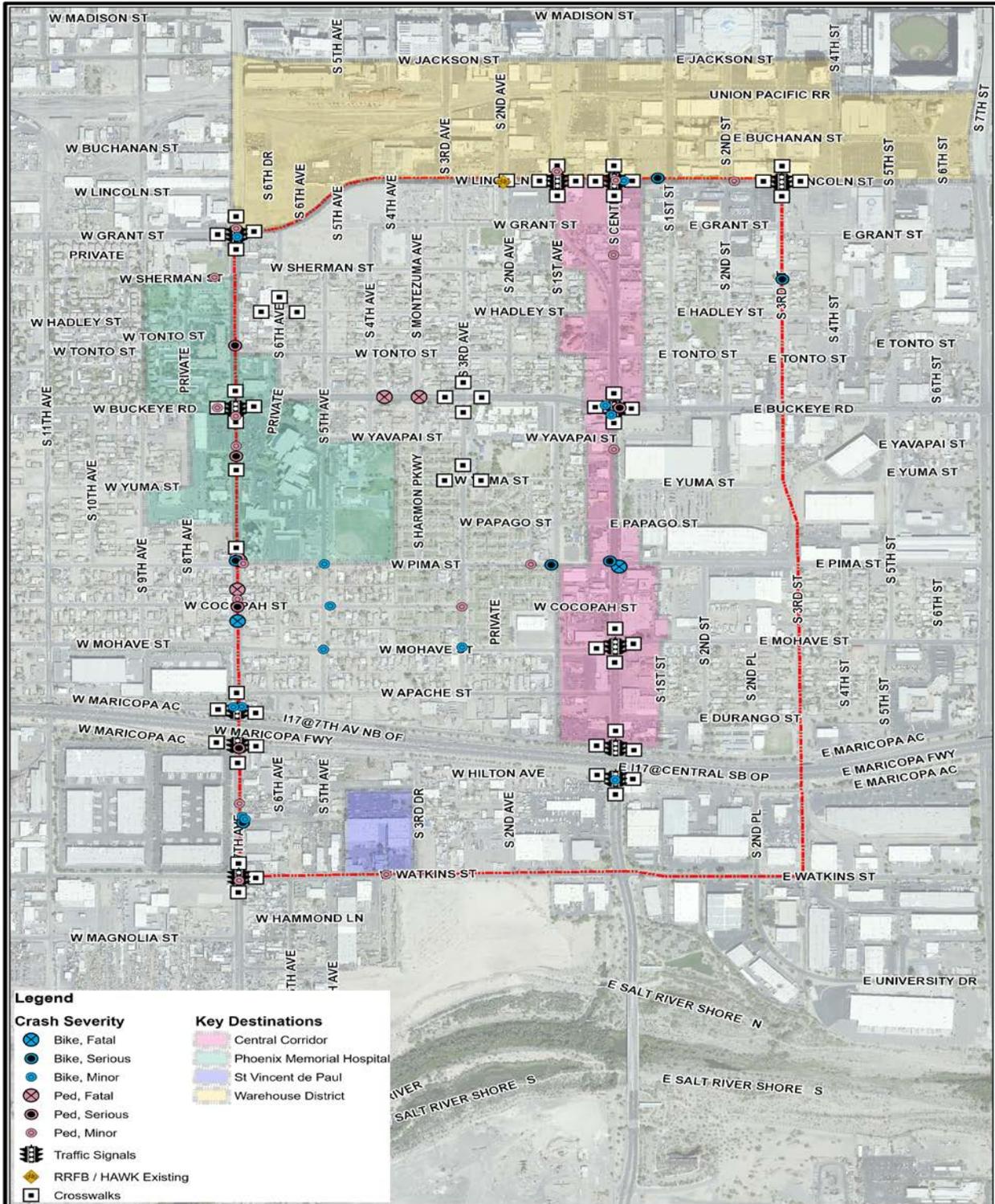
Bicycle Related Crashes – Central Avenue/Buckeye Road				
Severity	Conditions	Bicycle Action	Bicycle Violation	Vehicle Violation
Minor	Light	Riding in Bike Lane	None	Failed to Yield
Minor	Light	Crossing in S. X-Walk	Disregarded Signal	None

- In the crash where the vehicle received the violation, the bicycle was riding in the bike lane and struck by a vehicle making a right turn from Central Avenue.
- In the crash where the pedestrian received the violation, the pedestrian ignored the signal while crossing Central Avenue, and was struck by a vehicle making a left turn from Buckeye Road.

Pedestrian Related Crashes – Central Avenue/Buckeye Road				
Severity	Conditions	Pedestrian Action	Pedestrian Violation	Vehicle Violation
Serious	Light	Crossing in S. X-Walk	None	Failed to Yield

- In this crash, the pedestrian was attempting to cross Central Avenue and was struck by a vehicle making a left turn from Buckeye Road.

Current Conditions Report



Planned City of Phoenix Projects/Activities

City of Phoenix Capital Improvement Program

The City of Phoenix has a project planned on Buckeye Road east of Central Avenue. The project will install sidewalk on the south side of Buckeye Road. The project does not include any improvements to the north side of the road.