

# West Phoenix Transportation Study

## Technical Memorandum #1 Current Conditions Report

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## 1 Introduction

The City of Phoenix (City) and Arizona are currently undergoing rapid population growth similar to what is being experiencing in other large cities and states in the Mountain West and South. Due to this rapid growth, it is crucial that undeveloped areas adjacent to already developed areas of Phoenix are proactively planned with appropriate housing and transportation facilities to accommodate this population growth. **Figure 1-1** illustrates the far western portion of the City running from the I-10/Loop 101 interchange along and northward up the Loop 101 corridor bounded to the south and west by the City of Avondale, to the north and east by the City of Glendale, and to the south by the City of Tolleson is one of those rapidly developing urban/rural interface areas.

The City of Phoenix has initiated the West Phoenix Transportation Study (WPTS) to develop a multimodal transportation plan that considers the needs of all users in an area of the City that includes both established neighborhoods adjacent to and west of the Loop 101 Corridor and large tracts of agricultural land in various phases of approval for near-term development as shown in **Figure 1-2**. The WPTS will focus on vehicle and roadway infrastructure with a strong focus on encouraging active transportation through modification of existing infrastructure. The WPTS will also identifying and recommend enhancements to future infrastructure with active transportation considered and prioritized.

The WPTS vision builds upon the 99<sup>th</sup> Avenue Compass Study completed in 2015 by the Maricopa Association of Governments (MAG). This study identified a transportation network that includes multimodal Complete Streets that support sustainable economic development in addition to providing new opportunities to generate enhanced business and sales tax revenues. Considering the partially built out nature of the WPTS Study Area, a unique opportunity exists to develop a more livable and sustainable development pattern on undeveloped parcels by encouraging a connected, safe, accessible, and reliable transportation system that places less emphasis on solely automobile reliant development by supporting and accommodating all transportation modes.

The WPTS will help facilitate development and implementation of community transportation goals, leading to transportation facility and service improvements by:

- 1) Focusing on providing a transportation system that provides equitable opportunities for users of all ages and abilities and modes to connect to neighborhood, municipal, and regional destinations;
- 2) Identifying desired future bicycle/pedestrian, transit, and/or automobile uses of arterials and collectors within the Study Area by reviewing and integrating feasible transportation system enhancement recommendations and policies from the yet to be adopted Key Corridors Master Plan (KCMP), City of Phoenix Complete Streets Policy, Phoenix Active Transportation Plan, Phoenix Bicycle Master Plan, 99<sup>th</sup> Avenue Compass Study, Avondale Transportation Plan, Avondale Active Transportation Plan, Glendale General Plan, Glendale Transportation Plan, and Glendale Active Transportation Plan into project recommendations;
- 3) Evaluating and recommending multimodal and active transportation enhancements that will improve connectivity, improve safety, and reduce congestion on arterials and collectors within the Study Area;

- 4) Comparing future roadway connectivity and capacity needs to existing roadway conditions by evaluating future planned growth within the Study Area to identify future vehicle demands and Level of Service (LOS), Level of Traffic Stress (LTS), bicycle/pedestrian needs, transit propensity, and incorporating mode-specific design features (dedicated bike lanes, sidewalks, bus pullouts, safety-driven lane width designations) into roadway cross-sections, and right-of-way needs for all future arterial and collector enhancements;
- 5) Recommending desired roadway widths, policies, and procedures to preserve the necessary right-of-way to ensure connectivity and multimodal transportation functionality of all enhancements to existing and future recommended roadways in the Study Area;
- 6) Identifying ways to better connect City of Phoenix bicycle and pedestrian (active transportation) facilities to existing and planned facilities in the neighboring jurisdictions of Avondale and Glendale;
- 7) Identifying opportunities for micromobility enhancement including implementation of scootershare, bikeshare, etc., and candidate locations for micromobility hubs;
- 8) Identifying select areas where low environmental impact/low impact development drainage (Green Stormwater Infrastructure [GSI]) features may be potentially implemented and maintained;
- 9) Identifying recommendations to deliver sufficient capacity and multimodal transportation infrastructure for the City of Phoenix to accommodate future planned residents, businesses, and visitors in the Study Area;
- 10) Reviewing existing zoning and land use to identify areas where potential modifications to land use designations and/or design principals may be acceptable to provide an opportunity to increase bicycle, pedestrian, and transit modeshare;
- 11) Coordinating timing of all on street recommended bikeway enhancements with the pavement maintenance program to identify opportunities for “quick wins” through striping plans modifications;
- 12) Identifying opportunities to enhance bicycle and pedestrian connectivity across Loop 101 by providing on-street and above grade improvements;
- 13) Identifying potential grant and other funding sources at the regional, state, and national levels to implement recommended solutions (i.e., U.S. Department of Transportation (USDOT) Reconnecting Communities Program (RCP));
- 14) Developing planning level cost estimates that incorporate City of Phoenix design soft costs and delivery timeframes into programming considerations for recommendation of short, mid, and long-term capital improvements that can be programmed in the City of Phoenix Street Transportation Department Capital Improvement Program.

Figure 1-1: West Phoenix Regional Vicinity Map

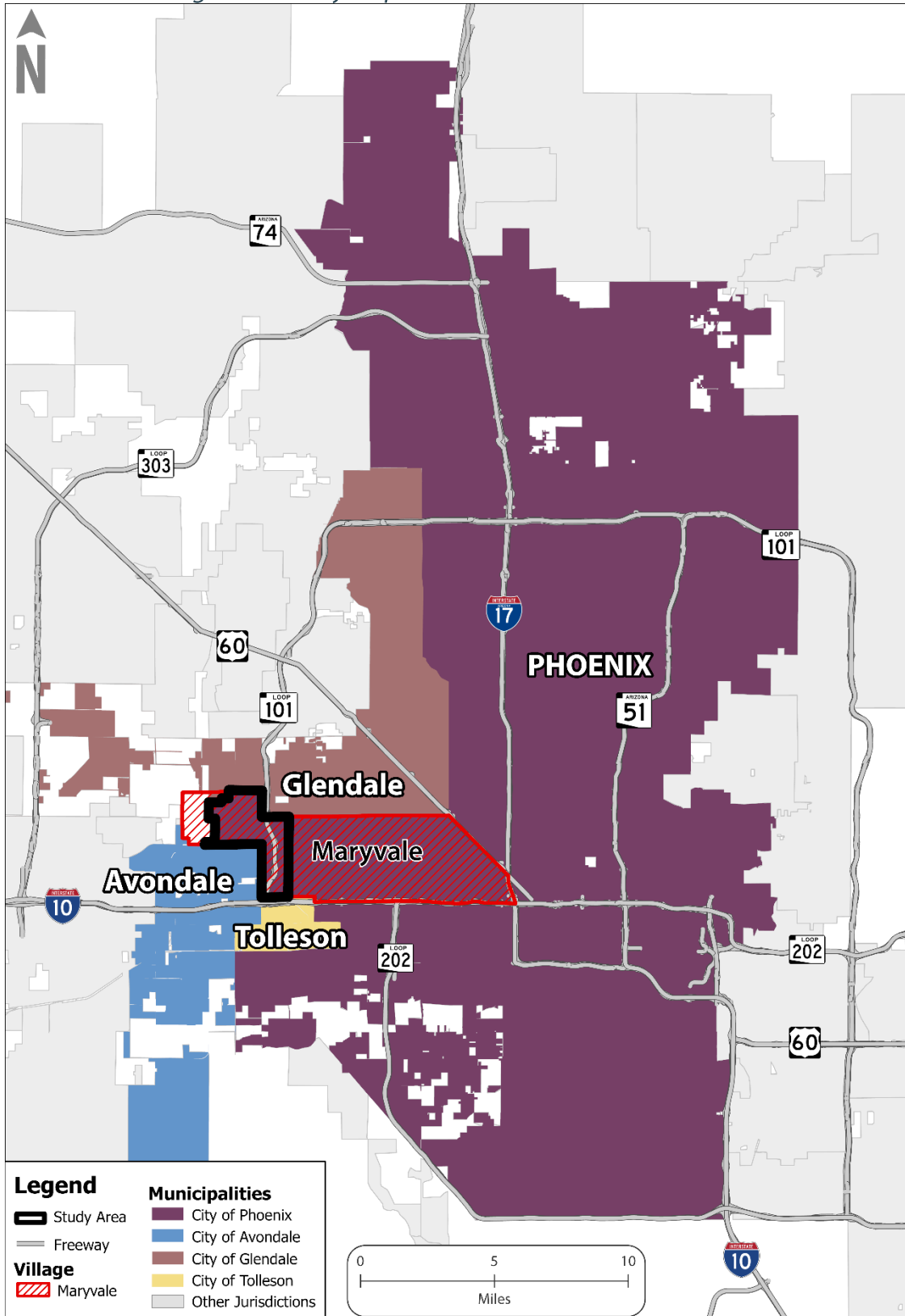
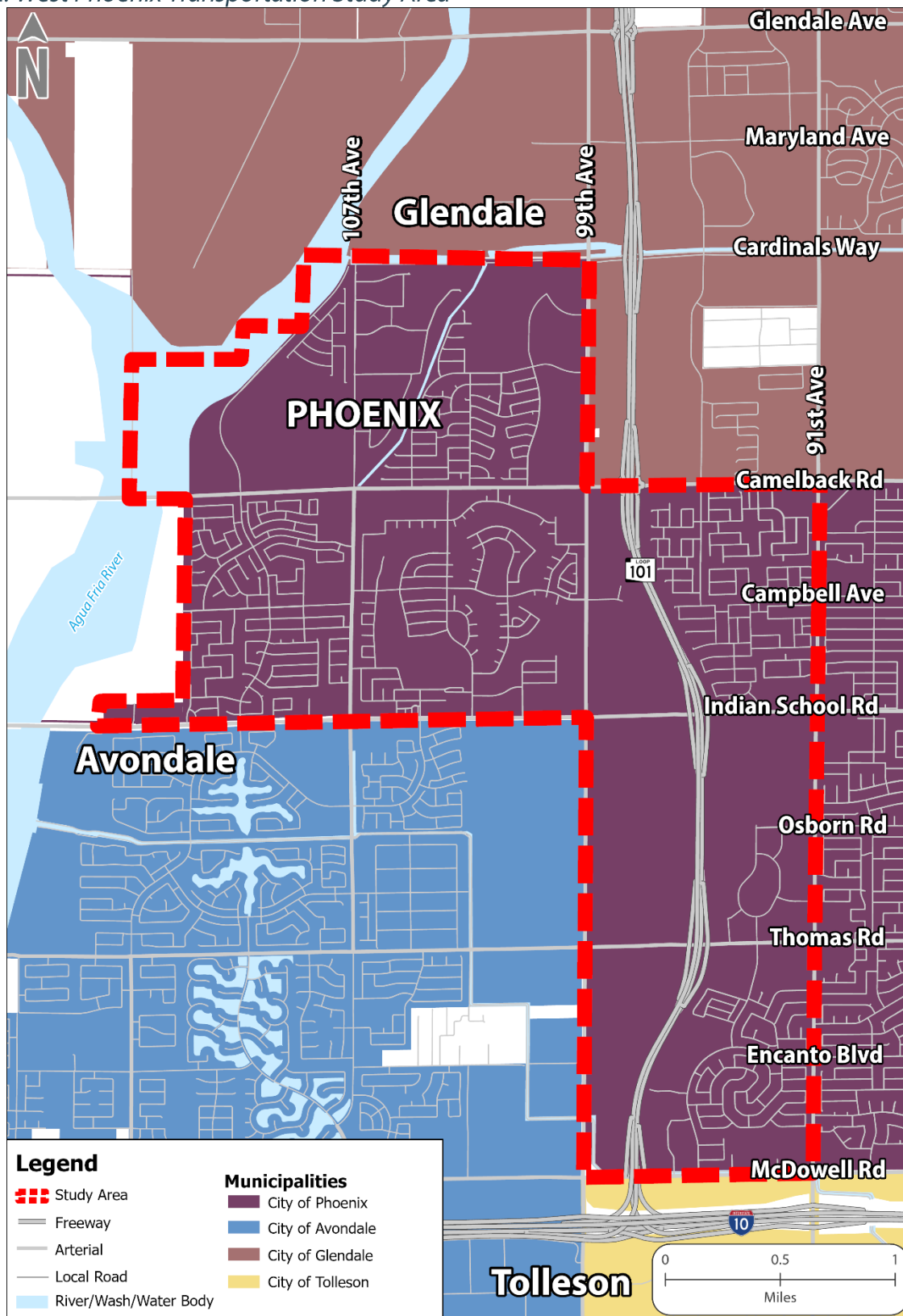


Figure 1-2: West Phoenix Transportation Study Area

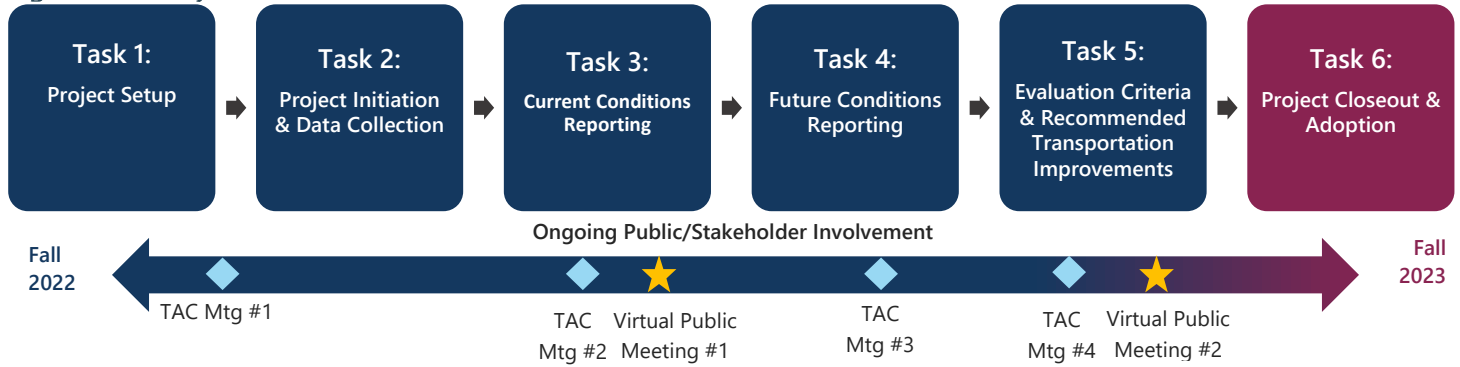




## Planning Process

As illustrated in **Figure 1-3**, this Study will be completed within six tasks that will incorporate comprehensive and collaborative public and stakeholder outreach. The entire planning process is being supported by invaluable contributions from stakeholders and members of the public that will be garnered during Technical Advisory Committee (TAC) meetings and public open houses at key milestones during development of the plan.

Figure 1-3: Project Schedule



The WPTS process will include data analysis and facilitation of discussions between several internal and external City departments and stakeholders, including Phoenix Street Transportation, Phoenix Planning & Development, the Phoenix Neighborhood Services Department, the Flood Control District of Maricopa County, and other agencies to develop a coordinated and sustainable transportation plan for the area that connects to the balance of Phoenix and the neighboring communities of Avondale, Glendale, and Tolleson.

Analysis of Phoenix land use and zoning policies and planned developments will lead to identification of planned future growth and Planned Unit Development (PUD) design elements that may lead to development of large blocks with minimal intersection frequency and through connectivity to adjacent development, land uses, and key destinations that will hinder active transportation and multimodal uses. Recommendations for land use, zoning policy, and planned development modifications will be coordinated between the Street Transportation Department and Planning & Development Department to enact potential policy changes to the extent necessary and feasible.

The WPTS will result in the identification of prioritized lists of innovative roadway, multimodal, and active transportation solutions supported by data and stakeholder input. These solutions will be tailored for direct inclusion in the Phoenix Street Transportation Department Capital Improvement Program. Recommended projects can be implemented as part of the City’s on-going project delivery efforts (i.e., striping bike lanes as part of pavement preservation efforts) or utilized by Street Transportation Department staff to seek local, state, and federal funding opportunities. In addition to providing prioritized lists of programmable projects, opportunities to share project recommendation costs with other City departments beyond Street Transportation will also be identified.

## Study Area Overview

The WPTS area encompasses 6.5-square miles in far west Phoenix, centered on the State Route 101 Loop (Loop 101) Corridor from Camelback Road in the north to McDowell Road in the south, 91<sup>st</sup> Avenue to the east, and 99<sup>th</sup> Avenue to the west. The Sheely Farms, Terracita, and newly developed Western Enclave neighborhoods are located in the area to the east of Loop 101. Additionally, the study area includes the Villa de Paz, Camelback Ranch, and Larissa neighborhoods west of the Loop 101 extending to the Agua Fria River between the Grand Canal on the Bethany Home Road alignment to the north and Indian School Road to the south. The City of Glendale borders the study area to the north and northeast, and the City of Tolleson and the City of Avondale border it to the south and west, respectively.

Arterial roadways within the study area facilitate connections between West Phoenix neighborhoods including the remainder of Maryvale Village, the balance of Phoenix, and the greater metropolitan area. Roadways include one major arterial, six arterials, eleven major collectors, and four collectors. In terms of active transportation connections, bike lanes and sidewalks are present in the Villa de Paz, Camelback Ranch, Larissa, and Sheely Farms neighborhoods, especially on the collector roads. However, there is a lack of active transportation facility connections between neighborhoods and throughout the study area primarily due to the barrier created by the Loop 101 Corridor.

The study area contains approximately 600 acres of open, agricultural land surrounding the Loop 101 Corridor between Campbell Avenue and McDowell Road that will be developed in the near future. This development is trending toward higher density single-family and multi-family residential than previously seen in the area with an increasing supply of rental options. Other future development includes employment and mixed-use land uses. A large residential development just outside the study area in the City of Avondale to the west of 99<sup>th</sup> Avenue is currently under construction that will also add vehicular traffic within the study area, primarily on 99<sup>th</sup> Avenue. To the south of the undeveloped agricultural land within the study area is the Phoenix Events and Entertainment Complex that comprises 16 sport fields spread across 50 acres. The complex regularly hosts soccer, rugby, flag football, lacrosse, and other sports throughout the year. Consecutive sporting events on weekends can last the entire day, bringing continuously high traffic volumes to the area. Due to these regular events combining with Avondale's nearby major retail destination Gateway Pavilions and the regular presence of slow-moving agricultural vehicles, City of Phoenix roads near the Phoenix Events and Entertainment Complex are frequently congested.

The other unique factor that influences the study area is the presence of a ballpark at Camelback Ranch, within the study area in the City of Phoenix, and State Farm Stadium, just outside of the study area in the City of Glendale. Both of these venues regularly host large sporting events and other activities that draw large crowds greatly increasing traffic on roads in and around the study area at random and sporadic intervals.



## Existing Conditions Report Purpose

### Report Structure

This report is divided into five sections which each include a different topic and contain various levels of information relative to the objectives of the Study. The five sections include:

- 1) **Introduction** – provides a brief overview and purpose of the WPTS.
- 2) **Literature Review of Relevant Plans, Policies, and Studies** – details a literature review of the relevant existing plans and policies in place for Maricopa County and the City of Phoenix. These guiding documents provide a policy context for growth, development, and operations in the area and a solid foundation for understanding the goals, values, and vision for the region.
- 3) **Study Area Profile** – provides an overview of land ownership, existing land uses and zoning, and current employment conditions.
- 4) **Existing Transportation System** – describes the existing transportation system within and adjacent to the study area. This section includes an assessment of the existing roadway characteristics, traffic conditions, and an inventory and assessment of existing multimodal transportation infrastructure including bicycle and pedestrian, airport, and public transportation infrastructure.
- 5) **Roadway Crash Analysis** – includes a crash analysis for the WPTS study area that identifies trends, patterns, predominant crash types, and high crash intersections. The purpose of the crash analysis is to discover safety hazard locations that need to be addressed to improve area safety.
- 6) **Next Steps** - includes WPTS planning and development process next steps.

### Site Visit

The City of Phoenix Street Transportation Department project manager and Michael Baker International study team conducted field observations in the WPTS study area on Wednesday, November 23, 2022. The notes collected during the site visit are found in **Appendix A – Site Visit Notes**.

### Public and Stakeholder Input

With crucial guidance from Street Transportation Department’s Community and Public Engagement Team (CPET), the WPTS includes comprehensive and collaborative public and stakeholder outreach efforts at key milestones throughout the entire planning process. These outreach efforts provide invaluable contributions from stakeholders and members of the public gathered during TAC meetings and public open houses at key milestones during development of the plan. As of the publication of Tech Memo #1, an online public survey and stakeholder surveys have been conducted, which are described below in the subsequent subsections.

#### *Online Public Survey*

An online survey of the community at-large was conducted to better understand the desires and objectives of the community related to multimodal transportation/roadway concerns within the study area. Survey findings will guide the direction and recommendations of this plan.

The survey was available online for two weeks (January 9 – January 23, 2023) in both English and Spanish formats utilizing the Survey Monkey platform. The survey was comprised of a total of 20 questions including

15 study-related questions and five demographic/socioeconomic questions. There was a total of 21 respondents to the English survey and zero responses to the Spanish survey.

Reference **Appendix B – Public and Stakeholder Input Summary** for the detailed results of the online public survey. Some notable trends and themes in the feedback received are provided below:

- Currently the automobile is the primary mode of transportation
- The current roadway network is generally in poor to fair conditions to support all modes of transportation
- There is a lack of transportation options
- There is bad traffic and signal design/timing on 99<sup>th</sup> Ave at several locations
- Sporting events and schools cause traffic congestion that should be mitigated
- Generally speaking, traffic congestion, bottlenecks at intersections, and delay/excessive travel time are some of the most important issues to address
- The most common characteristics of the transportation system that prevent people from walking and/or biking include not feeling safe enough (too high of traffic volumes and speed, inadequate lighting, crime, etc), lack of sidewalks, and not enough shade.

#### *Stakeholder Interviews*

Telephonic half-hour stakeholder interviews were held to solicit input on issues, concerns, and opportunities within the study area relative to multimodal and active transportation improvements and considerations. The selected stakeholders were strategically identified and verified at the first TAC Meeting and were mutually determined to have a vested interest in the study area. The stakeholders interviewed included:

- Marilu Garcia – City of Glendale - Senior Transportation Planner
- Lora Martens – Phoenix Office of Environmental Programs - Urban Heat Program Manager
- Anissa Gerard – Arizona Department of Transportation - Senior Traffic Engineer
- Raj Thoutam – City of Avondale - Senior Traffic Engineer
- Marty Ziech – Valley Metro - Capital Planning
- Carl Langford – Phoenix Street Transportation - Traffic Services
- Mailen Pankiewicz – Phoenix Street Transportation – Pedestrian Safety Coordinator
- Ryan Stevens – Phoenix Street Transportation – Street Maintenance
- Michael R Angulo - Phoenix City Council District 5
- Alan Gaugert – Villa de Paz Block Watch Captain

## 2 Literature Review of Relevant Policies, Plans, & Studies

A comprehensive literature review of the relevant existing plans and policies in place for the City of Phoenix and the WPTS area was conducted. These guiding documents provide policy context for growth, development, and transportation operations in the area, and a solid foundation for understanding the goals, values, and vision for the area. The results of this review will guide and inform the planning process and the development of this study.

The various plans and studies reviewed from the local, regional, and state levels are included in **Table 2-1**. A detailed review of the key studies is included in following sub-sections.

*Table 2-1: List of Relevant Policies, Plans, & Studies*

Plan Title	Plan Type	Year	Key Study
99 <sup>th</sup> Avenue Compass Study	Transportation	2015	√
T2050 Program	Transportation	Ongoing	
Phoenix Active Transportation Plan	Transportation	Ongoing	√
Key Corridors Master Plan	Transportation	2020	√
Phoenix Roadway Safety Action Plan	Transportation	2022	√
Phoenix Complete Streets Policy and Design Guidelines	Transportation	2018	
Phoenix Tree and Shade Master Plan	Community	2010	
City of Phoenix Capital Improvement Program	Budget	2023	
NACTO Design Guidelines	Transportation	2013	
Transit Oriented Development Strategic Policy Framework	Transit	2018	√
Phoenix General Plan (PlanPHX)	Community	2018	√
Avondale General Plan	Community	2022	
Avondale Active Transportation Plan	Transportation	2023	
Avondale Transportation Plan	Transportation	2017	
Glendale General Plan	Community	2016	
Glendale Transportation Plan	Transportation	2017	
Glendale Active Transportation Plan	Transportation	2019	
Maryvale Village Character Plan	Community	2021	√
Algodón Center PUD	Planned Development	2022	√
Sheely Center PUD	Planned Development	2013	√
Aldea Center PUD	Planned Development	2022	√
Algodón Center BP-1 Traffic Impact Analysis	Traffic	2021	√
Acero at Algodón Center Traffic Impact Statement	Traffic	2019	√
Parkside Traffic Impact Analysis	Traffic	2020	√
Elevation at The Trails Traffic Impact Statement	Traffic	2021	√

## 99<sup>th</sup> Avenue Compass Study (2015)

The 99<sup>th</sup> Avenue Compass Study is a report that aims to address a variety of community and growth-related issues that will help the West Valley to compete on a national level and achieve its goal of creating complete communities. The study area extends nine miles from Olive Avenue in Peoria, through Glendale, Phoenix, Avondale, and Maricopa County communities, to Buckeye Road in Tolleson. The completion of Loop 101 and its connection to I-10 provides the 99<sup>th</sup> Avenue corridor with regional transportation access within the top 10 Phoenix market area, as well as access to large areas of undeveloped land and proximity to the New River, a regionally significant open space system.

The plan aims to provide a comprehensive yet integrated transportation and land-use vision the cities along 99<sup>th</sup> Avenue can adopt and implement over time. The strategies outlined in the plan can aid in expanding economic development opportunities and guiding desirable development patterns. However, due to the broad nature of the plan, more work is needed to implement the vision fully.

The study includes an analysis of the existing conditions along the corridor, focusing on transportation, drainage, utilities, open space, trails, and land use. The findings from the study include high traffic volumes south of McDowell Road, variations in the roadway network and street cross sections, and inconsistencies in drainage and utility management that negatively impact land use and development patterns. Recommendations for addressing these issues include reducing the planned number of vehicle lanes and implementing Complete Street treatments, addressing signal management and operational issues, and addressing drainage and utility inconsistencies.

In terms of transportation, the study found that the Average Daily Traffic (ADT) volumes are highest south of McDowell Road, with volumes of approximately 14,500 per day. The remainder of the corridor provides an acceptable level of service with volumes between 2,500 and 8,200 per day. The roadway network also varies in the number of lanes, with 2 lanes in the northern area and 6 lanes in the southern portion of the study area. There is a desire among many cities to reduce the planned number of lanes along 99<sup>th</sup> Avenue and to implement Complete Street treatments to provide flexibility in managing event traffic for the stadium and arena. The study also found that 99<sup>th</sup> Avenue is disconnected at Olive, requiring additional turning movements.

One of the study's main findings was the inconsistencies in drainage and utility management along the corridor. Requirements to manage onsite retention need to be more consistent, requiring retention solutions for 10-year storm events in some portions of the corridor and up to 200-year storm events in other areas. This inconsistency has an impact on land use and development patterns. The Van Buren intersection currently floods during heavy storm events. The Maricopa Flood Control District will consider accommodating a 10-year design solution instead of a 100-year solution where previously required. This study will recommend possible locations for constructing GSI facilities.

In terms of utilities, the study found that several major utilities exist in the corridor, impacting the transportation network, parcel access, and development potential. Utilities include major water, sewer, and high-voltage overhead lines. SRP irrigation canals exist along 99<sup>th</sup> Avenue and limit direct parcel access driveways due to the cost to provide bridges or culverts.

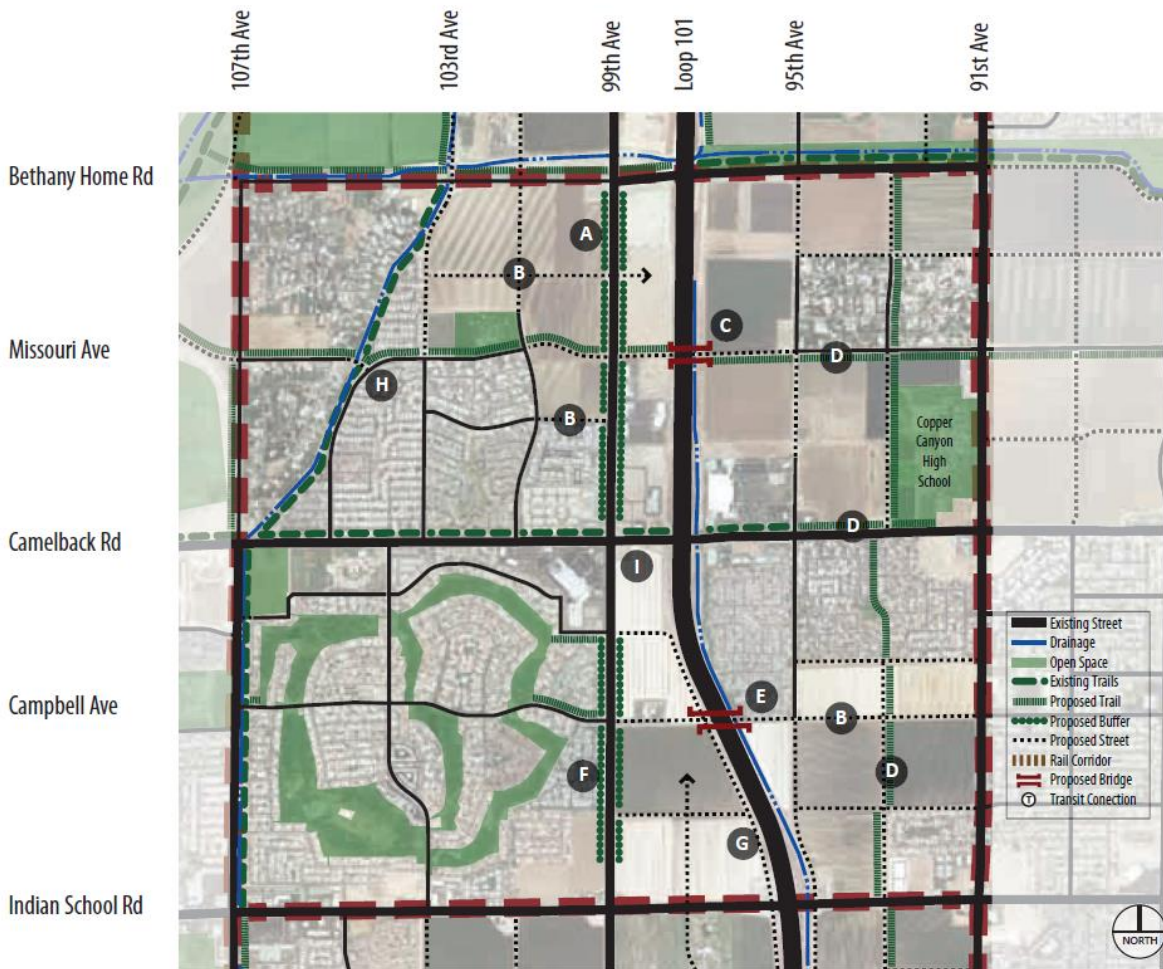
## 99<sup>th</sup> Avenue Subarea Recommendations

In order to effectively apply the vision of the *99<sup>th</sup> Avenue Compass Study* at a greater level of detail along the corridor, regionally significant transportation-related capital improvement recommendations were developed for different subareas along the corridor. The relevant recommendations to the WPTS are described below:

- The Bethany Home Road to Indian School Road Subarea recommendations are shown in **Figure 2-1** and include:
  - A. Use a landscaped buffer to screen/separate transportation uses along 99th Avenue and create a consistent neighborhood character.
  - B. Build new collector roads to connect to existing collectors and arterials to improve connectivity.
  - C. Construct a bridge across Loop 101 at Missouri Avenue to promote community connectivity and provide a safe active transportation connection on the collector street network.
  - D. Improve regional trails to provide continuous connectivity between New River and existing parks, destinations, and civic uses.
  - E. Construct a bridge across Loop 101 at Campbell Avenue to promote community connectivity and provide a safe active transportation connection on the collector street network.
  - F. Screen residential uses along 99th Avenue with a landscaped buffer to create a consistent character.

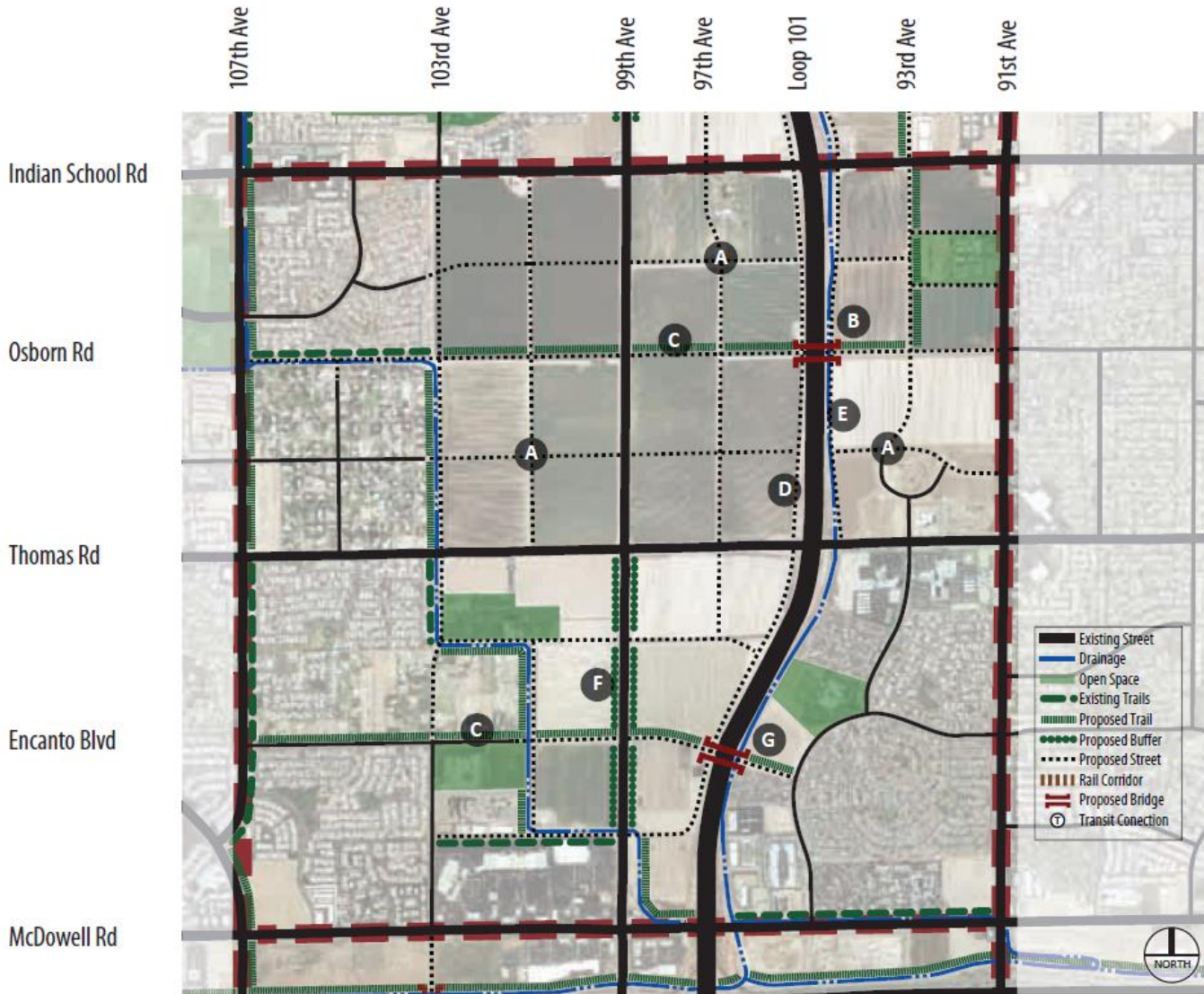


Figure 2-1: 99<sup>th</sup> Avenue Compass Study - Bethany Home to Indian School Recommendations



- The Indian School Road to McDowell Road Subarea recommendations are shown in **Figure 2-2** and include:
  - Build new collector roads to connect to existing collectors and arterials to improve connectivity.
  - Construct bridge across Loop 101 at Osborn Road to promote community connectivity.
  - Improve regional trails to provide continuous connectivity between New River, parks, destinations, and civic uses.
  - Construct a limited access frontage road from Indian School Road along Loop-101 to 101<sup>st</sup> Avenue, to expand circulation for the parcels east of 99th Avenue.
  - Construct a limited access frontage road between Indian School and Thomas Roads along Loop 101 to expand circulation for the parcels east of 99th Avenue.
  - Screen uses along 99th Avenue with a landscaped buffer to create a consistent character.
  - Construct bridge across Loop 101 at Encanto Boulevard to promote community connectivity.

Figure 2-2: 99<sup>th</sup> Avenue Compass Study - Indian School to McDowell Recommendations



### Phoenix Active Transportation Master Plan (Ongoing)

The City of Phoenix is currently in the process of developing an Active Transportation Plan (ATP) and is anticipated to be reviewed by City Council for adoption in April 2023. The ATP is an example of advancing active transportation from a city-wide plan and policy framework development perspective as the most recent planning effort was the 2014 Phoenix Bicycle Master Plan, and this ATP is essentially an update to the bicycle master plan. On the other hand, the ATP is supported by several existing plans including the Phoenix Road Safety Action Plan: Moving to Vision Zero (2022), The City of Phoenix Transit Oriented Development Strategic Policy Framework (2018), and the City of Phoenix Complete Streets Policy.

The ATP does not include any tangible project recommendations within the City or the WPTS study area; However, the Plan’s recommendations are organized into three main assessment areas:

- 1) **Policy Framework** - Review policies and internal practices that influence active transportation design.
- 2) **Network Development Guidance** - Develop a network framework that is not map based.
- 3) **Design Guidance** - Create updated design guidance for how to design bicycle and pedestrian facilities.

An overview of all three of these areas is contained within the ATP as separate sections, which are guided by an overarching set of principles—to create an active transportation network in Phoenix that is safe, connected, enjoyable, and equitable. These principles listed and defined below, should guide future decision-making around facility selection and design and work together to create a better environment for people walking and biking in Phoenix.

- **Equitable** - The City will develop active transportation networks that meet the needs of all Phoenicians and will prioritize improvements for areas with the highest need and vulnerable and disadvantaged populations. Your identity, ability, and/or where you live should not determine your ability to safely and enjoyably travel around Phoenix.
- **Safe** - The City will develop active transportation networks that eliminate bicycle and pedestrian fatalities and serious injuries. People walking and biking in Phoenix should be able to travel to their destination without fear or the undue risk of being killed or seriously injured in traffic.
- **Connected** - The City will develop active transportation networks that connect people to where they want and need to go. People in Phoenix should be able to walk and bike to destinations within their urban villages that allow them to meet their daily needs such as to school, work, parks and trails, attractions, healthcare, transit, and more.
- **Enjoyable** - Travel along Phoenix’s bikeways and pedestrian corridors should be an enjoyable experience. Routes that support people of all ages and abilities will include separation from motor vehicles, reduce exposure to high speed and high volume traffic, provide shade for heat resiliency, and encourage more people to walk and bike to nearby destinations.

The ATP’s Policy Recommendations are categorized into eight objectives, each including a set of prioritized policies or actions through the 20-year planning horizon in the form of near-term (2023-2026), medium-term (2027-2032), and long-term (2033-2040). The eight objectives and prioritized recommendations are listed below:



## 1) Advance Complete Streets Policy Implementation

- Near-Term
  - Conduct a Complete Streets information and professional education campaign internally to improve awareness of active transportation best practices and Complete Streets design.
  - Create internal guidance that documents existing policies and processes relevant to Complete Streets design elements for retrofits and new projects developed as part of the active transportation network
- Medium-Term
  - Review and update project documentation and handoff process in the Capital Improvement Project process to incorporate Complete Streets goals and support Active Transportation.
  - Compile and report on information about Complete Streets compliance captured via the development process.
- Long-Term
  - Review internal documentation of Complete Streets elements and collaborate internally to update policies and processes where appropriate to streamline implementation of Complete Streets design elements in support of Active Transportation.
  - Establish a methodology for determining active transportation demand for Capital Improvement and development projects in order to ensure appropriate facilities are built.

## 2) Support the Goals of the Climate Action Plan

- Near-Term
  - Support electric vehicle adoption by continuing to manage the Micromobility Program and seek to expand the program boundaries and types of vehicles based on demand and future infrastructure expansion.
  - Support electric vehicle adoption by revising Motorized Play Vehicle Ordinance to better regulate modern micromobility vehicles for safety and transportation options.
  - Collect data on existing shared use paths along canals, assess needs, and create a plan for building out 90% of the network by 2050.
  - Continue to build canal paths in line with the goal of paths along 90% of the canal network by 2050.
- Medium-Term
  - Support mode shift target by creating an anticipatory warrant process that provides an opportunity to install pedestrian and bicycle crossings proactively.
  - Support mode shift target by integrating Benefits of Complete Streets Tool into CIP project evaluation to capture latent demand and mode shift potential as one of the evaluation criteria when assessing potential project impacts (i.e., Complete Streets Toolkit).

- Initiate research into opportunities for safe and legal usage of micromobility along canal paths.
- Long-Term
  - Support mode shift goals by seeking to collaborate with the Public Transit Department to identify last-mile sidewalk connections and crossings and seek funding for adding sidewalk.
- 3) **Support the Vision Zero Road Safety Action Plan**
  - Near-Term
    - Integrate the High Injury Network and identified priority locations from the RSAP into the Community Active Transportation Network Program as part of the existing conditions analysis.
    - Integrate the High Injury Network and rebalancing recommendations from the RSAP into pavement project reviews for potential bike lanes.
    - Establish internal processes to integrate the Active Transportation Team in to the RSAP implementation process, specifically for the RSAP goals to review of mid-block crossings at priority arterial road locations, the development of checklist or toolkit to improve safety for pedestrians and bicyclists in project design, and the analysis of the transportation network to identify locations with risk-factors and countermeasures.
    - Advance school safety measures identified in the RSAP, including expanding education and awareness programs, developing Safe Routes to School Plans, and implementing school zone safety measures.
- 4) **Share Opportunities for Integrating Active Transportation Policies and Guidance into the General Plan**
  - Near-Term
    - Provide broader policy guidance on multimodal evaluation priorities that can be used to inform the assessment and design of multimodal facilities.
    - Introduce the Safe Systems Approach as a guiding principle for roadway planning and design and relationship between vehicular travel speed and crash outcomes.
    - Integrate roadway cross-section flexibility that allows for the application of different sections depending on the context and mobility objectives, consistent with a Safe Systems Approach identified in the Road Safety Action Plan.
    - Include comfort and safety as guiding principles for the development of the City's bicycle and pedestrian network
    - Include the importance of a neighborhood-driven and equitable approach in identifying and implementing active transportation projects.
    - Continue to advance a land use framework that also integrates context-appropriate street design flexibility.
- 5) **Build Safe Active Transportation Networks**
  - Near-Term

- Use the FHWA Bikeway Facility Guide, which provides facility selection criteria based on roadway characteristics and user considerations, as a baseline for facility selection and design on all bikeway projects.
  - Pilot the use of NACTO City Speed Limit Guide as a baseline for consideration on targeted, high-priority active transportation corridors.
  - Medium-Term
    - In future updates of the City's Street Planning and Design Guidelines, reference and integrate best practice facility designs and treatments for bicycle and pedestrian facilities include in the Plan's Design Guidance section as well as emergent best practices.
    - Evaluate the potential use of stop bars in high priority bicycle and pedestrian intersections.
- 6) **Build Connected Active Transportation Networks**
- Near-Term
    - Initiate a feasibility study for a pilot protected intersection in Phoenix.
    - Pilot implementation of intersection treatments that elevate visibility, shorten crossing distances, and provide greater protection to people walking and biking at high-priority biking and walking intersections.
  - Medium-Term
    - Document location of all bike lanes that allow time of day parking. Prioritize locations to work with the community on potential alternative designs with the goal of eliminating bike lanes that allow parking.
    - Establish standard intersection design practices that raise the visibility of people biking on approaches and through intersections, as recommended in the Plan's Design Guidance section.
    - Create and implement consistent wayfinding on high priority active transportation corridors throughout Phoenix.
  - Long-Term
    - Seek to collaborate with the Parks and Recreation Department and the Planning and Development Department to identify opportunities for coordinated development of an interconnected, low-stress Multi-Use Path network in Phoenix.
- 7) **Build Enjoyable Active Transportation Networks**
- Near-Term
    - Establish outreach guidelines for including traffic calming in Capital Improvement Projects,
    - including speed humps and speed bumps.
    - Collect data that will enable evaluation of bicycle and pedestrian Level of Transportation Stress (LTS). Data should specifically include: number of travel lanes; length, location, and number of travel lanes; parking signs; landscaping strips; and sidewalk location and width. This assessment informs facilities selection and design by evaluating the relative comfort and safety of someone walking or biking along a corridor.

- Medium-Term
  - Seek to collaborate across departments to streamline permit process for structural shade in the ROW, specifically awnings.
- Long-Term
  - Seek to collaborate across departments to review the existing traffic calming design standards for horizontal and vertical traffic calming for potential updates to ensure designs effectively calm traffic while supporting emergency operations.
- 8) **Build Equitable Active Transportation Networks**
  - Near-Term
    - Create easy to share fliers and slides with information on how to contact the Street Transportation Department and how to report maintenance to share during future outreach opportunities.
    - Track and incorporate publicly-submitted requests during the urban village assessment and project prioritization process.
  - Medium-Term
    - In future updates to the Street Transportation Department's Public Engagement Plan consider opportunities to better include low-income, historically-marginalized, disabled, and limited English-speaking residents in the decision-making and implementation process.
    - In future updates to internal public outreach standard processes and materials consider opportunities to better reach historically marginalized communities and empower residents to be actively involved in the decision making and implementation process.
  - Long-Term
    - Update existing program structures to support implementation of small projects that proactively support safe and enjoyable active transportation such as sidewalk infill, shade, street crossings, Low Impact Development/Green Infrastructure, ramps, and other Complete Streets design elements.
    - Evaluate Street Transportation Department programs that support active transportation, such as the Neighborhood Traffic Calming Program, for opportunities to update project selection criteria and outreach processes to better prioritize projects that reflect diverse needs and experiences.

## Key Corridors Master Plan (2020)

The Key Corridors Master Plan (KCMP) is a comprehensive plan that sets the foundation for rethinking how Phoenix plans and designs its transportation system. The project examines the fundamental relationship between where people work, play, and live, and how they move through and around the city. The KCMP serves as a roadmap for changing the way Phoenix residents move and transforming the way they live. As of the publication of this Technical Memorandum the KCMP has not yet been approved by The City of Phoenix Street Transportation Department.

The KCMP is essential because the city is rapidly changing with an increase in population and transportation needs. Phoenix is currently the fastest-growing city in the nation, and by 2050, the population is projected to increase by 28 percent and employment by 41 percent. This growth stresses the transportation system and requires rethinking of the city's streets to focus on moving people more efficiently with limited street space.

Another important issue addressed by the KCMP is Phoenix's vehicle dependency. Compared to other cities, Phoenix residents drive more and walk, bike, and use transit less. This is partly due to the city's infrastructure and culture. Still, the plan aims to reduce this dependency and shift the mindset and priorities regarding transportation and density.

Additionally, the city's streets have traditionally been designed to focus on vehicle travel at the expense of other functions, such as allowing transit to travel efficiently, providing space for people to walk and bike, and contributing to the city's livability by giving space for socializing and businesses. The KCMP aims to change this by working in conjunction with the department's Street Planning and Design Guidelines Manual (SPDGM) to provide comfortable alternatives to driving, creating fewer barriers to transportation, and improving safety for all users – in the form of designing streets with context-sensitive typologies.

### KCMP Street Typologies

Street space is at a premium in this region, with people walking and riding bicycles competing for space with buses, cars, trucks, and emergency vehicles. As a result, the KCMP suggests an untraditional way of designing streets by implementing a street typology system, which consider:

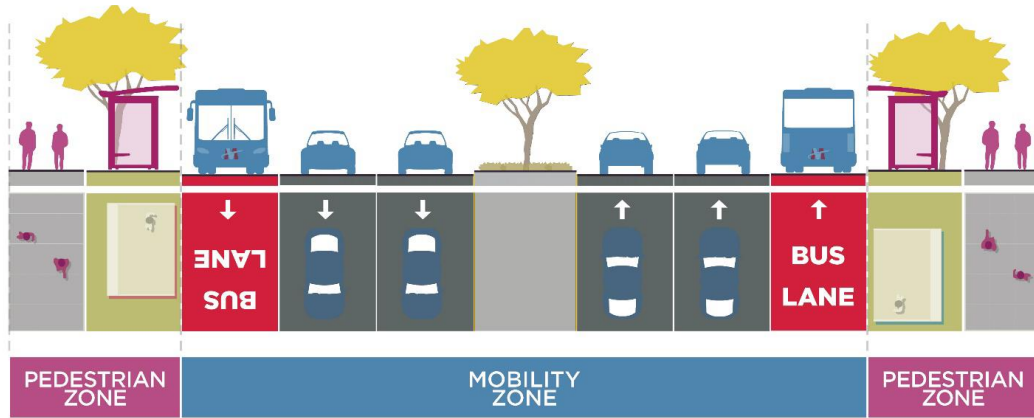
- A street's role in the overall transportation network
- How people are using the street
- The surrounding character and feel of the street

The KCMP developed a set of 17 street typologies that will guide the city in designing its streets, deciding what elements to include on certain streets and to make important policy decisions that impact our streets, such as setting speed limits. Phoenix's street typologies were developed based on input from stakeholders, current and future land use, careful consideration of how people use each street and its role in an overall transportation network. The KCMP street typologies in the WPTS study area include:

- Major Arterial Transit Corridors include Camelback Road and Thomas Road.
- Major Arterial Vehicle Emphasis Corridors include Indian School Road and McDowell Road
- Collector Road Active Transportation Corridors include Osborn Road and Encanto Boulevard

**Figure 2-3 - Figure 2-5** provide example cross sections and design considerations for the KCMP key corridors within the WPTS study area.

Figure 2-3: KCMP Major Arterial Transit Corridor Example Cross Section and Design Considerations



**STREET ELEMENT DETAILS**

		SURROUNDING STREET CONTEXT				
		Downtown Node	Regional/Urban Node	Suburban Commuter/Industrial	Neighborhood/Preserve/Recreation	
MOBILITY ZONE	Travel Lanes**	#	2 - 4*	2 - 6	2 - 6	
		Width (ft.)	10 - 12 <b>10</b>	10 - 12 <b>10</b>	10 - 12 <b>11</b>	10 - 12 <b>10</b>
	Median/Turn Lane	#	0 - 1	0 - 1	0 - 1	0 - 1
		Width (ft.)	10 - 24 <b>10</b>	14 - 24 <b>14</b>	14 - 24 <b>14</b>	14 - 24 <b>14</b>
	Bicycle Facilities***	#	0 - 2	0 - 2	0 - 2	0 - 2
		Width (ft.)	8 - 15	8 - 15	8 - 15	8 - 15
Transit - Light Rail	#	0 - 2	0 - 2	0 - 2	0 - 2	
	Width (ft.)	11 - 16	11 - 16	11 - 16	11 - 16	
Transit - BRT	#	0 - 2	0 - 2	0 - 2	0 - 2	
	Width (ft.)	10.5 - 12	10.5 - 12	10.5 - 12	10.5 - 12	
PED ZONE	Landscape/Furniture	#	2	2	2	2
		Width (ft.)	8 - 20 <b>14</b>	8 - 14 <b>12</b>	5 - 14 <b>10</b>	5 - 14 <b>10</b>
	Pedestrian Facilities	#	2	2	2	2
		Width (ft.)	8 - 20 <b>12</b>	6 - 12 <b>10</b>	5 - 10 <b>8</b>	5 - 10 <b>8</b>
Target Speed	MPH	25 - 30	35 - 40	40 - 45	40 - 45	

\* 7th Ave and 7th St may be exceptions

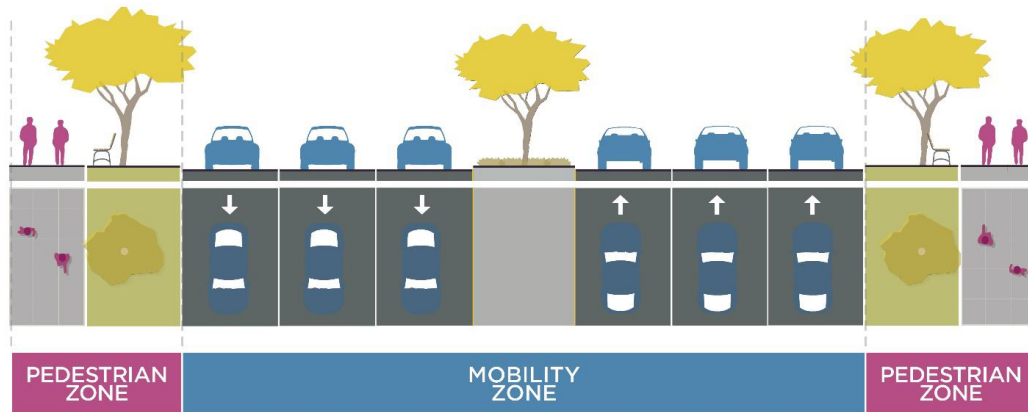
\*\* Lane widths for inner and outer lanes may vary. Please refer to the Street Planning and Design Guidelines for more additional guidance.

\*\*\* Preferred widths for bicycle facilities is context dependent and varies based on facility type. See additional guidance section for recommendations on preferred widths.

**■** = preferred dimension. See additional guidance for further details.



Figure 2-4: KCMP Major Arterial Vehicular Corridor Example Cross Section and Design Considerations



**STREET ELEMENT DETAILS**

		SURROUNDING STREET CONTEXT							
			Downtown Node	Regional/Urban Node	Suburban Commuter/Industrial	Neighborhood/Preserve/Recreation			
MOBILITY ZONE	Travel Lanes**	#	2 - 4*	4 - 6	4 - 6	4 - 6			
		Width (ft.)	10 - 12	10	10 - 12	10	10 - 12	10	10 - 12
	Median/Turn Lane	#	1	1	1	1			
		Width (ft.)	10 - 24	10	14 - 24	14	14 - 24	14	14 - 24
Bicycle Facilities***	#	0 - 2	0 - 2	0 - 2	0 - 2				
	Width (ft.)	8 - 15	8 - 15	8 - 15	8 - 15				
PED ZONE	Landscape/Furniture	#	2	2	2	2			
		Width (ft.)	5 - 20	5 - 12	5 - 12	5 - 12			
	Pedestrian Facilities	#	2	2	2	2			
Width (ft.)		8 - 20	6 - 12	5 - 8	5 - 8				
Target Speed	MPH	25 - 35	35 - 40	40 - 45	40 - 45				

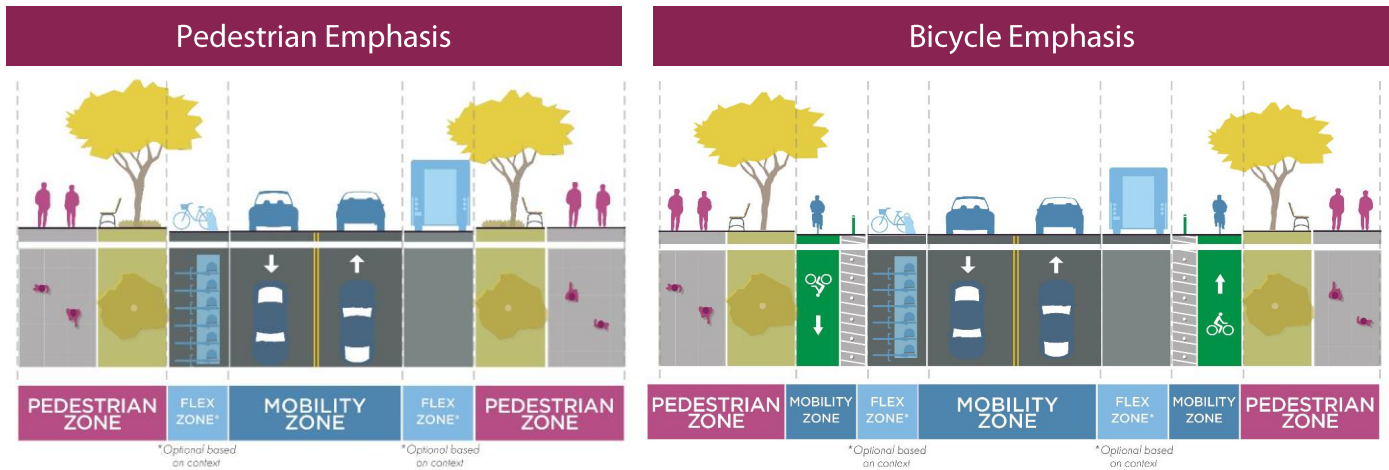
\* 7th Ave and 7th St may be exceptions

\*\* Lane widths for inner and outer lanes may vary. Please refer to the Street Planning and Design Guidelines for more additional guidance.

\*\*\* Preferred widths for bicycle facilities is context dependent and varies based on facility type. See additional guidance section for recommendations on preferred widths.

  = preferred dimension. See additional guidance for further details.

Figure 2-5: KCMP Collector Road Active Transportation Corridor Example Cross Section and Design Considerations



**STREET ELEMENT DETAILS**

**SURROUNDING STREET CONTEXT**

		Downtown Node	Regional/Urban Node	Suburban Commuter/Industrial	Neighborhood/Preserve/Recreation
<b>MOBILITY ZONE</b>	<b>Travel Lanes**</b>	# 2 - 4	# 2 - 4	# 2 - 4	# 2 - 4
		Width (ft.) 10 - 11 <b>10</b>	Width (ft.) 10 - 11 <b>10</b>	Width (ft.) 10 - 11 <b>10</b>	Width (ft.) 10 - 11 <b>10</b>
	<b>Median/Turn Lane</b>	# 0 - 1	# 0 - 1	# 0 - 1	# 0 - 1
		Width (ft.) 10	Width (ft.) 10	Width (ft.) 10	Width (ft.) 10
<b>MOBILITY ZONE</b>	<b>Bicycle Facilities***</b>	# 1 - 2	# 1 - 2	# 1 - 2	# 1 - 2
		Width (ft.) 6 - 15	Width (ft.) 6 - 15	Width (ft.) 6 - 15	Width (ft.) 6 - 15
<b>PED ZONE</b>	<b>Landscape/Furniture</b>	# 2	# 2	# 2	# 2
		Width (ft.) 5 - 20	Width (ft.) 5 - 12	Width (ft.) 5 - 12	Width (ft.) 5 - 12
<b>PED ZONE</b>	<b>Pedestrian Facilities</b>	# 2	# 2	# 2	# 2
		Width (ft.) 6 - 20	Width (ft.) 6 - 12	Width (ft.) 5 - 8	Width (ft.) 5 - 12
<b>FLEX</b>	<b>Flex Zone</b>	# 0 - 2	# 0 - 2	# 0 - 2	# 0 - 2
		Width (ft.) 7 - 10	Width (ft.) 7 - 10	Width (ft.) 7 - 10	Width (ft.) 7 - 10
	<b>Target Speed</b>	MPH 20 - 25 <b>25</b>	MPH 25 - 30 <b>25</b>	MPH 25 - 35 <b>25</b>	MPH 20 - 25 <b>25</b>

\*\* Lane widths for inner and outer lanes may vary. Please refer to the Street Planning and Design Guidelines for more additional guidance.

\*\*\* Preferred widths for bicycle facilities is context dependent and varies based on facility type. See additional guidance section for recommendations on preferred widths.

**10** = preferred dimension. See additional guidance for further details.



## Phoenix Road Safety Action Plan (2022)

The Road Safety Action Plan (RSAP) is a crucial part of the city's efforts to achieve the ultimate goal of Vision Zero - the elimination of all traffic fatalities and severe injuries on the city's roadways. In February 2022, the Phoenix City Council adopted a resolution to become part of the Vision Zero Network and committed to achieving zero traffic deaths by 2050. The Vision Zero commitment is built on the belief that everyone - whether walking, biking, driving, or taking transit - has the right to move safely in their community and that all traffic deaths are preventable.

The plan was developed using the Federal Highway Administration's Safe Systems Approach, a human-centric approach to intelligent transportation system design. This approach prioritizes safety and recognizes that humans make mistakes and are vulnerable to injury in crashes. The Safe Systems Approach also emphasizes the need for redundancy in safety measures and for proactively addressing risks to prevent fatalities and serious injuries. As part of this process, a High Injury Network (HIN) map of corridors was developed to show where the highest amount of people had been killed and severely injured in motor vehicle collisions. This approach will help focus limited resources on what is needed and where so funds can be invested in the areas that are most impacted by death and injury. There are no HIN intersections or segments in the WPTS study area.

The goals in the RSAP address critical components of road safety, including safe speeds, roads, post-crash care, safe vehicles, and safe road users. By incorporating the Safe Systems Approach and best practices from the Vision Zero Network, the RSAP strives to create a comprehensive safety plan for Phoenix roadways. The plan includes actionable strategies to address severe and fatal crash trends and provides engineering, evaluation, equity, education, and enforcement solutions. These actionable strategies are categorized within five focus areas with the most pertinent areas to the WPTS consisting of:

- Pedestrians & Bicyclists - Strategies focused on pedestrian/bicyclist safety policy & infrastructure
- Intersections - Strategies focused on improving safety at intersections
- Segments - Strategies focused on improving safety on roadway segments

The objectives and action strategies from each focus area are described below:

- Pedestrians & Bicyclists
  - A. Reduce crash risk involving people walking & Biking by Expanding Safe Routes to School efforts.
    - Implement safety improvements at 20 schools per year focused on schools on arterials, collectors, within mobility areas, and with high equity need.
  - B. Reduce the number of Killed and Serious Injury (KSI) crashes involving people walking & biking with geometric reconfiguration & systemic countermeasures.
    - Install 20 mid-block improvements per year
    - Reduce pedestrian-related fatal crashes by 10 percent per year
    - Develop pedestrian safety toolkit by 2027
  - C. Review existing gaps in pedestrian infrastructure & prioritize improvements.
    - Develop a risk factor network to identify locations with greatest risk by 2025
    - Develop a plan to implement annual improvements to mitigate risk factors by 2027

- Improve shade coverage at 60 transit stops per year
- Intersections
  - A. Reduce the number of KSI crashes at unsignalized intersections with geometric reconfiguration & systemic countermeasures.
    - Develop geospatial process for identifying unsignalized crashes by 2024
    - Develop list of priority intersections & improvements by 2024
  - B. Reduce the number of KSI crashes at signalized intersections with geometric reconfiguration & systemic countermeasures.
    - Complete 15 HIN intersection rebuilds per year
    - Reduce KSI crashes at unsignalized intersections by 8 percent per year
  - C. Reduce the number of KSI crashes at signalized intersections with signal phasing or timing.
    - Evaluate the 68 HIN intersections for appropriate pedestrian safety operations & left-turn operational improvements by 2024
- Segments
  - A. Reduce the number of KSI crashes on road corridors with access management (reducing conflict points).
    - Reduce KSI crashes on segments by 2 percent per year
    - Install 4 Miles of Raised Medians per year with less than 8 median breaks per mile for the first 5 Years
  - B. Reduce the number of KSI crashes on road corridors by improving visibility, illumination, & driver expectancy.
    - Initiate 3 single sided miles of lighting per year for the first 5 years and install a minimum of 3 miles per year by year 3
  - C. Reduce the number of nighttime crashes by implementing systemic lighting improvements citywide.
    - Reduce nighttime crashes by 5 percent Per Year

The RSAP also prepares the City of Phoenix for funding opportunities through the Federal Infrastructure Investment and Jobs Act (IIJA) by identifying a High Injury Network (HIN) and developing comprehensive solutions to address the city's road safety needs. The City of Phoenix works with federal, state, regional, and local agencies to align safety plans, projects, policies, and funding strategies to implement the RSAP effectively.

In conclusion, the RSAP is a significant step towards achieving Vision Zero and ensuring the safety of all road users. The city's commitment to reducing fatalities and severe injuries on its roads and ensuring everyone has the right to move safely in their community is demonstrated by the RSAP's adoption of the Federal Highway Administration's Safe Systems Approach and collaboration with partners. The RSAP is essential in creating a safer, more equitable, and more sustainable transportation network for everyone.

## **Transit Oriented Development Strategic Policy Framework (2018)**

Transit Oriented Development (TOD) Strategic Policy Framework is a widely adopted urban planning approach to promote sustainable and livable communities by integrating transportation, land use, and

housing. In Phoenix, Arizona, the TOD Strategic Policy Framework serves as the guiding document for implementing TOD in the city and provides a comprehensive vision for future growth and development. The framework outlines the city's goals and objectives for TOD, including improving access to public transportation, reducing traffic congestion, promoting sustainable land use patterns, and creating vibrant, walkable communities.

One of the critical elements of the TOD Strategic Policy Framework in Phoenix is the promotion of compact, mixed-use development around transit stations. This development is designed to provide residents with easy access to public transportation and reduce the need for single-occupancy vehicle trips. The framework encourages the development of residential, commercial, and employment centers within a half-mile radius of transit stations, providing residents with access to a range of amenities and services without the need to rely on a car.

Another critical component of the TOD Strategic Policy Framework in Phoenix is the integration of public transportation into the urban fabric. The framework calls for developing transit-supportive land use policies and creating transit-friendly streetscapes, such as pedestrian-friendly sidewalks, bike lanes, and improved street crossings. Additionally, the framework advocates using transit-oriented design principles in developing new transit stations, ensuring they are accessible and well-integrated into the surrounding community.

Phoenix has implemented various programs and initiatives to achieve the goals outlined in the TOD Strategic Policy Framework. For example, the city has established a TOD Zone, which provides a range of incentives for developers to build transit-oriented projects. The TOD Zone includes several areas around transit stations and provides developers with tax credits, density bonuses, and streamlined permitting processes. In addition to these incentives, the city has also established a TOD Task Force, which is responsible for implementing the TOD Strategic Policy Framework and ensuring that it remains relevant and responsive to the community's changing needs.

The TOD Strategic Policy Framework in Phoenix has received widespread support from many stakeholders, including residents, businesses, and government officials. The framework has been praised for its comprehensive approach to TOD and its focus on promoting sustainable and livable communities. The city has also been recognized for its commitment to improving access to public transportation and reducing traffic congestion, which has helped to make Phoenix a more livable and sustainable city.

Despite these successes, the implementation of the TOD Strategic Policy Framework in Phoenix has faced some challenges. For example, some residents have expressed concerns about the impacts of TOD on the local community, particularly concerning displacement and gentrification. To address these concerns, the city has implemented a range of measures to ensure that TOD benefits all community members, including low-income residents, and does not contribute to gentrification.

In conclusion, Phoenix's TOD Strategic Policy Framework serves as a model for other cities looking to implement TOD. The framework provides a comprehensive vision for integrating transportation, land use, and housing and has successfully promoted sustainable and livable communities in Phoenix. Despite the challenges faced during its implementation, the TOD Strategic Policy Framework remains essential for ensuring that Phoenix continues to grow and develop sustainably and equitably.

## Phoenix General Plan (2018)

The Phoenix General Plan (PlanPHX) is a comprehensive and integrated planning document that lays out the vision and strategy for the city's growth, development, and preservation. It was developed to guide decision-making and investment in the future and serves as a roadmap for the city's progress. The plan focuses on creating a Connected Oasis where people can live, work, and play in a vibrant and sustainable city.

The Phoenix General Plan comprises two main components: Growth and Preservation Areas and Infrastructure. The Growth and Preservation Areas are the focal points of the city's growth and preservation efforts and include cores, centers, corridors, infill development, transit-oriented development, downtown, local and small businesses, entrepreneurs, and emerging enterprises. These areas will help to create a more connected, vibrant, and sustainable city.

The infrastructure component of the Phoenix General Plan covers a wide range of facilities and programs that will help to achieve the city's vision. The Infrastructure Areas include arts and culture, Complete Streets, public transit, parks and recreation facilities, diverse housing, energy infrastructure, and others. The focus on providing a comprehensive range of infrastructure services will help to create a more livable and sustainable city.

The Phoenix General Plan is also guided by the five Core Values of sustainability, livability, mobility, economic prosperity, and cultural vitality. These Core Values serve as the foundation for the plan and guide decision-making in the city. Each Core Value has its own set of Growth and Preservation Areas and infrastructure that align with its specific goals, ensuring that the plan is focused on creating a better future for all residents, businesses, and visitors.

The plan strongly emphasizes smart growth, which is a more efficient approach to city building. This approach calls for development and growth to be targeted close to existing or planned infrastructure, such as public transit and parks, to help create a more connected city. This growth and development approach helps reduce sprawl, increase walkability, and improve access to essential services and amenities. The focus on smart growth and its alignment with the city's Core Values will help to create a more sustainable and livable city.

In conclusion, the Phoenix General Plan is a critical tool for the city to create a better future for its residents, businesses, and visitors. The comprehensive and forward-thinking nature of the plan will help to guide decision-making and investment in the city, and its focus on growth and preservation, infrastructure, and the five Core Values will help to create a more connected, sustainable, and livable city. The plan's emphasis on smart growth will help to reduce sprawl, increase walkability, and improve access to essential services and amenities. The Phoenix General Plan serves as a roadmap for the city's progress and is a crucial document for ensuring the city's continued success and growth.

## Maryvale Village Character Plan (2019)

The Maryvale Village Character Plan is an urban planning initiative aimed at preserving and protecting the character of the Maryvale Urban Planning Village while encouraging growth and investment. The plan was developed with the help of the Maryvale Village Planning Committee, which worked to identify specific design principles and opportunities for development and investment.

One of the main design principles of the plan is to encourage the development of pedestrian-friendly environments with plazas, open spaces, shaded walkways, and the separation of pedestrian and vehicular



traffic. This principle is demonstrated by the Desert Sky Transit Center, which is designed to provide a safe and convenient connection to transit facilities for all users.

Another design principle of the plan is to promote development in compact cores, centers, and corridors connected by roads and transit and designed to encourage walking and cycling. This principle is also demonstrated by the Desert Sky Transit Center and the Maryvale Core Plan, which aim to create a more livable and sustainable environment for residents.

In addition to design principles, the Maryvale Village Character Plan also identifies several opportunities for growth and investment. One of the main opportunities is the need for more quality and higher-paying jobs, which the plan seeks to address by improving the local economy. Another opportunity is the need for a light rail extension, which is projected for 2023. The light rail is expected to encourage desired growth and investment and provide necessary connections to the larger Phoenix Metropolitan area.

The plan also seeks to limit the clustering of undesirable uses and encourage alternative growth and development investment opportunities. This can be achieved by exploring and building upon incentives for business investment, which will help to revitalize the local economy and create new jobs.

The Maryvale Village Character Plan has set several goals to achieve its objectives. These goals include promoting density near transportation corridors, connecting people and places, strengthening the local economy, building a sustainable desert city, celebrating diverse communities and neighborhoods, and promoting the light rail extension in Maryvale.

In conclusion, the Maryvale Village Character Plan is a comprehensive urban planning initiative aimed at preserving and enhancing the village's character while encouraging growth and investment. The plan is based on several design principles, identifies growth and investment opportunities, and sets several goals to achieve its objectives. The plan is expected to improve the quality of life for residents and create new job opportunities, making Maryvale a more livable and sustainable community.

## **Planned Unit Developments and Traffic Impact Statements**

A Planned Unit Development (PUD) is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the zoning ordinance. A PUD may include substantial background information to help illustrate the intent of the development. The purpose and intent statements are not requirements that will be enforced by the City. The PUD modifies only zoning ordinance regulations and does not modify other City Codes or requirements. Additional public hearings may be necessary such as, but not limited to, right-of-way abandonments.

A traffic impact study (TIS) or a traffic impact analysis (TIA) is a document prepared by qualified traffic engineering firms that assess the potential effects of a proposed development on the surrounding roadway network. The study is conducted to ensure that the proposed development will not cause undue impacts to the transportation system and to identify any necessary mitigation measures to alleviate those impacts. In some cases, a TIS may also be used to assess the potential impacts of an existing development that is experiencing significant changes in traffic patterns. A TIS or TIA will typically consider factors such as:

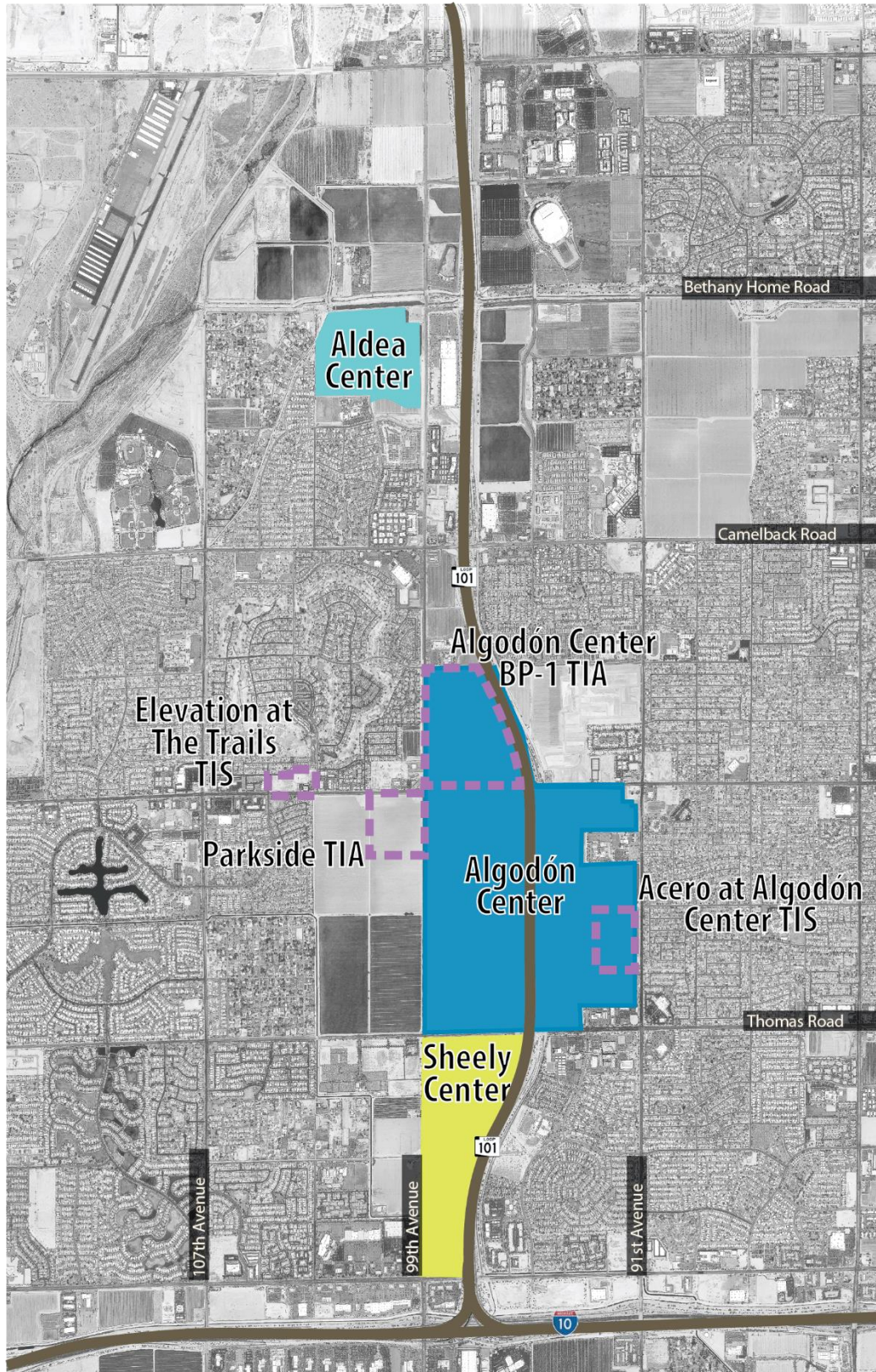
- traffic volume
- vehicle mix
- speed

- turning movements
- possible pedestrian and bicycle activity

Once completed, the TIS can be used to help inform decisions related to zoning, land use, and transportation infrastructure investments.

Three PUDs and four TIA/TISs were reviewed as part of the literature process which are shown in **Figure 2-6** and described in more detail in the subsequent subsections.

Figure 2-6: Planned Use Developments





## Algodón Center Planned Use Development

### Existing Site Condition

Figure 2-7: Algodón Center Existing Site Conditions



Algodón Center is a 665-acre, existing Planned Community District (PCD) Planned Use Development (PUD) approved by the City Council in June 2000 (Z 19-00). Algodón Center is the largest vacant parcel in Maryvale and along the 101 Freeway. To the north, the State Farm Stadium (football), Desert Diamond Arena (hockey), and Desert Diamond Casino have all established themselves. To the south, the Banner Estrella Hospital operates. A wide range of housing options have continued to develop along the corridor, including around the football stadium in Glendale, just north of Indian School in the Western Enclave communities in Phoenix, and, most recently, the Fulton Homes Acclaim approval on the west side of 99<sup>th</sup> Avenue in Avondale. Thus, the Freeway corridor has generated a broad mix of diverse land uses.

As shown in **Figure 2-7**, the property is entirely within the jurisdiction of the City of Phoenix. The northwestern boundary is immediately adjacent to the City of Glendale. A portion of the western boundary borders property currently owned by the Long Family that is located within the City of Avondale; Fulton Homes

recently secured approval to construct 580 homes on that 153-acre site.

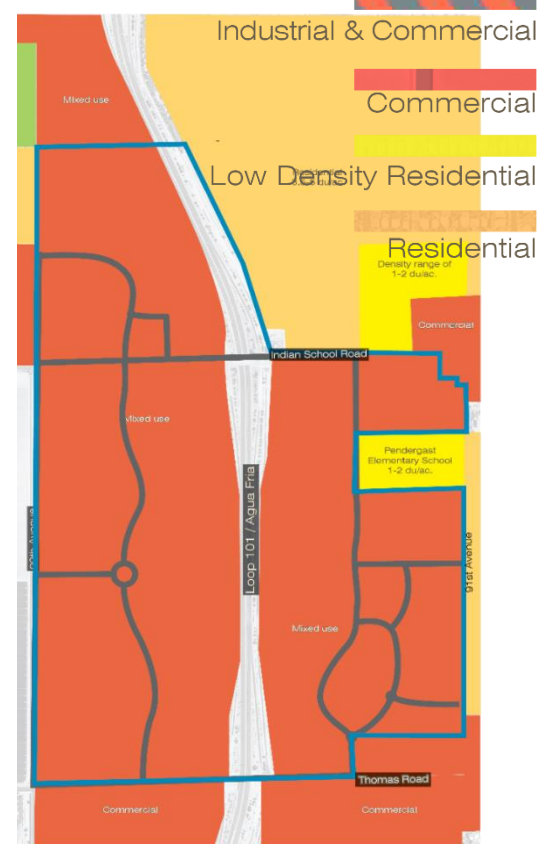
The existing topography is relatively flat and drains to the west-southwest at a slope of 0.40%. As the property has historically been used as agriculture, there are no significant natural features associated with the property. Drainage for the site is bisected by the existing 101 Freeway, which runs north and south through the middle of the project.

The site has several small irrigation ditches and dirt farm roads within and surrounding the property that serve the current farming operations on the site. These irrigation ditches and farm roads will be removed and/or tiled at the time development occurs on the site.

### General Plan

The current General Plan designates this site for mixed use with the underlying land use designations of commercial and industrial (**Figure 2-8**). Along with the Algodón Center PCD PUD, JF Long

Figure 2-8: Algodón Center Existing General Plan Land Use





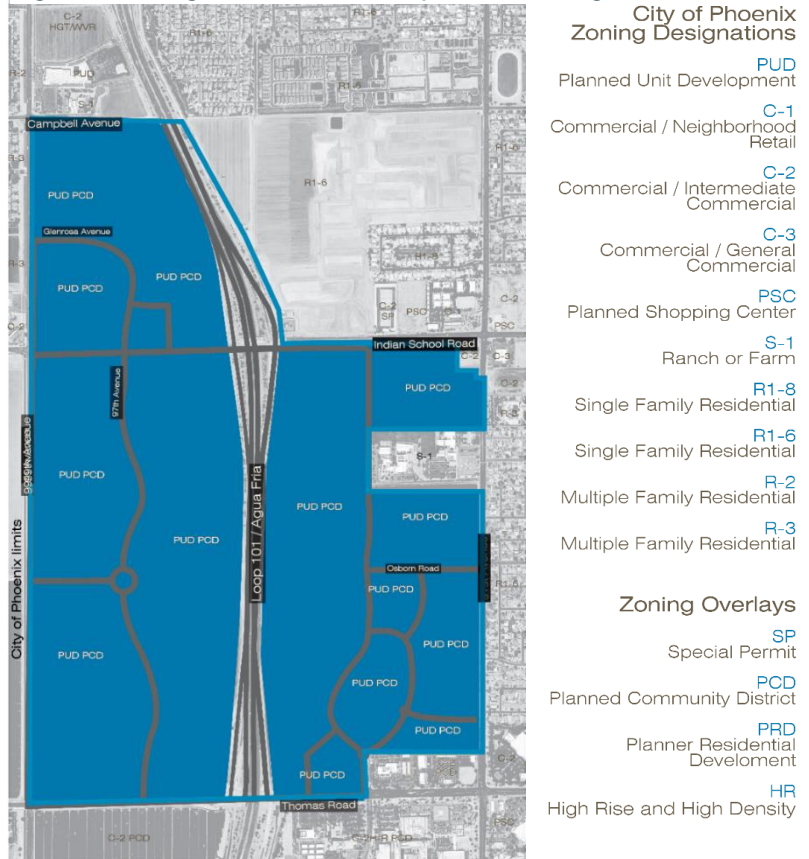
Properties is submitting a minor General Plan Amendment application to redesignate 353 acres for residential development at densities ranging from 3.5 to 15 du/ac. The remainder of the site will retain its mixed use designation.

**Zoning**

Since the 2000 rezoning, there have been several zoning applications filed within Algodón for individual parcels, as reflected in Case Nos. Z-19-B-00 through Z-19-F-00. Specifically, the Algodón Center PCD was amended in 2015 in Case No. Z-19-E-00-5, which resulted in approximately 50 acres being removed from the PCD to create the Western Enclave 204-lot single-family subdivision at the northwest corner of Campbell Avenue and 91<sup>st</sup> Avenue. In 2018, the Algodón Center PCD was amended in Case No. Z-19-F-00-5, to remove an additional 131.27 acres generally located at the northwest corner of W. Indian School Road and 101 Freeway from the Algodón Center to create Western Enclave II, a 524-lot single family subdivision. In each of those last two Amendments, -E and -F, no changes to the development standards or permitted uses for the land area remaining in the PUD PCD boundary were proposed.

This proposed Amendment to the PCD PUD seeks to add a range of single and lower density multiple family development rights to 353 acres of the PCD. That includes all of the acreage on the West side of the 101 Freeway between Indian School Road on the north and Thomas Road on the south, as well as two parcels located along 91<sup>st</sup> Avenue in the northeastern area of the PCD PUD. See **Figure 2-9** for the Algodón Center Proposed Zoning.

Figure 2-9: Algodón Center Proposed Zoning





## Sheely Center Planned Use Development

### Existing Site Condition

The purpose of the proposed PUD is to create specific standards to guide the development of the approximate 197-acre parcel located at the southwest corner of Thomas Road and the Agua Fria Freeway (“Loop 101”). As shown in **Figure 2-12**, the subject property extends from McDowell Road on the south to Thomas Road on the north and situated between 99<sup>th</sup> Avenue (City of Phoenix & City of Avondale city limits) and the Loop 101 Freeway. The uniquely situated property enjoys approximately 1 mile of freeway frontage along the Loop 101 in western Phoenix. The rezoning request will involve approximately 197 acres and will rezone the property from the current C-2 HR PCD to PUD to allow for the development of an urban mixed-use development which implements the

Figure 2-12: Sheely Center Existing Site Location

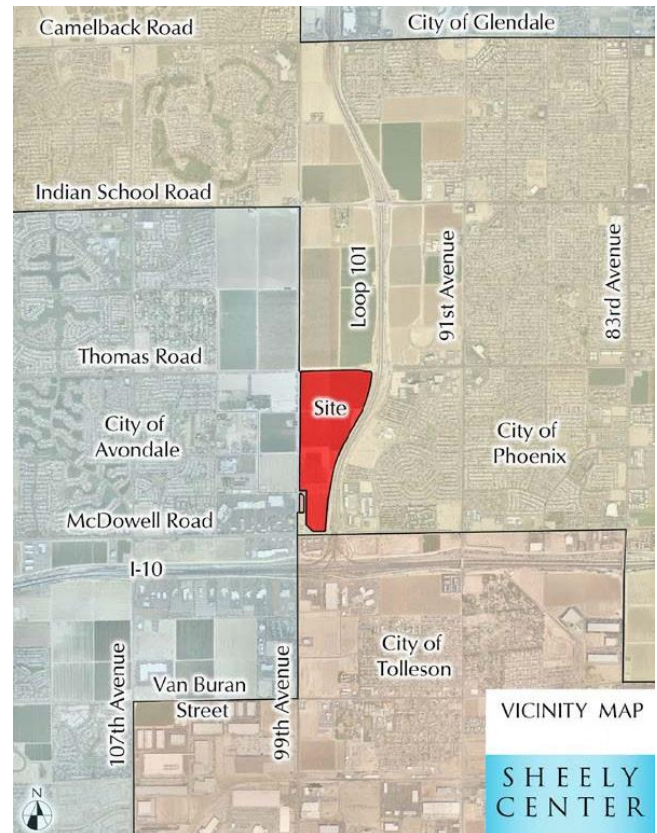
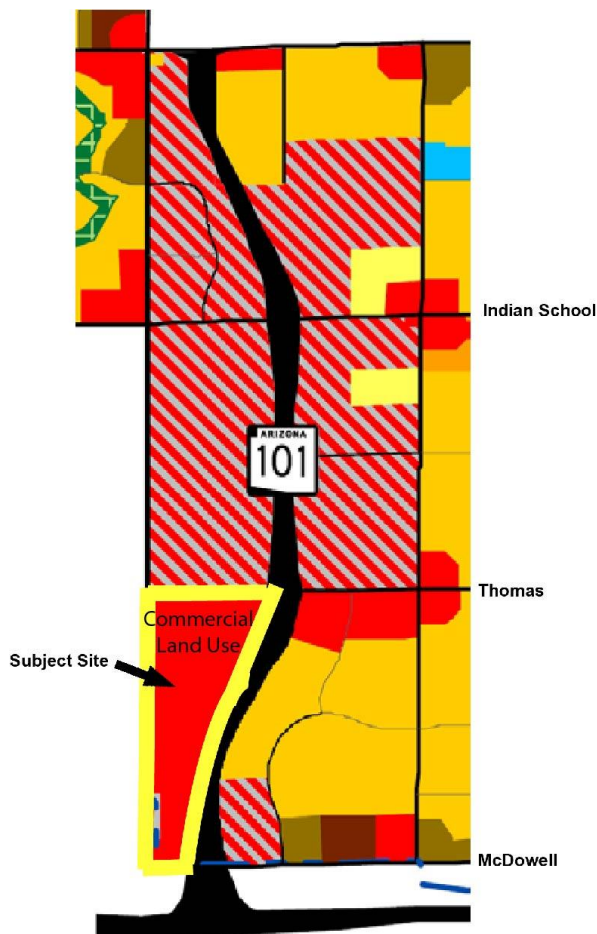


Figure 2-13: Sheely Center General Plan Land Use



greater vision of the Sheely Farms PCD and the City of Phoenix’s vision for development along the Loop 101 Freeway corridor. The resulting project will be called Sheely Center PUD.

### General Plan Land Use

As shown in **Figure 2-13**, the current General Plan Land Use designation for the subject property is commercial which allows retail, office and multi-family housing.

In December 2007 the City Council approved the current General Plan designation which changed the previous land use designation of Commercial, Commerce/Business Park, and Mixed-Use (Commercial and Commerce/Business Park) to Commercial to allow a major amendment to the Sheely Farms PCD. That amendment allows the same land uses now being proposed as part of this PUD. The City Council’s decision on the General Plan to move to a commercial designation for the Sheely property followed the determination by the Maryvale Planning Committee



that the area along the Loop 101 Freeway is an appropriate location for “intense/high-rise development that supports employment, commercial, and entertainment uses.” Indeed, the three miles of mostly vacant land along the Loop 101 Aqua Fria Freeway from Camelback Road to McDowell Road is the last and best opportunity for the City of Phoenix to regain the initiative from Glendale, Avondale, and Tolleson to foster outstanding mixed-use urban style master plans centered on employment opportunities and that maximize this freeway frontage for other existing opportunities with retail, hotel, entertainment and high-density housing units. Freeway signage, project architectural design features and project amenities will all play key roles in recapturing the initiative in this area. Such high-density residential development will require safe, convenient active transportation connections for those residents to access and enjoy the nearby amenities.

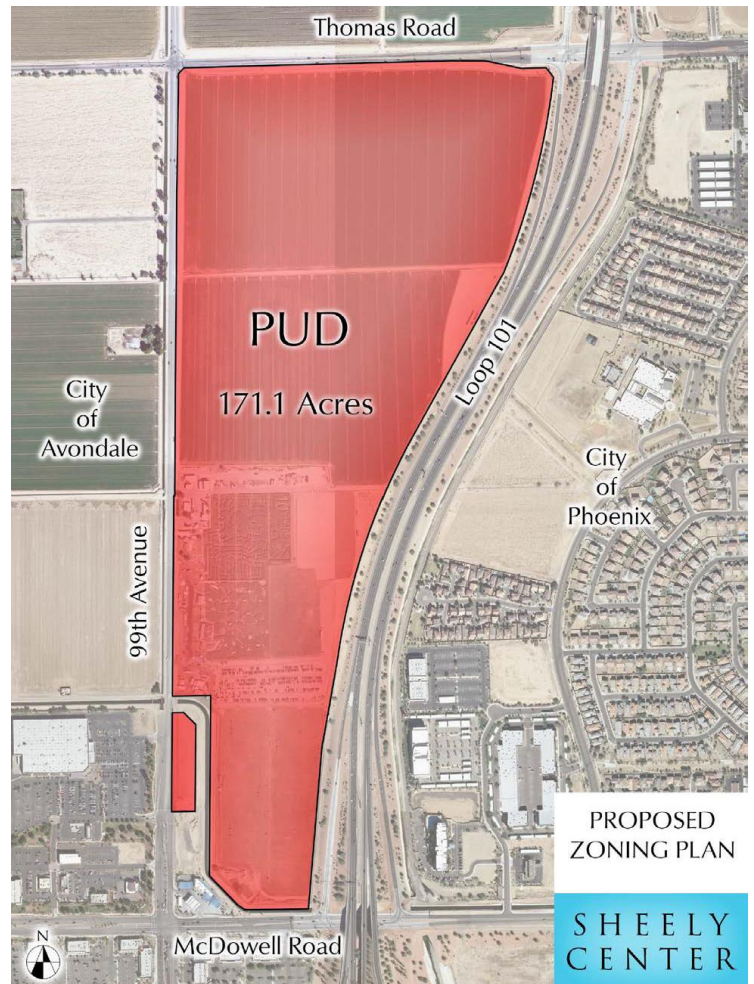
**Zoning**

Sheely Center is at its core a business/employment campus that also will attract other complimentary uses and provide the kinds of amenities and diversity of uses that are envisioned along the Loop 101 Freeway corridor and at the gateway into the city with an eye toward future growth industries that will need a well-educated workforce. The project is designed around a mixed-use urban theme. The plan proposes commercial, office, hotel, retail, entertainment, commerce park uses and residential living components that will all compliment the mixed-use character. While mixed use is being proposed all over the entire project the property provides several distinct districts that are designed to create centers for employment, entertainment, commerce, and retail destinations.

Sheely Center is being designed to accommodate:

- 3.8 million square feet of office space,
- 1.2 million square feet of retail space,
- 1,000 hotel rooms
- up to 1,375 residential units

Figure 2-14: Sheely Center Zoning



As shown in **Figure 2-14**, the proposed land use plan for Sheely Center includes a single land use designation in order to promote the intent of the PUD and to accommodate flexibility with uses through design requirements and ensure compatibility among the various land use opportunities within the project and the surrounding properties.



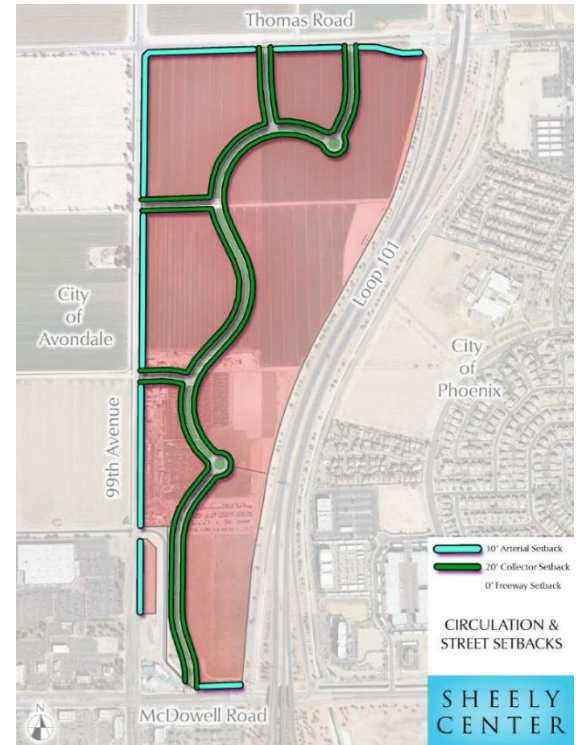
The current high rise building heights and overall intensity were approved by the City Council back in 2008. In that action, the Council approved a 250-foot maximum height, except for buildings within 100-feet of Thomas Road, McDowell Road and 99<sup>th</sup> Avenue, where the building height maximum was limited to 150-feet in height. This stepback restriction in building heights along Thomas Road and McDowell Road no longer has planning merit given the intensity of the master plan to the north of Thomas and the freeway-to-freeway interchanges to the south, and it has therefore been deleted. However, this building height stepback of 150 feet has been maintained along 99<sup>th</sup> Avenue.

The office and commercial sub-areas can accommodate commercial and major office buildings ranging from 2 to 22 stories and are intended to capitalize on the excellent freeway accessibility for high intensity opportunities. A tiered approach to the placement of these buildings locates lower height structures adjacent to 99<sup>th</sup> Avenue. This special attention of incorporating visual hierarchy into the design of the development creates a unique and high-quality Class-A office image while providing for the diverse needs of the market. The office buildings themselves vary in floor plate size and shape to provide for the varying needs of the office user. The working population at this site will be served by the retail, urban housing, entertainment and even hotel components of the project.

**Planned Circulation**

As shown in **Figure 2-15**, the project includes 5 project “gateway” entries along Thomas Road, 99<sup>th</sup> Avenue and McDowell Road. These gateway entrances will be used as the primary access to general circulation routes within the Sheely Center development and will be designed to create an enhanced sense of arrival for the users into the development. Additional direct access to specific uses within the development and parking areas will be provided via the internal roadway network.

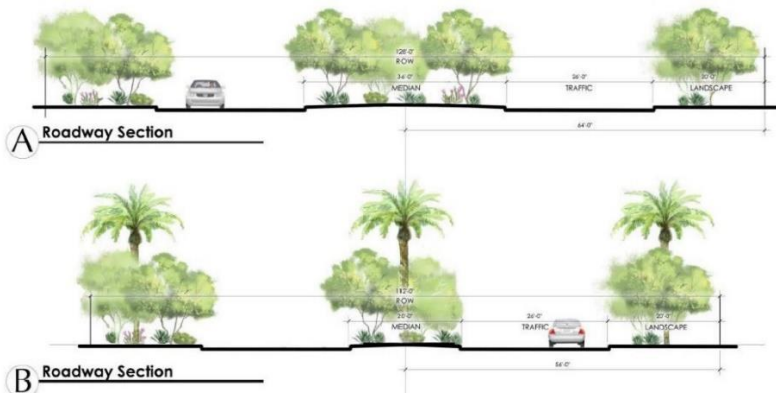
*Figure 2-15: Sheely Center Planned Circulation*



**Street Cross Sections**

**Figure 2-16** shows examples of street cross sections for the Sheely Center area.

*Figure 2-16: Sheely Center Cross Sections*

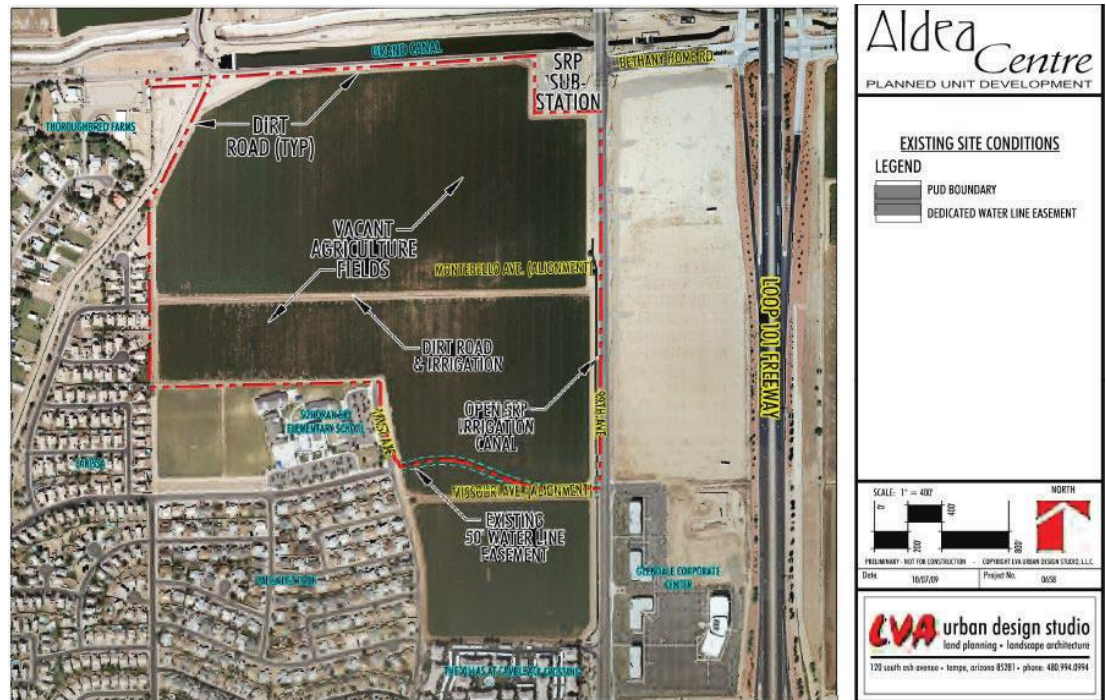


## Aldea Center Planned Use Development

### Existing Site Condition

As shown in **Figure 2-17**, the subject property is at the edge of the City of Phoenix municipal boundary in the Maryvale Village and is surrounded on the north and east by the City of Glendale. The property is 1/4 mile west of the Loop 101 Freeway corridor and is within close proximity to the University of Phoenix Stadium, Gila River Arena and Westgate Center. The Glendale Municipal Airport is approximately 1 mile to the west, and the Agua Fria River is located 2 miles west of the property. The new Camelback Ranch-Glendale Spring Training facility is located approximately 1/2 mile to the southwest, providing opportunities for pedestrian and bicycle connectivity between the training facility and the Aldea Centre PUD.

Figure 2-17: Aldea Center Existing Site Conditions



As indicated above, with Glendale’s development of the University of Phoenix Stadium (home of the Arizona Cardinals), the Gila River Arena (home of the Phoenix Coyotes), Camelback Ranch-Glendale (the Dodgers/White Sox Spring Training Facility) and the Westgate Center in Glendale, this area has become a major urban sports and entertainment center for the region. Anchored by the completion of these major sports and entertainment facilities, various high-density mixed-use development projects (including Centrada, cbd101, Westgate, and Main Street) are planned within the immediate vicinity. This, coupled with the excellent regional access from the Loop 101 Freeway makes this property uniquely positioned for success as a major, mixed-use development project within the municipal boundaries of the City of Phoenix.

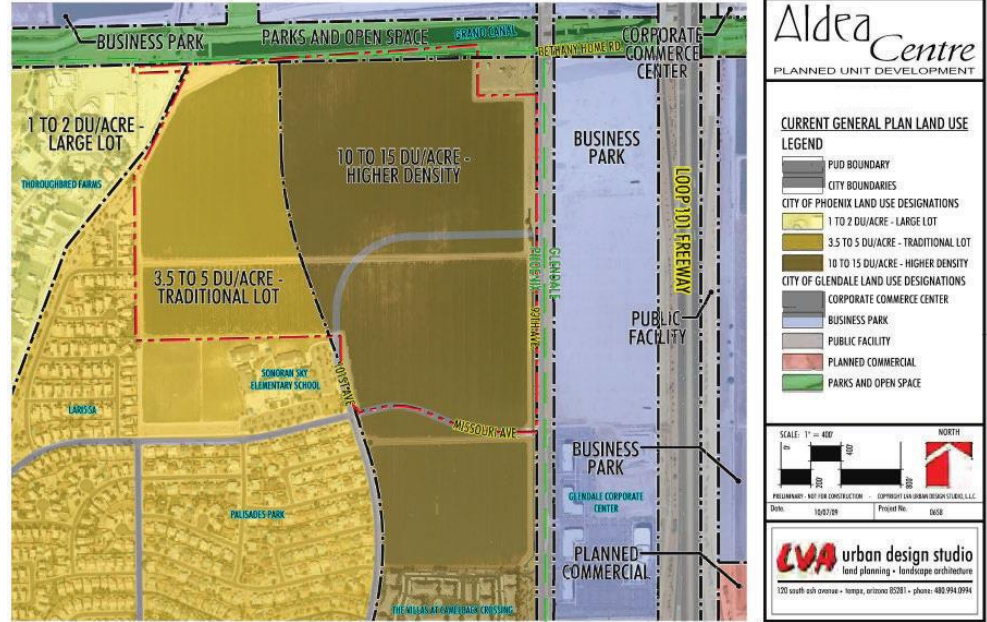
The Glendale Municipal Airport is located approximately one mile west of the subject property. The various existing and proposed developments in the City of Glendale described above have substantially greater height than the height proposed for Aldea Centre. That would include the University of Phoenix Stadium and the proposed 400-foot-tall structure approved by the City of Glendale for the cbd101 project to the east of the Loop 101 Freeway. In addition, immediately across 99<sup>th</sup> Avenue, Glendale staff (including City Airport staff) recommended approval for 250-foot-tall structures. The maximum height proposed for the Aldea Centre project is 100 feet, well below other developments approved in the context area. Nevertheless, any proposal in excess of four stories or 48 feet will be required to process a Form 7460 with the Federal Aviation Administration.



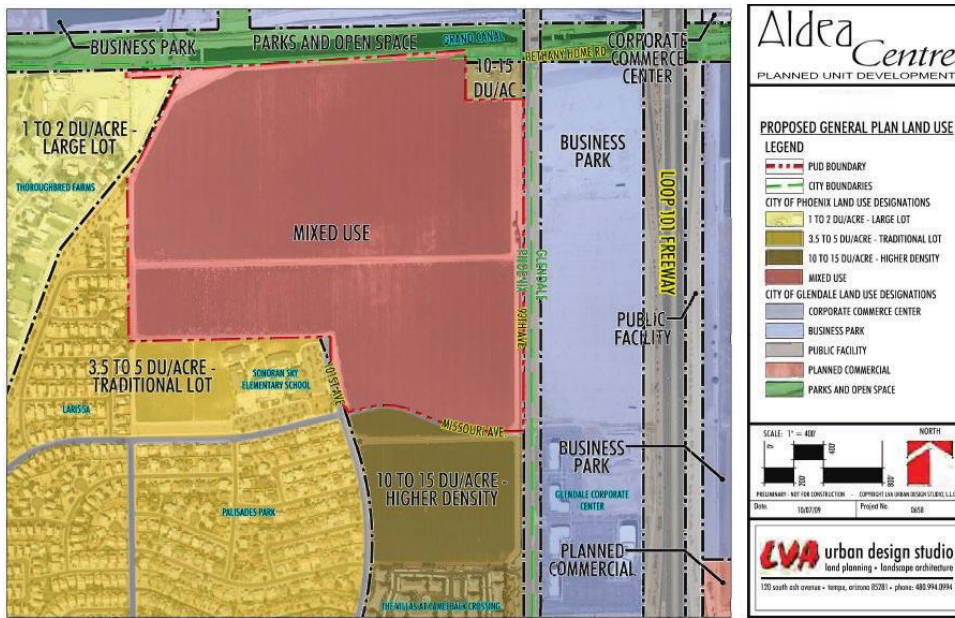
**General Plan Land Use**

As shown in **Figure 2-18**, the current General Plan land use designations on the property include Higher Density Residential use at a density of 10 to 15 du/acre for approximately 85 acres along the eastern portion of the property and Traditional Lot Residential use at a density of 3.5 to 5 du/acre for the remaining 42 acres along the western portion of the property. Concurrent with this PUD, a Minor General Plan Land Use Map Amendment (GPA-MV-1-09-5) is being processed to change the land uses from High Density and Traditional Lot Residential to Mixed-Use. **Figure 2-19** shows the proposed General Plan Land use changing to mixed use within the Aldea Center study area.

**Figure 2-18: Aldea Center General Plan Land Use**



**Figure 2-19: Aldea Center Proposed General Plan**

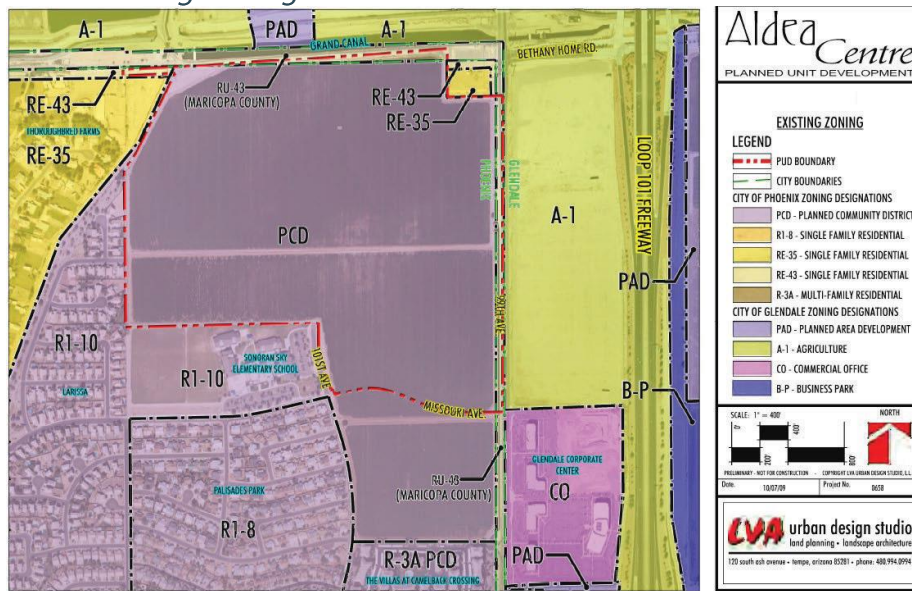


**Zoning**

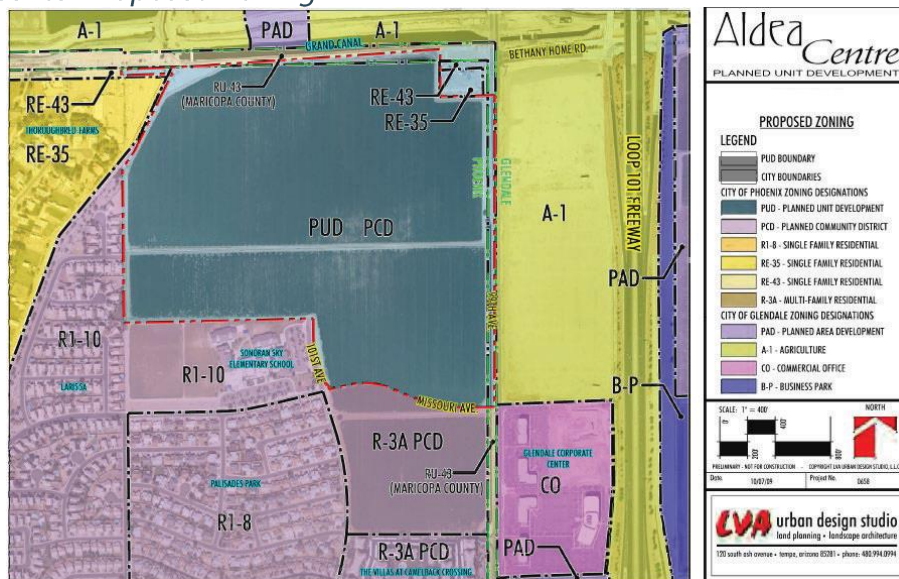
See **Figure 2-20** and **Figure 2-21** for a depiction of the current and proposed zoning designations affiliated with the Aldea Centre property and the context area. The zoning surrounding the property (within each respective jurisdiction) is as follows:

- South (Phoenix) – Planned Community District
- Southwest (Phoenix) – Planned Community District R 1-8
- West (Phoenix) – Planned Community District RE-35
- North (Glendale) – A-1 and Planned Area Development (PAD ) Zoning
- East (Glendale) – A-1 (PAD zoning in process)

*Figure 2-20: Aldea Center Existing Zoning*



*Figure 2-21: Aldea Center Proposed Zoning*





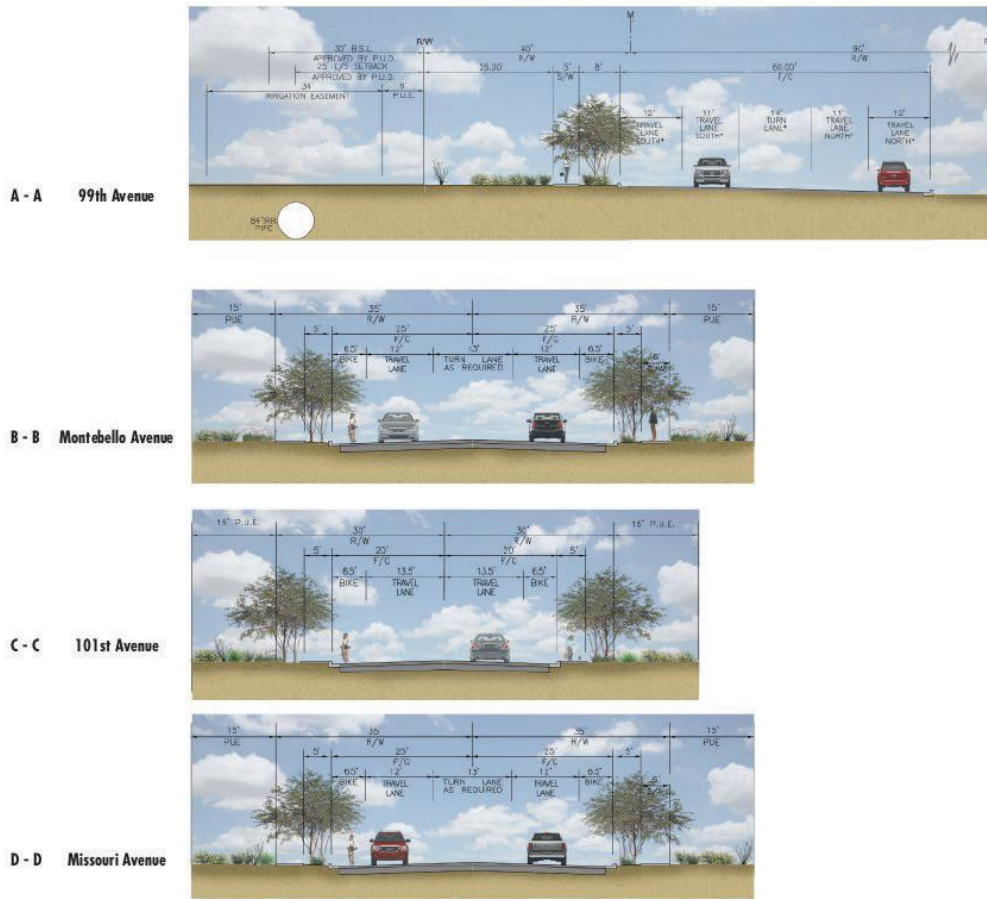
### *Street Cross Sections and Planned Circulation*

The current General Plan Street Classification Map identifies 99<sup>th</sup> Avenue as an Arterial, Missouri Avenue as a Collector, and 101<sup>st</sup> Avenue and Montebello Avenue as Minor Collectors. Concurrent with this PUD, a Minor General Plan Street Classification Map Amendment (GPA MV-2-09-5) is being requested to remove 101<sup>st</sup> Avenue as a minor collector between Missouri Avenue and Montebello Avenue, and to remove Montebello Avenue as a minor collector between 99<sup>th</sup> Avenue and 101<sup>st</sup> Avenue. These two segments of minor collector roads were part of an old residential land use plan called DC Ranch, dating back to 1983, which was never built within this portion of the planning area. In response to the introduction of the Loop 101 Freeway (which was not a planning component back in 1983) and the growth of the sports and entertainment district, the need for transportation facilities has evolved. Further, based on traffic circulation in the area and the proposed PUD, these two segments of minor collector roads may not be needed as public roadways. As such, they are being proposed for removal from the Street Classification Map. Assuming approval of the minor General Plan Street Classification Map Amendment, the PUD will be in full compliance with the General Plan regarding circulation.

As shown in **Figure 2-22**, the Aldea Centre PUD proposes a comprehensive internal street network that is planned and coordinated with the existing street network in the area. 99<sup>th</sup> Avenue, a major arterial street, borders the east property line and will provide the major north/south movement adjacent to the development. Three major access points with median breaks, full-turn movements and signalization are proposed along 99<sup>th</sup> Avenue, including Bethany Home Road, Montebello Avenue, and Missouri Avenue. Additional right-in, right-out access points may be provided along 99<sup>th</sup> Avenue. 101<sup>st</sup> Avenue will extend from its current alignment from the south through the property and connect to Bethany Home Road. Montebello Avenue will provide access in an east/west direction through the property and end in a cul-de-sac approximately 600 feet from the western boundary of the development. Missouri Avenue will provide an additional east/west access point and will connect with 101<sup>st</sup> Avenue.

Pedestrian connectivity is an important component of the Aldea Centre PUD. The planned roadway network will couple as an efficient pedestrian system throughout the property, as well as provide connections to adjoining properties. 99<sup>th</sup> Avenue will include a 5-foot sidewalk separated from the curb by a landscape strip, providing opportunities for shade trees along the sidewalk. All internal and external roadways, including Montebello Avenue east of 101<sup>st</sup> Avenue, Missouri Avenue, Bethany Home Road, and 101<sup>st</sup> Avenue will include 5-foot sidewalks setback from the curb, providing opportunities for shade trees on both sides of the sidewalk. Montebello Avenue west of 101<sup>st</sup> Avenue is planned as a local street and will include a 5-foot sidewalk detached to the curb. These sidewalks will all connect to the existing sidewalks adjacent to the school and residential developments to the south. Additionally, sidewalk connections will be provided from each of the buildings to the primary sidewalks along the roadways as they are developed, providing a comprehensive and connected sidewalk network throughout the development.

Figure 2-22: Aldea Center Cross Sections and Planned Circulation



### Aldea Centre PLANNED UNIT DEVELOPMENT

**STREET SECTIONS**

NOTE: THIS PROPOSED STREET NETWORK MAY BE PUBLIC OR PRIVATE. THE DETERMINATION FOR JURISDICTIONAL CONTROL WILL BE MADE AT THE TIME OF THE SITE PLAN REVIEW FOR THE FIRST PHASE OF DEVELOPMENT WITH ALDEA CENTRE



SECTION KEY MAP n15



## Algodón Center BP-1 Traffic Impact Analysis

A TIA was prepared for a proposed mixed-use development located in the northeast corner of 99<sup>th</sup> Avenue and Indian School Road in accordance with the requirements of the City of Phoenix Traffic Impact Study Guidelines, as published in the Street Planning and Design Guidelines (2009). As shown in **Figure 2-23**, the site is approximately 106 acres of undeveloped land. The development will include a mix of retail, industrial park, and multi-family land uses.

The TIA evaluated all site access driveways and all intersections adjacent to the development. The weekday AM and PM peak hour periods were analyzed and valuate existing conditions, opening year of Phase I of the development (2023), opening year of Phase II of the development (2027) and a future horizon year (2032).

The following assessments and conclusions are relevant to the WPTS:

### Existing Conditions

- Per traffic counts collected for the Parkside Village Traffic Impact Analysis in February 2019, the daily traffic volume on 99<sup>th</sup> Avenue, south of Indian School Road, is 14,985 vehicles per day (vpd). The daily traffic volume on Indian School Road, west of 99<sup>th</sup> Avenue, is 35,035 vehicles per day (vpd).
- The study intersections operate at acceptable levels of service under existing conditions.

### Trip Generation

- The proposed development at full-build out is anticipated to generate a total of 11,188 weekday daily trips (entering and exiting) with 975 during the AM peak hour and 1,001 during the PM peak hour.

### 2023 Horizon Year

- 2023 assumes opening of the Alta 99<sup>th</sup> multi-family development on the southeast corner of 99<sup>th</sup> Avenue and Campbell Avenue.
- The westbound approach to Campbell Avenue/99<sup>th</sup> Avenue is planned to provide a left turn lane, a shared left/thru lane, and a right turn lane, with signal timing modifications based on coordination between the City of Phoenix and Lokahi Group.
- In 2023, all study intersections and individual movements at unsignalized intersections are expected to operate at an overall LOS of D or better.

Figure 2-23: Algodón Center BP-1 Site Plan



#### *2027 Horizon Year*

- 2027 Year assumes completion of the Alta 99<sup>th</sup> multi-family development and the Algodon BP-1 development.
- In 2027, existing signalized intersections are anticipated to remain at or above LOS D, with the exception of 99<sup>th</sup> Avenue/Indian School Road.
- Several movements at the unsignalized site access points are expected to experience insufficient LOS in the AM and/or PM peak hours.

#### *2032 Horizon Year*

- The 2032 Horizon Year assumes full development of the site and the addition of background traffic.
- All Improvements under the 2027 Mitigation scenario are assumed to be constructed by 2032.
- In 2032 with site traffic, the signalized intersection of 99<sup>th</sup> Avenue/Indian School Road is expected to operate at insufficient LOS.
- Several movements at the unsignalized site access points are expected to experience insufficient LOS in the AM and/or PM peak hours.

#### *Roadway Improvements*

- The daily traffic volume on Indian School Road is projected to be >60,000 vpd by 2032; therefore, is recommended to be widened to six lanes adjacent to the site. The proposed cross-section should taper to four lanes west of 99<sup>th</sup> Avenue and east of 97<sup>th</sup> Avenue.
- The daily traffic volume on 99<sup>th</sup> Avenue is projected to be >35,000 vpd in by 2032. Per the City of Phoenix General Plan, 99<sup>th</sup> Avenue is recommended to be widened to six lanes adjacent to the site. The proposed cross-section will provide consistency with the planned cross-section south of Indian School Road. 99<sup>th</sup> Avenue should taper to four lanes in advance of Campbell Avenue.
- Campbell Avenue is recommended to be extended as a collector roadway into the site, connecting to Glenrosa Avenue.
- The internal collector roadways are proposed to be constructed with a 50-foot width (face of curb) to accommodate one lane in each direction, a center two-way left-turn lane, and dedicated bike lanes in each direction.



## Acero at Algodón Center Traffic Impact Statement

A TIS for the proposed Acero at Algodon Center development was prepared in 2019. As shown in **Figure 2-24**, the development site is located on the southwest corner of 91st Avenue and Osborn Road within the Algodon Medical Office Park, which is partially built. The proposed project will consist of approximately 460 multi-family units. Gated access is proposed on the Algodon collector street (92nd Avenue) and on 91st Avenue. The City of Phoenix requested an analysis of driveway auxiliary lanes on 91st Avenue and a signal warrant analysis for the 91st Avenue/Osborn Road intersection. The following findings are pertinent to the WPTS:

Figure 2-24: Acero Site Location



### Trip Generation

- The proposed Acero Apartments development is anticipated to generate a total of 3,367 weekday trips with 212 during the AM peak hour and 257 during the PM peak hour.
- The new land uses for Parcel 1 (Acero Apartments and medical office) generate less trips than originally assumed for Parcel 1 in the Algodon Center TIA with 217 less trips during the AM peak hour and 256 less trips during the PM Peak Hour.

### 91st Avenue/Osborn Road Traffic Signal

- Traffic signal warrants are not satisfied with existing conditions at the 91st Avenue/Osborn Road intersection.
- The proposed Acero Apartment development is expected to add negligible trips to the existing westbound approach of the intersection. Because most traffic is expected to travel west via Thomas Road and south on 91st Avenue, and there is a proposed primary access on 91st Avenue, minimal traffic volumes are expected to be added to the eastbound approach when Osborn Road is constructed. Therefore, a traffic signal at this location would not be warranted by the new traffic volumes generated by the proposed Acero Apartments development.

### Driveways

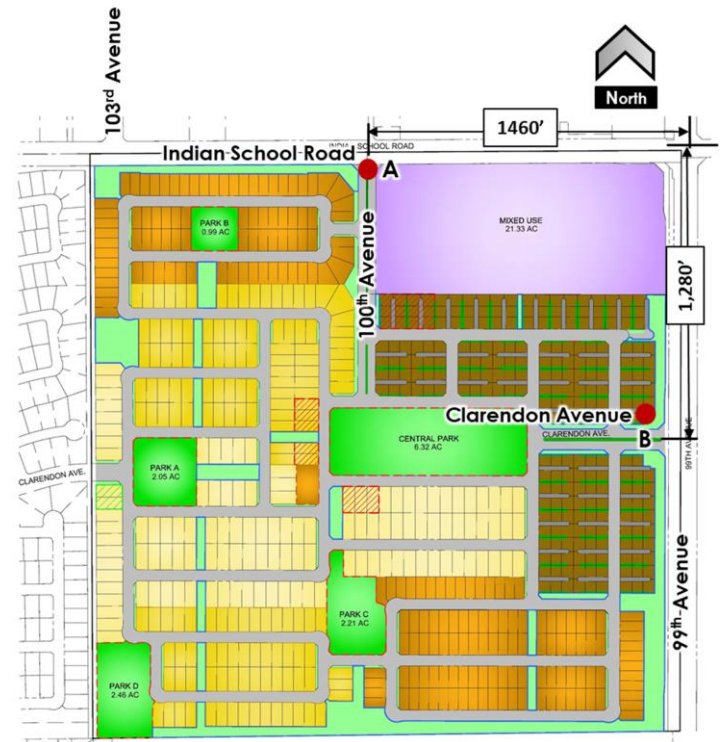
- All driveways must conform to City of Phoenix Ordinance Section 31 – 44. A 10 foot by 20 foot sight visibility triangle (20 foot measured along the property line) is required on both sides of a driveway.
- Per the City of Phoenix Street Planning and Design Guidelines, right turn deceleration lanes at local streets or driveways are considered on a case by case basis. The peak hour southbound right-turn volume on 91st Avenue at Access A is projected to be 16 vph, which does not warrant a dedicated right-turn deceleration lane.

- Currently, a center two-way left-turn lane is provided on 91<sup>st</sup> Avenue at Access A. If a dedicated left-turn lane is striped on 91<sup>st</sup> Avenue at Access A, it should be striped as a back to back left-turn lane with the southbound left-turn at Cheery Lynn Drive. The minimum storage length for left-turn lanes on an arterial is 100 feet at a driveway or local street, and 150 feet at a collector street.

### Parkside Traffic Impact Analysis

As shown in **Figure 2-25**, the proposed site for Parkside residential and mixed-use development is in the southwest corner of 99<sup>th</sup> Avenue and Indian School Road in Avondale, Arizona. The proposed development will consist of 715 residential dwelling units. The following findings and recommendations are pertinent to the WPTS:

Figure 2-25: Parkside Site Plan



- The residential land uses in opening year are anticipated to generate a total of 6,750 weekday daily trips (entering and exiting) with 529 during the AM peak hour and 708 during the PM peak hour.
- The proposed development at full build-out, including the mixed-use parcel, is anticipated to generate a total of 7,836 weekday daily trips (entering and exiting) with 838 during the AM peak hour and 1,194 during the PM peak hour.
- With full build-out of the site, a traffic signal is likely to be warranted at the 99<sup>th</sup> Avenue/Access B intersection. Warrant 1 (Eight-hour) and Warrant 2 (four-hour) are projected to be met at Access B.
- The developer is responsible for half street improvements on the south side of Indian School Road adjacent to their site. This roadway is planned as a five-lane section with a two-way left turn lane per Maricopa County standards. The ultimate roadway for 99<sup>th</sup> Avenue consists of a six-lane roadway. Northbound dual left-turn lanes are recommended on 99<sup>th</sup> Avenue at its intersection with Indian School Road. The proposed development will be responsible for 99<sup>th</sup> Avenue half-street improvements adjacent to the site.
- The 99<sup>th</sup> Avenue/Indian School Road intersection will experience delay with background traffic volumes and existing lane configurations. The 2020 analysis includes dedicated right-turn lanes on the eastbound, westbound, and southbound approaches. With Indian School Road as a four-lane roadway, the additional turn lanes are necessary to improve the level-of-service. The 2026 analysis includes 99<sup>th</sup> Avenue as six lanes, per the City of Phoenix cross-section, and dedicated right-turn lanes on the eastbound, westbound, and southbound approaches. Future intersection improvements should consider dedicated right-turn lanes, and northbound dual left turn lanes should be considered due to a peak hour volume of 254 vph. Per the City of Avondale General

Engineering Requirements Manual (2018), dedicated right-turn lanes are required at all major arterial intersections.

- A traffic signal is projected to be warranted at this intersection with the development of the residential parcels. With a traffic signal, this intersection will operate at acceptable levels of service.
- The Access B/99<sup>th</sup> Avenue is expected to warrant a traffic signal at full build-out. With a traffic signal, this intersection will operate at acceptable levels of service.

### Elevation at The Trails Traffic Impact Statement

This TIS evaluated a proposed multi-family residential development on the northwest corner of 103<sup>rd</sup> Avenue and Indian School Road. Shown in **Figure 2-26**, the proposed development is 9.62 acres, consists of 124 total multi-family dwelling units, and two gated access points are proposed - one on 104<sup>th</sup> Drive and one on 103<sup>rd</sup> Avenue. summarizes the trip generation for the proposed development,

- Along Camelback Road, a total of 55 feet of half-street right-of-way should be dedicated on the northern portion of the subject site.
- On a typical weekday, the development is estimated to generate 146 trips in the AM peak hour, 169 trips in the PM peak hour, and 2,416 daily trips.

Figure 2-26: Elevation at The Trails Site Plan





### 3 Study Area Profile

Land Use and transportation planning establish the foundation shaping a community's identity and character. Collaboratively examining how we live today offers us the opportunity to identify future needs and responsibly plan for long term growth. This section provides an overview of existing land uses, study area sub-areas, zoning, and current demographics and socioeconomic conditions. Data was primarily compiled from the City of Phoenix, and Maricopa Association of Governments (MAG) to identify study area sub-areas and inventory and assess land use and zoning conditions.

#### Land Use

The study area is comprised of 10 different land use classifications, and like most of Phoenix on the periphery of the municipal limits, the most predominate being single family residential encompassing 1,556 acres, or nearly 37 percent of the study area. One unique condition with the land use composition in the study area compared to other areas of the city is the amount of developable land; the second and third most common land uses in the study area include 844 acres of agricultural land (approximately 20 percent) and 394 acres of vacant land (approximately 9 percent). The vast majority of the agricultural and vacant land is along the loop-101 corridor stretching from Encanto Boulevard to Camelback Road. However, the area east of Loop-101 from Thomas Road to Indian School Road is currently under development as part of the Algodon master planned development.

Other primary land use classifications include other/public employment and open space which each account for nearly 373 acres, or almost nine percent of the study area. The most notable other/public employment land use in the study area is Camelback Ranch, which is located on 141 acres of land at Ballpark Boulevard and Camelback Road and is Spring Training Home to the Chicago White Sox and the Los Angeles Dodgers. This is one of the study area's largest destinations and trip generators with a large seasonal influx during the spring training season. The other notable other/public employment land use is the Banner Estrella Medical Center located east of the Loop-101 corridor on Thomas Road. The two major open space areas include Hammers Park which hosts large youth sporting events and other seasonal affairs, and the remains of the Villa De Paz golf course, which is currently closed, and the City is working with the property owner if the land will remain as a golf course/open space or be developed into more homes and potentially mixed-use development.

In order of most common to least common, the remaining existing land use classifications are transportation, multi-family residential, commercial, industrial, and office. Transportation is at the top of this secondary list primarily due to the Loop-101 corridor and the traditional roadway network. Multi-family residential land uses are scattered throughout the study area with some clusters located within and adjacent to the Villa De Paz neighborhood. There are pockets of commercial land uses at various arterial roadway intersections in the form of strip mall development.

**Table 3-1** shows the distribution of existing land uses, while **Figure 3-1** illustrates a map of the existing land uses within the study area.

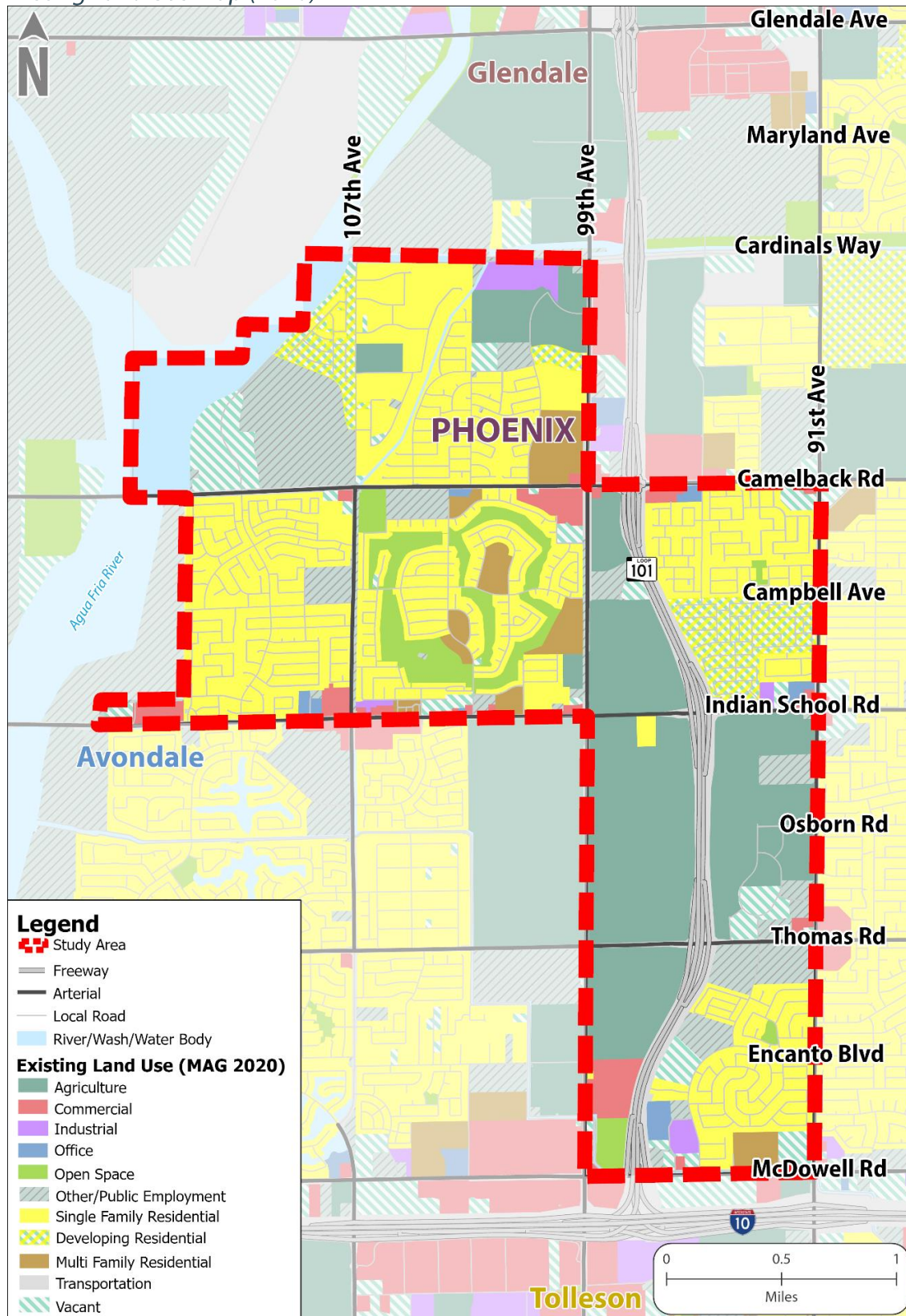


Table 3-1: Existing Land Use Distribution

Existing Land Use Classification	Acres	Percent
Single Family Residential	1555.81	37.16%
Agriculture	844.37	20.17%
Vacant	393.89	9.41%
Other/Public Employment	373.42	8.92%
Open Space	373.26	8.92%
Transportation	326.71	7.80%
Multi-Family Residential	134.89	3.22%
Commercial	108.23	2.59%
Industrial	46.49	1.11%
Office	29.33	0.70%
<b>Total</b>	<b>4,186.4</b>	<b>100.00%</b>

Source: Maricopa Association of Governments, 2020

Figure 3-1: Existing Land Use Map (2020)



## Identification of Study Area Sub-Areas

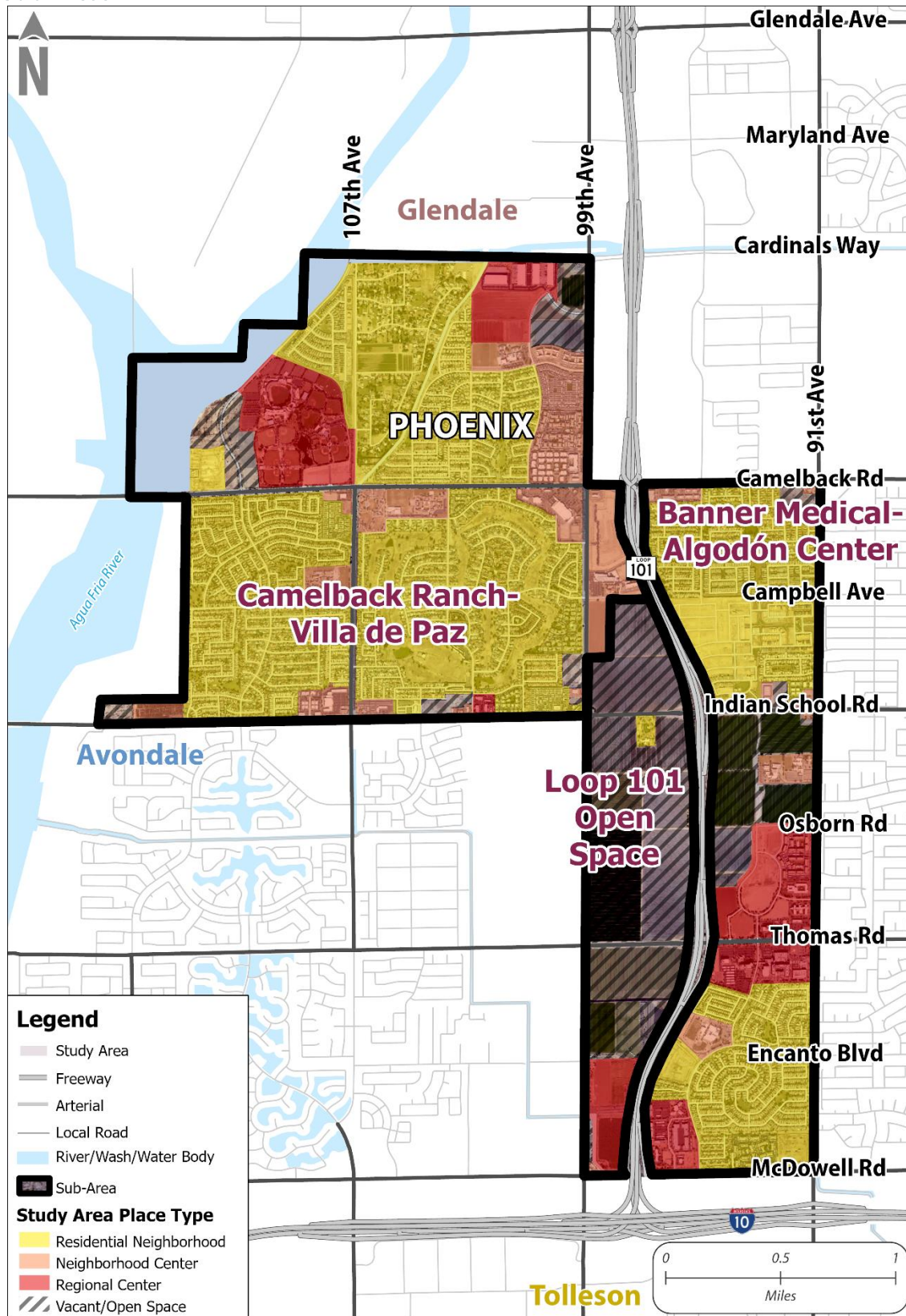
One intent of WPTS is to guide transportation development and investment in the three sub-areas, which are listed below and shown in **Figure 3-2**:

- 1. Camelback Ranch-Villa de Paz:** This sub-area is north of Indian School Road and west of 99<sup>th</sup> Avenue. It is critical to improve pedestrian and bicycle connectivity and enhance public transit options. The city should continue and strive to work with private developers to support economic development by creating more walkable and bike-friendly streetscapes, improving transit access to the area, and creating more affordable housing options for residents.
- 2. Banner Medical-Established Neighborhoods:** This sub-area is located east of the Loop 101 Corridor, with one section between Camelback Road and Indian School Road and the other between Thomas Road and McDowell Road. Improving transit options in this area, particularly along major corridors such as 7<sup>th</sup> Avenue and 19<sup>th</sup> Avenue and investing in pedestrian and bicycle infrastructure is paramount in this sub-area. The city should continue and strive to work with private developers to create more mixed-use developments in the area, combining commercial, office, and residential uses.
- 3. Agricultural Loop 101 Corridor:** This sub-area is located on both sides of the Loop 101 freeway and is undeveloped agricultural land. The city should continue and strive to work with private developers to plan for future development in the area and planning transportation infrastructure in conjunction with land use patterns. Creating a grid of local streets to support future development and enhancing transit options along major corridors such as 91<sup>st</sup> Avenue and 107<sup>th</sup> Avenue is a primary necessity within this sub-area.

Overall, the WPTS can guide transportation planning and investment in these sub-areas and ensure that future development in these areas is supported by appropriate transportation infrastructure. This study will provide a set of specific recommendations for each sub-area, which can be used to guide future investments and decisions.



Figure 3-2: Sub-Areas





Additionally, the WPTS area is broken down into four unique place types that provide a framework to understand the character of development that is envisioned for a sub-area in conjunction with opportunities and constraints in each of the sub-areas. The four place types in this study are Regional Centers, Neighborhood Centers, Residential Neighborhood, and Vacant/Open Space

#### *Regional Centers*

Destinations for the region where people shop, work, and recreate. Regional centers typically have multi-story, large footprint buildings, a high level of freeway and arterial access, with a mix of retail, service, office, and entertainment uses with large parking facilities.

#### *Neighborhood Centers*

These areas support a variety of uses needed for a complete neighborhood including schools, recreation, neighborhood-serving retail, and some higher density residential housing with primary access on arterial roadways, usually located adjacent to established single-family residential neighborhoods.

#### *Residential Neighborhood*

Areas of established lower density residential housing, usually single-family homes, with a strong potential to allow for multimodal mobility transportation facilities for pedestrians, bicyclists, and other mode users.

#### *Vacant/Open Space*

Agricultural, undeveloped, or vacant land that has the potential for a various range of development or preservation as open space in the future.

## Zoning

The City of Phoenix maintains jurisdictional authority over zoning and land use matters within their respective boundary. **Table 3-2** and

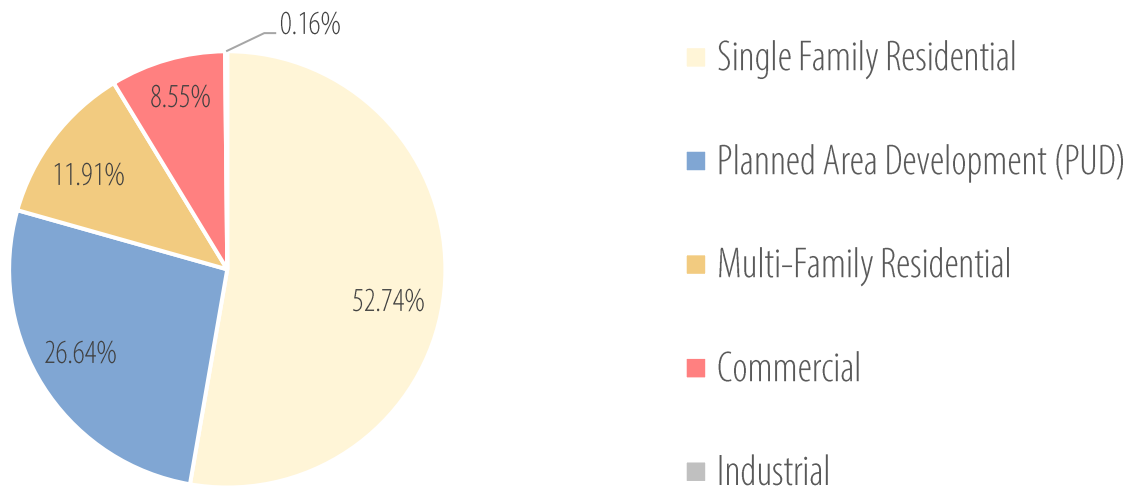
**Figure 3-3** show the City of Phoenix’s current zoning districts and their distribution within the study area.

Table 3-2: The City of Phoenix Zoning Distribution

Zoning	Acres	Percent
Single Family Residential	2,156.58	52.74%
Planned Area Development (PUD)	1,089.45	26.64%
Multi-Family Residential	487.24	11.91%
Commercial	349.51	8.55%
Industrial	6.63	0.16%
<b>Total</b>	<b>4,089.41</b>	<b>100%</b>

Source: The City of Phoenix, MAG

Figure 3-3: City of Phoenix Zoning Distribution



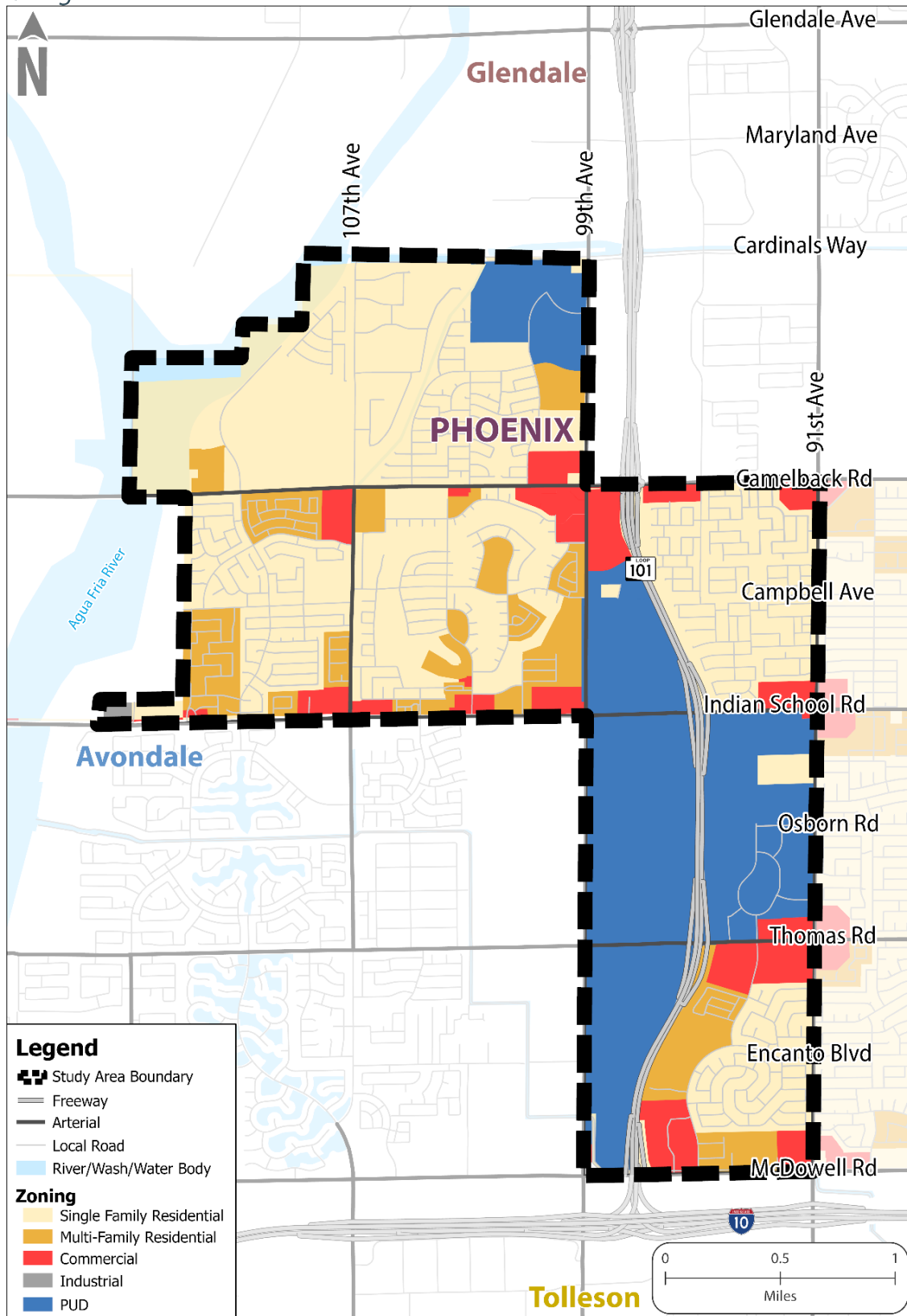
**Figure 3-4** provides a map of the City of Phoenix zoning districts, which shows nearly 53 percent, 2,156 acres, zoned as Single Family Residential with sections found throughout the study area. The purpose of Single Family Residential is to foster the creation of living areas which can assist the establishment of stable, functional neighborhoods. An established pattern of living in this metropolitan area reflects a tradition of single-family occupied dwellings which also emphasize outdoor living. Many of these dwellings are thereby located on relatively large urban or suburban lots.

The Planned Area Development (PUD) zoning district is the second largest district within the study area at 27 percent, 1,089 acres, and is mainly found along the Loop 101 corridor from McDowell Road to just south of Camelback Road and also located near Cardinals way and 99<sup>th</sup> Avenue. The PUD district is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case-by-case basis.

Multi-Family Residential zoning districts make up nearly 12 percent, 487 acres, within the study area. These districts are found at the north and south end of the study area, with the majority of them located between Camelback Road, 99<sup>th</sup> Avenue, Indian School Road, and 113<sup>th</sup> Drive (east boundary of study area). The purpose of the multi-family residence districts is to provide for alternate living styles including rental, condominiums and single ownership of land with multiple units thereon or single or attached townhomes. The density ranges offered are intended to allow for greater interaction of residents with at least the opportunity for less individual maintenance, unit cost, and size as compared with a conventional single-family residence.

The remaining two zoning districts, commercial and industrial, make up 8.5 percent and .16 percent respectively. Commercial zoning districts are found along the study area's main arterials: Camelback Road, Indian School Road, Thomas Road, McDowell Road, 107<sup>th</sup> Avenue, 99<sup>th</sup> Avenue, and 91<sup>st</sup> Avenue. The industrial zoning district is located on Indian School Road just east of the Agua Fria River.

Figure 3-4 Zoning





## Demographic & Socioeconomic Overview

To report on population characteristics and socioeconomic conditions, MAG 2023 socioeconomic projections and the US Census Bureau's 2017-2021 American Community Survey (ACS) were analyzed. MAG 2023 data estimates were extracted from the Transportation Demand Model (TDM) and reported/presented at the Transportation Analysis Zones (TAZs) level. There are 13 TAZs in the WPTS study area reporting existing population, households, and employment data. Due to the existing large vacant and agricultural lots within the study area, some of the TAZs do not report demographic and socioeconomic data and it is recommended the City of Phoenix work with MAG to ensure demographic and socioeconomic data is accurately reported within and adjacent to the WPTS study area. Existing employer and number of employees per employer is also reported by MAG.

### Existing Population & Housing

According to MAG's TDM TAZ data, a total of 26,489 people make up 8,547 households within the WPTS study area. **Figure 3-5** shows the total existing population and **Figure 3-6** shows the total existing households by TAZ. The two TAZs between Camelback Road, Indian School Road, 113<sup>th</sup> Drive, and 99<sup>th</sup> Avenue combined contain 50 percent of the study area population and households.

Figure 3-5 Total Population 2023

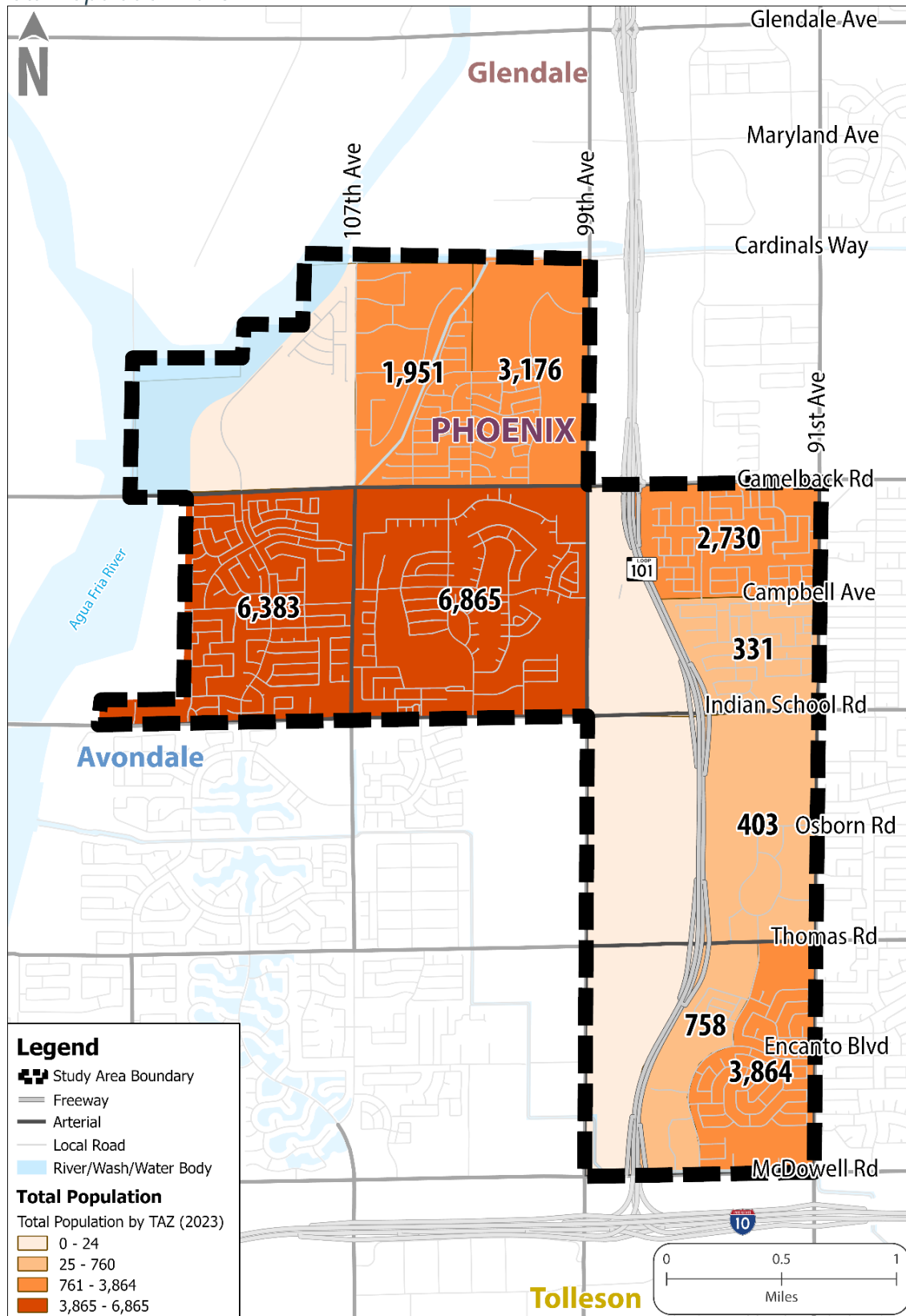
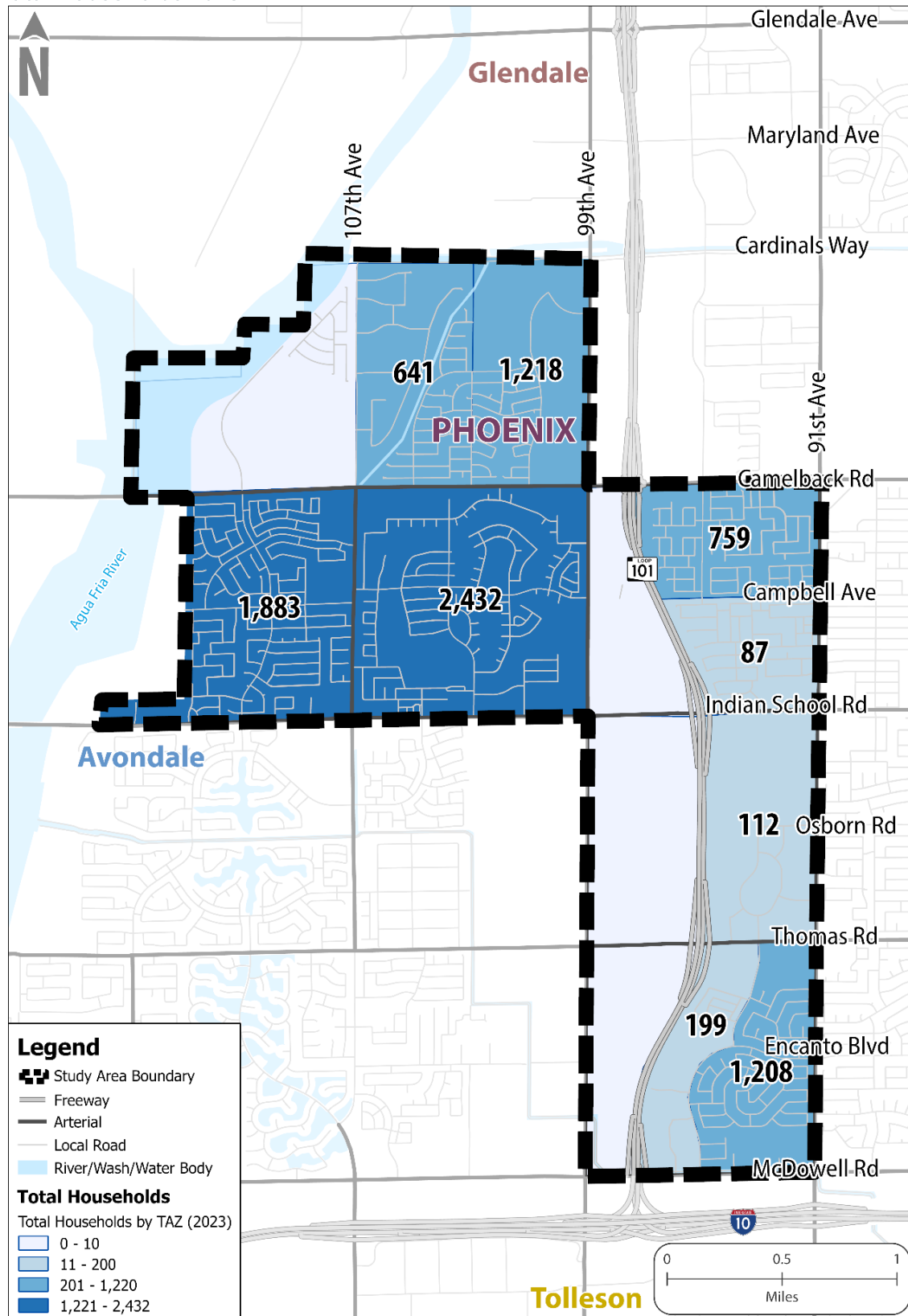


Figure 3-6 Total Households 2023



## Socioeconomic Conditions

An assessment of the socioeconomic conditions of the WPTS study area compared to Maricopa County is provided below. As illustrated in **Table 3-3**, the socioeconomic characteristics pulled from the U.S. Census Bureau’s ACS 5-year Estimates (2017 – 2021) include housing characteristics, income, employment, and vehicle availability. These factors offer some insight regarding how people travel to and from the study area.

The median household income in the study area is \$66,860 a year, which is approximately eight percent lower than the Maricopa County median household income of \$72,944 a year. The lower median household income, higher percentage of households in the study area living below poverty, and higher percentage of renters suggests that the population living in the study area is slightly less wealthy than the greater Maricopa County population and may benefit from access to alternative forms of transportation.

## Title VI

Identification of Title VI factors and comparing Title VI populations within the study area to the broader Maricopa County average is also part of the WPTS. Title VI and the associated Code of Federal Regulations for Transportation (49 CFR, Subtitle A, Part 21) upholds that any program or activity receiving federal funding may not exclude or discriminate against groups or individuals based on their race, color, national origin, sex, age, and disability.

Three of the five Title VI factors in the study area are higher than the overall Maricopa County average. The minority population within the study area is 72 percent compared to the 46 percent found within the greater Maricopa County boundaries. The 16 percent limited English proficiency is most likely correlated to the higher percentage of minority population within the study area.

**Table 3-3** provides the socioeconomic conditions and Title VI factors of the study area compared to Maricopa County.



Table 3-3: Socioeconomic Conditions

Socioeconomic Conditions	Study Area	Maricopa County
<b>Population</b>		
Population <sup>1,2</sup>	26,489	4,367,186
Population Density (per square mile) <sup>1,2</sup>	4,050.31	473.46
Median Age <sup>1</sup>	29.1	36.9
<b>Housing &amp; Households</b>		
Median Household Income <sup>1</sup>	\$66,860	\$72,944
Households <sup>1,2</sup>	8,547	1,632,151
Renters <sup>1</sup>	46.5%	36.2%
Mobile Homes <sup>1</sup>	0.7%	5.0%
Families with Female-Only Head of Household <sup>1</sup>	15.5%	12.3%
Vacant Homes <sup>1</sup>	5.8%	9.0%
No-Vehicle Households <sup>1</sup>	5.7%	5.3%
One-Vehicle Households <sup>1</sup>	29.0%	34.4%
<b>Title VI</b>		
Minority (% of total population) <sup>1</sup>	72.4%	46.2%
Ages 65 Plus (% of total population) <sup>1</sup>	6.9%	15.2%
Income Below Poverty <sup>1</sup>	14.9%	12%
Disability: Households with person(s) with a disability <sup>1</sup>	N/A	11.4%
Limited English Proficiency (% of population 5 years old +) <sup>1</sup>	15.8%	8.3%
<b>Commuting</b>		
Workers 16 years and over <sup>12</sup>	13,599	2,096,842
Car or Truck – drive alone <sup>1</sup>	75.4%	71.4%
Car or Truck – carpool <sup>1</sup>	14.3%	10.2%
Public Transportation <sup>1</sup>	2.0%	1.5%
Bicycle <sup>1</sup>	0.1%	0.6%
Walked <sup>1</sup>	0.6%	1.4%
Other means (taxicab, motorcycle, etc.) <sup>1</sup>	1.4%	1.7%
Work at home <sup>1</sup>	6.3%	13.2%

Source:

1 U.S. Census Bureau, American Community Survey, 5-year Estimates (2017-2021)

2 Maricopa Association of Governments (MAG) – Transportation Demand Model (2023)

### Existing Employers and Employment

Assessing employment conditions in the study area assists with determining travel and commuting trends which can aide in identifying, prioritizing, and programming transportation-related projects. This section inventories and assesses current economic elements such as employers and employment within the study area. According to the US Census Bureau, the unemployment rate is slightly higher in the study area when compared against Maricopa County as a whole. The unemployment rate in Maricopa County is 5.0 percent while the unemployment rate within the study area is 5.3 percent.

#### Existing Employers

According to MAG’s 2020 Employer Database, there are 165 employers employing 5,186. As shown in **Table 3-4**, the top 10 employers within the study area employ nearly 58 percent of all employees. The largest sector is the Health Care and Social Assistance, shown in **Figure 3-7**.

Large employers, hospitals, schools, and other places of interest generate trips for the exchange of goods and services. These destinations are considered transportation trip generators and require regional access. These major transportation trip generators are shown in **Figure 3-8**.

This inventory of existing employers only considers businesses within the study area, although, employers outside of the study area will be acknowledged as potential roadway improvements are developed. The total number of employees found in this data is slightly lower due to this data only showing employers with five or more employees.

*Table 3-4: Top 10 Existing Employers*

Employer Name	Number of Employees
Banner Health	1,269
Sargent Lundy LLC	647
Pendergast Elementary School District 92	334
Adelante Healthcare	178
Home Depot	164
Mainstreet Health	100
State of Arizona	86
You Fit Health Clubs	75
Wilson Electric Construction Trailer	71
The University of Phoenix	70

*Figure 3-7: Employees Per Employer Sector*

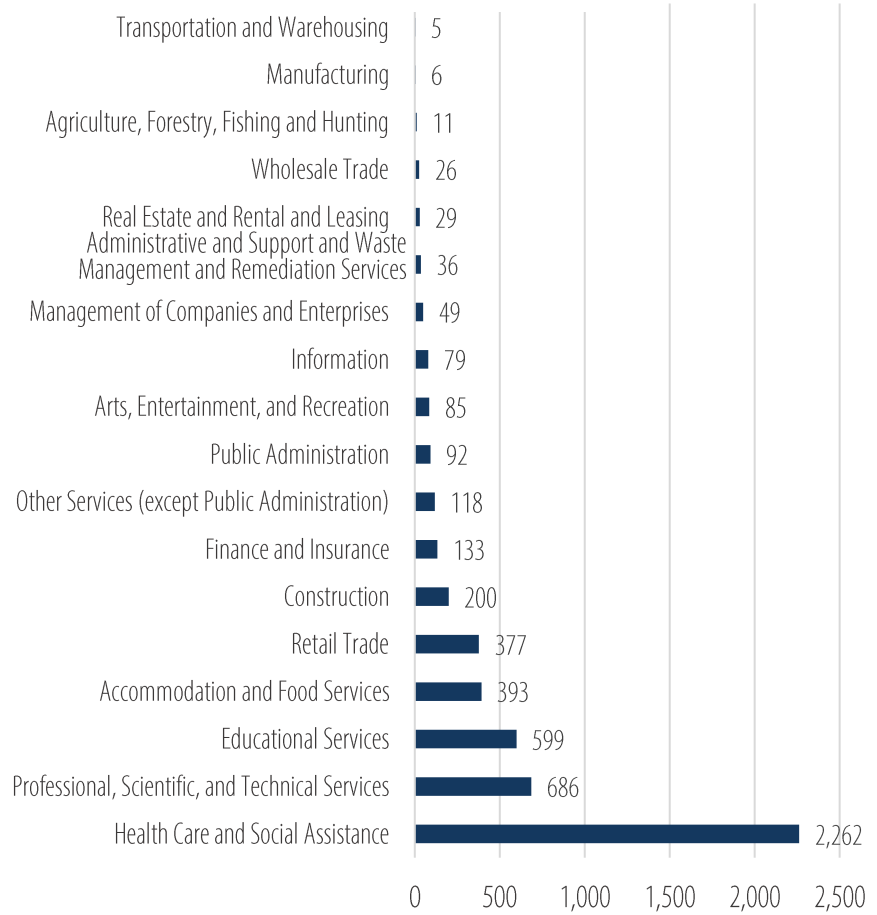
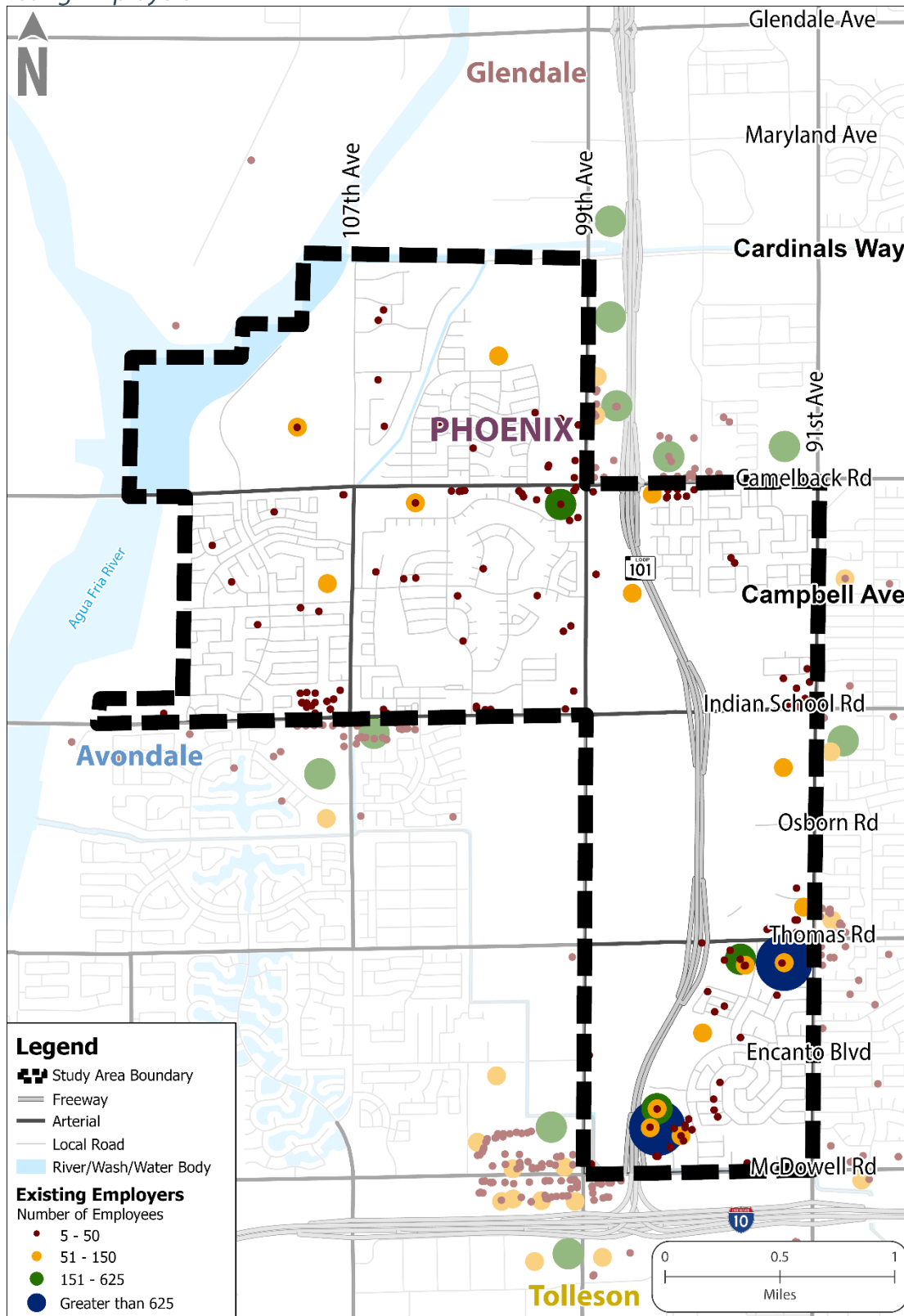


Figure 3-8 Existing Employers

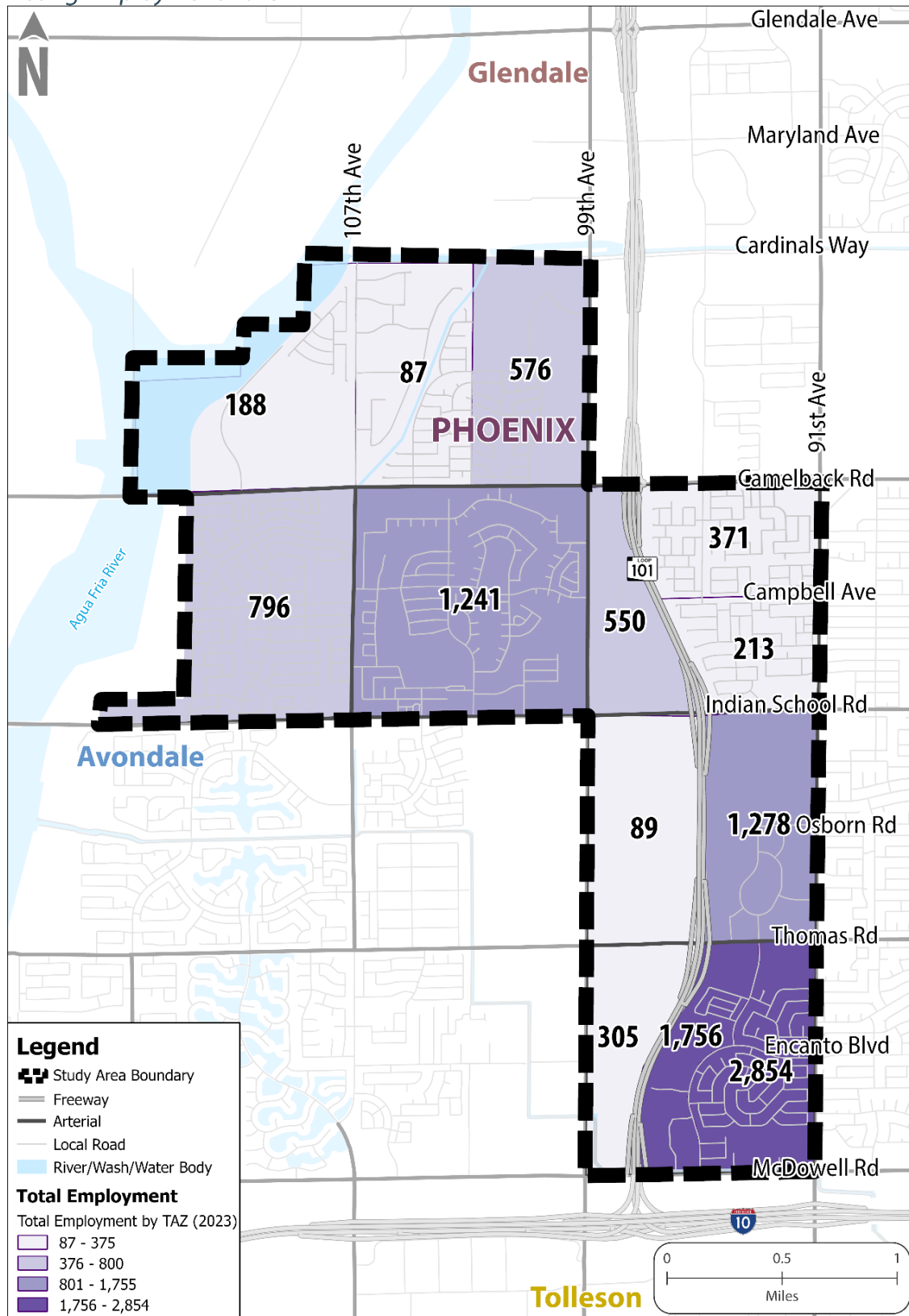


### *Existing Employment*

According to MAG's TDM, a total of 10,304 people work within the WPTS study area. **Figure 3-9** provides a map of the current employment condition by TAZ. There are four TAZs with employment over 1,000 with one of those nearing 3,000. The largest employment area is found between Thomas Road and McDowell Road just east of Loop 101. This area includes Banner Estrella Medical Center, other medical offices, a hotel, and Sheely Farms Elementary School. The other large concentration of employment is found between Camelback Road, Indian School Road, 107<sup>th</sup> Avenue, and 99<sup>th</sup> Avenue. Home Depot makes up nearly 20 percent of this TAZ's employment while the remaining 80 percent is made up of multiple other small employment locations that sum up to be a large concentration of employment within the study area. All other TAZs within the study area have lower numbers of employment concentrations, which makes sense due to the large vacant and agricultural lots and built out residential development.



Figure 3-9 Existing Employment 2023



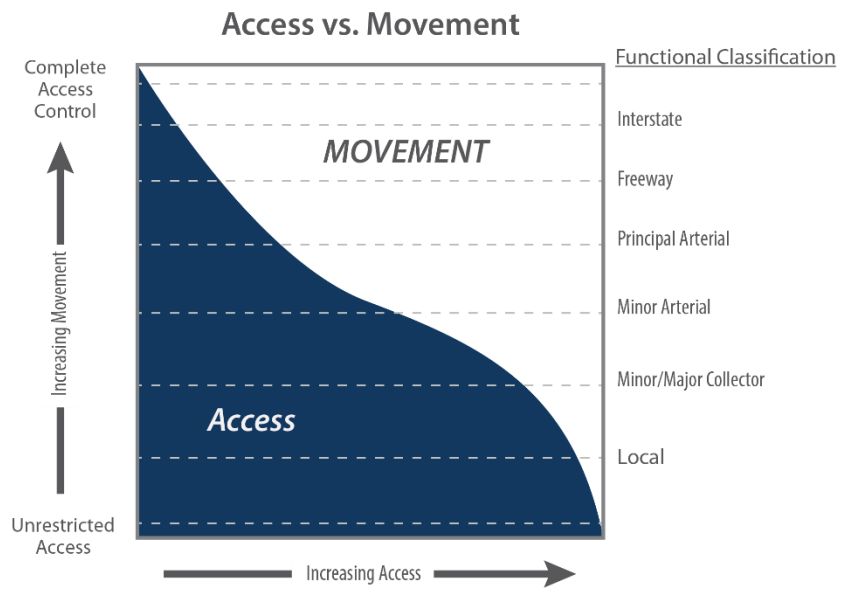
## 4 Existing Transportation System

This section includes a brief inventory of the current transportation system providing information on the roadway network and characteristics, existing traffic conditions, and active transportation infrastructure.

### Roadway Network

Roads provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in **Figure 4-1**. Both functions are vital and no trip is made without both functions. Roads are functionally classified by the relative amounts of through and land-access service they provide, amounts of traffic they can support, and the distance of trips they facilitate. There are four primary functional classification, which include:

Figure 4-1: Roadway Movement vs. Access Graphic



- **Interstates/freeway** facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities – only via TIs.
- **Arterial/parkway** facilities are provided to primarily serve through-traffic movement. While some land-access service may be accommodated, it is clearly a minor function. All traffic controls and the facility design are intended to provide efficient through movement.
- **Collector** facilities, the “middle” classification, are intended to serve both through and land-access functions in relatively equal proportions. For long through trips, such facilities are usually inefficient, nevertheless they are frequently used for shorter through movements associated with the distribution and collection portion of trips.
- **Local** facilities primarily serve land-access functions. Local Street design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility.

As previously discussed, the study area is partially developed with just under one-third of the land mass considered as developable land (agricultural and vacant land). The current roadway network consists of approximately 84.64 linear miles of roads. The most notable roadway facility in the study area is the Loop-101 corridor which bisects the study area south to north as the facility spans from the System Traffic Interchange with Interstate 10 all the way through the study area to the north. This facility is the primary source for regional trips into and out of the study area; However, the facility also limits east-west connectivity within the study area with points to cross only at one-mile increments at arterial roadways. This condition negatively impacts

people who walk and ride bicycles and it will be crucial to identify locations for potential crossing locations between those one-mile increments to create better east-west connectivity across Loop-101.

The arterial roadways are the other major components of the current street network. Generally speaking, all arterial roadways are located on section lines spaced one-mile apart from one another in the traditional grid-like pattern showcased across the city. Facilities that run east-to-west are named roads and those that run north-to-south are numbered and named avenues. The arterial roadways include:

- Camelback Road
- Indian School Road
- Thomas Road
- McDowell Road
- 107<sup>th</sup> Avenue
- 99<sup>th</sup> Avenue
- 91<sup>st</sup> Avenue

### Existing Roadway Characteristics

In order to understand the existing conditions of the current roadway network, an inventory and assessment of the roadway ownership, rights-of-way, number of lanes, traffic control, and drainage features was conducted.

#### *Roadway Ownership*

As illustrated in **Figure 4-2**, the roads within the study area are predominately maintained by the City of Phoenix with the City of Glendale, and Maricopa County having some jurisdictional responsibility for some of the roads as well. The City of Phoenix is responsible for maintaining 67.43 linear miles, or approximately 80 percent of roadways within the study area. These include:

- Camelback Road from Ballpark Boulevard to 99<sup>th</sup> Avenue
- Indian School Road from 99<sup>th</sup> Avenue to 91<sup>st</sup> Avenue
- Thomas Road from 99<sup>th</sup> Avenue to 91<sup>st</sup> Avenue
- McDowell Road from 99<sup>th</sup> Avenue to Loop-101
- 107<sup>th</sup> Avenue from Indian School Road to the northern terminus at the Cardinals Way alignment
- 99<sup>th</sup> Avenue from Thomas Road to Camelback Road
- 91<sup>st</sup> Avenue from McDowell Road to Camelback Road.

All other segments of arterial roadways within the study area are under the maintenance and jurisdictional responsibility of Maricopa County and/or the City of Glendale. However, the city also owns and maintains the majority of the secondary roadways in the study area including nearly all of the local roads and collector roads such as Encanto Boulevard, Osborn Road, Campbell Avenue, Missouri Avenue, Highland Avenue, and 111<sup>th</sup>, 103<sup>rd</sup>, 95<sup>th</sup>, and 93<sup>rd</sup> avenues.

Roadway improvement recommendations resulting from this study will primarily be located on the roadway network under the maintenance and jurisdictional responsibility of the City of Phoenix.

#### *Roadway Width*

The existing roadway widths for all City of Phoenix owned and maintained roadways within the study area are illustrated in **Figure 4-3**. In a typical fashion, the arterial roads are wider than the secondary collector roads to support the additional traffic volumes, and all roads vary in width from 20 feet at the narrowest to 100 feet at the widest.

Most of the roads within the study area, or about 12.1 linear miles, range from 20 feet to 50 feet wide, and these roadways are predominately secondary collector roads including Osborn Road, Campbell Avenue, Missouri Avenue, Highland Avenue, and 111<sup>th</sup>, 103<sup>rd</sup>, 95<sup>th</sup>, and 93<sup>rd</sup> avenues. On the other hand, the fewest roads are within the widest range of roadway widths of 81 feet to 100 feet, which includes less than a linear mile of roadways. These widest roads include segments of Camelback Road, Indian School Road, and Thomas Road from the Loop-101 overpasses travelling eastward. There are 6.4 linear miles of road with a width ranging from 61-80 feet which includes 91<sup>st</sup> Avenue from McDowell Road to Indian School Road; Camelback Road from Ballpark Avenue to 107<sup>th</sup> Avenue, 103<sup>rd</sup> Avenue to Loop-101, and 95<sup>th</sup> Avenue to 91<sup>st</sup> Avenue; Indian School Road from approximately Hoft Drive to 99<sup>th</sup> Avenue; and McDowell Road to Loop-101. Lastly, there are 7.4 linear miles of roads that range from 51 to 60 feet wide with the more notable segments consisting of 91<sup>st</sup> Avenue north of Indian School Road; the entirety of 99<sup>th</sup> Avenue; 107<sup>th</sup> Avenue from Indian School Road to Camelback Road; Ballpark Boulevard north of Camelback Road; Thomas Road from 99<sup>th</sup> Avenue to Loop-101; and Camelback Road from 107<sup>th</sup> Avenue to 103<sup>rd</sup> Avenue.

#### *Number of lanes*

The number of lanes on existing roadways determine the overall roadway capacity and how much traffic volume each road can support. **Figure 4-4** shows the roads in the study area, illustrating that the roads predominately consist of a range between four- and eight-lane cross sections except for the collector roadway network. The wider roadways within the study area such as 107<sup>th</sup> Avenue, Camelback Road, and 91<sup>st</sup> Avenue are six- to eight-lane roads; while some segments of the other arterials, such as Thomas Road, McDowell Road, 99<sup>th</sup> Avenue, and Indian School Road have four- to five-lane cross sections. As shown in the map, nearly all collector roads are either two- or three-lane roads.

#### *Traffic Control*

As illustrated in **Figure 4-5**, there are 21 existing City of Phoenix-owned and operated traffic signals and one HAWK pedestrian crossing within the study area. Similar to other portions of the city, traffic signals are primarily located at intersections of arterial and collector roadways.



Figure 4-2: Roadway Ownership

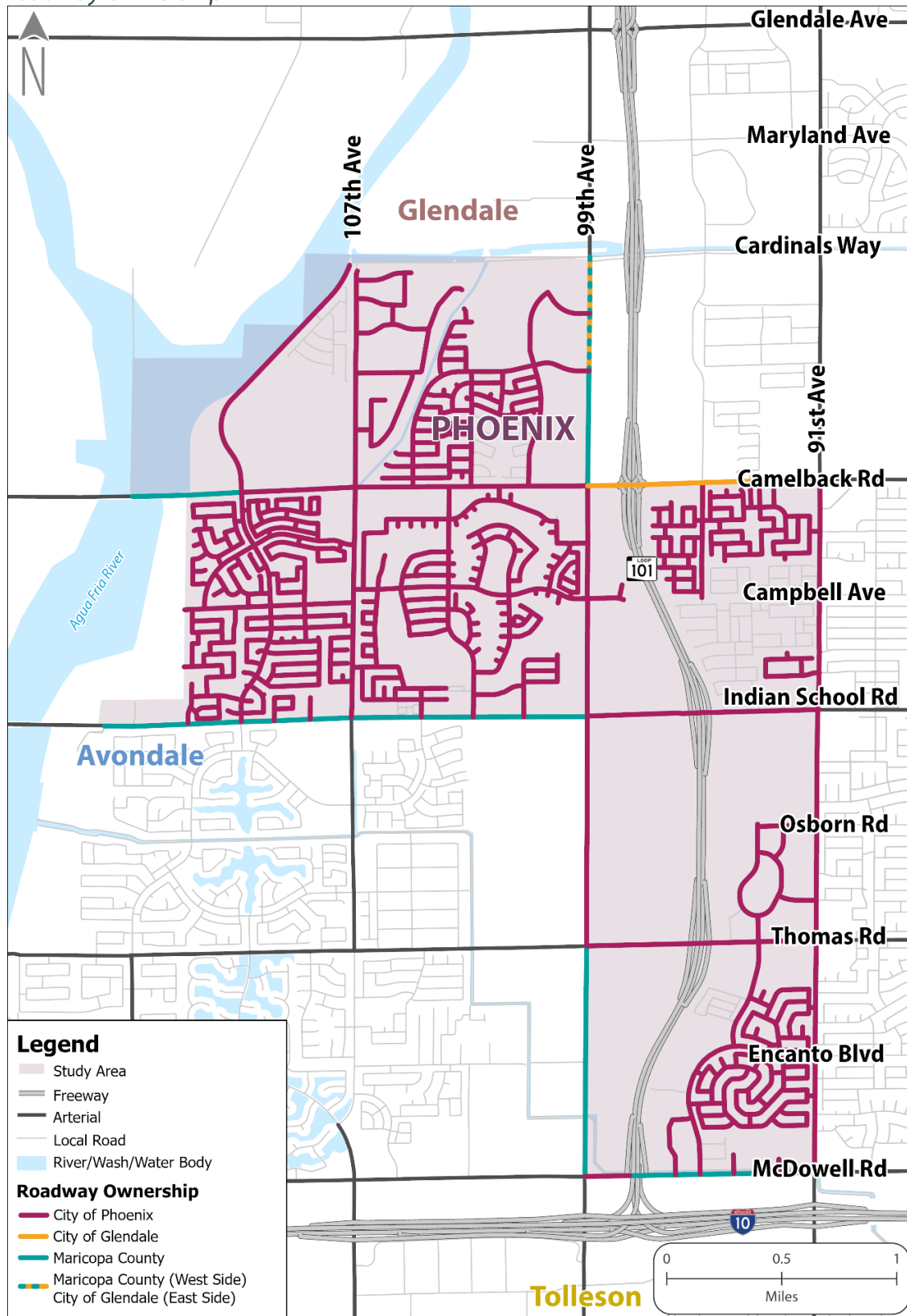


Figure 4-3: Existing Roadway Width

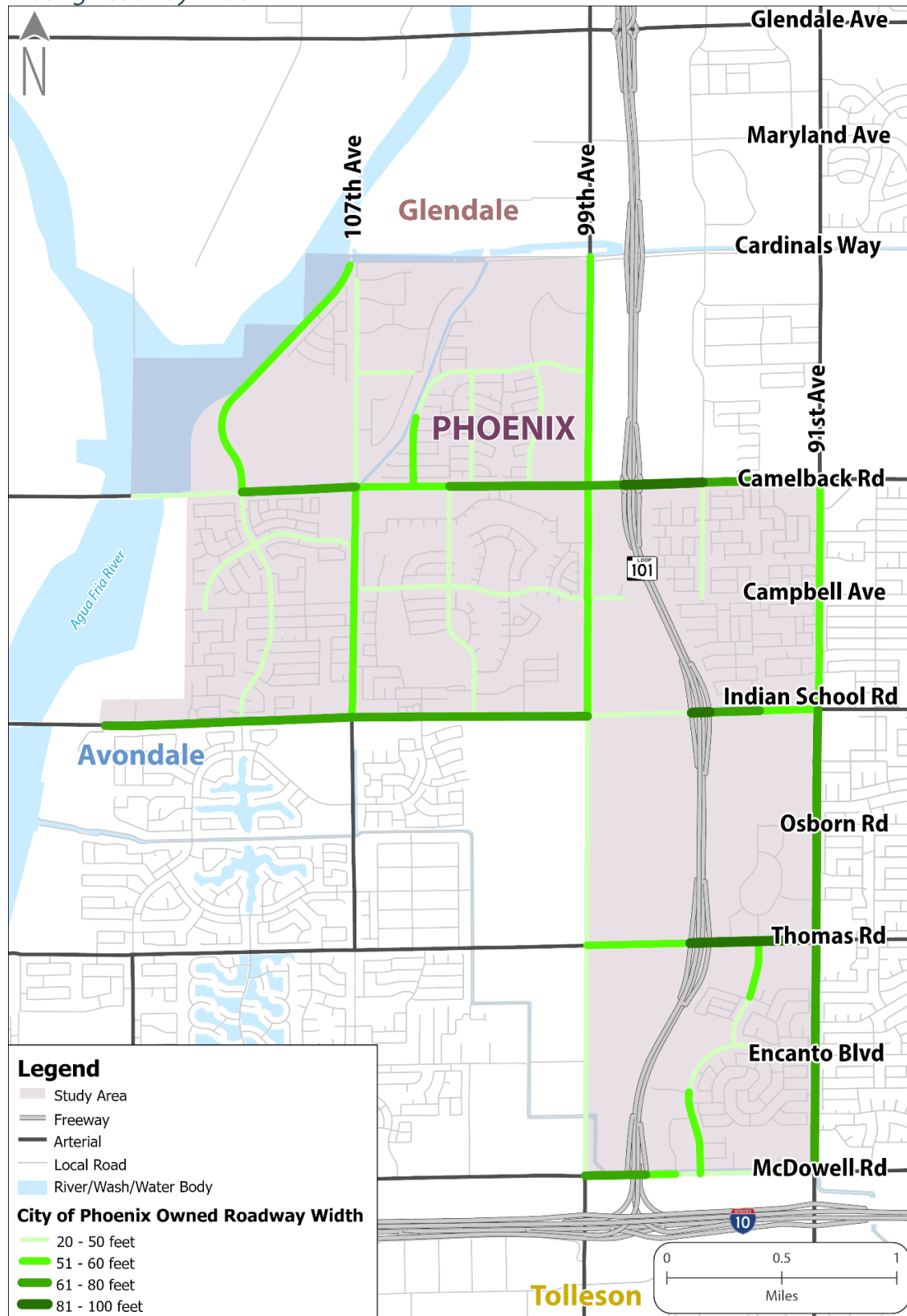


Figure 4-4: Study Area Roads Number of Lanes

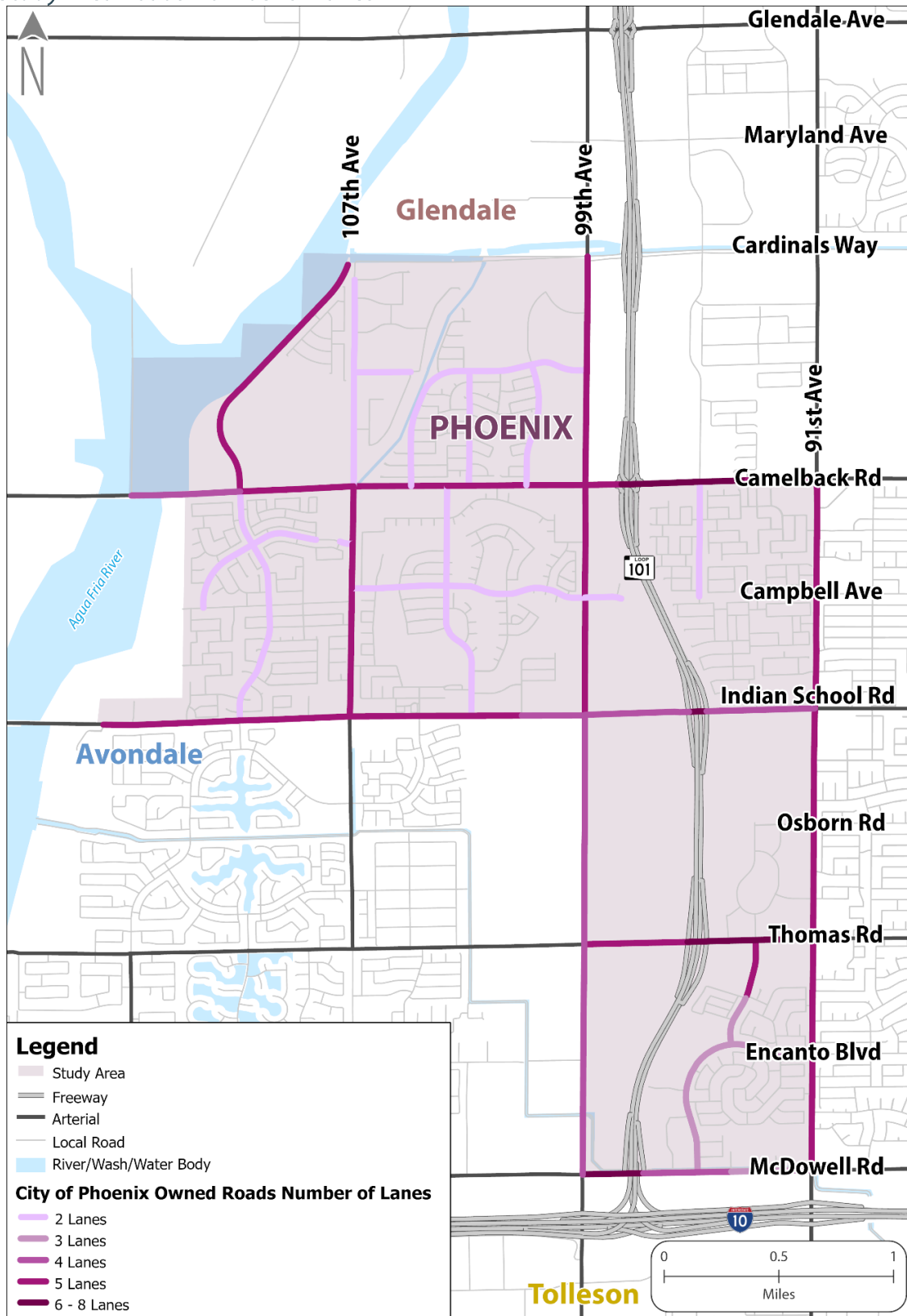
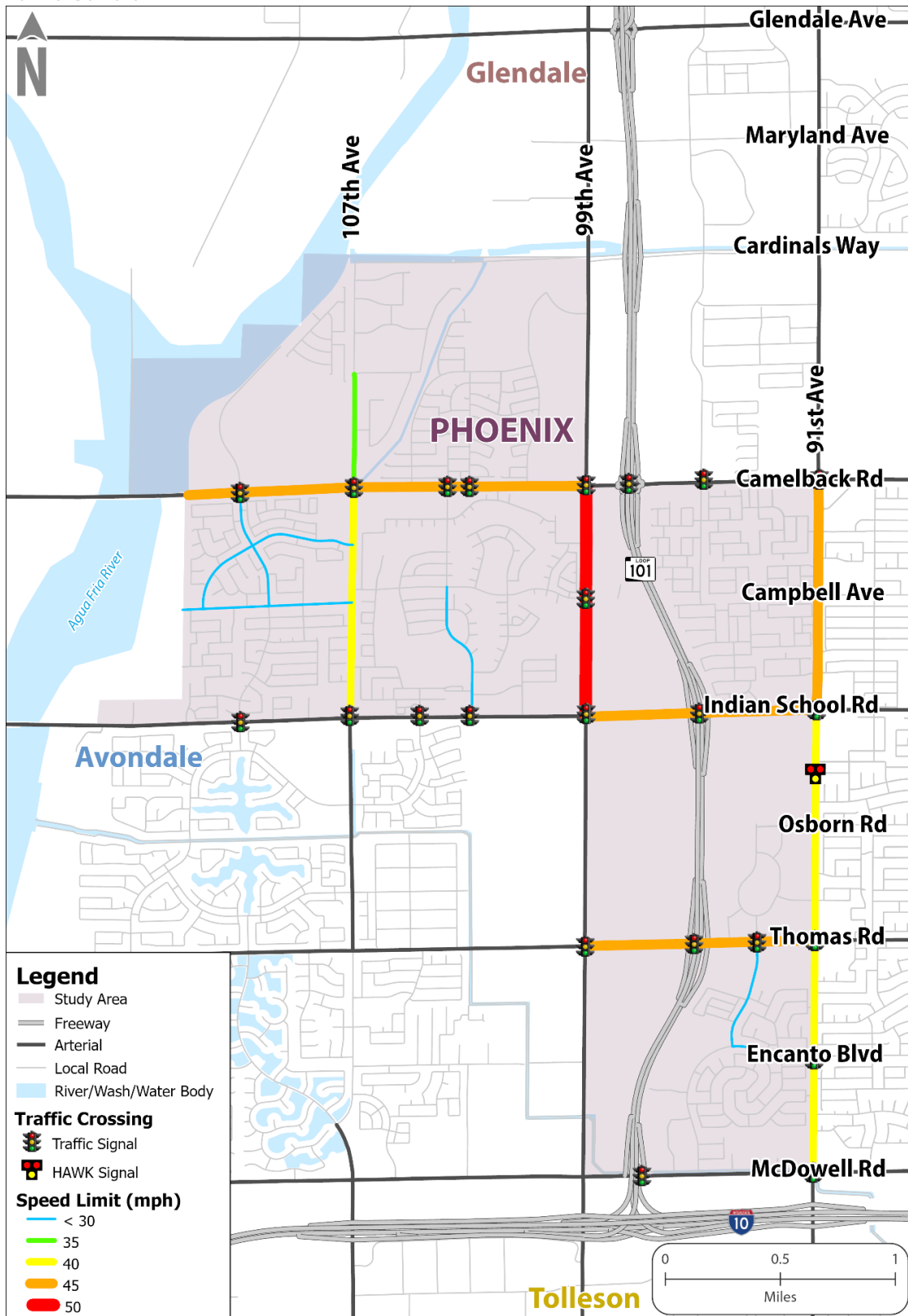


Figure 4-5: Traffic Control





## Traffic Analysis

This section provides an inventory of the current traffic conditions in the study area with the purpose of informing potential recommendations that could improve safety and efficiency of roads for all users.

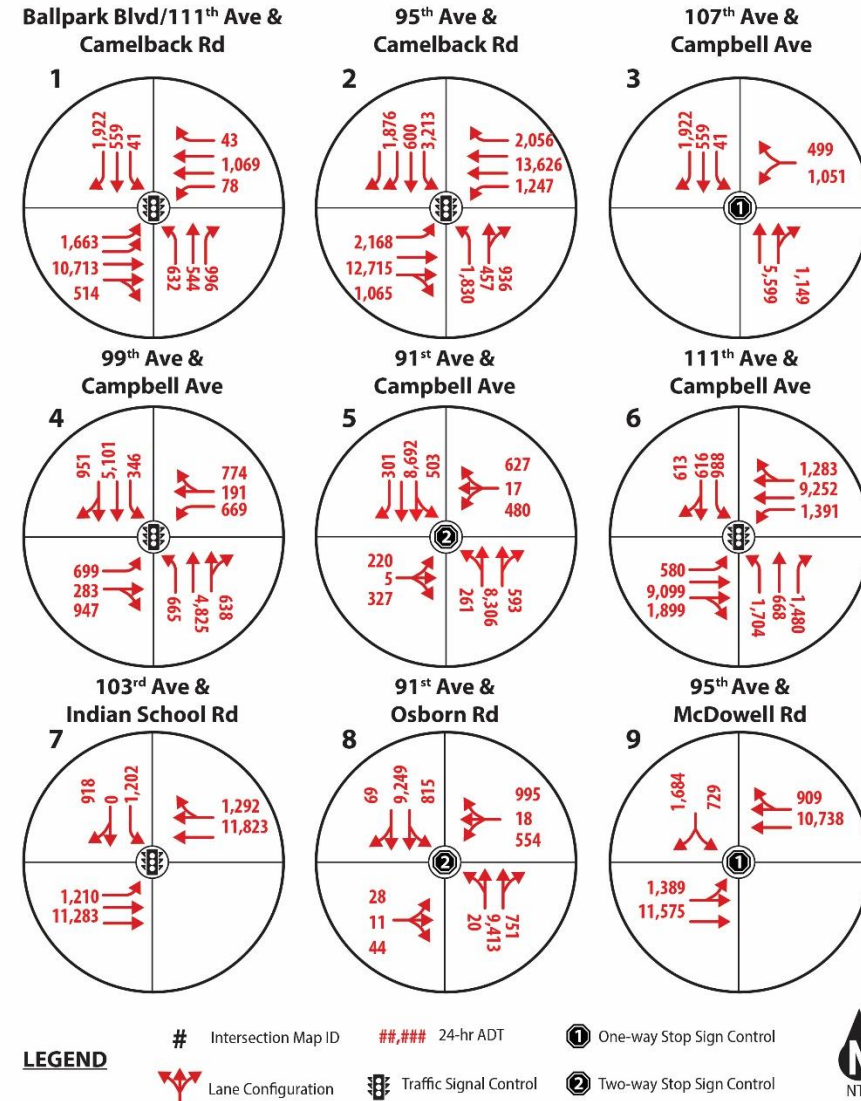
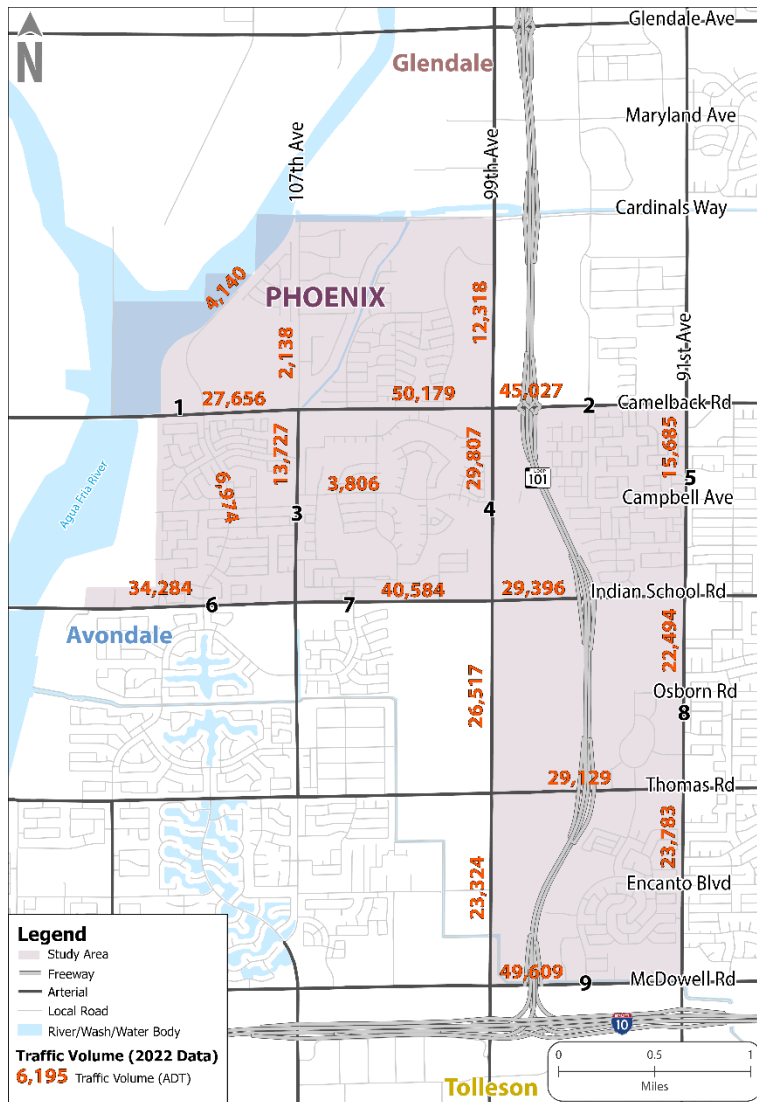
### Traffic Volumes

Traffic volume information serves to indicate existing roadway and/or intersection capacity and operation service levels. Current traffic volumes were collected in multiple forms including 2022 counts from MAGs Transportation Data Management System along the arterial network; and a formal traffic count effort was conducted at nine strategic locations (see **Figure 4-6**). The intent of the bicycle and pedestrian counts are to evaluate targeted locations. These locations were determined through discussions with City staff and analysis by the consultant to determine the priority locations. Field Data Services, a sub consultant to Michael Baker, collected 24-hour traffic volume counts and turning movements in 15-minute intervals at the following locations on Tuesday, January 24, 2023:

- Ballpark Avenue and Camelback Road
- 95<sup>th</sup> Avenue and Camelback Road
- 107<sup>th</sup> Avenue and Campbell Avenue
- 99<sup>th</sup> Avenue and Campbell Avenue
- 91<sup>st</sup> Avenue and Campbell Avenue
- 111<sup>th</sup> Avenue and Indian School Road
- 103<sup>rd</sup> Avenue and Indian School Road
- 91<sup>st</sup> Avenue and Osborn Road
- 95<sup>th</sup> Avenue and McDowell Road

**Figure 4-6** also provides a summary of the existing vehicular traffic conditions in the study area in the form of average daily traffic (ADT). As shown, Camelback Road currently experiences the highest level of daily vehicle traffic volumes ranging from 27,656 ADT between the Agua Fria River and 107<sup>th</sup> Avenue, to 50,179 ADT between 107<sup>th</sup> Avenue and 99<sup>th</sup> Avenue. The segment of roadway currently experiencing the second highest amount of daily traffic is on McDowell Road between 99<sup>th</sup> Avenue and Loop-101, with 49,609 daily vehicles. Indian School Road between 107<sup>th</sup> Avenue and 99<sup>th</sup> Avenue currently shows 40,584 daily vehicles within the study area. All other arterial roads in the study area are currently experiencing between roughly 10,000 and 30,000 ADT.

Figure 4-6: Existing ADT Conditions and Nine Traffic Count Locations


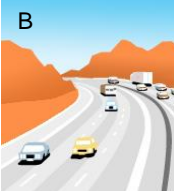






*Existing Level-of-Service*

The ability of an existing roadway system to transmit the transportation demand is characterized as its level-of-service (LOS). LOS is a rating system from “A”, representing the fastest and most free-flowing level of operation, to “F”, representing high levels of congestion.

The appropriate reference for LOS operation is the Highway Capacity Manual (HCM), published by the Transportation Research Board (TRB). This manual characterizes the LOS for an urban street facility as described in **Figure 4-7**. Street facilities are described as having interrupted flow (signals, all-way stops, or roundabouts) at a spacing of two miles or less. The LOS descriptions below are applicable for arterial and collector streets.

*Figure 4-7: Level-of-Service Criteria for Street Facilities*

Level-of-Service	Characterized by Highway Capacity Manual as:
 <p>A</p>	<p>Primarily free-flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85 percent of the base free-flow speed.</p>
 <p>B</p>	<p>Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 percent and 85 percent of the base free-flow speed.</p>
 <p>C</p>	<p>Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 percent and 67 percent of the base-flow speed.</p>
 <p>D</p>	<p>Less stable condition in which small increases in flow may cause substantial increases in delay and decrease in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40 percent and 50 percent of the base free-flow speed.</p>
 <p>E</p>	<p>Unstable operation and significant delay. Such operation may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 percent and 40 percent of the base free-flow speed.</p>
 <p>F</p>	<p>Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.</p>

The City of Phoenix Street Planning and Design Guidelines document provides traffic volume thresholds by roadway classification but not by lanes and a LOS rating system. The Maricopa County Department of Transportation (MCDOT) provides service volume thresholds to determine LOS for various roadways in the urban and rural areas of Maricopa County. MCDOT service volume thresholds, shown in **Table 4-1**, are used to determine the roadway segment LOS for this study area. Roadway Segment LOS is depicted in **Figure 4-8**.

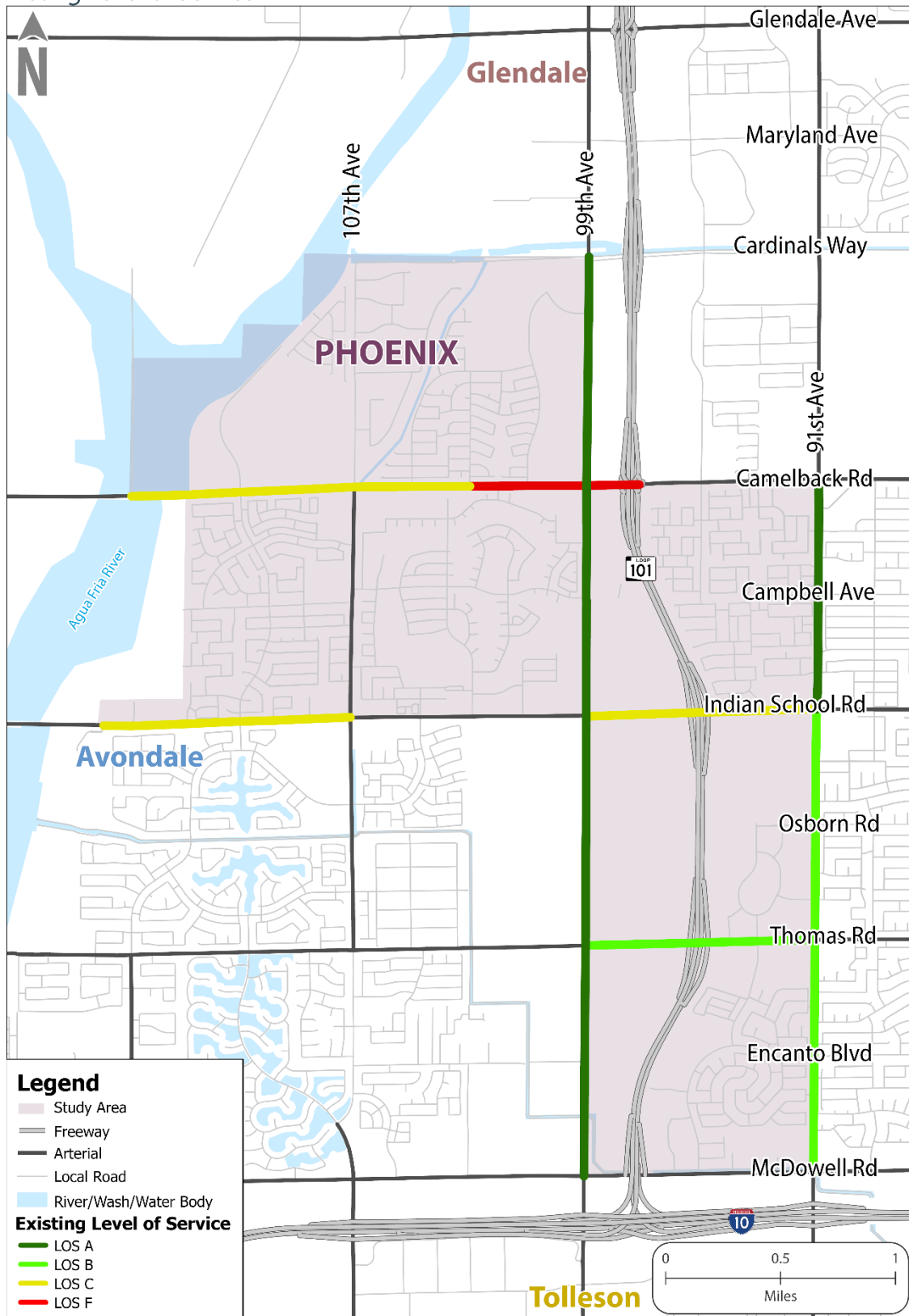
Table 4-1: MCDOT Service Volume Thresholds (Urban)

Functional Class	Lanes	Median	B	C	D	E
<i>Parkway</i>	4	Divided	28,500	40,400	50,800	56,400
	6	Divided	42,800	60,500	76,400	84,600
<i>Principal Arterial</i>	2	Undivided	8,800	14,200	15,000	15,900
	2	Divided	9,300	15,100	15,900	16,900
	3	Undivided	14,200	23,200	24,600	25,500
	3	Divided	15,000	24,700	26,100	27,100
	4	Undivided	19,500	32,200	34,100	35,000
	4	Divided	20,700	34,300	36,300	37,200
	5	Undivided	24,300	40,600	42,800	43,600
	5	Divided	25,800	43,200	45,600	46,400
	6	Undivided	29,000	48,900	51,500	52,200
	6	Divided	30,800	52,000	54,800	55,500
<i>Minor Arterial</i>	8	Divided	41,200	69,600	73,400	74,200
	2	Undivided	8,000	12,800	13,500	14,300
	2	Divided	8,500	13,600	14,300	15,200
	3	Undivided	12,800	20,900	22,100	22,900
	3	Divided	13,600	22,300	23,500	24,400
	4	Undivided	17,500	29,000	30,700	31,500
	4	Divided	18,600	30,900	32,700	33,500
	5	Undivided	21,800	36,500	38,500	39,300
	5	Divided	23,200	38,900	41,000	41,800
	6	Undivided	26,100	44,000	46,300	47,000
<i>Major Collector</i>	6	Divided	27,800	46,800	49,300	50,000
	2	Undivided	7,400	10,200	12,800	13,400
	2	Divided	7,800	10,800	13,600	14,200
	3	Undivided	12,100	18,300	20,800	21,900
	3	Divided	12,900	19,400	22,100	23,300
	4	Undivided	16,800	26,300	28,800	30,400
	4	Divided	17,900	28,000	30,600	32,300
	5	Undivided	21,100	33,500	36,200	38,000
	5	Divided	22,500	35,700	38,500	40,500
	6	Undivided	25,400	40,800	43,500	45,700
<i>Minor Collector</i>	6	Divided	27,000	43,400	46,300	48,600
	2	Undivided	6,700	9,200	11,500	12,100
	2	Divided	7,100	9,800	12,200	12,800
	3	Undivided	8,100	12,600	13,800	14,600
	3	Divided	11,700	17,500	19,900	21,000
	4	Undivided	15,200	23,700	25,900	27,400
<i>Local</i>	6	Divided	24,300	39,060	41,670	43,740
	2	Undivided	1,500	2,000	2,600	2,700

Source: MCDOT Generalized Annual Average Daily Service Volume Tables Technical Memorandum 2014



Figure 4-8: Existing Level of Service



### *Regular Area Sporting Events and Off-Peak Traffic Increases*

There are two large professional sports venues in and near the WPTS area that heavily influence the traffic volumes on its roadways. The sporting and other events at these two venues increase the visitors and vehicles to the study area frequently during off-peak and punctuated timeframes. The first venue is Camelback Ranch, a Major League Baseball Spring Training facility, that sits within the limits of the WPTS area. Camelback Ranch is the Spring Training home for two Major League Baseball teams. Preseason baseball games occur every day of the week, usually around midday annually in late February and the entire month of March. There is only one entrance to the Camelback Ranch parking lot on North Ballpark Boulevard via Camelback Road where traffic must travel through the three largest neighborhoods in the study area: Villa de Paz, Camelback Ranch, and Larissa. Spring Training games at Camelback Ranch averaged about 8,400 attendees in 2019 prior to the COVID-19 pandemic. While Spring Training draws the largest crowds to Camelback Ranch, the venue hosts other year-round events, including the Arizona Fall League baseball games in October that presents similar patterns of traffic increases in the WPTS area.

The other venue to note is State Farm Stadium, which is just outside of the study area in the City of Glendale between 91<sup>st</sup> Avenue and Loop 101 north of Cardinals Way. State Farm Stadium hosts at least ten preseason and regular season National Football League games in the fall every year, usually on Sundays or in the evenings on Mondays and Thursdays. The average attendance for a professional football game at State Farm Stadium was over 65,000 in 2022. During these games, dynamic message signs (DMS) on the regional freeway system direct attendees in vehicles to drive on Indian School Road, Camelback Road, and 91<sup>st</sup> Avenue to access the various parking lots when approaching the stadium on Loop 101 from the south. Attendees traveling this way must drive on segments of these three roads that are in the WPTS area and owned by the City of Phoenix when following the DMS guidance. Three neighborhoods within the Phoenix city limits that surround these road segments also experience an increase in traffic and congestion during off-peak times during these regular sporting events at State Farm Stadium in the City of Glendale. Other noteworthy semi-regular events at State Farm Stadium include major concerts and championship-level sporting mega-events. These events can have similar effects on the transportation facilities in the WPTS area depending on the magnitude of the event and the size of the crowd that attends. The current construction around the stadium indicates that activity at and around the venue continues to grow as more destinations are fully built, thereby likely further worsening the high traffic volumes and congestion on the WPTS roadways in proximity to the border with the City of Glendale.

### **Pedestrian and Bicycle Volumes**

As part of the inventoring process, pedestrian and bicycle counts were conducted at nine strategic locations (see **Figure 4-6**). The intent of the bicycle and pedestrian counts are to evaluate targeted locations where there are known levels of pedestrian and bicycle activity. These locations were determined through discussions with City staff and analysis by the consultant to determine the priority locations. Field Data Services, a sub consultant to Michael Baker, collected 24-hour bicycle and pedestrian counts in 15-minute intervals at the following locations on Tuesday, January 24, 2023:

- Ballpark Avenue and Camelback Road
- 95<sup>th</sup> Avenue and Camelback Road
- 107<sup>th</sup> Avenue and Campbell Avenue
- 99<sup>th</sup> Avenue and Campbell Avenue
- 91<sup>st</sup> Avenue and Campbell Avenue
- 111<sup>th</sup> Avenue and Indian School Road
- 103<sup>rd</sup> Avenue and Indian School Road
- 91<sup>st</sup> Avenue and Osborn Road
- 95<sup>th</sup> Avenue and McDowell Road

The pedestrian and bicycle counts at the above-mentioned locations were collected on the roadways and also within the existing crosswalks. See **Appendix C – Detailed Traffic Count Results** for a full detailed report of the bicycle and pedestrian count results. The following subsections provide a brief synopsis of the results.

*Pedestrian Volumes*

**Table 4-2** and **Figure 4-9** provide a summary of pedestrian counts conducted at nine locations in one-hour increments over a 24-hour period. A total of 943 pedestrians were counted at all nine of the locations over a 24-hour period. The one-hour period with the highest number of pedestrians was from 3:00 to 4:00 PM with a total of 283 pedestrians, with 219 of those pedestrians observed at the 99<sup>th</sup> Avenue and Campbell Avenue location. This high-volume of pedestrians is likely correlated with the Legacy Traditional School – North Phoenix discharge of students ranging from sixth through eighth grade.

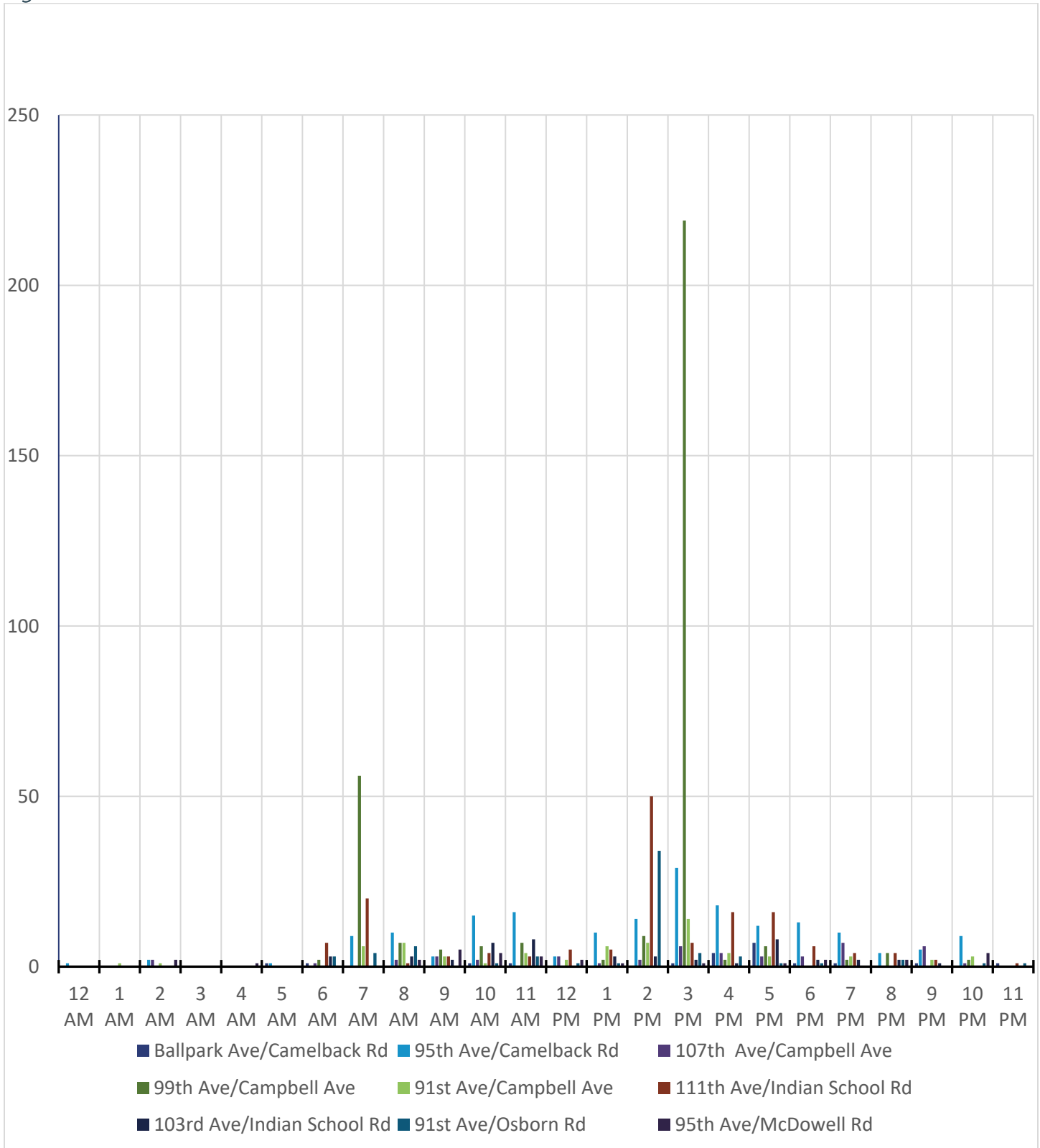
The three locations with the highest level of pedestrian activity included 99<sup>th</sup> Avenue and Campbell Avenue, 95<sup>th</sup> Avenue and Camelback Road, and 111<sup>th</sup> Avenue and Indian School Road, with a total of 329, 184, and 154 counted pedestrians, respectively. These three locations had a significantly higher amount of pedestrians over a 24-hour period likely due to their proximity to schools as West View High School and Copper Canyon High School are located adjacent to two of these count locations.

*Table 4-2: Pedestrian Count Results*

Time	Ballpark Ave & Camelback Rd	95 <sup>th</sup> Ave & Camelback Rd	107 <sup>th</sup> Ave & Campbell Ave	99 <sup>th</sup> Ave & Campbell Ave	91 <sup>st</sup> Ave & Campbell Ave	111 <sup>th</sup> Ave & Indian School Rd	103 <sup>rd</sup> Ave & Indian School Rd	91 <sup>st</sup> Ave & Osborn Rd	95 <sup>th</sup> Ave & McDowell Rd	Total
12:00 AM	0	1	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	1	0	0	0	0	1
2:00 AM	0	2	2	0	1	0	0	0	2	7
3:00 AM	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	1	1
5:00 AM	1	1	0	0	0	0	0	0	0	2
6:00 AM	1	0	1	2	0	7	3	3	0	17
7:00 AM	0	9	0	56	6	20	0	4	0	95
8:00 AM	0	10	2	7	7	1	3	6	2	38
9:00 AM	0	3	3	5	3	3	2	0	5	24
10:00 AM	1	15	2	6	1	4	7	1	4	41
11:00 AM	1	16	0	7	4	3	8	3	3	45
12:00 PM	0	3	3	0	2	5	0	1	2	16
1:00 PM	0	10	1	2	6	5	3	1	1	29
2:00 PM	0	14	2	9	7	50	3	34	0	119
3:00 PM	1	29	6	219	14	7	2	4	1	283
4:00 PM	4	18	4	2	4	16	1	3	0	52
5:00 PM	7	12	3	6	3	16	8	1	1	57
6:00 PM	1	13	3	0	0	6	2	1	2	28
7:00 PM	1	10	7	2	3	4	2	0	0	29
8:00 PM	0	4	0	4	0	4	2	2	2	18
9:00 PM	1	5	6	0	2	2	1	0	0	17
10:00 PM	0	9	1	2	3	0	0	1	4	20
11:00 PM	1	0	0	0	0	1	0	1	0	3
<b>Total</b>	<b>20</b>	<b>184</b>	<b>46</b>	<b>329</b>	<b>67</b>	<b>154</b>	<b>47</b>	<b>66</b>	<b>30</b>	<b>943</b>



Figure 4-9: Pedestrian Count Results



*Bicycle Volumes*

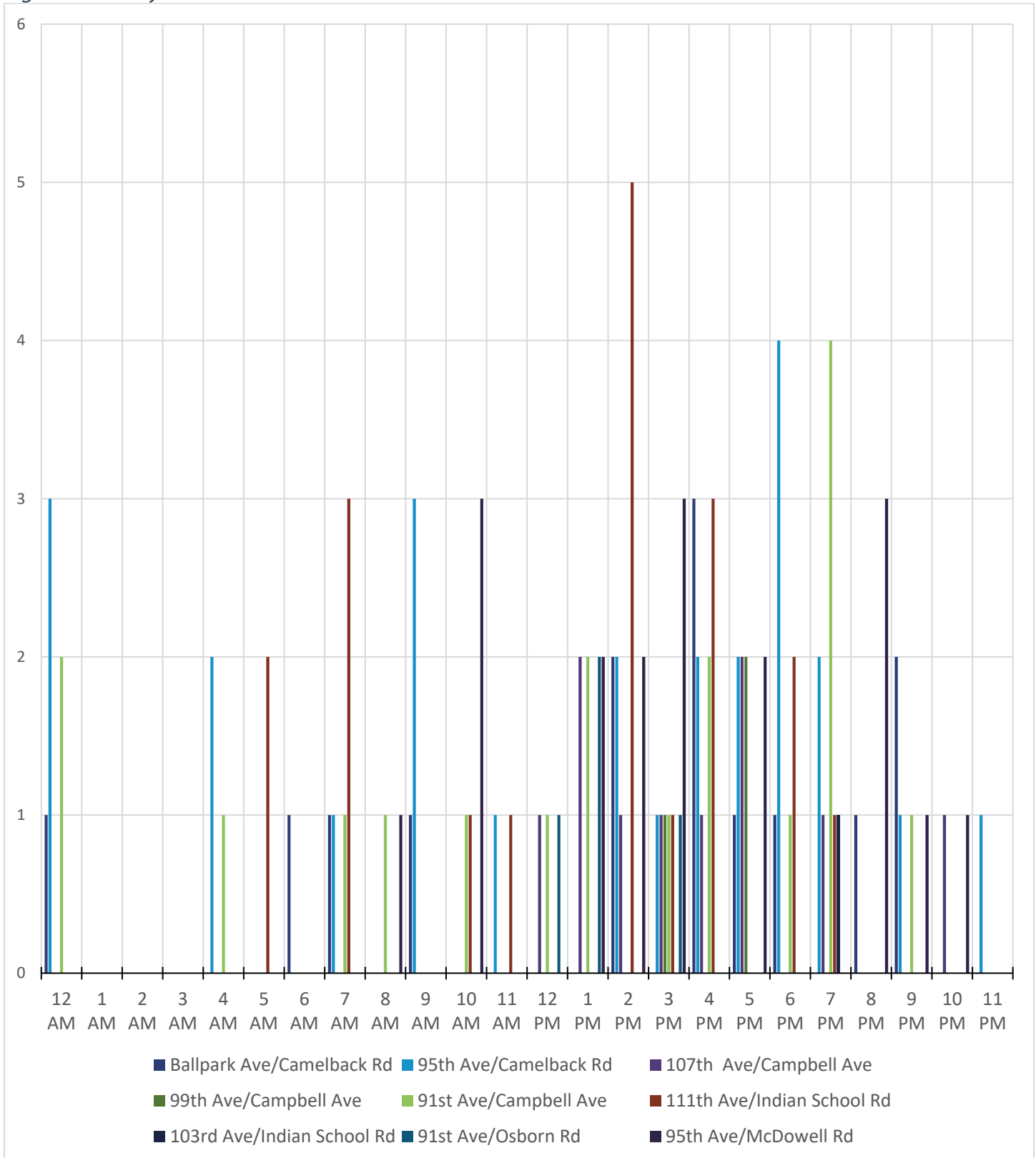
**Table 4-3** and **Figure 4-10** provide a summary of the bicycle counts conducted at the nine locations in one-hour increments over a 24-hour period. A total of 112 bicycles were counted at all nine locations over a 24-hour period. The one-hour period with the highest number of bicycles was from 4:00 to 5:00 PM with a total of 12 bicyclists, while the most active time of the day was from 2:00 PM to 8:00 PM with 49 bicyclists over that five-hour time span, or roughly 44 percent of all the bicyclists.

The four locations with the highest amount of bicycle activity included 99<sup>th</sup> Avenue and Campbell Avenue, 95<sup>th</sup> Avenue and Camelback Road, 111<sup>th</sup> Avenue and Indian School Road, and 95<sup>th</sup> Avenue and McDowell Road. These four count locations had a higher number of bicyclists over a 24-hour period likely due to their proximity to schools.

*Table 4-3: Bicycle Count Results*

Time	Ballpark Ave & Camelback Rd	95 <sup>th</sup> Ave & Camelback Rd	107 <sup>th</sup> Ave Campbell Ave	99 <sup>th</sup> Ave Campbell Ave	91 <sup>st</sup> Ave Campbell Ave	111 <sup>th</sup> Ave & Indian School Rd	103 <sup>rd</sup> Ave & Indian School Rd	91 <sup>st</sup> Ave & Osborn Rd	95 <sup>th</sup> Ave & McDowell Rd	Total
12:00 AM	1	3	0	0	2	0	0	0	0	6
1:00 AM	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	2	0	0	1	0	0	0	0	3
5:00 AM	0	0	0	0	0	2	0	0	0	2
6:00 AM	1	0	0	0	0	0	0	0	0	1
7:00 AM	1	1	0	0	1	3	0	0	0	6
8:00 AM	0	0	0	0	1	0	0	0	1	2
9:00 AM	1	3	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	1	1	0	0	3	5
11:00 AM	0	1	0	0	0	1	0	0	0	2
12:00 PM	0	0	1	0	1	0	0	1	0	3
1:00 PM	0	0	2	0	2	0	0	2	2	8
2:00 PM	2	2	1	0	0	5	0	0	2	12
3:00 PM	0	1	1	1	1	1	0	1	3	9
4:00 PM	3	2	1	0	2	3	0	0	0	11
5:00 PM	1	2	2	2	0	0	0	0	2	9
6:00 PM	1	4	0	0	1	2	0	0	0	8
7:00 PM	0	2	1	0	4	1	1	0	0	9
8:00 PM	1	0	0	0	0	0	0	0	3	4
9:00 PM	2	1	0	0	1	0	0	0	1	5
10:00 PM	0	0	1	0	0	0	0	0	1	2
11:00 PM	0	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>14</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>4</b>	<b>18</b>	<b>112</b>

Figure 4-10: Bicycle Count Results



## Active Transportation Infrastructure

This section provides an inventory and description of the existing active transportation infrastructure and network within the WPTS study area, including public transportation services and infrastructure, bicycle and pedestrian facilities.

### Transit

#### Transit Routes and Stops

The Valley Metro Regional Public Transit Authority (Valley Metro) provides transit service to the WPTS area under its Valley Metro Bus division. There are four Valley Metro local bus routes, a circulator route, and a rural route that cross into or through the WPTS area, as shown in **Figure 4-11**. The four local bus routes are the primary transit routes in the study area. They are Routes 17, 29, 41, and 50, and they all run in the east-west direction on the four major arterials: McDowell Road, Thomas Road, Indian School Road, and Camelback Road, respectively. There are no north-south local transit routes in the WPTS area.

The Maryvale Area Ride for You (MARY) circulator route is a fare-free transit service that connects key destinations in the Maryvale Urban Village in West Phoenix. The circulator runs all day, seven days a week. On weekdays, MARY operates from 5 AM-8 PM and on weekends from 6:00 AM-6:30 PM. Noteworthy destinations connected by the MARY circulator are the Desert Sky Transit Center, Maryvale Community College, Abrazo Maryvale Campus, Palo Verde Library, and the Banner Estrella Medical Center, which is in the WPTS area. The majority of this circulator route is a flag stop zone that allows riders to flag the MARY bus anywhere along the fixed route for pick-up or drop-off. However, the MARY route within the WPTS area operates as a fixed-route, designated-stop service on 91<sup>st</sup> Avenue between Osborn Road and Encanto Boulevard.

The rural route service is the Gila Bend Regional Connector, Route 685, that runs on weekdays and Saturdays. The Gila Bend Connector is a fixed rural route that travels between the Greyhound Bus Station in Ajo, AZ and the Desert Sky Mall Transit Center at 79<sup>th</sup> Avenue and Thomas Road with designated stops in Gila Bend, Buckeye, Goodyear, Litchfield Park, and West Phoenix. This route runs three times per day in the southbound direction and two times per day in the northbound direction.

There are a total of forty designated bus stops across the four local bus, circulator, and rural routes in the WPTS area. Thirty of these stops are located on the four primary local routes. **Table 4-4** provides an inventory of these 30 bus stops on the four local routes.

Table 4-4: Study Area Bus Stop Inventory

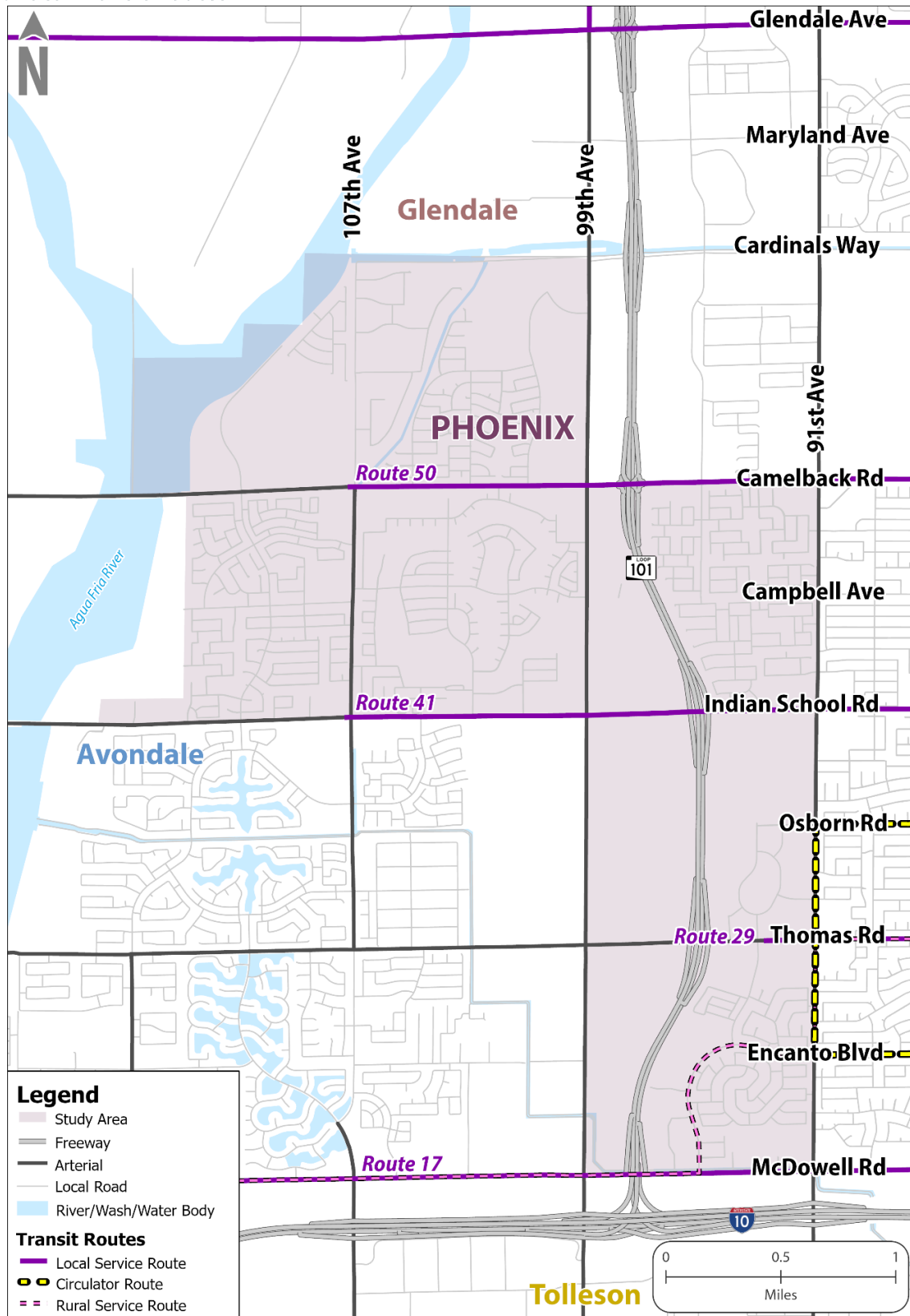
Road	Route	Number of Bus Stops
McDowell Road	#17	6
Thomas Road	#29	3
Indian School Road	#41	7
Camelback Road	#50	14
<b>Total</b>		<b>30</b>

Source: Valley Metro, 2023

The MARY circulator has eight designated bus stops within the WPTS area on 91<sup>st</sup> Avenue between Osborn Road and Encanto Boulevard. There is no flag stop zone for the MARY circulator route within the WPTS area. The Gila Bend Regional Connector has just two designated bus stops in the WPTS area on 95<sup>th</sup> Avenue near Palm Avenue in the Sheely Farms neighborhood.



Figure 4-11: Local Transit Routes



*Ridership*

Valley Metro publishes quarterly ridership boarding data by bus stop for the four local bus routes. The data is collected by weekday and weekend ridership boarding levels. The most recently available ridership data is from 2023 Q1. For the 30 bus stops on the four primary local routes, the average daily ridership boarding ranges from 0 – 21.225 passengers.

Six of the 30 bus stops in the WPTS area have average daily boardings over 10. Three of the bus stops are on Route 50 on Camelback Road, two of the stops are on Route 17 on McDowell Road, and the final high boarding stop is on Route 41 on Indian School Road. **Table 4-5** further details the locations of these six high boardings bus stops.

*Table 4-5: Bus Stops with High Boardings in the Study Area*

Stop ID	Route	Location	2023 Q1 Average Daily Passenger Boardings
9256	#17	McDowell Road & 99 <sup>th</sup> Avenue	21.225
9257	#17	McDowell Road & 91 <sup>st</sup> Avenue	16.605
7934	#41	Indian School Road & 107 <sup>th</sup> Avenue	16.29
9154	#50	Camelback Road & 99 <sup>th</sup> Avenue	15.61
8840	#50	Camelback Road & 107 <sup>th</sup> Avenue	15.465
9156	#50	Camelback Road & 95 <sup>th</sup> Avenue	14.375

Source: Valley Metro, 2023

While these six bus stops experience the highest average daily boardings, these passenger numbers are below the daily averages from before the 2020 COVID-19 pandemic. While average daily boardings did rise from close to zero daily average boardings in 2020 Q1, the bus stops in the WPTS area have yet to recover to pre-pandemic boarding levels. **Table 4-6** illustrates the daily average passenger remaining lower than prior to 2020 at the six highest boarding bus stops.

*Table 4-6: Average Daily Passenger Boarding Decline at the Six Highest Boarding Bus Stops in the Study Area (2019-2023)*

Stop ID	Route	Location	2019 Q4	2020 Q4	2021 Q4	2022 Q4	2023 Q1
9256	#17	McDowell Road & 99 <sup>th</sup> Avenue	41	24.03	24.26	24.835	21.225
9257	#17	McDowell Road & 91 <sup>st</sup> Avenue	65	26.635	24.05	14.005	16.605
7934	#41	Indian School Road & 107 <sup>th</sup> Avenue	104	22.465	23.72	18.2	16.29
9154	#50	Camelback Road & 99 <sup>th</sup> Avenue	38	15.475	10.2	12.16	15.61
8840	#50	Camelback Road & 107 <sup>th</sup> Avenue	31	10.32	10.245	8.405	15.465
9156	#50	Camelback Road & 95 <sup>th</sup> Avenue	37	6.38	12.03	13.185	14.375

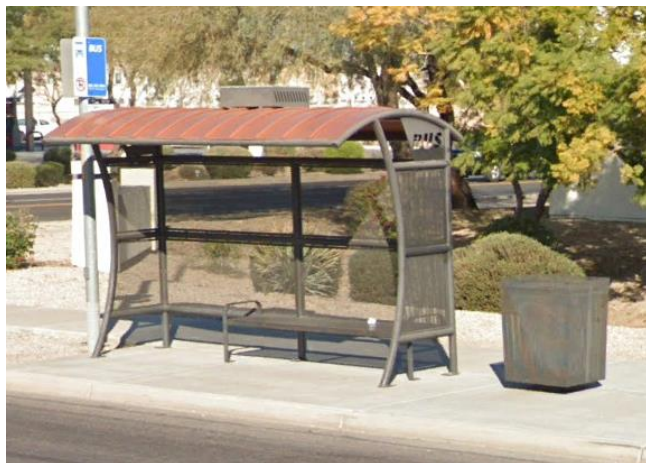
Source: Valley Metro, 2019-2023

*Bus Stop Amenities*

The forty bus stops in the WPTS area were categorized into 4 groups based on the level of amenities at each stop that **Table 4-7** explains.

Table 4-7: Categories of Bus Stop Amenities in WPTS Area

Category	Amenities	Number of Bus Stops
Group 1	Concrete Pad, Shade Structure, Bench Seating	13
Group 2	Concrete Pad	18
Group 3	Paved Sidewalk	7
Group 4	Unpaved Dirt	2



Group 1 is the highest-level amenity group of bus stops that had a concrete pad with dimensions of 8 feet by 40 feet, shade structure, and bench seating. The second group were stops that just had acceptable-sized concrete pads with dimensions of at least 8 feet by 40 feet. Group 3 was comprised of bus stops that just had signs with no clear distinction between the sidewalk and the bus stop. The final group included bus stops that lacked any of the above amenities and paved sidewalks. All six of the bus stops in the WPTS area with the highest average daily boardings were in the highest-level amenity group with each of these six stops having a concrete pad, shade structure, and bench seating. A map of the bus stop amenities by route in the

study area is in **Figure 4-12**.

Route 17 on McDowell Road has six stops in the WPTS area and has two stops in Group 1, two stops in Group 2, and two stops in Group 3. The Group 3 bus stops on Route 17 are between higher amenity bus stops on this local bus route. The Route 17 bus stops in Group 1 are two of the six stops with the highest daily average boardings in the study area.

Route 29 has three stops in the WPTS area near the Banner Estrella Medical Center on Thomas Road. One bus stop is in Group 1, and the remaining two stops are in Group 2. The Group 1 stop is the seventh highest stop for daily average boardings with a little over 5 passengers.

Local Route 41 on Indian School Road has seven stops in the study area. Four of the stops are in Group 1, with one of these stops comprising the six bus stops with the highest daily average boardings in the study area. One stop is in Group 2. The last two bus stops on Route 41 are the only two stops in the WPTS area to fall in the Group 4 category. These two bus stops in Group 4 lack concrete pads and paved approaches or sidewalks. At these two stops, riders must board and disembark the bus at the edge of the roadway asphalt and unpaved dirt. Both of these bus stops are west of the Loop 101 on Indian School Road in undeveloped agricultural land.

The fourteen bus stops of Route 50 on Camelback Road in the WPTS area tend to be in Groups 1 and 2. Five of this route’s bus stops are in the full amenity Group 1, and six of the stops are in Group 2. Three of the six bus stops with the highest daily average boardings in the study area are three Group 1 stops on Route 50. All of the remaining three bus stops in Group 3 are located east of the Loop 101.

Of the eight MARY circulator route stops in the WPTS area, there is only one stop route that is in Group 1. Two of the MARY stops are in Group 3 with no distinction between the stop and the sidewalk. The remaining five

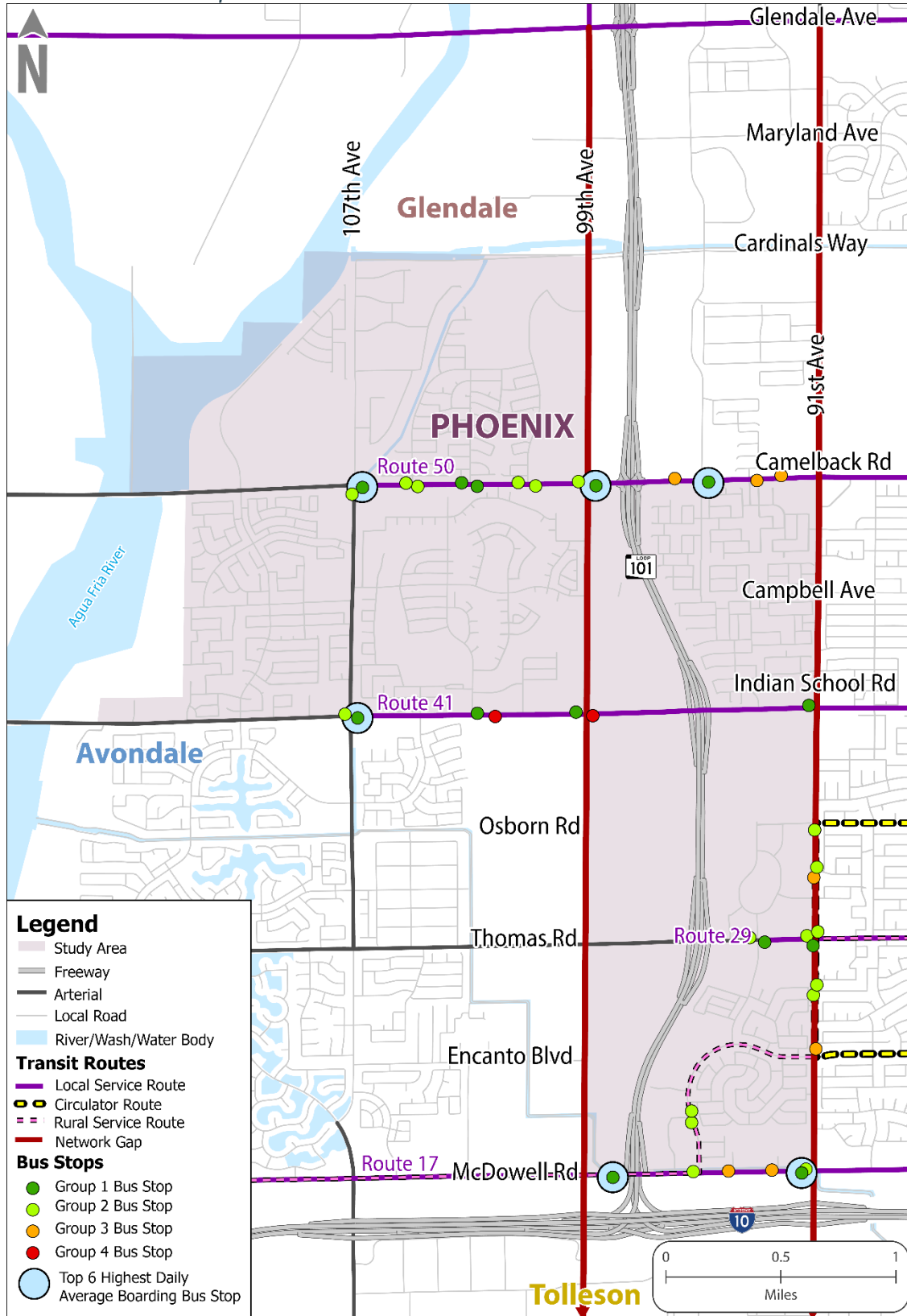
stops in the study area are in Group 2 with just a separate concrete pad. The two bus stops on the Gila Bend Regional Connector rural service are both in Group 2.

As shown in **Figure 4-12**, there is a of north-south transit lines leads to bus stop connectivity gaps on 91st Avenue and 99th Avenue, two of the main north-south arterials in the WPTS area. In addition, Valley Metro provide Express and RAPID services adjacent to the study area with two limited-stop commuter routes terminating on I-10 less than three miles to the east along the 75th Avenue alignment. These routes are unidirectional, traveling into downtown Phoenix in the morning and out of downtown in the afternoons operating from outlying Park and Ride lots and pick-up points in suburban areas outside the city of Phoenix.

Extending the Express/RAPID bus routes into the study area and providing additional transit lines on 91st Avenue and 99th Avenue could be necessary to consider as the infill along these arterials continues.



Figure 4-12: Location of Bus Stop Amenities in WPTS Area



## Bicycle and Multimodal Infrastructure

The growing interest and demand for bicycle and pedestrian infrastructure evidence from the T2050, Complete Streets Policy, and the Climate Action Plan coupled with recent rates of bicycle- and pedestrian-related injuries and fatalities has caused active transportation infrastructure planning to become an increasing issue of relevance throughout the City of Phoenix.

According to the City’s recent City Council approved *Road Safety Action Plan – Vision Zero* (2022), the National Highway Traffic Safety Administration (NHTSA) has consistently ranked Phoenix in the top 3 cities in the nation for overall traffic fatalities with an average of over 30,000 crashes annually and an average of 2 crashes resulting in serious injury every single day. In 2021, as the COVID pandemic continued, the amount of people killed on Arizona’s transportation system reached a new peak of 1,120 (preliminary number), the highest number of traffic fatalities since 2007 with 231 of those fatalities (21%) within the City of Phoenix - the most amount of lives lost in a single year since 2000.

### Existing Bikeways & Multimodal Facilities

Bicycling and walking are an essential component of any transportation system that benefits numerous areas including health, economics, environment, and equity. As the City of Phoenix, and specifically the WPTS study area has developed rapidly over the last two decades, the City has made progress in providing bicycle facilities along its maintained arterial and collector roadways.

### Location & Types of Bicycle & Multimodal Facilities

In total, there are 25.75 centerline miles of bike lanes within the study area. In addition, there are 9.15 miles of multi-use paths that are either paved or unpaved (**Table 4-8**). As illustrated in **Figure 4-13**, bike lanes are nearly exclusively located on arterial and collector streets with the exception of Camelback Road east of 99<sup>th</sup> Avenue, the entirety of Indian School Road, and 91<sup>st</sup> Avenue north of Indian School Road. However, The City of Phoenix does not maintain Camelback Road east of 99<sup>th</sup> Avenue while the City does maintain Indian School Road east of 99<sup>th</sup> Ave in the study area.

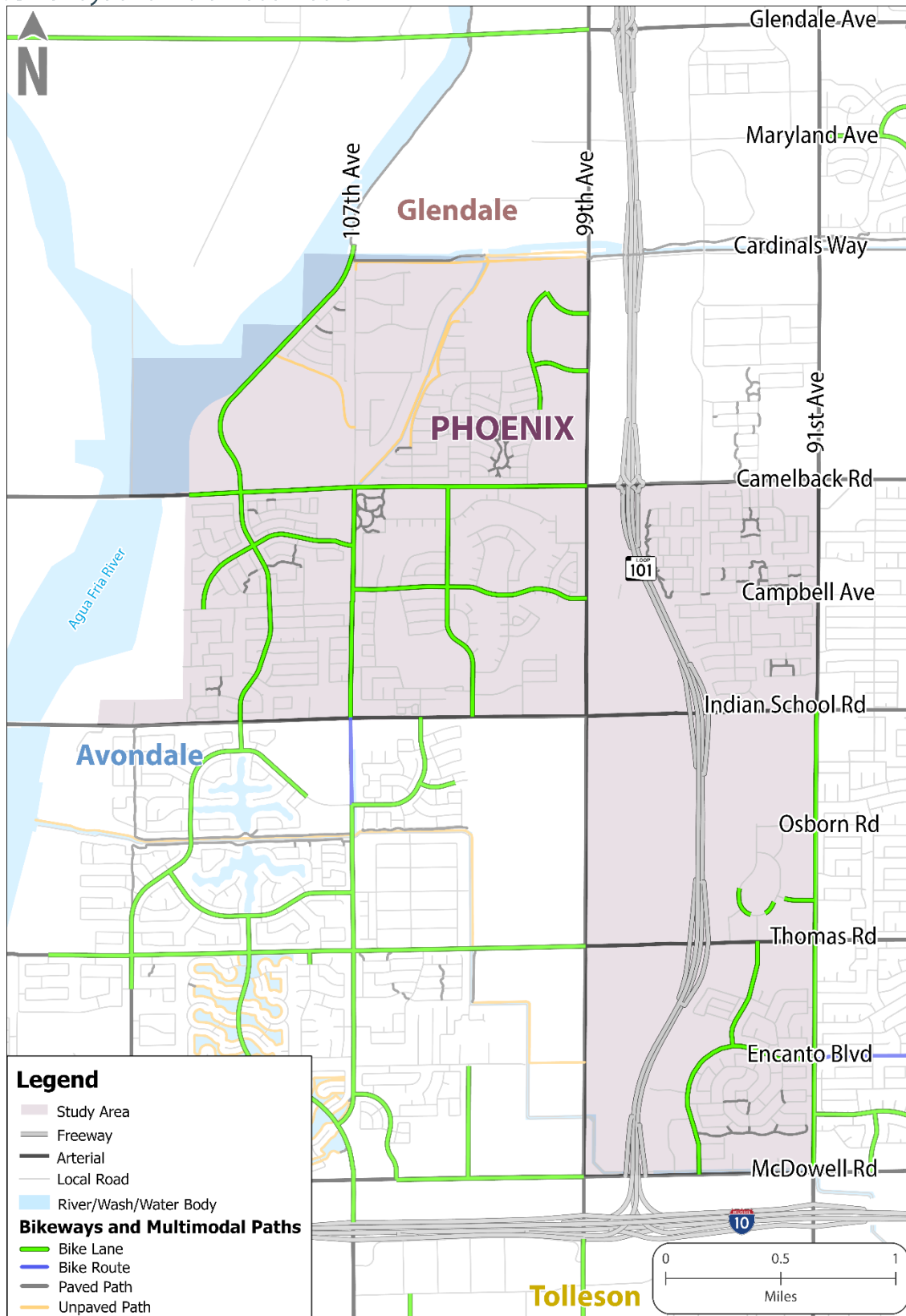
Multi-use paths are largely constructed as part of the various master planned communities, Other multi-use paths are located along the Agua Fria River and the Roosevelt Canal.

*Table 4-8: Existing Bicycle and Multi-Use Facilities*

Bikeway Facility Type	Length (Miles)
Bike Lane Miles	25.75
Shared-Use Path – Paved	5.34
Trail – Unpaved	3.81
<b>Total</b>	<b>34.9</b>

Source: Maricopa Association of Governments, 2020

Figure 4-13: Bikeways and Multimodal Paths





Examples of Bicycle & Multi-Use Facilities



107<sup>th</sup> Avenue

**Bike Lane**

- Striped lane with pavement markings and signs that designate an exclusive lane for bicycle use
- Desired to be 6 ft or greater in width, minimum of 5.5 ft.



20<sup>th</sup> Street (City of Phoenix)

**Buffered Bike Lane**

- Increases riding space and comfort by adding a painted buffer to a standard bike lane
- Typically includes 2.5 ft buffer and 6 ft bike lane, minimum bike lane width of 5.5 ft.



Encanto Road

**Bike Route/ Shoulder**

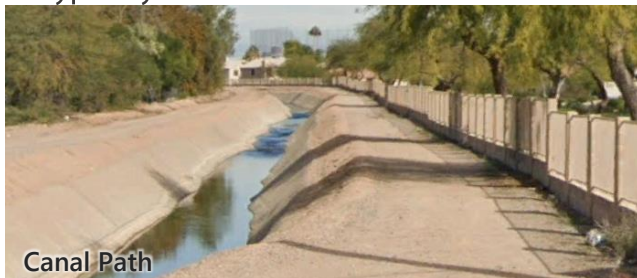
- Route where the travel lane is shared by drivers and bicyclists.
- Shoulders on the edge of pavement can be widened and enhanced to allow bicyclists more separation from vehicles
- Typically 4-5 ft in width



Central Avenue (Avondale)

**Protected Bike Lane**

- Like sidewalks for bikes, these facilities use physical dividers (such as bollards, medians, raised curbs, armadillos, and planters) to separate bike lanes from both cars and sidewalks



Canal Path

**Multi-Use Path**

- Off-street facility dedicated exclusively for non-motorized travel that can be paved or unpaved



Estrella Mountain

**Recreational Trail**

- Like multi-use trails, hikers, bicyclists, and horses share the dirt on these off-street recreational trails, the main difference is these meander through open space and don't connect to urban destinations



### Existing City of Phoenix Design Guidance for Bicycle & Multimodal Facilities

According to the City's *Street Planning And Design Guidelines* (2009), parkways, major arterials, minor arterials, major collectors, minor collectors, and certain special neighborhood and rural streets have standard cross-sections that include bicycle lanes on both sides of the street. However, the more recently adopted *Complete Streets Design Guidelines* (2018) and the ongoing ATP, use the entirety of the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013) to inform the design specifications for bicycle and pedestrian facilities within the City, which includes more elaborate facility types compared to the standard striped bike lane promoting buffered, protected, and/or separated facilities.

In addition, the guidelines included a dedicated section for Bikeways which states:

*"Unlike motor vehicle drivers bicyclists range from young children to the elderly, and individual cyclists present a broad cross-section of needs and skill levels. Different types of facilities need to be designed and provided to accommodate this wide user demographic and their various purposes for making trips."*

*"Providing facilities for both on- and off-street types of bikeways is not always practical but is to be encouraged, as that will accommodate the widest possible range of users, purposes, and trip destinations."*

These statements reinforce the city's commitment to providing an extensive, connected, and functional bikeway system with a primary purpose of providing an alternate means of personal mobility and access to varied destinations. Important statements regarding bicycle and multimodal facility design from this section include:

- Where a full cross-section with bicycle lanes cannot be accommodated, the following measures should be considered: (Listed starting with the most desirable.)
  - A. Edge line stripe with bike route signs
  - B. Bike route signs with no edge stripe
- In planning for off-street shared-use paths and multi-use trails, the following hierarchy should apply, starting with the most desirable:
  - A. Ten or 12-foot path/trail, well separated from streets, and in a natural setting
  - B. Ten or 12-foot path/trail, set off back from the street by at least eight feet of landscaping for arterials and five feet for collectors
  - C. Ten or 12-foot path/trail protected from the street
- Bike lanes should be a minimum of four feet of asphalt from the center of the lane stripe to the edge of the concrete gutter pan. A solid six-inch white stripe is used to mark the bike lane. An alternative method is to combine the lane and gutter pan as one concrete strip. In these cases it is desirable to exceed the four-foot minimum, as measured to the face of the vertical curb. Current typical bike lane widths are six feet from face of curb, five feet from edge of asphalt.
- Bridges, tunnels, or any grade separation structure, should allow the full width of the physical improvements including standard bike lanes
- In rural areas, a paved shoulder can serve the function of a bike lane, in which case it should have a minimum of five feet of paving. A bicycle lane can also be delineated with striping between an area for parallel parking and a traffic lane. In this case, the bicycle lane should be at least five feet.

- Parking should not be allowed in marked bicycle lanes. Raised pavement markers or curbing should not be used to delineate bike lanes.
- A shared-use path is defined as paved pathways set aside for the exclusive use of human-powered travel. They are clearly separate from the road infrastructure. Paths are shared with skaters and pedestrians. In general, shared-use paths are intended for two-way traffic and shall have a(n):
  - A. Minimum design speed of 20 mph.
  - B. Typical width of 10 feet with a two-foot shoulder on each side.
  - C. Width of eight (feet where paths can be paired so each can have one-way travel.
  - D. Width of 12 feet where heavy use is expected, especially with a high percentage of pedestrians/skaters.
  - E. Medium broom finish on the surface. It is desirable to provide traction, but not to a degree that impedes skaters.
  - F. Material for the shoulders should allow for recovery if a user runs off the path. Substances such as turf, decomposed granite, exposed aggregate, or very low shrubs/grasses are appropriate. No spiny/thorny plants.
  - G. An area clear of fixed objects such as poles or tree trunks for another three feet beyond the shoulder is desirable.
  - H. Where needed, fences or railings for paths or bikeways should be 54 inches in height and be flared at the ends.
  - I. Vertical clearance of eight feet over the path and shoulder areas.
  - J. Grades of five percent or less. Where this is not feasible, refer to the AASHTO Guidelines. Maximum side slope is two (2) percent. Maximum cross-slope is two percent.
  - K. Alignment which is as linear as possible. Avoid compound curves. Unnecessary “meandering” reduces the effective width of the path, can create sight distance problems, and increases possibility of users running off the path.
  - L. Adjacent grades should always direct water away from the path surface.
  - M. Provision in tunnels to keep nuisance water off the path, and allow the water to rapidly drain or be removed. One solution is a small channel constructed with a sloping side, built on one side of the tunnel. Sump pumps are needed in areas prone to flooding.
  - N. Lighted tunnels
  - O. Path ramp design where the pan for any curb ramp shall be as wide as the path. The ramp should be aligned with the path, and not require users to make sudden swerves, or to be directed towards oncoming traffic.
- A multi-use trail is defined as trails are made from stabilized, decomposed granite. These trails are open to equestrian, bicycle and pedestrian travel and shall have a(n):
  - A. Typical width of 10 feet with a two-foot shoulder on each side. No shoulder is required when trail is located in turf, curbs will be substituted in this condition.
  - B. Width of eight (feet where paths can be paired so each can have one-way travel.
  - C. Width of 12 feet where heavy use is expected, especially with a high percentage of pedestrians/skaters.
  - D. No spiny/thorny plants within 10 feet of the trail.

- E. An area clear of fixed objects such as poles or tree trunks for another three feet beyond the shoulder is required.
- F. Where needed, fences or railings for paths or bikeways should be 54 inches in height and be flared at the ends.
- G. Vertical clearance of ten feet over the path and shoulder areas.
- H. Grades of five percent or less. Where this is not feasible, refer to the AASHTO Guidelines. Maximum side slope is two percent. Maximum cross-slope is two percent.
- I. Alignment which is as linear as possible. Avoid compound curves. Unnecessary “meandering” reduces the effective width of the path, can create sight distance problems, and increases possibility of users running off the path.
- J. Adjacent grades should always direct water away from the path surface.
- K. Provision in tunnels to keep nuisance water off the path and allow the water to rapidly drain or be removed. One solution is a small channel constructed with a sloping side, built on one side of the tunnel. Sump pumps are needed in areas prone to flooding.
- L. Lighted tunnels
- M. Path ramp design where the pan for any curb ramp shall be as wide as the path. The ramp should be aligned with the path, and not require users to make sudden swerves, or to be directed towards oncoming traffic.

### Pedestrian Infrastructure

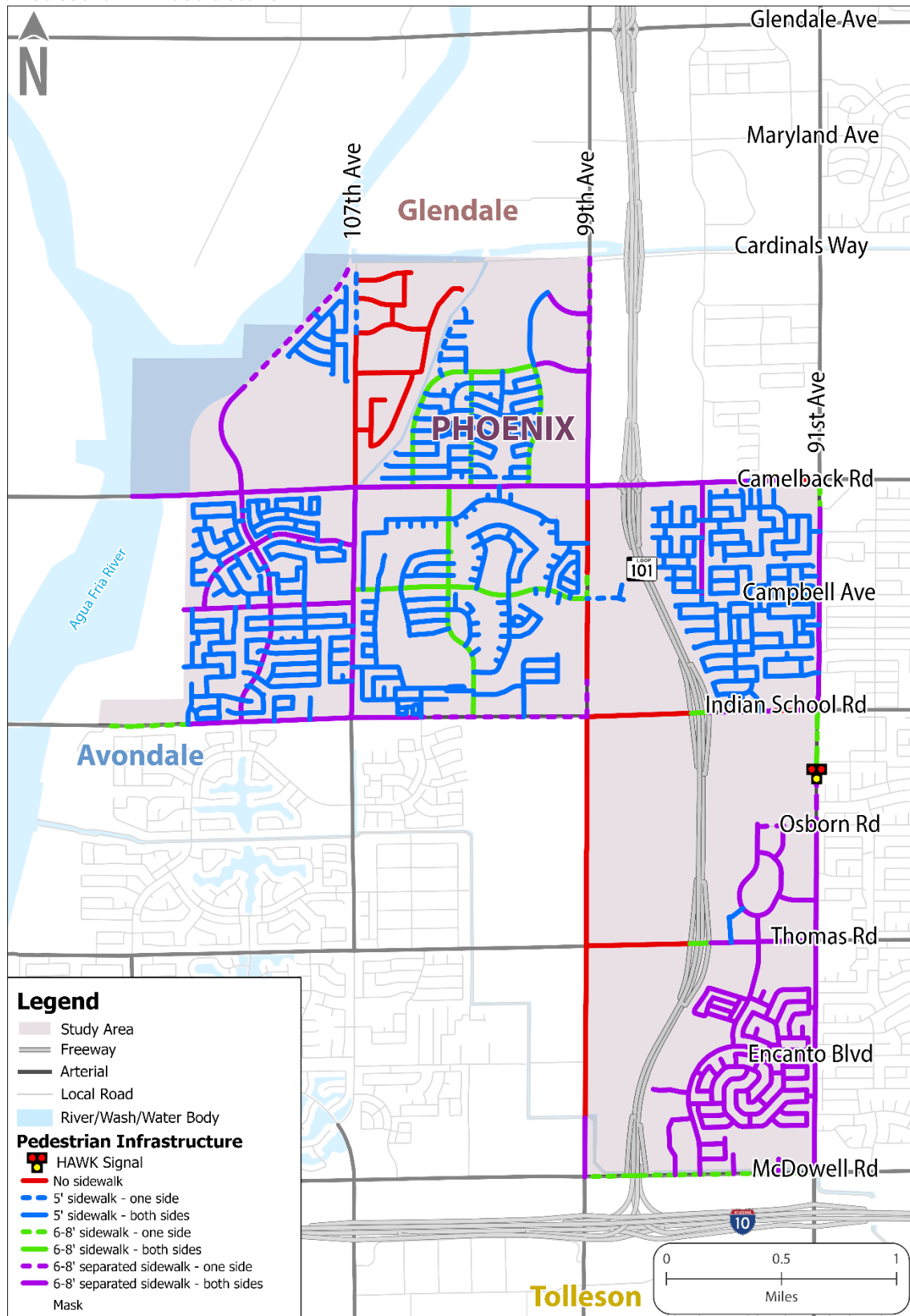
Sidewalks are the primary throughfare for pedestrians providing a place for people to walk to meet their daily needs and to exercise; they are especially important for people who do not or cannot drive. In addition to sidewalks, pedestrian facilities such as crossings, curb ramps (mandated by ADA), curb extensions, traffic calming features, and other improvements help create a more safe and comfortable walking environment. **Table 4-9** shows a total of 148.93 miles of existing pedestrian sidewalks and 6.67 miles of roadway without sidewalks.

The vast majority of planned residential communities have sidewalks on both sides of street. However, as illustrated in **Figure 4-14**, there are locations of where sidewalks exist on one side of the road or not all. Sporadic corridor and business development has caused gaps in the existing sidewalk network within the study area, which creates barriers to pedestrian travel.

*Table 4-9: Existing Pedestrian Sidewalks*

Pedestrian Sidewalks	Length (Miles)
No sidewalk	6.67
6-8' sidewalk - one side	1.72
6-8' sidewalk - both sides	8.87
6-8' separated sidewalk - one side	2.97
6-8' separated sidewalk - both sides	46.20
5' sidewalk - one side	0.69
5' sidewalk - both sides	88.49
<b>Total</b>	<b>155.60</b>

Figure 4-14: Pedestrian Infrastructure



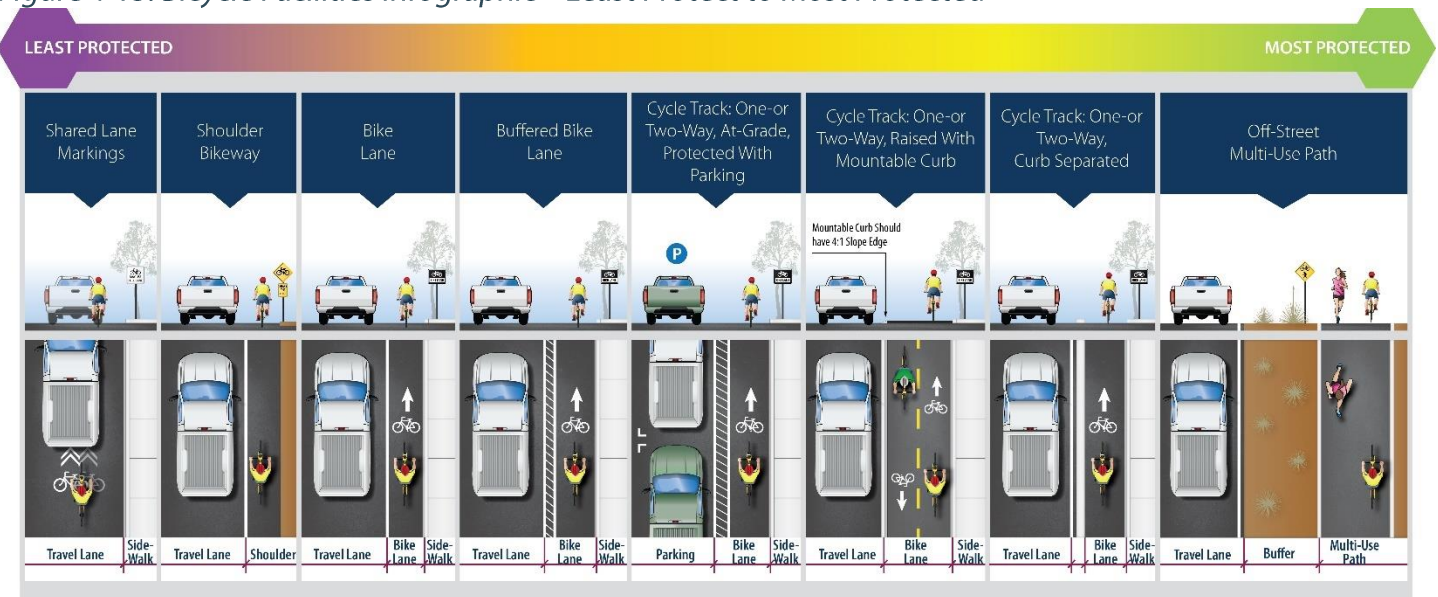


### Bicycle Level of Traffic Stress Analysis

When people bicycle on roadways, they encounter varying levels of stress from traffic. A quiet residential street with a 25-mile-per-hour speed limit is considered a very low-stress environment for cyclists. But a six-lane suburban highway with a 40-mile-per-hour speed limit represents a high-stress environment for cyclists who must share the roadway with traffic - As a result, fewer people are likely to bicycle on the highway.

Historically, transportation planners and engineers exclusively evaluated the condition of the roadway for cyclists based on the type of bicycle facility application. For instance, as shown in **Figure 4-15**, different types of bicycle facilities offer a wide array of safety and protection against conflicts with vehicles – a shared-lane offers the least amount of protection and less than a traditional bike lane, while the most protected facility is an off-street multi-use path.

Figure 4-15: Bicycle Facilities Infographic – Least Protect to Most Protected



However, these facilities don’t always offer the same experience for cyclists depending on the environment and conditions of the roadway. Level of traffic stress (LTS) is an approach that quantifies the amount of discomfort that people feel when they bicycle in various roadway environments. The methodology was developed in 2012 by the Mineta Transportation Institute and San Jose State University. The LTS methodology assigns a numeric stress level to streets based on attributes such as traffic speed, traffic volume, number of lanes, frequency of parking turnover, ease of intersection crossings and others. When a street has a moderate or high level of stress, it may be a sign that bicycle infrastructure, like separated bike lanes or shared use paths, is needed to make it a place where more people will feel comfortable riding.

For a bicycle network to attract the broadest segment of the population, it must provide low-stress connectivity, defined by the methodology as “providing routes between people’s origins and destinations that do not require cyclists to use links that exceed their tolerance for traffic stress, and that do not involve an undue level of detour.” This tool will be used to identify roadway segments and crossings where a bicycle treatment is needed to reduce the stress level.

The LTS scoring framework is designed to correspond with the “Four Types of Bicyclists” categories with a range of LTS 1 to LTS 4 representing a spectrum from lowest stress to highest stress facilities. Corridors and intersections are classified into one of four LTS scores — LTS 1, LTS 2, LTS 3, and LTS 4, where 1 represents the lowest stress, and 4 represents highest stress and discomfort. At its core, as motor vehicle traffic volumes increase and the separation between a person bicycling and motor vehicle traffic decreases, the LTS scores show an increase in the level of stress. The LTS scores are mapped to illustrate the low stress connections and gaps throughout a given community.

The most desirable bicycling score, LTS 1, is assigned to roads that would be suitable for most children to ride or suitable for inexperienced adults riding bicycles or families with small children. LTS 1 also applies to multi-use paths that are separated from motorized traffic. LTS 2 are roads that could be comfortably ridden by the general adult population. LTS 3 is assigned to roads that would be acceptable for bicycle travel by “strong and fearless” bicyclists, and LTS 4 represents roads that are only acceptable to “strong and fearless” bicyclists who better tolerate roadways with higher motorized traffic volumes and speeds.

The experience and level of comfort categories of riders that are best suited for each score are summarized below:

- LTS Score 1 – Bicyclists of All Ages and Abilities
- LTS Score 2 – Most Adult Bicyclists
- LTS Score 3 – Experienced Bicyclists
- LTS Score 4 – Strong and fearless

The LTS methodology focuses on the following criteria for evaluating traffic stress on road segments, intersection approaches and unsignalized crossings. Segment LTS in the study area was calculated using the criteria found in **Table 4-10** for all arterial and collector roadways, while the intersection LTS was calculated using the criteria found in **Table 4-11** for all intersections along arterial and collector roadways in the study area.

The LTS analysis results for each arterial and collector roadway segment and intersection in the study area is found in **Table 4-12** and **Table 4-13**, and illustrated in **Figure 4-16**. For intersection LTS scoring, bi-directional bike lanes and street parking are counted as one lane each and added to the total number of travel lanes.

Of the 33 roadway segments analyzed, currently, there are none with an LTS 1 score and just about half of the segments have a LTS 2 score and the other half received either a LTS 3 or LTS 4 score. Many of the entire arterial roadways within the study area have a LTS 4 score which include all of 99<sup>th</sup> Avenue, McDowell Road, Thomas Road, Indian School Road, and just part of Camelback Road east of Loop-101. The remaining roadway segments have a LTS score of 2 or 3.

A total of 37 intersections were analyzed and an overwhelming majority of them (86 percent) have a LTS score of 3 or 4; In fact, 74 percent of all intersections in the study area have a LTS 4 rating and only two intersections (5 percent) have a LTS rating of 1.

LTS results demonstrate the importance of assessing the bikeway network not only for connectivity but also for the ability to serve the diverse needs of all its users. To serve all types of people riding bicycles, a bikeway network should consist of continuous low-stress LTS 1 and LTS 2 segments and intersections. By prioritizing the locations that likely dissuade people from riding bicycles, the LTS analysis helps focus on identifying the

improvements that will bring the high-stress LTS 3 and LTS 4 gaps down to low stress LTS 1 and LTS 2 levels, thereby removing the barriers to bicycling for a large proportion of the population.

While the LTS analysis focuses on bicycle travel, improvements for bicyclists generally translate into improved conditions for pedestrians, as well. This is particularly true for crossing conditions, as improvements are measured in terms of reduced exposure to motor vehicle travel speed and the number of travel lanes crossed. Once the LTS for an existing facility is identified the study team will identify which type(s) of bicyclists it would like to encourage to use the facility, the next step is to identify what type of bikeway will meet their needs.

High-quality, connected networks are comfortable for the majority of people and not just for experienced bicyclists; they attract a diversity of users, make bicycling a viable, inclusive, and safe mode for everyday transportation, and have the most impact reducing traffic congestion.

Table 4-10: Segment Level of Traffic Stress Scoring Criteria

LTS for Mixed Traffic Criteria								
Number of Lanes in each Direction	ADT	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50+ MPH
Two-Way with no Centerline	0 - 750	1	1	2	2	3	3	3
	751 - 1500	1	1	2	3	3	3	4
	1500 - 3,000	2	2	2	3	4	4	4
	3,000+	2	3	3	3	4	4	4
One Lane	0 - 750	1	1	2	2	3	3	3
	751 - 1500	2	2	2	3	3	3	4
	1500 - 3,000	2	3	3	3	4	4	4
	3,000+	3	3	3	3	4	4	4
Two Lanes	0 - 8,000	3	3	3	3	4	4	4
	8,000+	3	3	4	4	4	4	4
Three Lanes or More Lanes	All ADT	3	3	4	4	4	4	4
Bike Lanes with No Parking								
Number of Lanes in each Direction	Bike Lane Width	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50+ MPH
One Lane, no Centerline	6+ ft	1	1	2	2	3	3	3
	4 - 5 ft	2	2	2	2	3	3	4
Two Lanes	6+ ft	2	2	2	2	3	3	3
	4 - 5 ft	2	2	2	2	3	3	4
Three Lanes or More Lanes	Any Width	3	3	3	3	4	4	4
Bike Lanes Alongside Parking								
Number of Lanes in each Direction	Bike Lane Width	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50+ MPH
One Lane	15+ ft	1	1	2	3	4	4	4
	12 - 14 ft	2	2	2	3	4	4	4
Two Lanes	15+ ft	2	2	3	3	4	4	4
	12 - 14 ft	2	2	2	3	4	4	4
Other Multilane Road	Any Width	3	3	3	3	4	4	4

Source: Mekuria, Maaza C.; Furth, Peter G.; & Nixon, Hillary. "Low-stress bicycling and network connectivity." (2012).

Table 4-11: Unsignalized Intersection Level of Traffic Stress Scoring Criteria

Posted Speed Limit on Street Being Crossed	Number of Lanes of Street Being Crossed					
	No Median Refuge			Median Refuge (≥ 6 ft. wide)		
	2 to 3	4 to 5	6+	2 to 3	4 to 5	6+
≤ 25	1	2	4	1	1	2
30	2	2.5	4	1	2	2.5
35	2.5	3	4	1	2.5	3
≥ 40	3	4	4	2	2.5	4

Source: Mekuria, Maaza C.; Furth, Peter G.; & Nixon, Hillary. "Low-stress bicycling and network connectivity." (2012).



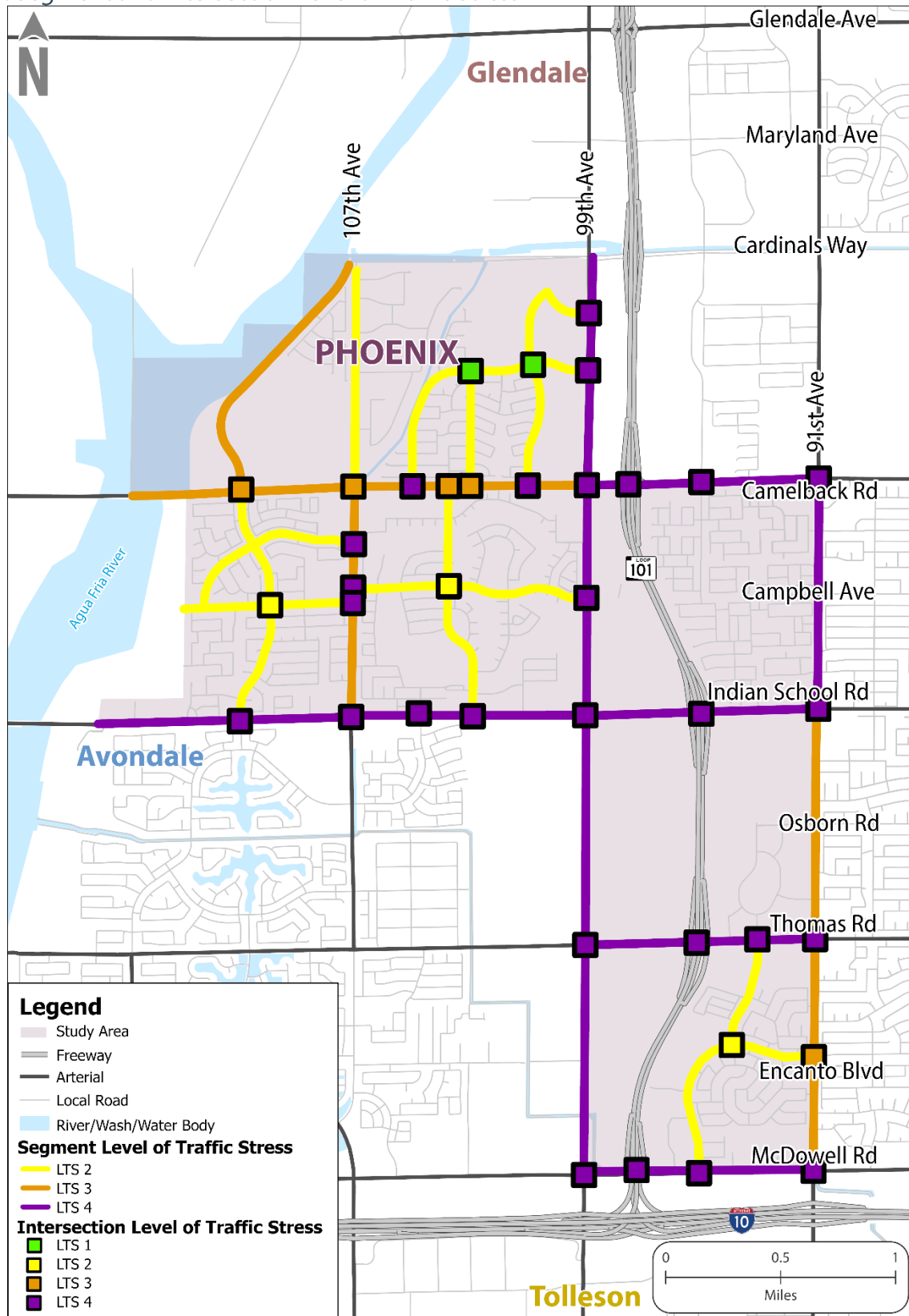
Table 4-12: Study Area Segment Level of Traffic Stress

Segment	Total Lanes	ADT	Speed Limit (MPH)	Bike Lanes (Y/N)	Bike Lane Width (Feet)	Parking (Y/N)	LTS
Camelback Road from Agua Fria River to 107th Avenue	5	27,656	45	Yes	5	No	LTS 3
Camelback Road from 107th Avenue to 99th Avenue	5	50,179	45	Yes	5	No	LTS 3
Camelback Road from 99th Avenue to 91st Avenue	6	45,027	40	No	N/A	No	LTS 4
Indian School Road from 113th Drive to 107th Avenue	5	34,284	45	No	N/A	No	LTS 4
Indian School Road from 107th Avenue to 99th Avenue	5	40,584	45	No	N/A	No	LTS 4
Indian School Road from 99th Avenue to 91st Avenue	4	29,396	45	No	N/A	No	LTS 4
Thomas Road from 99th Avenue to 91st Avenue	5	29,129	45	No	N/A	No	LTS 4
McDowell Road from 99th Avenue to 91st Avenue	4	49,609	45	No	N/A	No	LTS 4
North Ball Park Boulevard from Cardinals Way to Camelback Road	5	4,140	35	Yes	5	No	LTS 3
107th Avenue from Cardinals Way to Camelback Road	2	2,138	35	No	N/A	No	LTS 2
99th Avenue from Cardinals Way to Camelback Road	5	12,318	50	No	N/A	No	LTS 4
107th Avenue from Camelback Road to Indian School Road	5	13,727	40	Yes	5	No	LTS 3
99th Avenue from Camelback Road to Indian School Road	4	29,807	50	No	N/A	No	LTS 4
91st Avenue from Camelback Road to Indian School Road	5	15,685	45	No	N/A	No	LTS 4
99th Avenue from Indian School Road to Thomas Road	4	26,517	50	No	N/A	No	LTS 4
91st Avenue from Indian School Road to Thomas Road	5	22,494	40	Yes	5	No	LTS 3
99th Avenue from Thomas Road to McDowell Road	4	23,324	45	No	N/A	No	LTS 4
91st Avenue from Thomas Road to McDowell Road	5	23,783	40	Yes	5	No	LTS 3
Highland Avenue from West Campbell Avenue to 107th Avenue	2	N/A	30	No	N/A	No	LTS 2
West Campbell Avenue from 113th Drive to 107th Avenue	2	N/A	30	No	N/A	No	LTS 2
111th Avenue from Camelback Road to Indian School Road	2	6,974	25	Yes	5	No	LTS 2
105th Avenue from Missouri Avenue to Camelback Road	2	N/A	25	No	N/A	No	LTS 2
103rd Avenue from Missouri Avenue to Camelback Road	2	N/A	25	No	N/A	No	LTS 2
101st Avenue from Missouri Avenue to Camelback Road	2	N/A	25	No	N/A	No	LTS 2
101st Avenue from Montebello Avenue to Missouri Avenue	2	N/A	25	Yes	5	No	LTS 2
Missouri Avenue from 101st Avenue to 99th Avenue	2	N/A	25	Yes	5	No	LTS 2
Montebello Avenue from 101st Avenue to 99th Avenue	2	N/A	25	Yes	5	No	LTS 2
Missouri Avenue from 105th Avenue to 101st Avenue	2	N/A	25	No	N/A	No	LTS 2
West Campbell Avenue from 107th Avenue to 99th Avenue	2	3,806	25	Yes	5	Yes	LTS 2
103rd Avenue from Camelback Road to Indian School Road	2	N/A	25	Yes	5	No	LTS 2
93rd Avenue from Thomas Road to Encanto Boulevard	3	N/A	30	Yes	5	No	LTS 2
95th Avenue from Encanto Boulevard to McDowell Road	3	N/A	30	Yes	5	No	LTS 2
Encanto Boulevard from 95th Avenue to 91st Avenue	2	N/A	30	Yes	5	No	LTS 2

Table 4-13: Intersection Level of Traffic Stress

Intersection	Total Lanes	Median (Y/N)	Speed Limit (MPH)	Signalized (Y/N)	LTS
North Ball Park Boulevard and Camelback Road	7	No	45	Yes	LTS 3
107th Avenue and Camelback Road	6	No	45	Yes	LTS 3
Camelback Road and 105th Avenue	6	No	45	No	LTS 4
Camelback Road and 103rd Avenue (West)	6	Yes	45	Yes	LTS 3
Camelback Road and 103rd Avenue (East)	6	No	45	Yes	LTS 3
Camelback Road and 101st Avenue	6	No	45	No	LTS 4
Camelback Road and 99th Avenue	6	No	45	Yes	LTS 4
Camelback Road and Loop 101	6	Yes	40	Yes	LTS 4
Camelback Road and 91st Avenue	6	No	45	Yes	LTS 4
Indian School Road and 111th Avenue	5	No	45	Yes	LTS 4
Indian School Road and 107th Avenue	6	No	45	Yes	LTS 4
Indian School Road and 103rd Avenue	5	No	45	Yes	LTS 4
Indian School Road and 99th Avenue	5	No	45	Yes	LTS 4
Indian School and Loop 101	7	Yes	45	Yes	LTS 4
Indian School Road and 91st Avenue	6	No	45	Yes	LTS 4
Thomas Road and 99th Avenue	5	No	50	Yes	LTS 4
Thomas Road and Loop 101	7	Yes	45	Yes	LTS 4
Thomas Road and 93rd Avenue	8	Yes	45	Yes	LTS 4
Thomas Road and 91st Avenue	7	No	45	Yes	LTS 4
McDowell Road and 99th Avenue	9	Yes	45	Yes	LTS 4
McDowell Road and 95th Avenue	4	No	45	No	LTS 4
McDowell Road and 91st Avenue	5	No	45	Yes	LTS 4
99th Avenue and Montebello Avenue	6	No	50	Yes	LTS 4
99th Avenue and Missouri Avenue	6	No	50	No	LTS 4
107th Avenue and Highland Avenue	6	No	40	No	LTS 4
107th Avenue and West Campbell Avenue (North)	6	No	40	No	LTS 4
107th Avenue and West Campbell Avenue (South)	6	No	40	No	LTS 4
99th Avenue and West Campbell Avenue	5	No	50	Yes	LTS 4
91st Avenue and Encanto Boulevard	6	No	40	Yes	LTS 3
103rd and West Campbell Avenue	4	No	25	No	LTS 2
West Campbell Avenue and 111th Avenue	3	No	30	No	LTS 2
103rd Avenue and Missouri Avenue	2	No	25	No	LTS 1
101st Avenue and Missouri Avenue	3	No	25	No	LTS 1
93rd Avenue and Encanto Boulevard	3	No	30	No	LTS 2
Camelback Road and 95th Avenue	6	No	40	Yes	LTS 4
McDowell Road and Loop 101	6	Yes	45	Yes	LTS 4
Indian School Road and 104th Drive	5	No	45	Yes	LTS 4

Figure 4-16: Segment and Intersection Level of Traffic Stress



## 5 Roadway Crash Analysis

A crash analysis was conducted for the WPTS study area to identify trends, patterns, predominant crash types, and high crash intersections. The purpose of the crash analysis is to discover safety hazard locations that may need infrastructure improvements for vehicle and pedestrian safety.

### Crash Trends

Crash data for the five-year period, January 1, 2017, to December 31, 2021, within the study area was obtained from the City of Phoenix and its adjacent cities, Avondale and Glendale, and was analyzed as part of this study.

As illustrated in **Figure 5-2**, 1,595 total crashes occurred within the study area during the five-year crash analysis timeframe. As shown in the crash map, the majority of the crashes reported within the study area occurred along 91<sup>st</sup> Avenue, Camelback Road, Indian School Road, and Thomas Road; however, there were multiple collisions scattered throughout the neighborhoods which were usually minor collisions or less severe. All fatal crashes along with the majority, 86 percent, of the severe injury collisions occurred on an arterial roadway.

The following sections discuss the crashes within the study area for the five-year period.

### Injury Severity

There was a total of 12 fatalities reported within the study area in the analysis timeframe: Of those twelve fatalities four were reported in 2017, two in 2019, three in 2020, and three in 2021. **Figure 5-1** illustrates the number of crashes that occurred within the study area during the five-year analysis period based on the severity of crashes. The majority, 72 percent, resulted in a no injury (property damage only) collision.

Figure 5-1: Crashes by Injury Severity

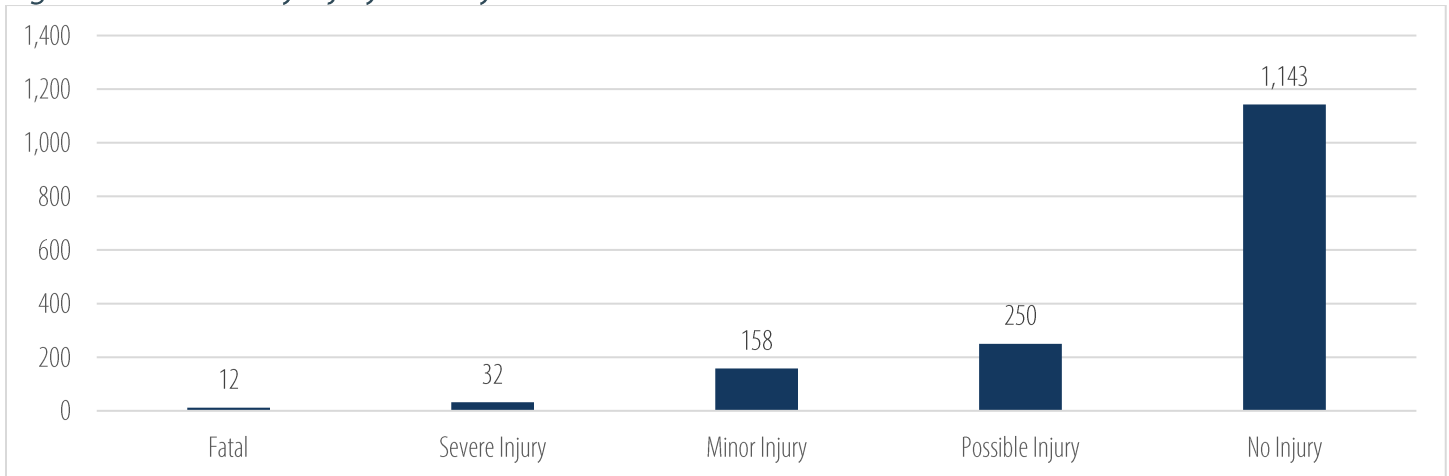
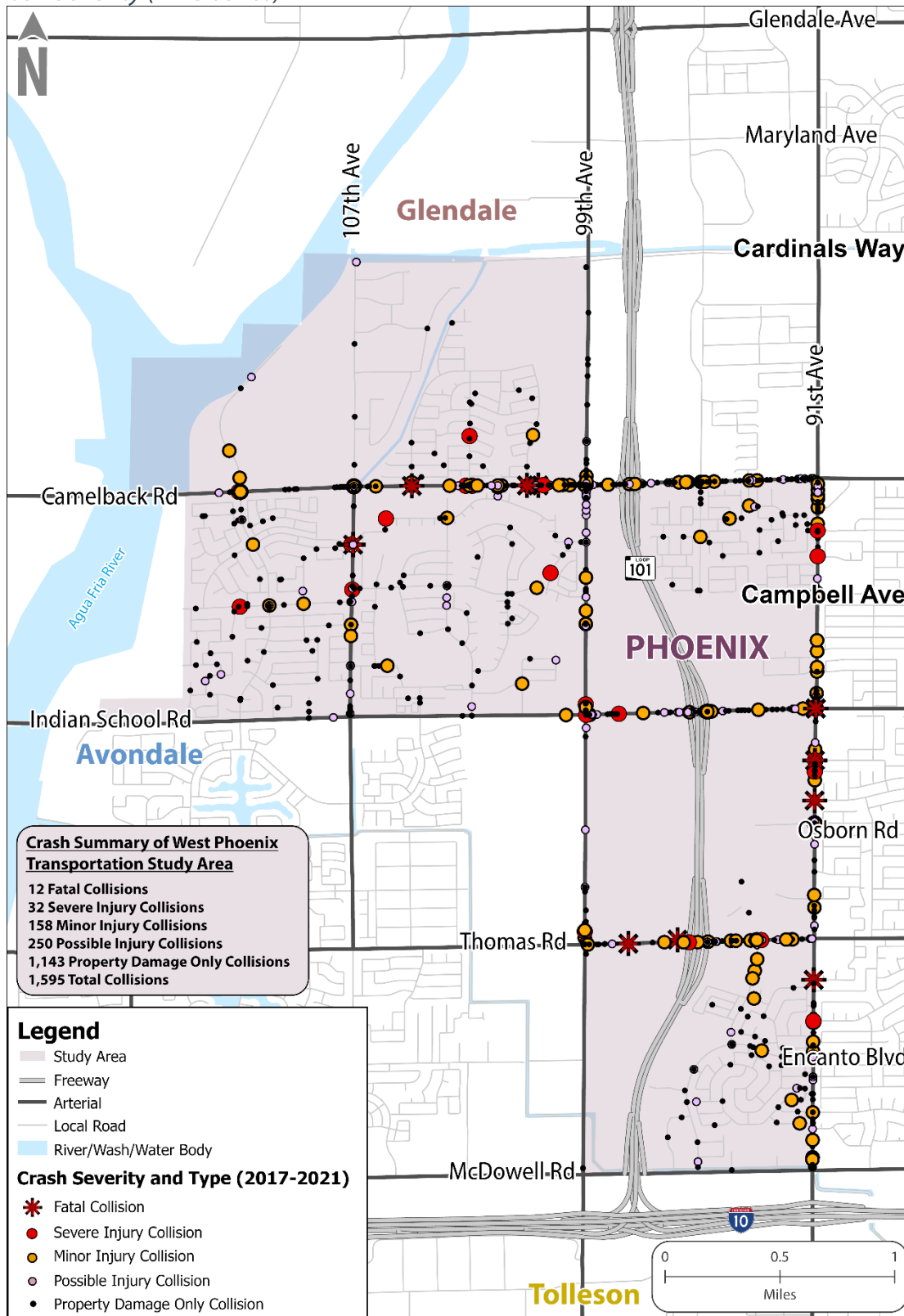




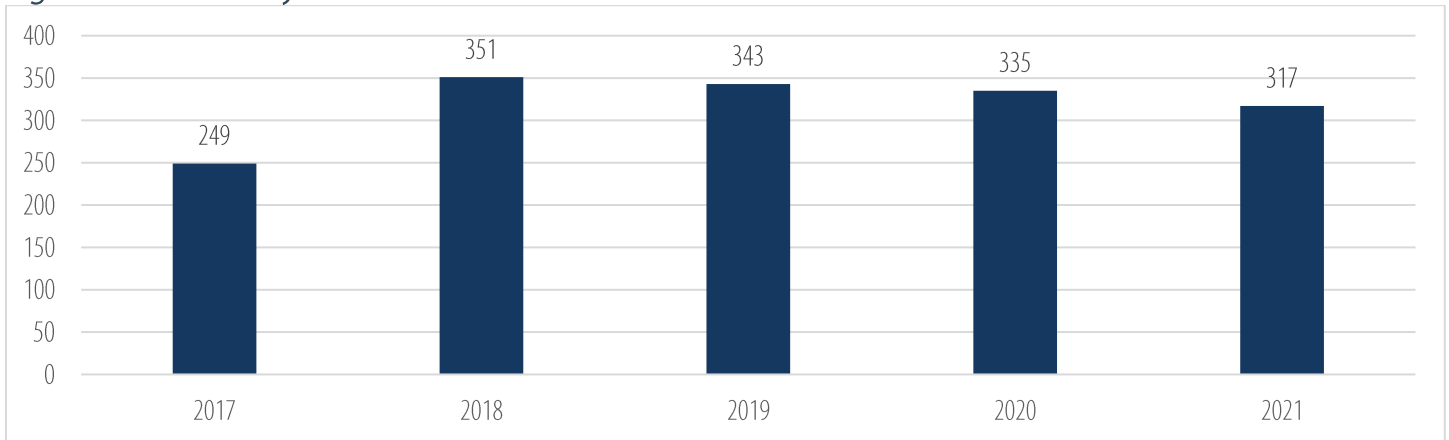
Figure 5-2 Crash Severity (All Crashes)



*Crashes by Year*

**Figure 5-3** illustrates the yearly total number of crashes that occurred within the study area during the five-year study period. There were 1,595 total crashes recorded during the study analysis timeframe. As shown in **Figure 5-3**, the study area experienced the highest number of crashes in 2018 (351 crashes). There was a jump of 102 crashes between 2017 and 2018 and between 2018 and 2021 the crashes decreased slightly each year.

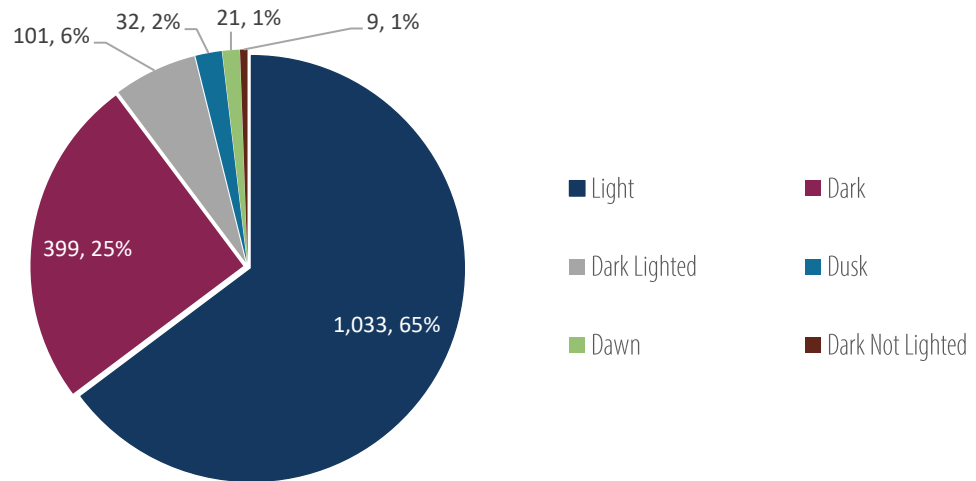
*Figure 5-3: Crashes by Year*



*Crashes by Lighting Conditions*

**Figure 5-4** illustrates the percentage of total crashes recorded within the study area during the five-year analysis period based on the lighting conditions at the time of each crash. As shown in **Figure 5-4**, 65 percent of the total crashes occurred during daylight hours, 25 percent of crashes occurred during dark hours.

*Figure 5-4: Crash Percentages by Lighting Condition*



*Crashes by Collision Manner*

**Figure 5-5** illustrates the manner in which two motor vehicles in transit may initially collide without regard for the direction of force. This data element applies only to crashes where the first harmful event involves a collision between two motor vehicles in transit, or a motor vehicle in transit and a parked motor vehicle.

**Figure 5-6** illustrates the percentage of crashes that occurred within the study area during the five-year study period by collision type (or manner). As shown in **Figure 5-6**, 31 percent of the total crashes were rear end, 18 percent left turn related, and another 18 percent were at an angle.

*Bicycle and Pedestrian Related Crashes*

Based on the crash data, there was 23 pedestrian crashes and six bicycle related crashes reported within the study area in the five analysis years.

**Figure 5-7** illustrates the crash map for all pedestrian and bicycle related crashes within the study area. There was a total of four pedestrian fatal collisions and five severe injury collisions within the study area. There was one bicyclist minor injury collision and five bicyclist possible injury collisions. Sixteen pedestrian and bicyclist collisions occurred during daylight conditions, one during dark but lighted, while the remaining crashes occurred during dark conditions.

*Figure 5-5: Collision Manner Graphic*

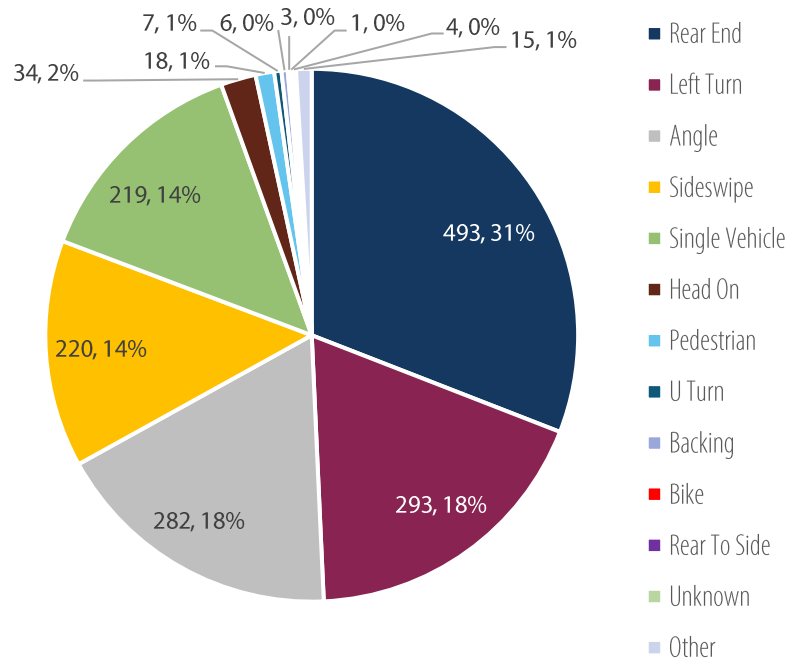
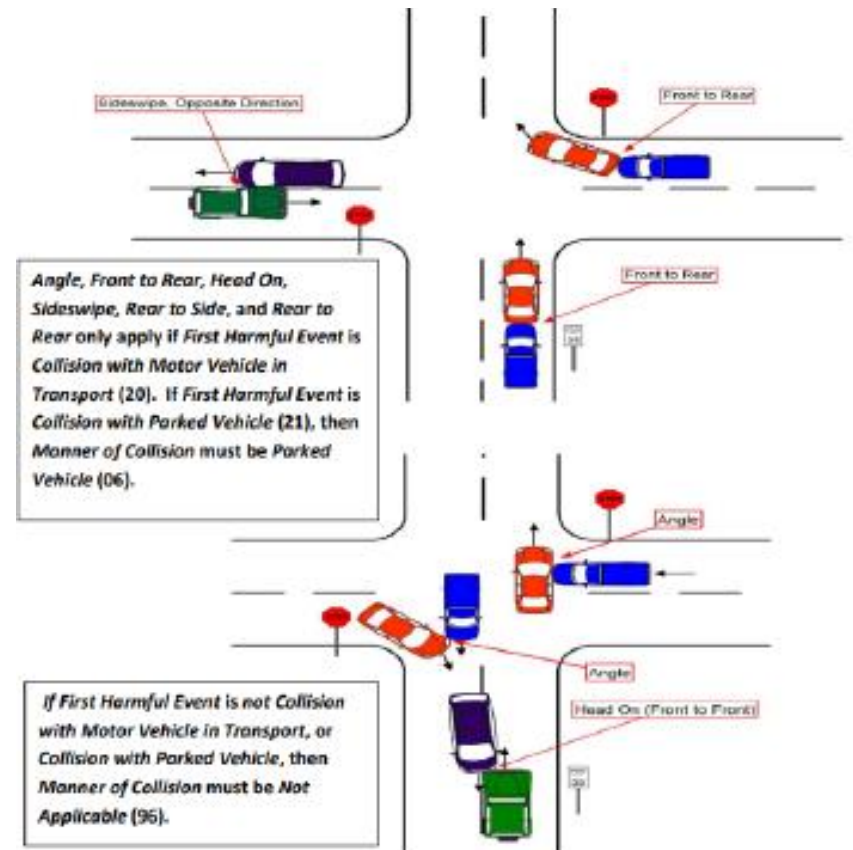
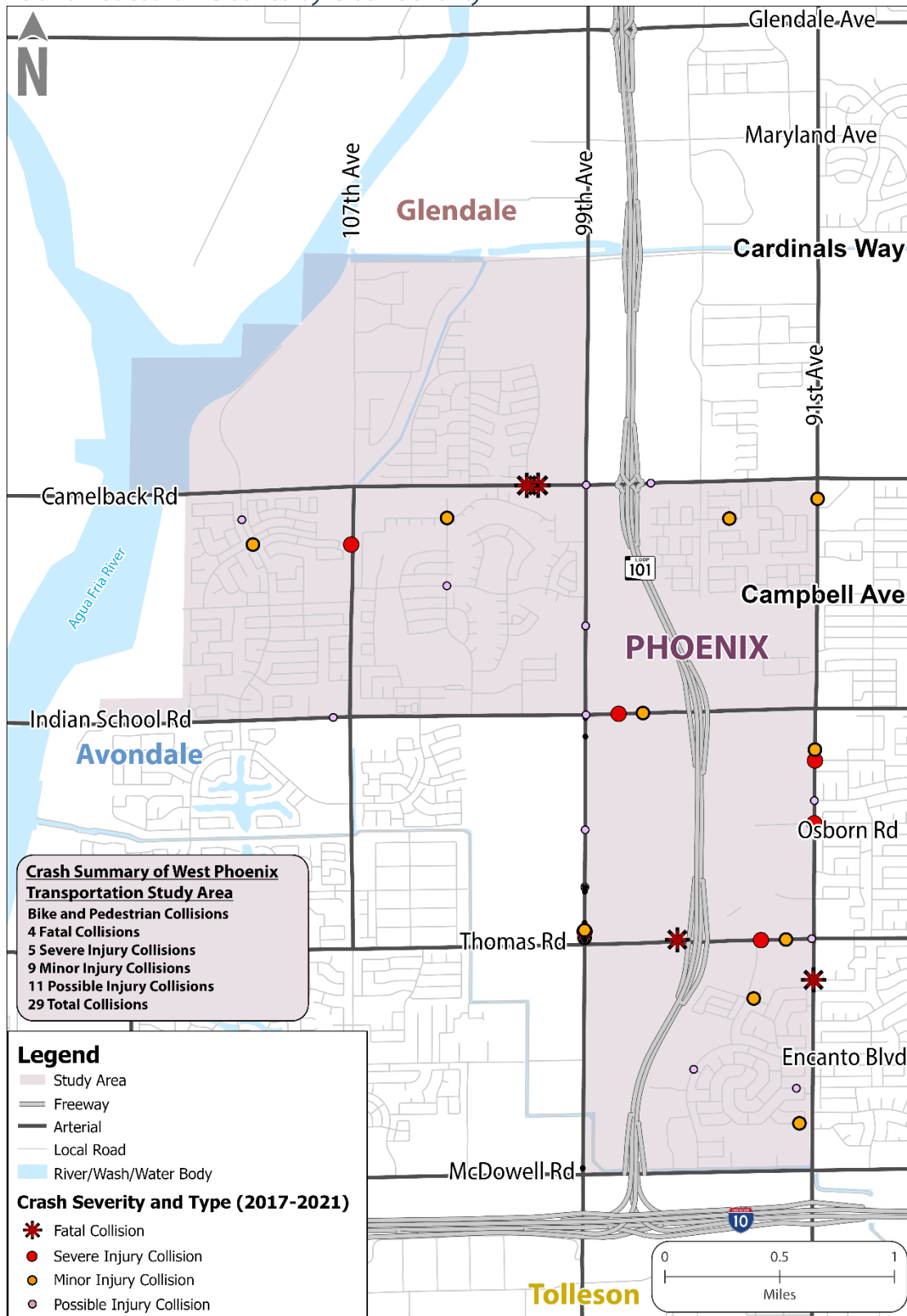


Figure 5-7 Bike and Pedestrian Crashes by Crash Severity





## 6 Next Steps

The initial WPTS next steps are to continue with public and stakeholder coordination by presenting the information from Tech Memo #1 to the TAC, the Maryvale Village Planning Committee (VPC), and conduct the first Public Open House Meeting in the form of a virtual listen session – the dates for the upcoming public and stakeholder outreach include:

- TAC Meeting #2: March 29, 2023
- Maryvale VPC: April 12, 2023
- Virtual Community Open House Meeting #1: April 17, 2023

Once the upcoming public and stakeholder coordination has been completed and their input has been received, the next phase will begin with the preparation of Tech Memo #2 – Future Conditions Report. The purpose and intent of Tech Memo #2 is to analyze the planned and forecasted conditions of the WPTS study area to develop reasonable and financially feasible recommended near- and long-term improvements to the multimodal transportation system and infrastructure. The near-term improvements will have a 2030 planning horizon, while the long-term improvements will have a 2050 planning horizon. The details of Tech Memo #2 will include:

- *Future City Intersection/Segment LOS, LTS and Capacity Utilization Analysis:* The forecasted outputs from the MAG TDM - including projects traffic conditions, population, and employment – combined with projected growth/development and future land use will be used to analyze the future conditions to determine the base future roadway network LOS and LTS. As a result, infrastructure improvements will be recommended for roadways that operate at poor LOS and/or LTS.
- *Active Transportation Network Future Conditions Analysis/Improvement Recommendations:* Will document and recommend feasible and reasonable alternatives for on street and off-street bicycle and pedestrian paths and trails and propose broader connections to the existing and planned transit service, employment, and recreation destinations within and outside the study area. Bicycle and/or pedestrian facility types, crossings and network expansion opportunities will be identified in descriptive and schematic formats. Typical facility cross sections and planning level cost estimate will also be prepared.

## Appendices

## Appendix A – Site Visit Notes

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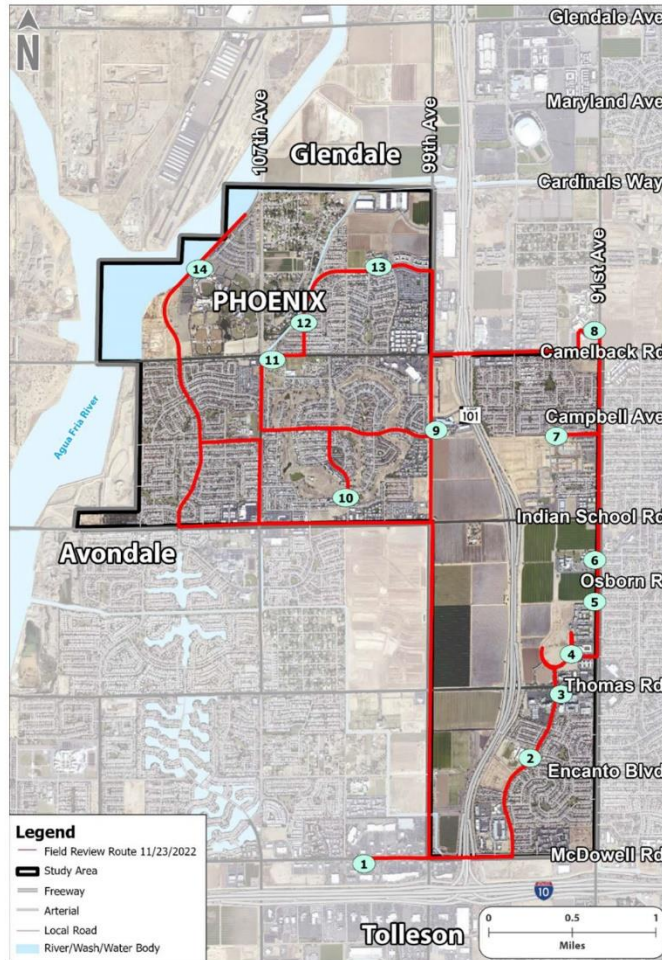
# WEST PHOENIX TRANSPORTATION STUDY FIELD REVIEW - DOCUMENTATION OF KEY FINDINGS

## Field Review November 23, 2022 - Notes and Photos

**In Attendance:** City of Phoenix Staff (Brian Fellows, City of Phoenix Project Manager) along with the Consultant Team (Justin Feek – MBI, Consultant Project Manager, Kevin Kugler - MBI, Project Director, Smitha Kundur – MBI, Traffic Engineer, Steven Sifferman - MBI, Associate Planner) were in attendance for the Site Visit on November 23<sup>rd</sup>, 2022.

**Figure 1** illustrates each location visited along the corridor. The write up on the following pages gives an overview of topics and information discussed during the field review.

Figure 1: West Phoenix Transportation Study Site Visit Stops



1. Stop #1, Blaze Pizza – Justin Feek and Kevin Kugler welcomed the project team to the site visit. All City of Phoenix and consultant team staff present introduced themselves. Justin Feek and Kevin Kugler reviewed the project scope, goals, objectives, schedule, and objectives of the field visit. The entire project team was able to drive in a single vehicle.
2. Stop #2, Sheely Farms Elementary School, 9450 W Encanto Boulevard – This stop at Sheely Farms Elementary School allowed the team to note the transportation facilities in the Sheely Farms neighborhood on 95<sup>th</sup> Avenue, a collector road north of McDowell Road, at the initial stage of the field review. There are six-foot bicycle lanes and detached sidewalks on both sides of 95<sup>th</sup> Avenue. These continue as the road curves into Encanto Boulevard. On Encanto Boulevard, the striping for the bike lanes ends at local neighborhood road access intersections. The southside bike lane ends well before the Encanto Boulevard and 91<sup>st</sup> Avenue intersection (**Figure 2**). There is potential to extend the bike lane all the way to this intersection and end it there with a Bike Lane Ends sign. This improvement will have to be vetted with the Phoenix Active Transportation team. Next to the elementary school is a 15-acre site that is currently vacant but has been platted for over 150 townhomes according to MAG data.

*Figure 2: Bike Lane Drop at Encanto Boulevard and 91<sup>st</sup> Avenue*



3. Stop #3, Banner Estrella Medical Center Visitor Parking, 9201 W Thomas Road – This was a quick stop at the hospital in the study area. The hospital complex surrounds 93<sup>rd</sup> Avenue south of Thomas Road with many access points to the parking lots. The bike lanes on both sides of 93<sup>rd</sup> Avenue start at the southern portion of the hospital complex. There is a similar need to check with Phoenix Active Transportation about extending the bike lanes to the 93<sup>rd</sup> Avenue and Thomas Road intersection. Detached sidewalks also exist on both sides of the road. The five-lane roadway drops to three lanes as 93<sup>rd</sup> Avenue transitions from a major collector into a collector when it merges into 95<sup>th</sup> Avenue in the Sheely Farm Neighborhood.
4. Stop #4, Mariposa Point at Algodón Center, 3100 N 91<sup>st</sup> Avenue – The Algodón Center has a few office buildings and a new apartment complex on site but still has much more land to develop. The undeveloped land is newly graded in the center and west part of the site, indicating there is recent progress toward continuing the development (**Figure 3**). It



appears the majority of the development is for medical offices. The street network in the Algodón Center is very well-developed for growth with ample roadway width, sidewalks, bike lanes, and landscaping. The street network within the complex connects to Osborn Road.

*Figure 3: Development at Algodón Center*



5. Stop #5, Intersection of Osborn Road and 91<sup>st</sup> Avenue – The completed apartment complex at the Algodón Center has its northern edge at Osborn Road and 91<sup>st</sup> Avenue. The Osborn Road alignment has been paved west from 91<sup>st</sup> Avenue past the apartment complex as shown in **Figure 4**. The south side of Osborn Road has sidewalks and landscaping adjacent to the apartments. West of 91<sup>st</sup> Avenue, Osborn Road is a major collector roadway. It appears that it will continue to be a major collector west of 91<sup>st</sup> Avenue through the north side of the Algodón Center heading toward the Loop 101 freeway. There was a traffic signal pole without a mast at the Osborn Road and 91<sup>st</sup> Avenue intersection on the day of the field review, indicating that this intersection may be able to accommodate higher traffic volumes in the future.

*Figure 4: Newly Paved Osborn Road at 91<sup>st</sup> Avenue*



6. Stop #6, Pendergast Elementary School District Office and Learning Center, 3802 N 91<sup>st</sup> Avenue – The study area’s lone HAWK crossing is at this stop next to the elementary school district office (**Figure 5**). South of this stop on 91<sup>st</sup> Avenue, there is ample space on the west side of the road for a wide sidewalk or multi-use path since this side of the road is still agricultural land. Kevin mentioned that there is a lot of school bus traffic at this location due to the Pendergast School District Office and Learning Center. There are bike lanes on both sides of 91<sup>st</sup> Avenue for a good portion of the road.

*Figure 5: HAWK at Pendergast District Office*



7. Stop #7, Terminus of W Campbell Avenue at 93<sup>rd</sup> Avenue – The bike lanes on 91<sup>st</sup> Avenue end north of Indian School Road. Campbell Avenue is a collector road east of 91<sup>st</sup> Avenue. Campbell Avenue west of 91<sup>st</sup> Avenue is connected to a new gated community development. The road is shown in **Figure 6**. There is no striping on the road yet. It seems that Campbell west of 91<sup>st</sup> Avenue is a de-emphasized roadway since the City of Phoenix does not have it shown on its functional classification map. The gate prior to the new neighborhood terminates public access to Campbell Avenue, which is odd since it is a half-section road alignment. The team thought the gate on this road is extremely limiting for using Campbell Avenue as a possible bike/ped connection over or under the Loop 101 freeway. Justin suggested that Campbell being limited as a connection over the freeway makes the Osborn alignment even more important.

*Figure 6: Campbell Avenue before Gated Community*



8. Stop #8, Copper Canyon High School, 9126 W Camelback Road – There is a lack of sidewalks on the west side of 91<sup>st</sup> Avenue near the Camelback Road intersection. The signal at 91<sup>st</sup> Avenue and Camelback Road is substandard as seen in **Figure 7**. Kevin mentioned that 91<sup>st</sup> Avenue in this area has high traffic congestion from fans leaving State Farm Stadium after Arizona Cardinals games. One aspect of this project is looking at roadway capacity in the north part of the study area to support mega-events at State Farm Stadium (i.e., the Super Bowl, Fiesta Bowl, March Madness, etc.). Heading west on Camelback Road south of the high school, there is a path of asphalt laid down for what looks like a rudimentary multi-use path. The parcel behind this path is vacant and not

*Figure 7: 91<sup>st</sup> Avenue/Camelback Road Intersection*



owned by the school. During the field visit, a zoning hearing sign was present, so this parcel may be developed soon. 95<sup>th</sup> Avenue and Camelback Road is a high traffic area due to the Walmart Supercenter, In-n-Out Burger, and Dutch Bros. Coffee. This is also near the Camelback Road and Loop 101 Freeway interchange. Kevin mentioned the consistent congestion that happens here.

9. Stop #9 – Legacy Traditional School, 4545 N 99<sup>th</sup> Avenue – Many new build-to-rent homes

*Figure 8: Oversized Utility Easement on 99<sup>th</sup> Avenue*



are under construction on 99<sup>th</sup> Avenue, south of Camelback Road. There is no sidewalk on the west side of 99<sup>th</sup> Avenue (**Figure 8**). Kevin suggested this lack of sidewalk could be because of an oversized utility easement (probably SRP). This project should research the ability to lay down a multi-use path over the utility

easement. There is currently a multi-family development south of the Legacy Traditional School campus at 99<sup>th</sup> Avenue and Campbell Avenue (**Figure 9**). The south side of Campbell Avenue at the Legacy Traditional School does not have a sidewalk yet. Any connection to the east side of the Loop 101 would probably be an

*Figure 9: New Development at Campbell Avenue and 99<sup>th</sup> Avenue*



*Figure 10: Campbell Avenue Alignment Looking East*



overpass since the freeway is depressed here (**Figure 10**). However, the same limiting issue arises here since any crossing would go into a gated community.



10. Stop #10 – Villa de Paz Golf Course, 4220 N 103<sup>rd</sup> Avenue – The Villa de Paz neighborhood west of 99<sup>th</sup> Avenue has striped bike lanes on Campbell Avenue. Brian brought up the possibility of redeveloping the abandoned Villa de Paz public golf course as active open space with green stormwater elements (GSI) as shown in **Figure 11**. GSI is also important for shade trees. The Phoenix Tree and Shade Master Plan should be referenced in developing recommendations for this open space area. Justin and Kevin said that they would discuss this with the village planner for the City of Phoenix.

Figure 11: GSI Opportunity at Villa de Paz



Also, this project should look to continue coordinating bike lane striping following repaving projects. Justin noted that Alan Gaugert, the head of the Villa de Paz Neighborhood Block Watch, will be an important stakeholder to interview in this study.

11. Stop #11 – Dust Devil Park, 10645 W Camelback Road – Redevelopment of the east side of the 107<sup>th</sup> Avenue streetscape is an example of what

Figure 12: Dust Devil Park



could be done on 99<sup>th</sup> Avenue for the oversized utility easement. The streetscape includes wide sidewalks, bike lanes, GSI, and what appears to be a utility access easement nicely blended together. Dust Devil Park (**Figure 12**) is the largest park in the study area. It is on the corner of 107<sup>th</sup> Avenue and Camelback Road and next to a community center (less than a decade old) and an elementary school, a very good street corner for focusing community activity. If it is warranted, a HAWK should be considered to cross Camelback Road at the park. The bus stop near Villa de Paz Elementary School should be researched to understand why it is located far removed from the corner of 107<sup>th</sup> Avenue and Camelback Road.



12. Stop #12 – Medlock Park, 105<sup>th</sup> Avenue and W Medlock Drive – 105<sup>th</sup> Avenue north of Camelback Road is a very wide collector road that could use striped bike lanes. The sidewalk ends just south of Medlock Park, a local neighborhood park (**Figure 13**). There is no access to the canal on the other side of the wall, west of Medlock Park. Brian wants this study to look into getting a connection over the canal on the Missouri Avenue alignment. This is probably going to be difficult since Missouri Avenue dead ends into private property on the west side of the canal.

*Figure 13: Medlock Park with Sidewalk Drop to Left of Image*



This residential area consists of large acreage lots that still receive flood irrigation. On 107<sup>th</sup> Avenue heading south to Camelback Road, there were

large pipes for what Kevin assumed is tiling of an SRP ditch, which means a roadway improvement project for 107<sup>th</sup> Avenue could be forthcoming.

13. Stop #13 – Sonoran Sky Elementary School, 10150 W Missouri Avenue – The 99<sup>th</sup> Avenue and Missouri Avenue intersection has a new apartment complex and a new build-to-rent community. There is a buffered bike lane on the newly developed part of Missouri Avenue that ends next to Sonoran Sky Elementary School in the Camelback Greens neighborhood as seen in **Figure 14**.

*Figure 14: Bike Lane Drop*



14. Stop #14 – Camelback Ranch Parking, 5805 N Ballpark Boulevard – There are bike lanes and nice landscaped sidewalks on Ballpark Boulevard. North of Camelback Ranch is a new build-to-rent community. Brian suggested looking at recommendations for the edge of the Agua Fría River to the west of Camelback Ranch. Also, the study should look at bike and pedestrian connections to the Grand Canal north of Bethany Home Road (Figure 15).

Figure 15: Grand Canal at Bethany Home Road



15. 111<sup>th</sup> Avenue at Campbell Avenue has a bike lane drop. There are many striping needs on 111<sup>th</sup> Avenue since it is a major collector. Indian School Road heading east toward Loop 101 from 107<sup>th</sup> Avenue could use some sidewalk improvements at a minimum.

16. End of Field Review, 99<sup>th</sup> Avenue – 99<sup>th</sup> Avenue south of Indian School is currently bounded to the west by a new single family residential development, which is in the City of Avondale. There were pipes for tiling the ditch, which means 99<sup>th</sup> Avenue in this area is being made ready for an improvement project. This study should coordinate with the City of Avondale to understand this new development. The east side of 99<sup>th</sup> Avenue is in Phoenix and is currently agricultural land. 99<sup>th</sup> Avenue and Thomas Road now hosts a popup food truck area along with numerous soccer games on the weekends at the Phoenix Event Complex (Figure 16). Traffic congestion has increased here recently. No two-way turn lane is available at this location, which exacerbates the already heavy traffic in the area from the nearby Costco and Gateway Pavilions Shopping Center. There is also no bike or pedestrian facilities. Farm vehicles still travel down 99<sup>th</sup> Avenue, which slows traffic and creates additional safety concerns.

Figure 16: Phoenix Event Complex on 99<sup>th</sup> Avenue



## Appendix B – Public and Stakeholder Input Summary

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## Public and Stakeholder Input

The WPTS includes comprehensive and collaborative public and stakeholder outreach efforts at key milestones throughout the entire planning process. The outreach efforts provide invaluable contributions from the stakeholders and members of the public during TAC meetings and public open houses at key milestones of plan development. As of the publication of Tech Memo #1, an online public survey and stakeholder surveys have been conducted, which are described below in the subsequent subsections.

### *Online Public Survey*

An online survey for the community at-large was provided and conducted to better understand the desires and objectives of the community as it relates to multimodal transportation/roadway concerns within the study area; and ultimately, in turn, guide the direction and recommendations of this Plan.

The survey was available online for two weeks (January 9 – January 23, 2023) in both English and Spanish formats utilizing the Survey Monkey Platform. The survey was comprised of a total of 20 questions including 15 study-related questions and five demographic/socioeconomic questions. There was a total of 21 respondents on the English survey and zero responses on the Spanish survey.

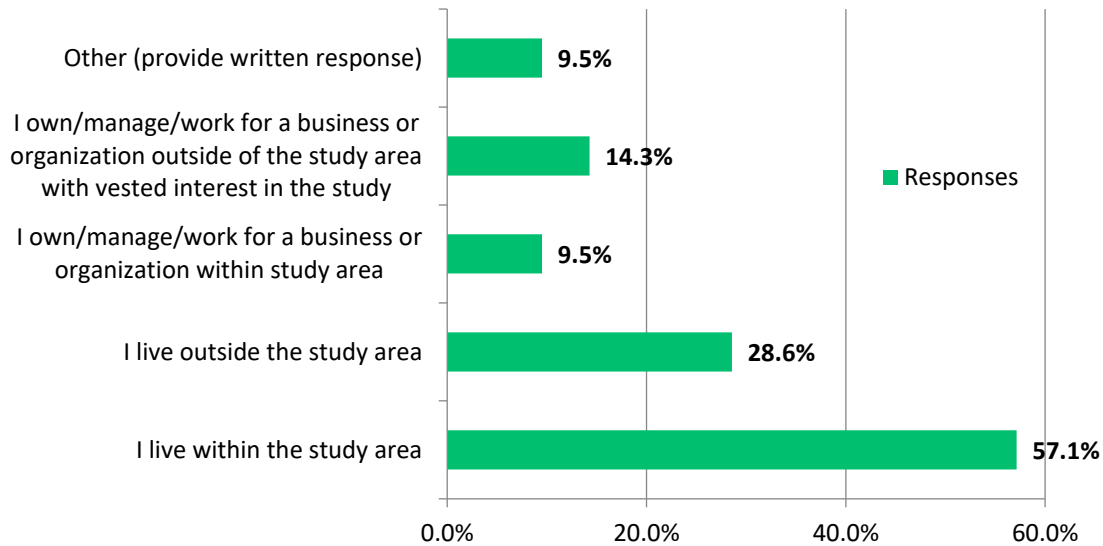
### Notable Trends

- The automobile is the primarily mode of transportation
- The current roadway network is generally in poor to fair conditions to support all modes of transportation
- Lack of transportation options
- Bad traffic and signal design/timing on 99th Ave at several locations
- Sporting events and school cause traffic congestions that should be mitigated
- Generally speaking, traffic congestion, bottlenecks at intersections, and delay/excessive travel time are some of the most important issues to address
- The most common characteristics of the study area that prevent people from walking and/or biking include not feeling safe enough (too high of traffic volumes and speed, inadequate lighting, crime, etc), lack of sidewalks, and not enough shade.

Detailed Survey Results

**Question 1 - Please select what best describes yourself (select all that apply).**

This question solicited information on whether respondents lived or managed a business within and/or adjacent to the study area, and the findings provided a diverse cross section of results. The majority (57 percent) of respondents are residents of the study area while nearly one-third live outside of the study area. Fourteen percent of the respondents have vested interest in the study area, but own/manage/work for a business or organization outside of the study area and almost 10 percent of respondents own/manage/work for a business or organization within the study area.



Other written response:

- I manage Transportation/Transit/Maintenance activities for an abutting agency (City of Tolleson)
- I work for the City of Phoenix

**Question 2 - If you live in the study area or if you own, manage, or work for a business or organization within the study area, please provide the cross streets of the nearest intersection.**

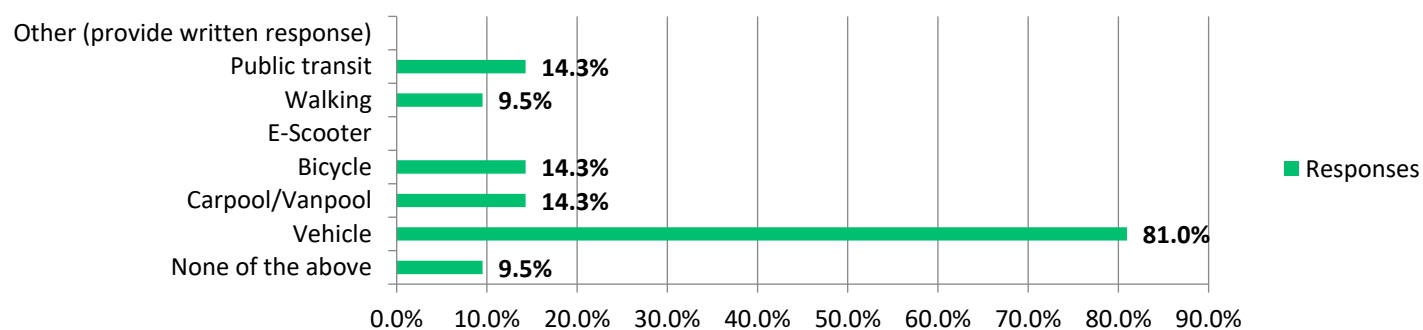
The results of the second question are correlated with the results of the first question, illustrating the approximate cross streets of those who live in the study area or if they own, manage, or work for a business or organization within the study area. The results are as follows:



- N 91st Avenue & W McDowell Road
- L-101 & Indian School Road
- 101st Avenue & Campbell Avenue
- 101st Avenue & W Montecito Avenue
- 107th Avenue & Indian school Road
- 101st Avenue & Campbell Avenue
- 99th Avenue & Campbell Avenue
- 107th Avenue & Indian School Road
- 99th Avenue & Campbell Avenue
- Indian School Road & Westwind Parkway
- L-101 & Indian school Rod
- Indian school Road & 111th Avenue
- Camelback Road & Indian School Road
- W Campbell Avenue & 101st Avenue

**Question 3 - Which of the following travel modes do you utilize within or through the study area on a regular basis (select all that apply)?**

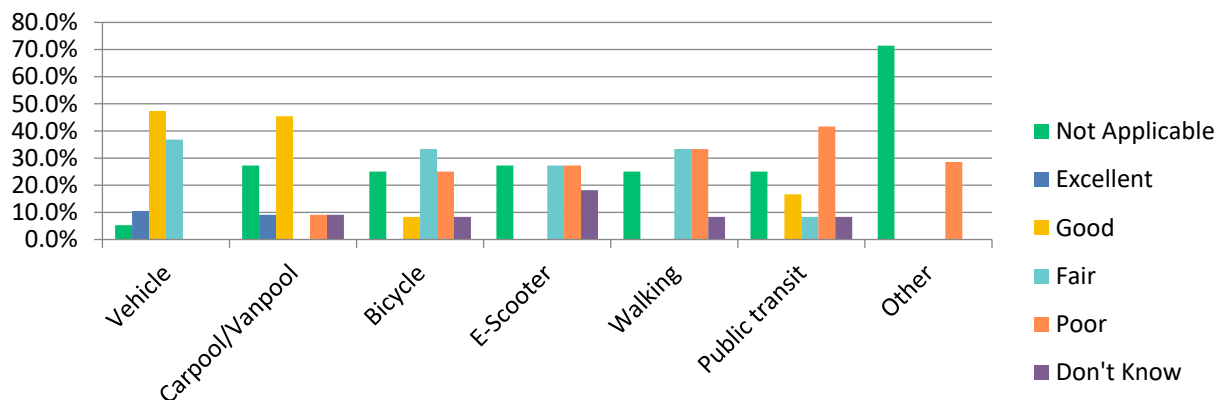
The third question asked which modes of transportation do respondents most frequently use to navigate within and around the study area, with the results mirroring a common trend across the metropolitan Phoenix area with a strong majority (approximately 81 percent) of the respondents using an automobile as their primary mode of transportation. Carpool/Vanpool, bicycle, and public transportation were all the second most used modes of transportation with around 14 percent of the respondents using them to travel within and around the study area. Nearly 10 percent of the respondents indicated they use walking as a way of transportation while zero respondents use E-scooters which would make sense as they are currently not permitted for use in this part of the City of Phoenix.



**Question 4 - For each of the modes selected in question #3, if you are familiar enough with the area to answer the following, how would you rate how well the current street network provides safe and reliable connections to your destinations (select a drop down for each mode selected in question #3)?**

The results of the fourth question are connected with the results of the third question, showcasing how well respondents view the current street network as reliable and safe when using the various modes of transportation. Respondents believe the current roadway network in the study area to be primarily in Good

or Fair condition when using an automobile or carpool/vanpool, in a fair or poor condition when traveling via bicycle or by foot, and primarily in a poor condition when using public transportation.



**Question 5 - Which of the following items impede travel in or to/from the study area (select all that apply)?**

This targeted question asked respondents what regularly impacted their travel within and around the study area on a regular basis in a negative fashion. Over half (62 percent) of the respondents selected traffic congestion, and a quarter (24 percent or more) of respondents all selected a discontinuous or inadequate street network, land use and development, unsafe roadway crossings, drainage or flooding, a lack of vehicular or bicycle and pedestrian crossings of Loop 101, insufficient infrastructure for alternative modes of travel, and poor pavement condition as items that negatively impact their day-to-day travel.

Answer Choices	Responses	
	Percent	Total
Discontinuous or inadequate street network	28.6%	6
Land use and development	38.1%	8
Traffic congestion	61.9%	13
Unsafe roadway crossings	23.8%	5
Problems related to truck transportation or oversized vehicles	19.1%	4
Insufficient or delayed roadway maintenance	19.1%	4
Inadequate or inconsistent roadway widths (i.e., too wide)	19.1%	4
Drainage or flooding	28.6%	6
Nonexistent, discontinuous, or unsuitable facilities for pedestrians or bicyclists	19.1%	4
A lack of vehicular or bicycle and pedestrian crossings of Loop 101	23.8%	5
Inadequate traffic control at intersections (signals)	9.5%	2
Insufficient infrastructure for alternative modes of travel	33.3%	7
Poor pavement condition	38.1%	8
Other (provide written response)	38.1%	8

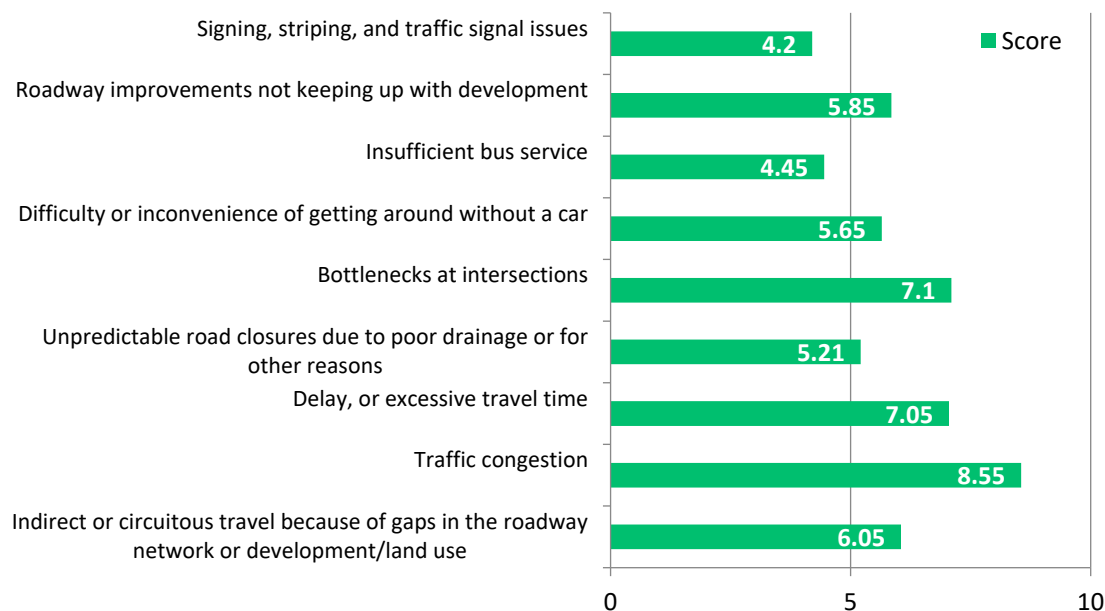
Other written responses:

- lack of other transportation options

- Closing off several miles of access points (on/off Loop 101, simultaneously closing several side streets to and from Westgate area) during football games. Creates undue delays pushing heavy traffic further away from stadium impeding surrounding neighborhoods' traffic flow. 99th avenue becomes a parking lot when I need gasoline from my neighborhood gas station at Camelback/99th Ave as example.
- Also school traffic clogs Campbell and 99th Ave every day. A plan for accommodating the extensive number of cars entering and exiting the schools should have been planned for prior to construction to get them off the roads to begin with like a back parking lot behind the school, or keep them moving on the roadway better, and to keep parents from making illegal u-turns on Campbell just west of 99th Ave to avoid entering School property at all.
- New housing currently being constructed is going to worsen the backlog of traffic on 99th Ave weekdays.
- L-101 southbound entering I-10 is becoming a bottleneck every weekday. Need more lanes on both freeways."
- "The signal timing between the freeway and 99th camelback is a complete joke." Major backups most of the time during rush hour for the westbound flows.
- Also, lack of right turn only lanes."
- Intersection at 111th and Camelback is awful. Whoever designed that did not think of the residents in the immediate neighborhood. The light should have arrows for left turns!!
- "High density traffic near schools, especially 99th Ave & W Campbell. We need left turn arrows and additional lanes during arrival and departure from school.
- Also, traffic is very dense during sporting events at the baseball stadiums and the Cardinals stadium area."

**Question 6 - Rank the following issues from most to least important, with 1 designating the most important and 9 the least.**

This question is similar to the previous question, asking respondents to rank some of the issues impeding travel in order of importance. The results are also similar with traffic congestion, bottlenecks at intersections, and delay/excessive travel time being the three most important issue to address. In direct or circuitous travel because of gaps or inconsistency in the roadway network and roadway improvements not keeping up with development are the some of the other important issues to revolve. Difficulty getting around without a car is another notable issue worth addressing according to respondents.



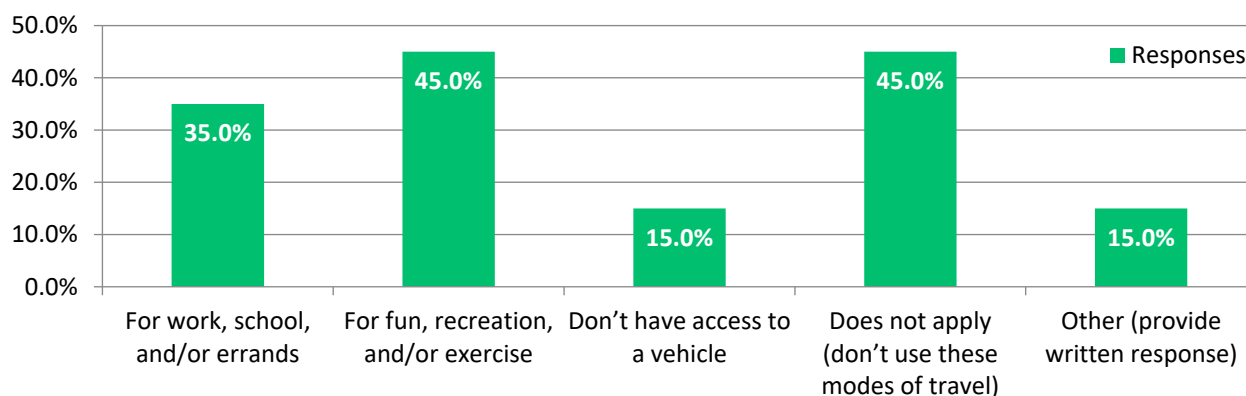
**Question 7 - If there is an issue that is not listed in the options from the previous question, what is it and how would you rank it?**

Question 7 is correlated with the previous question providing an opportunity in an open-ended question for respondents to write other travel-related issues not listed in the previous and how it should be ranked. The results are as follows:

- Coordination for maintenance on the McDowell Road corridor from L-101 to 99 from multi-jurisdictional agencies
- Not enough mixed use development
- More and more closely spaced traffic signals
- 3- Cars using side streets as race tracks to squeal tires or “peel out”. Happens several times a day, daily in evenings. Speed cushions were installed on Campbell, so now they do it on 101st Ave areas at Campbell
- The freeway entrances in our neighborhood are getting incredibly congested and need relief, maybe #4

**Question 8 - For what purpose do you walk and/or bike within, to, or from the study area (select all that apply)?**

This question collected information regarding how respondents travel within and around the study area by foot and/or bicycle, and the results were indicative to responses to previous questions where one of the primary outcomes was “does not apply (don’t use these modes of travel)” further reinforcing the state that alternatives modes of travel are secondary to the automobile. However, when respondents travel by foot and/or bike, 45 percent of them are using these modes for fun, recreation and/or exercise; and 35 percent of respondents use these modes for commuting to work, school, and/or errands. It is notable that 15 percent of respondents regularly travel by foot and/or bike because of a lack of access to a personal automobile.



Other written response:

- I don't know because I'm unfamiliar with the area.
- Walkability gives a neighborhood a sense of community and can make a community more enjoyable and a place where people can both work and live in.
- Activities as a Phoenix Neighborhood Patrol and Block Watch participant.

Question 9 - What prevents you from walking and/or biking within, to, or from the study area (select all that apply)?

This targeted question asked respondents what prevents them from walking and/or biking within and around the study area. The most common characteristics of the study that prevent people from walking and/or biking include not feeling safe enough (too high of traffic volumes and speed, inadequate lighting, crime, etc), lack of sidewalks, and not enough shade. Other than a preference to drive, other noted conditions that prevent people from walking and/or biking include a lack of walking and biking connections to bus stops, sidewalks, bike lanes, and/or bike paths are in poor condition or not wide enough, and that there aren't enough safe places to cross the street between intersections.

Answer Choices	Responses	
	Percent	Total
Lack of sidewalks	45.0%	9
Lack of dedicated bike space on or adjacent to roads	30.0%	6
Lack of walking and biking connections to bus stops	35.0%	7
Crossing of Loop 101	20.0%	4
Not safe enough	60.0%	12
Sidewalks, bike lanes, and/or bike paths are in poor condition or not wide enough	35.0%	7
Not enough shade	45.0%	9
Not enough time/destinations too far or not connected	30.0%	6
There are too many physical barriers along my travel route	25.0%	5
There aren't enough safe places to cross the street between intersections	35.0%	7
Lack of sidewalks connecting to bus stops	30.0%	6
I prefer to drive	40.0%	8
I don't own a bike	20.0%	4
I have a physical disability/routes lack ADA facilities	15.0%	3



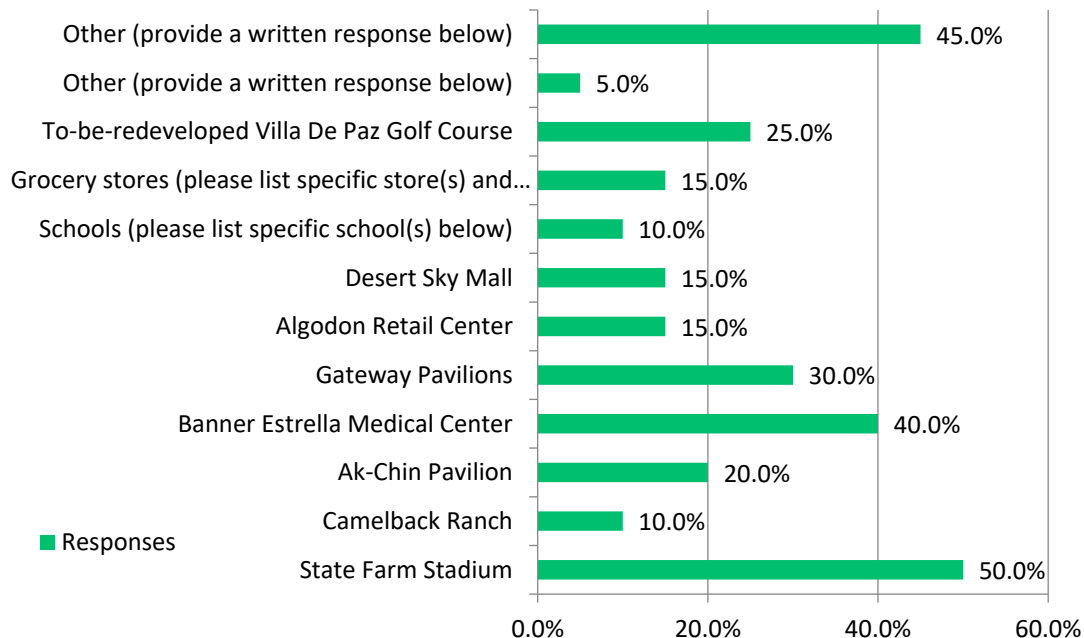
Stray/aggressive animals	15.0%	3
Poor lighting conditions/not enough lighting	25.0%	5
Crime/suspicious activity	30.0%	6
Does not apply (don't use these modes of travel)	15.0%	3
Other (provide a written response)	15.0%	3

Other written response:

- I don't know because I'm unfamiliar with the area.
- Everything is overall spread apart taking more time to travel by foot or bike making people more likely to take their car instead of walking or biking... we should increase density and ban single family homes.

Question 10 - Which key destinations within and adjacent to the study area would you like to see improved transportation system access to for any travel mode (select all that apply)?

The understanding of which origins and destinations are most frequently used by travelers is a critical component for identifying opportunities for new infrastructure and improving existing transportation throughfares. The results of this questions show State Farm Stadium, Westgate and the Banner Estrella Medical Center are two major destinations within the study area. Other key destinations include grocery stores and supermarkets.



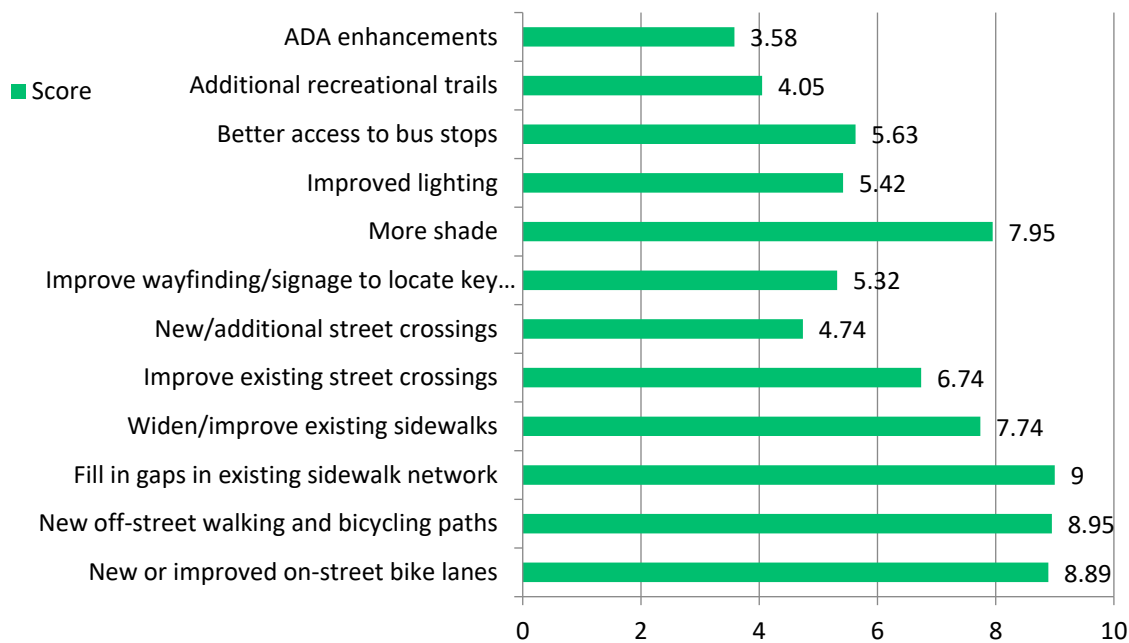
Other written responses:

- I go to Costco and the movie theater
- Walmart at 95th Ave/Camelback

- Westgate
- Legacy Traditional School (99th Ave /Campbell)
- The intersection on Legacy School 99th Ave and Campbell needs to be rearranged, the light is very slow and keeps traffic stuck in the middle of the intersection when school releases early
- The villa de Paz redevelopment should have been voted on by the local residences. We do not need more homes in this area due to enough traffic congestion.
- How about connecting to light rail downtown
- West Campbell between 99th Ave. & 107th Ave.

**Question 11 – Rank the following bike/pedestrian-related improvements from most to least important, with 1 designating the most important and 12 the least.**

The results of this questions identify what type of bike/pedestrian-related improvements survey respondents would like to be recommended as part of this study. The most desired improvements include new or improved on-street bike lanes, new off-street walking and bicycling paths, and filling in gaps in the existing sidewalk network. Other types of recommended improvements respondents would like to see include integrating more shade through structures or vegetation and widening existing sidewalks.



**Question 12 - If there is an improvement that is not listed in the options from the previous question, what is it and how would you rank it?**

Question 12 is correlated with the previous question providing an opportunity in an open-ended question for respondents to write other bike/pedestrian-related improvements not listed in the previous questions and how they should be ranked. The results are as follows:

- I would rank denser development as number 1 priority
- More destinations
- Definitely want to ride bikes away from crazy traffic
- Stop those tiny home villages that create so much congestion.

**Question 13 - What do you view as the greatest challenge(s) to walking and bicycling (mobility) in the study area?**

- Bike lane improvements along 99th Ave corridor
- Not applicable
- having the '3 place' to hang out in
- Gaps in existing sidewalks, off street sidewalks
- Cars drive 70 mph on 99th Ave
- Sidewalks
- Security and safety when walking
- Not enough light. Too much traffic
- Dogs loose
- Space
- None
- Homeless camps make it unsafe nearby on county property and the county doesn't respond to complaints or issues
- Crime, traffic and heat
- High traffic congestion with high levels of accidents and a lack of pedestrian separation from vehicles.
- Speed of vehicles
- Lack of safe routes
- Auto-oriented development patterns and a transportation system that matches it

**Question 14 - If you could request one transportation improvement that would most benefit your community today and in the future, what would it be?**

- traffic signal upgrades to 91st Ave and McDowell Rd
- Not applicable
- allowing duplex, triplexes, and shoppes to be built super dense around existing homes and schools
- Reduced land use densities
- Traffic sensors in road to change signals when there is no traffic going other direction, waiting at red lights when there is no other traffic wastes fuel and time. Oklahoma City had these so it's Red both ways until a car triggers it green, then normal cycle until traffic clears. Saves on emissions and gas too
- Put a bridge across or under the 101 at Campbell
- Bus service
- Adding more roads and space to current ones
- Lanes expanded, off road bike lanes and wider sidewalks
- More options other than buses, like a light rail system, etc.
- Maybe street sign speed lower
- Better and faster access to busses or transit

- None
- We need to slow growth until the roads can be studied and keep up. We shouldn't have to deal with congestion before getting on the freeway!
- Widen 99th Ave. From w camelback north
- Separation between vehicle and alternative modes of transportation
- Right turn lights at 99th & W Campbell; additional lanes on 99th, Camelback, Indian School, Thomas
- Connections to adjacent cities and destinations
- Designing for all users, not just cars

### Stakeholder Interview Results

Half-hour telephonic stakeholder interviews were held to solicit input on issues, concerns, and opportunities within the study area relative to multimodal and active transportation improvements and considerations. The selected stakeholders were strategically identified and verified at the first TAC Meeting and were mutually determined to have vested interest in the study area. The stakeholders interviewed included:

- Marilu Garcia – City of Glendale - Senior Transportation Planner
- Lora Martens – Office of Environmental Programs – Urban Heat Program Manager
- Anissa Gerard – Arizona Department of Transportation - Senior Traffic Engineer
- Raj Thoutam – City of Avondale - Senior Traffic Engineer
- Marty Ziech – Valley Metro Capital Planning
- Carl Langford – Street Transportation - Traffic Services
- Mailen Pankiewicz – Street Transportation – Pedestrian Safety Coordinator
- Ryan Stevens – Street Transportation – Maintenance
- Michael R Angulo, District 5 Representative - Council District 5
- Alan Gaugert – Villa de Paz Block Watch Captain

The results of the stakeholder interviews are provided below:

#### **Marilu Garcia – City of Glendale Senior Transportation Planner (January 4, 2023)**

- The majority of Marilu's feedback focused on identifying key destinations for improved connectivity adjacent to the WPTS area in Glendale including:
  - Glendale Airport
  - Tanger Outlets at Westgate
  - Super Bowl and special events create challenges
  - Northeast of the Camelback and 99th Avenue intersection a large 10-acre PAD/PUD is planned
  - There are many new hotels including the Crystal Lagoon property at 9601 Cardinals Way that will generate a large amount of future traffic
  - There will be many new restaurants around and north of Camelback Road and the 101



- West of 99th Avenue north of Cardinals way to Northern Avenue there will be many large industrial warehouses, this will increase already high truck traffic volumes on Glendale Avenue. The landfill west of the 101 and the airport generates many heavy truck trips already
- Marilu can provide existing and proposed bike lanes in Glendale
- Glendale completed an Active Transportation Plan in 2019 that can be referenced
- Glendale completed a Transportation Master Plan “Moving Glendale Ahead” in 2018 with a horizon year of 2042 that can be referenced
- Marilu can provide vehicular, bicycle and pedestrian crash data for all WPTS study area roads partially owned by Glendale. This data was requested and received

**Lora Martens – Office of Environmental Programs – Urban Heat Program Manager (December 12, 2022)**

- The primary guiding document for the Urban Heat Program is the Tree and Shade Master Plan. It was noted the Street Transportation Department has a reflective pavement program as well to reduce the urban heat island.
- The overall goal of the Tree and Shade Master Plan is for the City as a whole to have a 25% tree coverage canopy by 2023.
- The Urban Heat Program does not have a dedicated funding source, however, there are several funding opportunities being explored including an American Forests Memorandum of Understanding to install trees in select areas of the City starting in April of 2023.
- The Federal Inflation Reduction Act set aside \$6 billion for community tree projects throughout the country. The City of Phoenix will be looking to secure funding from the program.
- The Go Bond process may identify tree and shade initiatives, the MBI team should take a look at the Go Bond website and review projects/investments proposed under the program should it be successful. There may also be some green stormwater infrastructure initiatives identified in the Go Bond package of improvements.
- The City Tree Code guides developers and holds them accountable for installing and maintaining trees.
- The study should focus on providing shade for users of public transportation and for children to walk to school.

**Anissa Gerard – Arizona Department of Transportation Senior Traffic Engineer (December 13, 2022)**

- A new traffic signal is being installed 1,000 ft. east of the 101 on Indian School Road at 93rd Avenue. This signal is being built under a design exception. The standard spacing from an ADOT freeway interchange is ½ mile away. It will be important to consider this spacing if/when proposing any new improvements as part of the WPTS.
- ADOT is studying the operations of the I-10 and SR-101 interchange to consider reconfiguring ramps and travel lanes. The study area extends from the I-10 and SR-101 interchange to Indian School and will include potential traffic interchange and/or ramp configurations at McDowell Road, Thomas Road, and Indian School Road. AECOM is in the process of completing the study and the MBI team should reach out to try acquiring deliverables completed to-date.

- The concept of recommending projects that enhance connectivity across 101 for bikes and pedestrians was brought up. ADOT prefers that separated bike paths and trails be considered that utilize culverts and go under the freeway if possible instead of building costly new bridges that will be hard to fund for construction and maintain over time. There are instances where bike lanes have been striped under freeways in ADOT ROW where space allows without impacting vehicular operations. It will be important for Anissa or someone from ADOT to review any recommended bikeway gap mitigation plans within ADOT ROW prior to their inclusion in WPTS final recommendations. Even if Bike lanes are installed on ADOT ROW at interchanges, bike lane symbols and markings are typically not maintained by ADOT.
- ADOT MPD will have any additional interchange operations data that may be needed to assess and identify bike/ped or operational improvements.

### **Raj Thoutam – City of Avondale Senior Traffic Engineer (December 13, 2022)**

- Park Side Village – name of 320 acre, incoming residential development, west side of 99th Ave b/w Indian School and Thomas
- Believes there are planned 15,000 – 20,000 ADTs to be generated from development at build out. Verify with TIA
- Maricopa County has the TIA (they own 99th Ave ROW at frontage)
- Raj believes there is one planned, signalized access onto 99th Ave – Osborn? Need to confirm
- Raj not aware/certain of planned bike/ped facilities in development.
- Raj to follow up at Avondale to obtain approved zoning/subdivision plat to confirm land uses and du's
- Verde Trails – name of new project just north of Costco, west side of 99th Ave. 2 parcels. Planned MFR, hotel and commercial (ie, mixed use)
- Raj believes 10,000 ADTs generated at buildout for Verde Trails. Need to verify with TIA
- Maricopa County has the TIA
- He feels City of PHX has current development plans along the east side of 99th Ave
- Raj's understanding of existing ROW ownership of 99th Avenue:
  - 99th, McDowell to Thomas – Maricopa County both sides of road
  - 99th, Thomas to Indian School – west ½ is Avondale; east ½ is COP
  - Signal at 99th/Indian School – Maricopa county
  - Signal at 99th/Thomas – COP
  - 99th/McDowell intersection
    - East leg – COP
    - West leg – Avondale
    - North leg – Maricopa County
    - South leg – Tolleson
    - Signal itself – Avondale
    - Intersection operates at LOS F
    - NB to WB left turns are particular concern

- Jacobs just starting study for Avondale on intersection – how to add capacity, limited ROW – hoping to enhance storage of NB to WB dual lefts by skinnying the median. Jacobs study to be completed end of June (FY end)
- Likely adding WB to NB dedicated right turn decel lane. Acquiring ROW from gas station/car wash on NEC
- Recently used MAG study dollars to study to synchronize signal with ADOT/I-10. Raj feels even more optimization is needed. Considering split phase design as well.
- Be aware that ADOT doing study to add HOV lanes on Loop 101 – he feels Thomas and Indian School TI's already operating LOS F. He has a concern about potential for vehicular weaving from TI on ramp to HOV to I-10
- MBI to obtain TIAs for Park Side Village and Verde Trails
- Raj to send approved development plans for Park Side Village and Verde Trails. Looking for land uses, approved du's, roadway connections to 99th Ave and planned bike/ped facilities
- Include Raj on TAC invite list for future meetings

#### **Marty Ziech – Valley Metro Capital Planning (December 14, 2023)**

- Valley Metro is in the process of developing the West Phoenix High-Capacity Transit Study that has a delivery schedule that somewhat coincides with the WPTS schedule. The West Phoenix Transportation Study team should continue to coordinate with Marty Ziech of Valley Metro prior to Maryvale Village Transportation Committee briefings and public meetings to ascertain whether there are opportunities to co-message the two projects and garner feedback that will be mutually beneficial to two project teams, the City, and Valley Metro.
- There is no funding currently identified for construction of high-capacity transit improvements (light rail) along I-10 terminating at the 79th Avenue and I-10 and/or 79th Avenue and Desert Sky Mall Park & Ride.
- The proposed improvements include the High-Capacity I-10 West light-rail improvements that would run along the median of I-10 and connect to the north side of the freeway at the 79th Avenue and I-10 Park & Ride and transit routes along Thomas Road to Downtown Phoenix via the 79th Avenue Desert Sky Mall Park & Ride/transit center.
- There may be an opportunity to extend bus service for roughly another mile along Thomas Road to connect to a future TOD/Transit center and existing activity hub that is Banner Estrella Medical Center and the emerging town center around Banner. Current Route 29 service along Thomas Road is to the Desert Sky Mall Transit Center with a regular service frequency of every 15 mins weekdays from 7 a.m. to 6 p.m. and every 30 minutes on nights/weekends. Current service to the west of the Desert Sky Mall Transit Center is still Route 29 but service decreases in frequency to regular service headways from frequent headways as noted.
- All existing and proposed routes are and would be City of Phoenix operated routes.
- All route data and bus stop amenities data can be obtained by contacting Kevin Teng at City of Phoenix Public Transit.

### **Carl Langford – Street Transportation - Traffic Services (December 22, 2022)**

- There were not any safety related signal improvements identified by Carl, but he did mention the MBI team should take a look at the Phoenix Road Safety Action Plan for signal improvement scoping suggestions and any identified improvements within the study area.
- A discussion ensued regarding mitigating the barrier the 101 freeway poses to east-west bicycle and pedestrian activity. Carl noted ADOT is working on completing a study that assesses the use of yielding vs. stopping at all interchanges, this may pose challenges to introducing additional bicycle and pedestrian traffic.
- ADOT typically dictates where bike lane striping and enhancements can be installed at traffic interchange underpasses, there have been rare instances and may be an opportunity to bump out shoulders to create a buffer for bikes in coordination with ADOT.
- Carl suggested that due to the relatively undeveloped nature of parcels next to the 101, the team should float and explore the concept of installing a separated multi-use bike path along the 101.
- Carl mentioned Brandy Ruark of Street Transportation is responsible for identifying bike lane striping projects where adequate ROW exists and that she should be able to provide future bike lane striping locations and plans through 2027.
- There is a push to upgrade signals and pole paint in the study area, but that has all been identified and is being planned out by Traffic Services. If a signal enhancement is identified, it will be important to check with Traffic Services to see if the improvement is already identified for programming.

### **Mailen Pankiewicz – Street Transportation – Pedestrian Safety Coordinator (December 22, 2022)**

- Typically pedestrian scale lighting has not been supported by Phoenix Street Maintenance. Village Core plans may have some policies that support methods to reduce crime by increasing light or night-time visibility.
- Personal safety is a major concern in all of West Phoenix including for pedestrians and bicyclists.
- The City does not currently have any sidewalk inventory data available.
- Mailen can provide bike/ped collision safety data if provided a shapefile of the study area.
- The intersection of 107th Avenue and Camelback has been identified as a problem intersection. The Study should look at ways to make the intersection safer by potentially mitigating speed and exploring curb hardening.
- 107th Avenue and Campbell is also an intersection of concern. Speed mitigation and installation of speed humps along Campbell Avenue could be a potential solution, particularly west of 107th.
- It was noted the Villa de Paz Golf Course is privately owned and plans for development are in the infancy stages, VDP Property Holdings is the owner as noted by the Arizona Corporation Commission.
- There is a strong need for connecting schools, grocery stores, and commercial centers with safe walking and biking facilities.

**Ryan Stevens – Street Transportation – Maintenance (January 6, 2023)**

- No major out of the ordinary maintenance issues were identified in the WPTS area.
- Brandy Ruark should have planned bikeway striping as part of the pavement maintenance program through 2027. The pavement program is going to council in January of 2023 for formal funding approval.
- Ryan mentioned Traffic services should have information related to signal upgrades, pole upgrades, and pole painting

**Michael R Angulo, District 5 Representative - Council District 5 Interview (January 17, 2023)**

- Algodon Center area will be built out in the next several years
- The Villa de Paz Golf Course will be redeveloped into a planned development with a 9-hole executive golf course and multi-family housing. These plans have not been finalized and are subject to significant change. Approval of site plans is not likely to occur within the timeframe of the WPTS.
- Due to the abandoned nature of the course, some homeless encampments have popped up and there have been reports of property crime.
- Constituents would like to see walking paths and overall bike/ped connectivity throughout the redeveloped Villa de Paz Golf Course property
- Light-rail to study area is desired and may be able to be a partial reality with the Valley Metro High-Capacity Transit Study recommending light-rail to the 79th Avenue and I-10 Desert Sky Mall Transit Center. The study should look at options to provide connectivity to the vicinity of Banner Estrella at 91st Avenue and Thomas
- There has been quite a bit of community concern regarding the intersection of 107th Avenue and Campbell near Copper King Elementary School. The study should explore adding a mid-block crosswalk, a signal or HAWK for enhanced safety
- At the Legacy Traditional School the traffic flow is less than ideal. Intersection improvements should be explored and potential tiling or use of RID/SRP ROW for bicycle and pedestrian improvements should be considered
- 99th Avenue and Indian School should be assessed for operational improvements

**Alan Gaugert – Villa de Paz Block Watch Captain (January 25, 2023)**

- The study area is rapidly growing with up to 6,500 new housing units slated for construction over the next several years. Supporting new traffic generated by these additional housing units is a major concern because there is not a lot of room to expand and ROW is limited. The City should proactively purchase ROW for expansion of infrastructure where feasible.
- There are major safety issues at the intersection of 99th Avenue and Campbell associated with the Legacy School. There needs to be a left turn arrow onto southbound 99th Avenue coming out of the school on Campbell Avenue because cars back up and the queue is unacceptable during school drop-off and pickups in the morning and afternoon. There are many near misses



due to drivers becoming impatient. There is also a lack of sidewalk between the 99th Avenue/Camelback intersection and the school entrance on the south side of Campbell. A crosswalk should be considered on the south side of the 99th Avenue/Campbell intersection and sidewalks should be considered for installation on both sides of 99th Avenue where they don't exist today. The only side of the roadway with sidewalks currently is the east side of 99th Avenue north of the Campbell and 99th Avenue intersection in front of the Legacy School.

- During special events including baseball and football games, traffic backs up at the Camelback Road/99th Avenue and 107th Avenue intersections.
- The intersection of 91st Avenue and Camelback Road is severely backed up adjacent to the Copper Canyon High School between 6:30 a.m. to 9:00 a.m.
- The study team should touch-base with Glendale to document all planned development
- The Study should consider all traffic flows anticipated to be generated by new development in Surprise since Surprise is rapidly growing to the west and traffic heading east travels through the WPTS area.
- At 107th Avenue and Campbell across from Copper King Elementary School, Alan personal clocked drivers going 62 MPH, is there anything that can be done to slow down traffic?
- The intersection of 107th Avenue and Campbell is extra dangerous for bikes and pedestrians. Could this location be upgraded to a signalized intersection or could a HAWK be installed?
- Roosevelt and SRP canals should be considered for bicycle and pedestrian facility enhancements/additions.
- At Indian School and 107th Avenues there has been some instances of homeless encampments. There have also been some encampments near Indian School and 83rd Avenue. Is there anything that can be done to mitigate homeless camps in the area?
- Preliminary development plans for the Villa de Paz golf course include an Executive 9-hole golf course on the southwest portion of the property. The rest of the property has some planned housing and multi-family development. Rental housing is not wanted by the community in general (build to rent).
- The signal timing of the light at 99th Avenue and Campbell is incorrect and on some legs it is too long, making congestion and queuing worse.
- Jeff O'Toole of the Maryvale Village Planning Committee may be a good person to interview in the future for additional information and area observations.

## **Appendix C – Detailed Traffic Count Results**

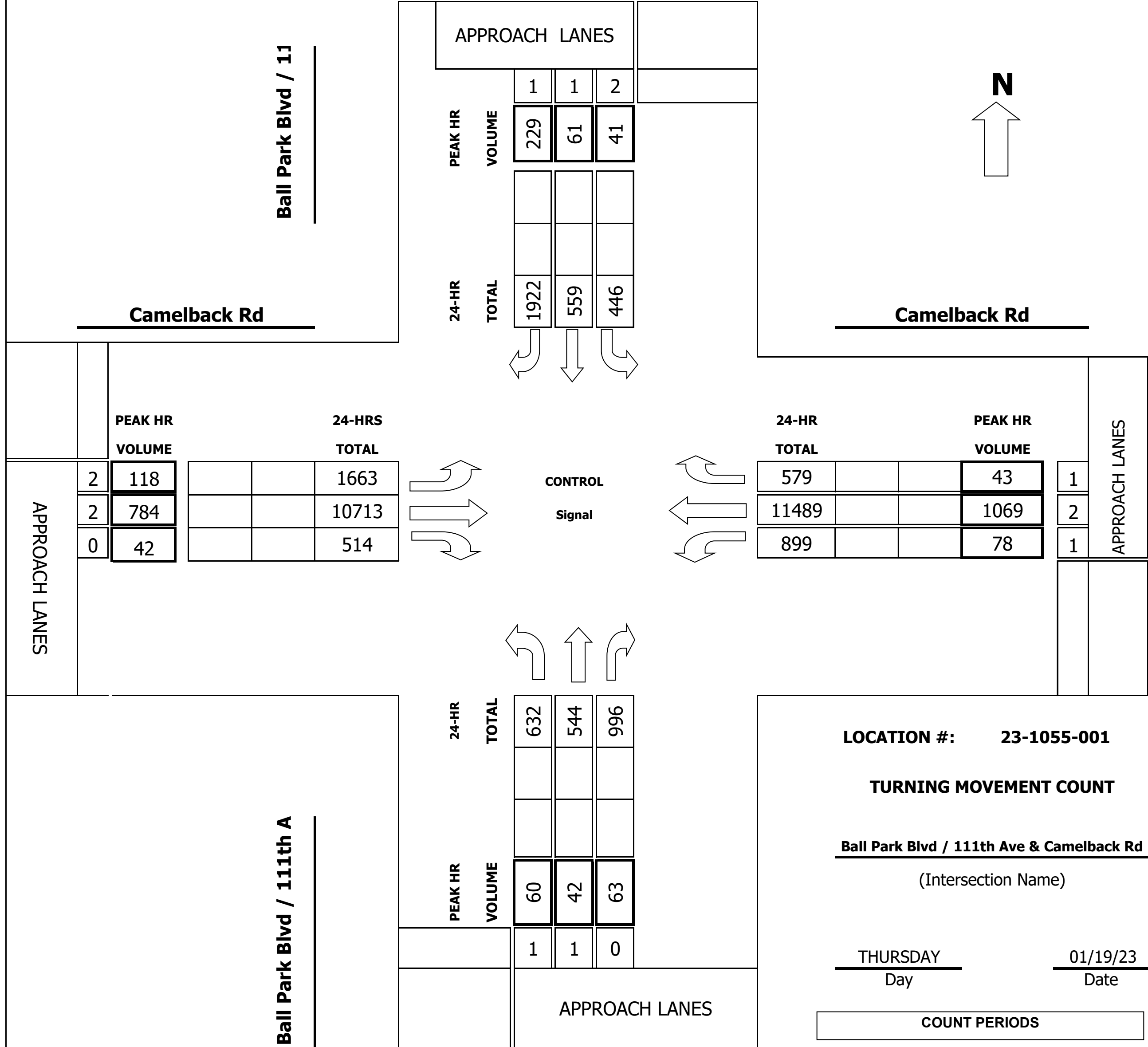
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**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-001

**TMC SUMMARY OF Ball Park Blvd / 111th Ave & Camelback Rd**



**LOCATION #:** 23-1055-001

**TURNING MOVEMENT COUNT**

**Ball Park Blvd / 111th Ave & Camelback Rd**

(Intersection Name)

THURSDAY  
Day

01/19/23  
Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 345 PM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Ball Park Blvd / 111th Ave      DATE: 01/19/23      LOCATION: Phoenix  
E-W STREET: Camelback Rd      DAY: THURSDAY      PROJECT# 23-1055-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 1	NR 0	SL 2	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	
12:00 AM	3	0	1	1	1	5	0	20	1	2	29	2	65
12:15 AM	1	0	3	1	1	1	6	22	0	3	32	0	70
12:30 AM	0	1	1	0	1	1	0	12	0	5	30	1	52
12:45 AM	0	2	0	0	0	3	1	20	2	0	18	0	46
1:00 AM	1	0	0	1	4	1	2	11	1	0	15	0	36
1:15 AM	0	0	0	1	1	2	1	11	1	2	17	0	36
1:30 AM	0	1	1	0	1	0	0	13	1	3	12	0	32
1:45 AM	0	0	3	0	1	2	0	18	1	3	12	0	40
2:00 AM	0	0	2	0	1	0	0	4	0	0	12	1	20
2:15 AM	0	0	1	0	2	0	0	10	1	1	11	0	26
2:30 AM	1	0	4	0	0	0	2	11	0	1	11	0	30
2:45 AM	0	0	0	0	2	2	1	13	1	1	14	0	34
3:00 AM	0	0	4	0	2	4	0	15	1	0	9	0	35
3:15 AM	0	0	2	0	1	0	0	16	0	2	13	0	34
3:30 AM	1	2	2	0	0	2	0	22	0	0	25	0	54
3:45 AM	3	0	7	1	0	3	0	37	0	0	23	3	77
4:00 AM	1	1	2	3	0	3	1	28	1	0	22	0	62
4:15 AM	2	3	7	2	0	1	1	46	0	0	30	0	92
4:30 AM	7	1	14	0	0	1	6	58	0	0	28	0	115
4:45 AM	3	3	11	2	1	6	2	58	0	2	44	3	135
5:00 AM	2	2	9	4	0	3	6	89	2	3	51	0	171
5:15 AM	2	6	16	1	1	6	5	123	0	2	57	5	224
5:30 AM	8	4	6	2	0	3	10	94	0	1	77	7	212
5:45 AM	4	5	17	1	3	5	18	120	5	2	89	3	272
6:00 AM	3	8	13	2	0	3	15	133	2	2	84	3	268
6:15 AM	2	8	23	4	2	9	34	129	0	2	119	4	336
6:30 AM	10	13	25	5	2	10	20	132	2	5	164	7	395
6:45 AM	9	21	23	2	3	4	43	180	0	8	160	16	469
7:00 AM	9	14	19	7	3	12	38	175	1	11	145	12	446
7:15 AM	19	14	9	9	2	25	73	197	2	2	138	16	506
7:30 AM	22	26	21	10	5	20	72	211	8	7	180	12	594
7:45 AM	11	14	17	7	6	24	70	195	1	8	176	18	547
8:00 AM	10	15	22	7	1	15	57	180	5	13	156	17	498
8:15 AM	12	9	16	4	5	13	42	187	3	8	140	20	459
8:30 AM	8	14	19	2	6	15	31	188	8	12	164	16	483
8:45 AM	10	10	15	0	1	13	34	154	3	10	124	10	384
9:00 AM	8	7	11	4	1	12	32	161	3	4	147	6	396
9:15 AM	5	6	17	2	2	17	31	174	3	7	99	8	371
9:30 AM	9	6	10	4	4	6	35	153	4	10	113	8	362
9:45 AM	8	9	17	4	5	14	18	145	7	11	145	12	395
10:00 AM	7	3	12	5	7	14	22	148	4	12	108	16	358
10:15 AM	10	9	12	5	1	15	17	147	7	7	100	9	339
10:30 AM	5	3	8	9	6	18	22	162	10	6	114	10	373
10:45 AM	7	5	11	6	3	20	20	145	8	11	130	7	373
11:00 AM	4	7	14	10	7	17	13	159	11	9	119	11	381
11:15 AM	5	4	11	12	8	15	24	145	5	8	127	8	372
11:30 AM	6	5	15	9	4	26	9	182	5	15	140	6	422
11:45 AM	8	7	7	6	6	14	32	131	5	10	146	8	380
12:00 PM	5	5	9	5	7	24	16	156	7	11	117	11	373
12:15 PM	7	3	8	17	7	23	28	135	10	9	141	2	390
12:30 PM	6	10	7	3	8	27	13	163	7	10	139	17	410
12:45 PM	10	12	16	4	5	22	20	124	6	13	140	8	380
1:00 PM	8	6	10	6	4	17	12	163	11	8	141	8	394
1:15 PM	8	12	10	16	11	22	17	156	4	8	157	8	429
1:30 PM	5	5	10	16	8	22	29	153	8	7	174	9	446
1:45 PM	8	7	12	4	9	32	17	162	4	17	186	9	467
2:00 PM	9	6	18	6	6	41	17	191	6	12	199	5	516
2:15 PM	12	9	16	10	6	44	27	194	6	9	219	5	557
2:30 PM	11	6	8	17	7	24	36	204	17	19	257	6	612
2:45 PM	11	8	20	8	11	48	29	191	6	19	236	12	599
3:00 PM	11	8	11	9	12	44	20	215	13	14	198	12	567
3:15 PM	20	11	16	8	15	51	28	198	10	22	201	5	585
3:30 PM	17	9	20	10	16	48	22	172	9	25	234	6	588
3:45 PM	18	13	17	11	14	50	27	194	12	22	260	3	641
4:00 PM	11	9	13	9	14	54	27	203	15	17	283	16	671
4:15 PM	11	5	18	8	16	71	26	202	11	18	256	13	655
4:30 PM	20	15	15	13	17	54	38	185	4	21	270	11	663
4:45 PM	12	10	17	8	13	60	39	192	7	9	259	11	637
5:00 PM	14	8	17	8	21	64	33	168	19	20	249	7	628
5:15 PM	13	11	23	5	17	87	35	176	8	16	238	12	641
5:30 PM	16	7	17	7	18	69	27	199	10	15	283	6	674
5:45 PM	7	10	13	5	19	54	16	145	12	20	246	5	552
6:00 PM	10	9	14	8	15	44	19	145	9	21	213	7	514
6:15 PM	8	9	9	13	11	59	17	120	17	22	195	8	488
6:30 PM	10	7	19	3	15	29	15	119	15	21	192	4	449
6:45 PM	11	5	11	3	17	31	11	120	7	24	169	4	413
7:00 PM	9	5	11	5	6	26	20	102	14	16	179	16	409
7:15 PM	9	1	5	3	11	21	17	121	13	14	131	8	354
7:30 PM	7	2	9	15	5	25	10	91	4	17	130	6	321
7:45 PM	7	4	12	4	10	29	9	61	9	12	131	4	292
8:00 PM	7	2	4	6	4	17	3	82	9	17	110	2	263
8:15 PM	3	3	7	3	8	25	11	78	15	11	105	2	271
8:30 PM	4	4	7	1	2	19	7	79	6	13	87	3	232
8:45 PM	1	1	6	2	5	11	10	65	8	17	89	5	220
9:00 PM	2	6	9	1	10	17	5	72	7	16	90	4	239
9:15 PM	6	4	8	2	4	24	5	66	3	11	82	0	215
9:30 PM	2	0	10	1	5	11	7	62	4	8	100	2	212
9:45 PM	0	1	8	0	7	21	7	46	6	6	66	1	169
10:00 PM	3	1	8	0	7	11	7	43	4	7	73	2	166
10:15 PM	6	1	3	2	6	8	6	43	6	11	72	0	164
10:30 PM	5	0	5	1	6	4	2	32	3	11	73	2	144
10:45 PM	1	1	4	0	4	9	3	31	1	10	55	3	122
11:00 PM	3	1	0	1	2	4	4	29	3	7	39	2	95
11:15 PM	1	2	2	4	2	3	2	26	0	8	40	1	91
11:30 PM	0	0	2	0	2	9	0	32	2	1	32	1	81
11:45 PM	1	2	2	0	1	8	1	23	2	6	34	0	80

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	632	544	996	446	559	1922	1663	10713	514	899	11489	579	30956
Approach %	29.10	25.05	45.86	15.24	19.10	65.66	12.90	83.11	3.99	6.93	88.60	4.47	
App/Depart	2172	/	2786	2927	/	1972	12890	/	12155	12967	/	14043	

AM Peak Hr Begins at: 345 PM

PEAK													
Volumes	60	42	63	41	61	229	118	784	42	78	1069	43	2630
Approach %	36.36	25.45	38.18	12.39	18.43	69.18	12.50	83.05	4.45	6.55	89.83	3.61	

PEAK HR. FACTOR:													
	0.825			0.871			0.963			0.941		0.980	

CONTROL: Signal  
COMMENT 1:  
GPS: 33.507851, -112.298582



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** Ball Park Blvd / 111th Ave  
**E-W STREET:** Camelback Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-001

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	1
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	1	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	1	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	2	0	0	0
4:30 PM	0	1	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	4	0	0	0
5:30 PM	1	0	2	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	1	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	1	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	1	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	1	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>2</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	1
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	1	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	1	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	1	0	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	1	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	1	0
9:45 PM	1	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>1</b>



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Ball Park Blvd north of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	2	7			12:00	32	36		
00:15	6	3			12:15	33	47		
00:30	2	2			12:30	40	38		
00:45	3	13	3	15	12:45	40	145	31	152
01:00	2	6			13:00	26	27		
01:15	1	4			13:15	37	49		
01:30	1	1			13:30	43	46		
01:45	0	4	3	14	13:45	33	139	45	167
02:00	1	1			14:00	28	53		
02:15	0	2			14:15	41	60		
02:30	2	0			14:30	48	48		
02:45	1	4	4	7	14:45	49	166	67	228
03:00	0	6			15:00	40	65		
03:15	0	1			15:15	44	74		
03:30	2	2			15:30	37	74		
03:45	3	5	4	13	15:45	43	164	75	288
04:00	2	6			16:00	52	77		
04:15	4	3			16:15	44	95		
04:30	7	1			16:30	64	84		
04:45	8	21	9	19	16:45	60	220	81	337
05:00	8	7			17:00	48	93		
05:15	16	8			17:15	58	109		
05:30	21	5			17:30	40	94		
05:45	26	71	9	29	17:45	31	177	78	374
06:00	26	5			18:00	35	67		
06:15	46	15			18:15	34	83		
06:30	40	17			18:30	26	47		
06:45	80	192	9	46	18:45	20	115	51	248
07:00	64	22			19:00	41	37		
07:15	103	36			19:15	26	35		
07:30	110	35			19:30	18	45		
07:45	102	379	37	130	19:45	17	102	43	160
08:00	89	23			20:00	7	27		
08:15	71	22			20:15	16	36		
08:30	61	23			20:30	14	22		
08:45	54	275	14	82	20:45	16	53	18	103
09:00	45	17			21:00	15	28		
09:15	45	21			21:15	9	30		
09:30	49	14			21:30	9	17		
09:45	39	178	23	75	21:45	9	42	28	103
10:00	41	26			22:00	10	18		
10:15	35	21			22:15	7	16		
10:30	35	33			22:30	4	11		
10:45	32	143	29	109	22:45	7	28	13	58
11:00	31	34			23:00	7	7		
11:15	36	35			23:15	5	9		
11:30	20	39			23:30	1	11		
11:45	47	134	26	134	23:45	3	16	9	36

**Total Vol.** 1419 673 **2092** 1367 2254

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2786	2927		

**AM**

**PM**

Split %	67.8%	32.2%	36.6%	37.8%	62.2%
<b>Peak Hour</b>	07:15	11:30	<b>07:15</b>	16:30	16:45
<b>Volume</b>	404	148	<b>535</b>	230	377
<b>P.H.F.</b>	0.92	0.79	<b>0.92</b>	0.90	0.86

i-001

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297

306

394

452

557

551

363

262

156

145

86

52

**3621**

**Combined**

**5713**

**63.4%**

**16:30**

**597**

**0.89**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave south of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	4			12:00	19	25		
00:15	4	4			12:15	18	26		
00:30	2	6			12:30	23	25		
00:45	2	12	2	16	12:45	38	98	24	100
01:00	1	5			13:00	24	23		
01:15	0	4			13:15	30	23		
01:30	2	5			13:30	20	23		
01:45	3	6	5	19	13:45	27	101	30	99
02:00	2	1			14:00	33	24		
02:15	1	4			14:15	37	21		
02:30	5	1			14:30	25	43		
02:45	0	8	4	10	14:45	39	134	36	124
03:00	4	3			15:00	30	39		
03:15	2	3			15:15	47	47		
03:30	5	0			15:30	46	50		
03:45	10	21	0	6	15:45	48	171	48	184
04:00	4	1			16:00	33	46		
04:15	12	0			16:15	34	45		
04:30	22	0			16:30	50	42		
04:45	17	55	3	4	16:45	39	156	29	162
05:00	13	5			17:00	39	60		
05:15	24	3			17:15	47	41		
05:30	18	1			17:30	40	43		
05:45	26	81	10	19	17:45	30	156	51	195
06:00	24	4			18:00	33	45		
06:15	33	4			18:15	26	50		
06:30	48	9			18:30	36	51		
06:45	53	158	11	28	18:45	27	122	48	194
07:00	42	15			19:00	25	36		
07:15	42	6			19:15	15	38		
07:30	69	20			19:30	18	26		
07:45	42	195	15	56	19:45	23	81	31	131
08:00	47	19			20:00	13	30		
08:15	37	16			20:15	13	34		
08:30	41	26			20:30	15	21		
08:45	35	160	14	75	20:45	8	49	30	115
09:00	26	8			21:00	17	33		
09:15	28	12			21:15	18	18		
09:30	25	18			21:30	12	17		
09:45	34	113	23	61	21:45	9	56	19	87
10:00	22	23			22:00	12	18		
10:15	31	15			22:15	10	23		
10:30	16	22			22:30	10	20		
10:45	23	92	22	82	22:45	6	38	15	76
11:00	25	27			23:00	4	12		
11:15	20	21			23:15	5	10		
11:30	26	24			23:30	2	5		
11:45	22	93	21	93	23:45	5	16	9	36

**Total Vol.** 994 469 **1463** 1178 1503

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2172	1972		

**AM**

**PM**

Split %	67.9%	32.1%	35.3%	43.9%	56.1%
<b>Peak Hour</b>	06:45	11:45	<b>07:30</b>	16:30	17:45
<b>Volume</b>	206	97	<b>265</b>	175	197
<b>P.H.F.</b>	0.75	0.93	<b>0.74</b>	0.88	0.97

i-001

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198

200

258

355

318

351

316

212

164

143

114

52

**2681**

**Combined**

**4144**

**64.7%**

**15:15**

**365**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd east of Ball Park Blvd / 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			22	33	12:00			170	139
00:15			26	35	12:15			160	152
00:30			13	36	12:30			173	166
00:45			20	81	12:45			144	647
			18	122				161	618
			203						
01:00			12	15	13:00			179	157
01:15			12	19	13:15			182	173
01:30			14	15	13:30			179	190
01:45			21	59	13:45			178	718
			15	64				212	732
			123						
02:00			6	13	14:00			215	216
02:15			11	12	14:15			220	233
02:30			15	12	14:30			229	282
02:45			13	45	14:45			219	883
			15	52				267	998
			97						
03:00			19	9	15:00			235	224
03:15			18	15	15:15			222	228
03:30			24	25	15:30			202	265
03:45			45	106	15:45			222	881
			26	75				285	1002
			181						
04:00			33	22	16:00			225	316
04:15			55	30	16:15			228	287
04:30			72	28	16:30			213	302
04:45			71	231	16:45			217	883
			49	129				279	1184
			360						
05:00			102	54	17:00			193	276
05:15			140	64	17:15			204	266
05:30			102	85	17:30			223	304
05:45			138	482	17:45			163	783
			94	297				271	1117
			779						
06:00			148	89	18:00			167	241
06:15			156	125	18:15			142	225
06:30			162	176	18:30			141	217
06:45			205	671	18:45			134	584
			184	574				197	880
			1245						
07:00			201	168	19:00			118	211
07:15			215	156	19:15			129	153
07:30			242	199	19:30			115	153
07:45			219	877	19:45			77	439
			202	725				147	664
			1602						
08:00			209	186	20:00			92	129
08:15			207	168	20:15			88	118
08:30			209	192	20:30			87	103
08:45			169	794	20:45			73	340
			144	690				111	461
			1484						
09:00			176	157	21:00			82	110
09:15			193	114	21:15			76	93
09:30			167	131	21:30			73	110
09:45			166	702	21:45			54	285
			168	570				73	386
			1272						
10:00			165	136	22:00			51	82
10:15			164	116	22:15			48	83
10:30			179	130	22:30			38	86
10:45			162	670	22:45			35	172
			148	530				68	319
			1200						
11:00			183	139	23:00			30	48
11:15			168	143	23:15			32	49
11:30			206	161	23:30			34	34
11:45			144	701	23:45			25	121
			164	607				40	171
			1308						

**Total Vol.** 5419 4435 **9854** 6736 8532

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
		12155	12967

**AM**

**PM**

Split %	55.0%	45.0%	<b>39.2%</b>	44.1%	55.9%
<b>Peak Hour</b>	07:15	07:30	<b>07:30</b>	14:30	15:45
<b>Volume</b>	885	755	<b>1632</b>	905	1190
<b>P.H.F.</b>	0.91	0.93	<b>0.93</b>	0.96	0.94



i-001

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1265

1450

1881

1883

2067

1900

1464

1103

801

671

491

292

**15268**

**Combined**

**25122**

**60.8%**

**15:45**

**2078**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd west of Ball Park Blvd / 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			21	37	12:00			179	146		
00:15			28	34	12:15			173	171		
00:30			12	31	12:30			183	172		
00:45			23	84	12:45			150	685	172	661
01:00			14	17	13:00			186	166		
01:15			13	19	13:15			177	187		
01:30			14	12	13:30			190	201		
01:45			19	60	13:45			183	736	226	780
02:00			4	12	14:00			214	249		
02:15			11	11	14:15			227	275		
02:30			13	12	14:30			257	292		
02:45			15	43	14:45			226	924	295	1111
03:00			16	13	15:00			248	253		
03:15			16	13	15:15			236	272		
03:30			22	28	15:30			203	299		
03:45			37	91	15:45			233	920	328	1152
04:00			30	26	16:00			245	348		
04:15			47	33	16:15			239	338		
04:30			64	36	16:30			227	344		
04:45			60	201	16:45			238	949	331	1361
05:00			97	56	17:00			220	327		
05:15			128	65	17:15			219	338		
05:30			104	88	17:30			236	368		
05:45			143	472	17:45			173	848	307	1340
06:00			150	90	18:00			173	267		
06:15			163	130	18:15			154	262		
06:30			154	184	18:30			149	231		
06:45			223	690	18:45			138	614	211	971
07:00			214	166	19:00			136	214		
07:15			272	182	19:15			151	161		
07:30			291	222	19:30			105	162		
07:45			266	1043	19:45			79	471	167	704
08:00			242	181	20:00			94	134		
08:15			232	165	20:15			104	133		
08:30			227	187	20:30			92	110		
08:45			191	892	20:45			83	373	101	478
09:00			196	167	21:00			84	109		
09:15			208	121	21:15			74	112		
09:30			192	128	21:30			73	113		
09:45			170	766	21:45			59	290	87	421
10:00			174	129	22:00			54	87		
10:15			171	125	22:15			55	86		
10:30			194	137	22:30			37	82		
10:45			173	712	22:45			35	181	65	320
11:00			183	140	23:00			36	46		
11:15			174	147	23:15			28	44		
11:30			196	172	23:30			34	41		
11:45			168	721	23:45			26	124	43	174

**Total Vol.** 5775 4570 **10345** 7115 9473

GPS: 33.507851, -112.298582

		Daily Totals	
NB	SB	EB	WB
		12890	14043

**AM**

**PM**

Split %	55.8%	44.2%	<b>38.4%</b>	42.9%	57.1%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:30	16:45
<b>Volume</b>	1071	796	<b>1867</b>	967	1364
<b>P.H.F.</b>	0.92	0.90	<b>0.91</b>	0.94	0.93

i-001

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1346

1516

2035

2072

2310

2188

1585

1175

851

711

501

298

**16588**

**Combined**

**26933**

**61.6%**

**16:00**

**2310**

**0.97**

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Ball Park Blvd / 111th Ave & Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	7	21	33	12:00	19	36	179	139
00:15	4	3	28	35	12:15	18	47	173	152
00:30	2	2	12	36	12:30	23	38	183	166
00:45	2	12	3	15	23	84	18	122	233
01:00	1	6	14	15	12:45	38	98	31	152
01:15	0	4	13	19	13:00	24	27	186	157
01:30	2	1	14	15	13:15	30	49	177	173
01:45	3	6	3	14	13:30	20	46	190	190
02:00	2	1	4	13	13:45	27	101	45	167
02:15	1	2	11	12	14:00	33	53	214	216
02:30	5	0	13	12	14:15	37	60	227	233
02:45	0	8	4	7	14:30	25	48	257	282
03:00	4	6	16	9	14:45	39	134	67	228
03:15	2	1	16	15	15:00	30	65	248	224
03:30	5	2	22	25	15:15	47	74	236	228
03:45	10	21	4	13	15:30	46	74	203	265
04:00	4	6	30	22	15:45	48	171	75	288
04:15	12	3	47	30	16:00	33	77	245	316
04:30	22	1	64	28	16:15	34	95	239	287
04:45	17	55	9	19	16:30	50	84	227	302
05:00	13	7	97	54	16:45	39	156	81	337
05:15	24	8	128	64	17:00	39	93	220	276
05:30	18	5	104	85	17:15	47	109	219	266
05:45	26	81	9	29	17:30	40	94	236	304
06:00	24	5	150	89	17:45	30	156	78	374
06:15	33	15	163	125	18:00	33	67	173	241
06:30	48	17	154	176	18:15	26	83	154	225
06:45	53	158	9	46	18:30	36	47	149	217
07:00	42	22	214	168	18:45	27	122	51	248
07:15	42	36	272	156	19:00	25	37	136	211
07:30	69	35	291	199	19:15	15	35	151	153
07:45	42	195	37	130	19:30	18	45	105	153
08:00	47	23	242	186	19:45	23	81	43	160
08:15	37	22	232	168	20:00	13	27	94	129
08:30	41	23	227	192	20:15	13	36	104	118
08:45	35	160	14	82	20:30	15	22	92	103
09:00	26	17	196	157	20:45	8	49	18	103
09:15	28	21	208	114	21:00	17	28	84	110
09:30	25	14	192	131	21:15	18	30	74	93
09:45	34	113	23	75	21:30	12	17	73	110
10:00	22	26	174	136	21:45	9	56	28	103
10:15	31	21	171	116	22:00	12	18	54	82
10:30	16	33	194	130	22:15	10	16	55	83
10:45	23	92	29	109	22:30	10	11	37	86
11:00	25	34	183	139	22:45	6	38	13	58
11:15	20	35	174	143	23:00	4	7	36	48
11:30	26	39	196	161	23:15	5	9	28	49
11:45	22	93	26	134	23:30	2	11	34	34
					23:45	5	16	9	36

**Total Vol.** 994 673 5775 4435 **11877** 1178 2254 7115 8532

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2172	2927	12890	12967

**AM**

**PM**

Split %	8.4%	5.7%	48.6%	37.3%	<b>38.4%</b>	6.2%	11.8%	37.3%	44.7%
<b>Peak Hour</b>	06:45	11:30	07:15	07:30	<b>07:15</b>	16:30	16:45	14:30	15:45
<b>Volume</b>	206	148	1071	755	<b>2145</b>	175	377	967	1190
<b>P.H.F.</b>	0.75	0.79	0.92	0.93	<b>0.90</b>	0.88	0.86	0.94	0.94

i-001

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1553

1736

2284

2381

2626

2495

1864

1376

986

835

596

347

**19079**

**Combined**

**30956**

**61.6%**

**15:45**

**2630**

**0.98**

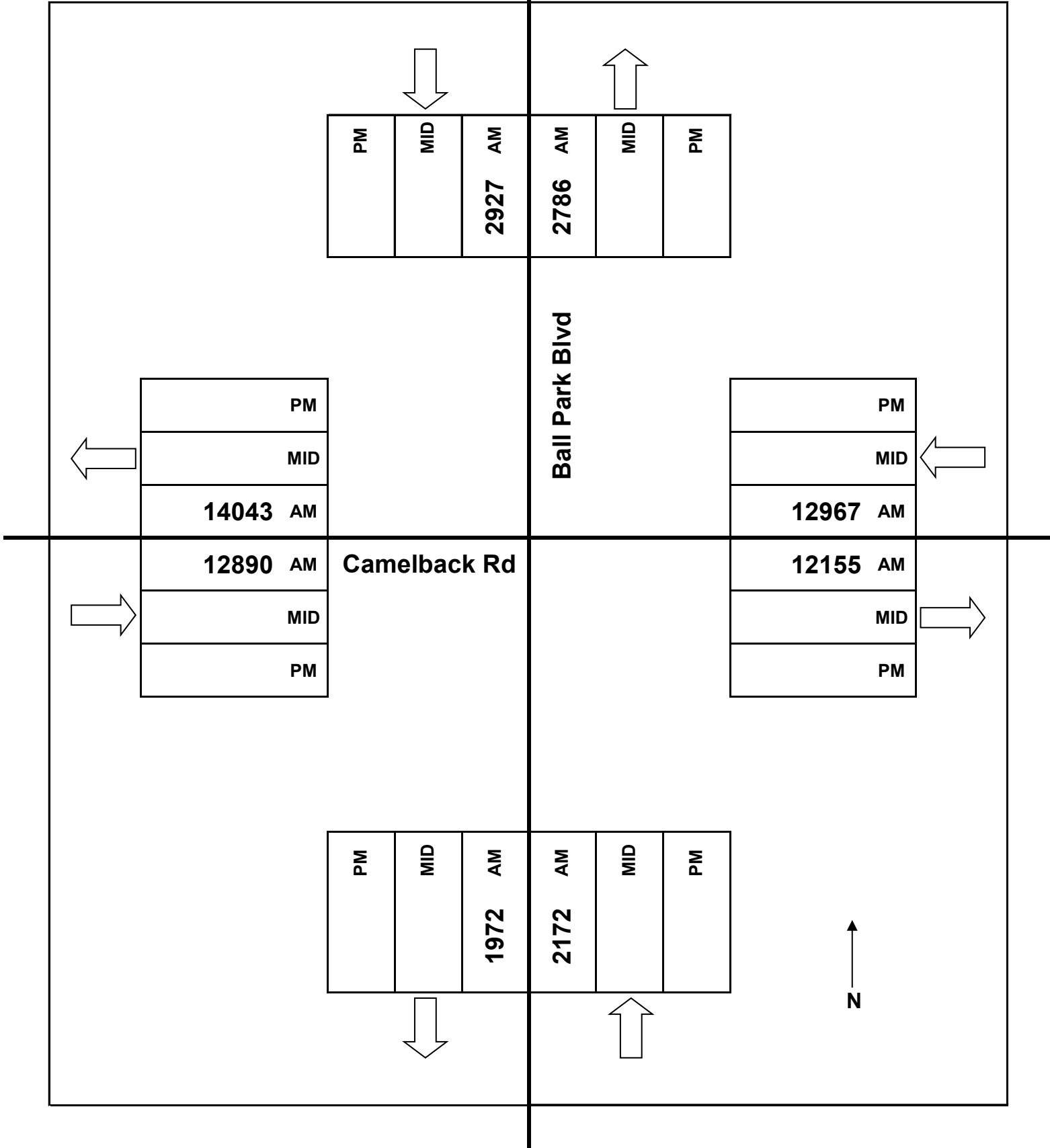


JOB# 23-1055-001

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

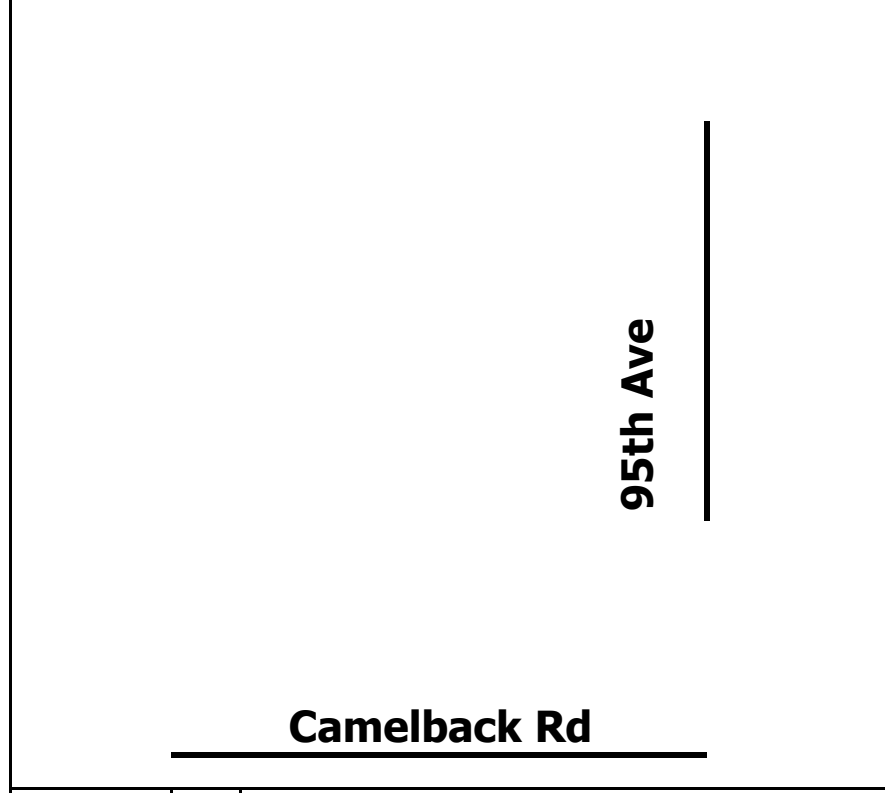
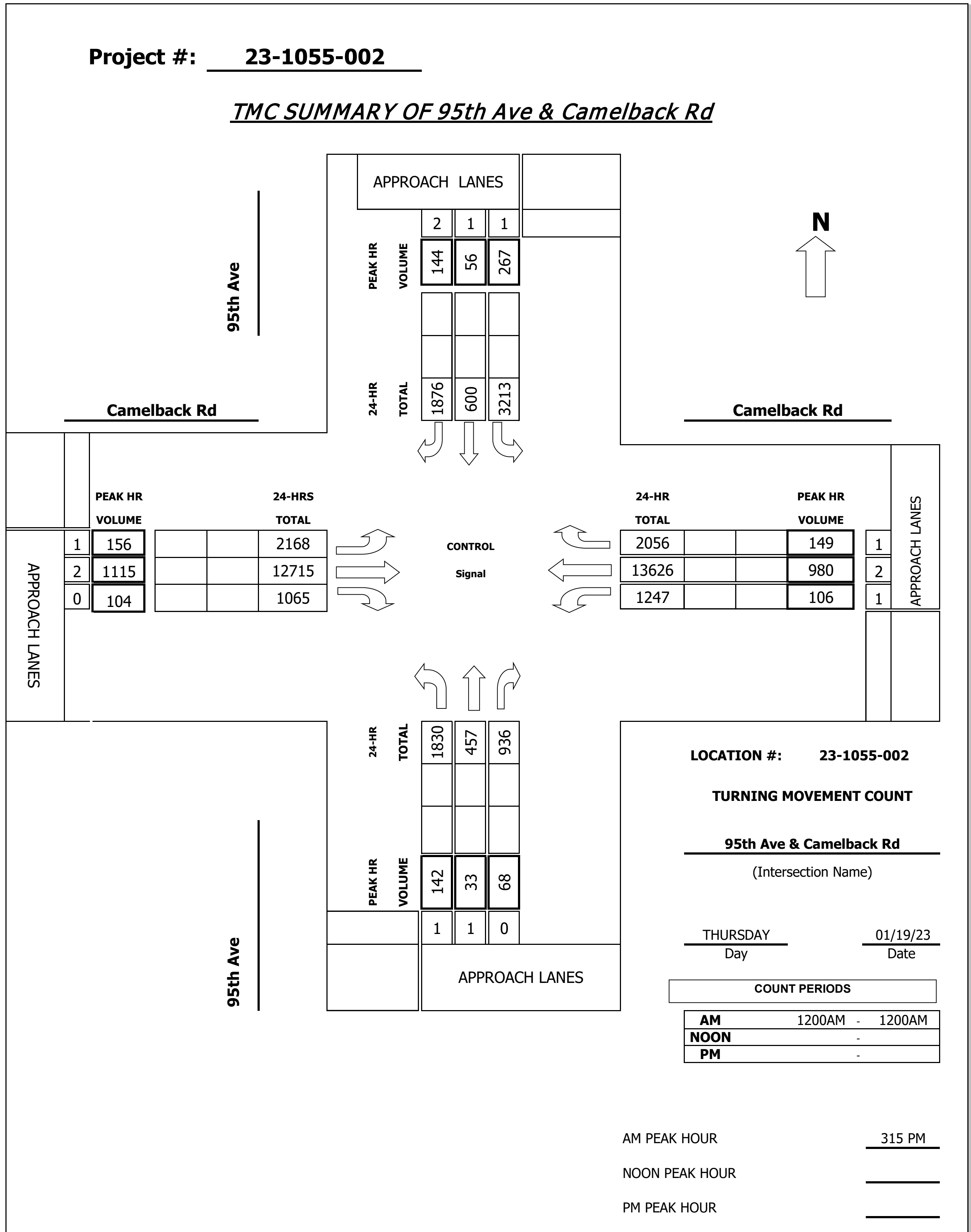


**Intersection Turning Movement  
Prepared by:**

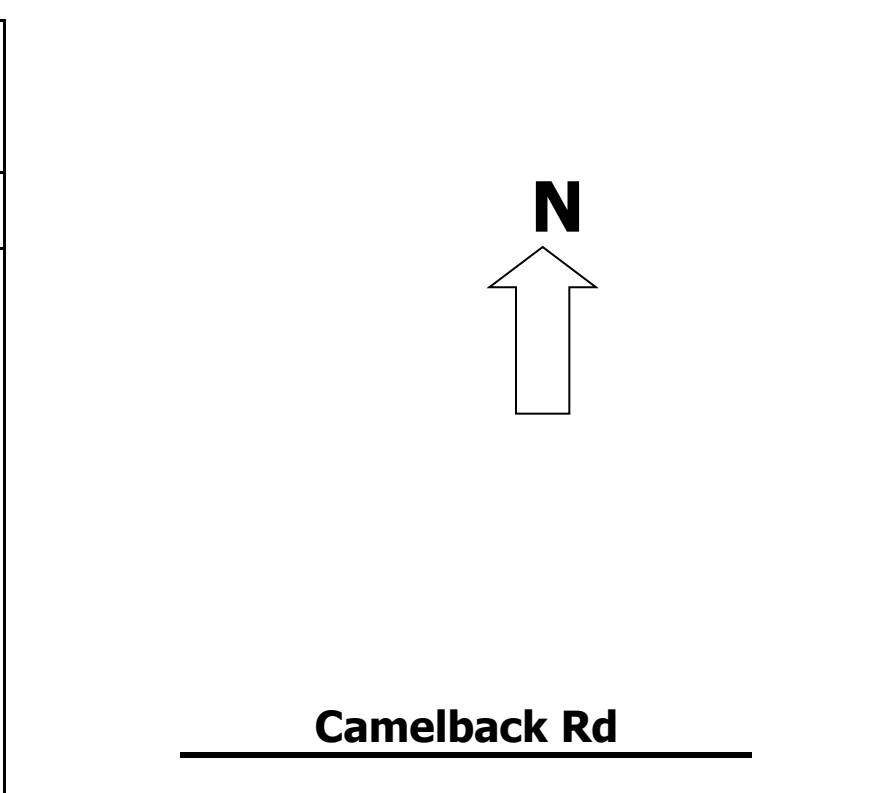


**Project #:** 23-1055-002

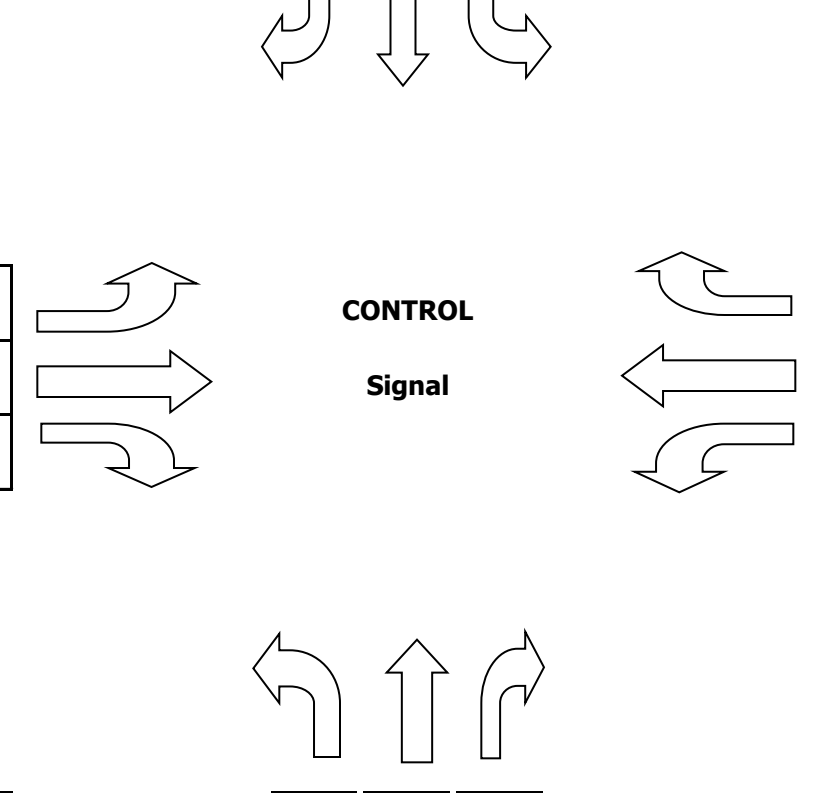
***TMC SUMMARY OF 95th Ave & Camelback Rd***



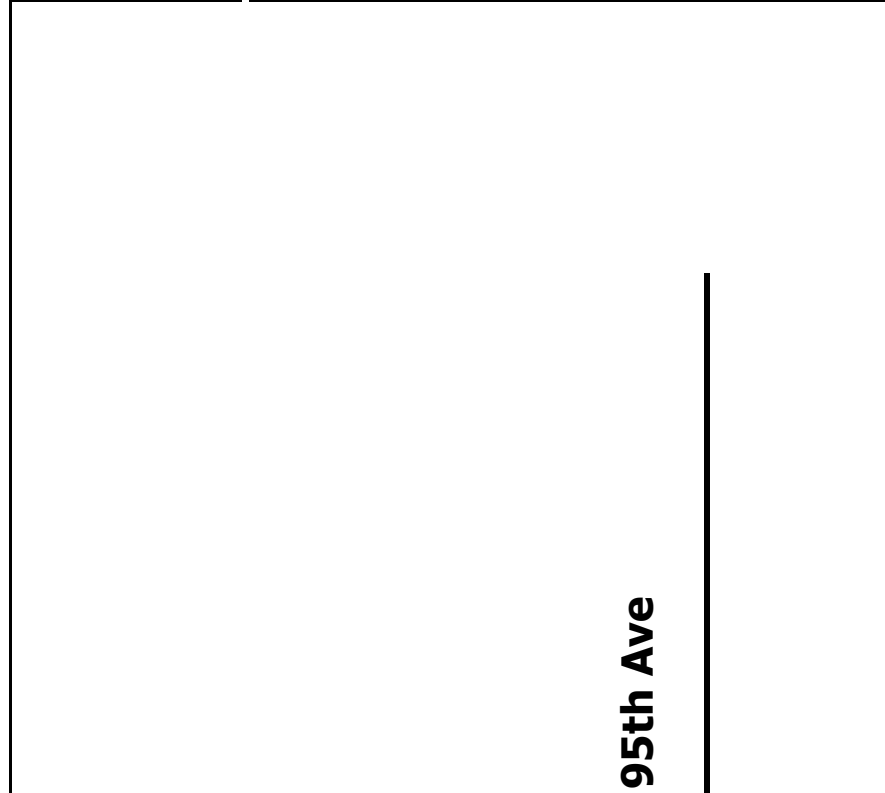
APPROACH LANES		2	1	1
PEAK HR	VOLUME	144	56	267
24-HR	TOTAL	1876	600	3213



	PEAK HR VOLUME	24-HRS TOTAL
1	156	2168
2	1115	12715
0	104	1065



24-HR TOTAL	PEAK HR VOLUME	APPROACH LANES
2056	149	1
13626	980	2
1247	106	1



24-HR TOTAL	PEAK HR VOLUME	APPROACH LANES
1830	142	1
457	33	1
936	68	0

**LOCATION #:** 23-1055-002

**TURNING MOVEMENT COUNT**  
**95th Ave & Camelback Rd**  
(Intersection Name)

THURSDAY                      01/19/23  
Day                                      Date

COUNT PERIODS	
AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR                      315 PM  
NOON PEAK HOUR                      \_\_\_\_\_  
PM PEAK HOUR                      \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: 95th Ave                      DATE: 01/19/23                      LOCATION: Phoenix  
E-W STREET: Camelback Rd              DAY: THURSDAY                      PROJECT# 23-1055-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	0	1	1	2	1	2	0	1	2	1	
12:00 AM	6	1	5	2	1	3	7	32	4	6	25	3	95
12:15 AM	1	1	8	0	1	2	4	24	5	4	34	5	89
12:30 AM	2	1	6	3	1	6	3	30	1	5	17	0	75
12:45 AM	2	0	4	1	1	2	3	14	3	0	15	3	48
1:00 AM	5	0	4	2	1	3	7	17	0	1	21	1	62
1:15 AM	4	0	3	2	3	0	3	14	1	1	17	2	50
1:30 AM	4	2	7	0	1	5	2	22	1	1	13	0	58
1:45 AM	1	0	4	0	1	2	3	23	2	1	17	0	54
2:00 AM	5	0	5	3	1	6	5	18	2	1	18	0	64
2:15 AM	3	0	2	0	2	2	3	14	3	0	21	0	50
2:30 AM	2	1	1	1	0	4	4	13	2	2	16	2	48
2:45 AM	0	0	2	0	0	2	3	14	1	0	9	1	32
3:00 AM	3	0	0	2	0	1	3	18	0	0	26	2	55
3:15 AM	0	0	2	0	1	1	7	20	1	1	19	1	53
3:30 AM	5	1	3	0	1	3	4	25	1	1	32	1	77
3:45 AM	0	0	1	0	0	5	3	39	2	2	47	4	103
4:00 AM	2	0	6	3	0	4	9	30	1	2	58	2	117
4:15 AM	3	0	2	3	0	9	8	30	2	1	56	5	119
4:30 AM	6	0	3	3	1	13	16	54	2	1	83	6	188
4:45 AM	8	1	1	1	0	9	21	49	0	3	78	11	182
5:00 AM	17	0	0	2	0	12	6	50	4	0	92	6	189
5:15 AM	8	0	2	9	1	12	14	68	3	2	121	4	244
5:30 AM	17	0	8	4	0	20	10	96	1	2	170	6	334
5:45 AM	12	1	4	5	0	21	6	125	2	4	153	8	341
6:00 AM	6	0	8	10	0	22	13	124	6	4	151	10	354
6:15 AM	18	1	6	8	0	17	23	169	8	2	214	11	477
6:30 AM	18	0	9	10	2	24	26	149	8	4	218	22	490
6:45 AM	24	5	13	12	0	23	27	172	8	4	196	20	504
7:00 AM	22	4	14	17	4	20	17	176	8	6	182	16	486
7:15 AM	23	6	13	22	3	24	17	189	14	7	202	13	533
7:30 AM	24	3	12	24	6	30	28	212	17	14	255	12	637
7:45 AM	27	4	9	33	7	31	29	246	24	19	242	21	692
8:00 AM	18	5	23	32	4	19	29	234	20	11	198	20	613
8:15 AM	20	2	16	32	6	18	28	201	12	12	237	35	619
8:30 AM	20	3	8	38	4	23	15	194	11	16	223	23	578
8:45 AM	17	4	11	34	6	25	23	161	8	14	175	20	498
9:00 AM	22	3	5	26	6	23	16	117	11	11	168	28	436
9:15 AM	21	2	14	30	5	25	30	145	12	12	135	21	452
9:30 AM	19	4	15	40	4	23	31	127	8	11	166	29	477
9:45 AM	20	3	11	39	2	31	29	116	9	5	157	30	452
10:00 AM	18	1	7	33	1	29	23	132	7	10	175	22	458
10:15 AM	21	6	4	42	6	38	27	116	13	12	171	38	494
10:30 AM	28	6	7	44	6	29	25	128	10	18	126	27	454
10:45 AM	24	6	9	61	7	31	28	148	13	15	152	37	531
11:00 AM	15	3	6	36	5	38	31	144	16	17	180	31	522
11:15 AM	28	5	16	61	4	40	39	134	15	10	144	42	538
11:30 AM	28	8	10	42	7	31	45	150	11	15	153	40	540
11:45 AM	26	10	12	55	9	24	35	165	21	24	163	27	571
12:00 PM	26	10	12	53	5	25	26	132	8	9	154	38	498
12:15 PM	27	8	12	51	18	19	27	178	11	17	201	19	588
12:30 PM	46	11	12	56	14	26	31	152	11	17	170	27	573
12:45 PM	18	11	6	45	12	23	33	172	13	18	166	29	546
1:00 PM	29	15	18	62	8	37	32	182	11	23	159	29	605
1:15 PM	22	11	11	58	12	19	37	153	15	23	179	26	566
1:30 PM	33	8	10	56	14	42	35	174	12	17	157	35	593
1:45 PM	26	7	12	55	9	25	31	182	13	29	190	44	623
2:00 PM	25	7	14	55	16	34	27	199	19	14	183	30	623
2:15 PM	35	10	14	65	10	22	36	201	10	15	181	29	628
2:30 PM	45	8	11	66	8	38	37	190	16	22	214	35	690
2:45 PM	28	11	13	65	7	39	43	249	25	21	194	34	729
3:00 PM	34	3	24	71	18	43	39	252	19	19	224	43	789
3:15 PM	34	10	12	56	10	32	33	276	28	32	268	46	837
3:30 PM	35	7	25	75	14	47	53	267	19	24	244	30	840
3:45 PM	35	5	17	62	16	30	38	295	28	22	249	32	829
4:00 PM	38	11	14	74	16	35	32	277	29	28	219	41	814
4:15 PM	36	11	13	70	19	35	42	240	22	18	257	44	807
4:30 PM	35	12	13	69	10	27	37	230	19	24	259	42	777
4:45 PM	40	11	14	68	10	36	53	229	11	26	229	41	768
5:00 PM	56	20	24	65	10	17	45	264	22	19	255	37	834
5:15 PM	41	10	9	63	20	25	44	219	26	26	259	37	779
5:30 PM	37	15	16	70	13	28	38	241	27	23	243	34	785
5:45 PM	23	9	22	60	12	25	32	230	22	23	264	39	761
6:00 PM	30	9	16	66	12	24	33	217	20	22	233	39	721
6:15 PM	27	9	14	56	19	27	47	219	21	18	225	44	726
6:30 PM	27	7	15	68	15	21	33	203	22	26	222	29	688
6:45 PM	22	9	9	54	10	21	37	181	17	32	214	44	650
7:00 PM	23	8	20	46	12	36	33	151	21	17	169	49	585
7:15 PM	27	7	8	61	7	21	29	182	18	18	160	25	563
7:30 PM	19	5	27	52	7	19	29	156	13	32	152	31	542
7:45 PM	29	5	6	61	9	17	27	113	9	18	149	42	485
8:00 PM	15	7	17	51	9	21	29	147	14	28	154	36	528
8:15 PM	19	0	10	44	9	17	23	126	14	23	150	22	457
8:30 PM	14	3	10	26	5	15	15	122	7	15	105	21	358
8:45 PM	21	4	7	39	6	12	20	125	12	17	117	28	408
9:00 PM	17	5	3	36	5	9	14	127	15	19	119	18	387
9:15 PM	12	5	7	39	7	11	21	107	8	15	114	17	363
9:30 PM	10	5	14	35	10	11	14	93	10	17	118	15	352
9:45 PM	18	8	12	22	9	8	12	86	10	15	81	12	293
10:00 PM	12	8	7	24	6	12	9	84	6	11	109	25	313
10:15 PM	4	3	4	23	5	10	15	84	8	14	78	15	263
10:30 PM	5	3	12	30	3	13	13	68	14	11	83	14	269
10:45 PM	11	0	3	19	3	11	11	63	7	14	59	9	210
11:00 PM	8	0	9	21	3	7	8	53	9	10	57	7	192
11:15 PM	18	1	6	14	2	6	10	53	8	12	28	3	161
11:30 PM	9	1	4	5	2	5	12	46	4	13	33	1	135
11:45 PM	6	1	7	4	3	8	5	37	8	7	38	1	125

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1830	457	936	3213	600	1876	2168	12715	1065	1247	13626	2056	41789
Approach %	56.78	14.18	29.04	56.48	10.55	32.98	13.59	79.73	6.68	7.37	80.49	12.14	
App/Depart	3223	/	4681	5689	/	2912	15948	/	16864	16929	/	17332	

AM Peak Hr Begins at: 3:15 PM

PEAK	Volumes	Approach %	FACTOR:
PEAK	142	33	68
Volumes	267	56	144
Approach %	58.44	13.58	27.98
FACTOR:	0.907	0.858	0.952
	0.892	0.988	

CONTROL: Signal  
COMMENT 1: 33.508567, -112.263872  
GPS:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 95th Ave  
**E-W STREET:** Camelback Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-002

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	1	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	1	1	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	1	0
7:15 AM	0	0	0	0
7:30 AM	2	0	2	0
7:45 AM	0	0	3	0
8:00 AM	3	0	2	0
8:15 AM	0	0	0	0
8:30 AM	2	0	2	0
8:45 AM	1	0	0	0
9:00 AM	0	1	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	1	0
10:00 AM	1	1	0	1
10:15 AM	0	3	0	0
10:30 AM	0	4	0	0
10:45 AM	3	2	0	0
11:00 AM	0	0	0	0
11:15 AM	1	0	1	2
11:30 AM	0	2	0	2
11:45 AM	3	3	0	2
12:00 PM	0	1	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	1	1
1:00 PM	2	1	0	2
1:15 PM	0	2	0	0
1:30 PM	0	0	1	0
1:45 PM	1	0	1	0
2:00 PM	3	0	2	1
2:15 PM	3	1	1	1
2:30 PM	0	0	0	2
2:45 PM	0	0	0	0
3:00 PM	0	1	3	0
3:15 PM	7	1	7	2
3:30 PM	1	0	0	0
3:45 PM	2	0	3	2
4:00 PM	0	0	1	3
4:15 PM	0	0	2	1
4:30 PM	3	0	2	2
4:45 PM	0	1	0	3
5:00 PM	1	0	1	2
5:15 PM	0	0	0	0
5:30 PM	2	0	0	1
5:45 PM	2	2	0	1
6:00 PM	0	0	0	3
6:15 PM	0	0	0	2
6:30 PM	0	1	0	1
6:45 PM	0	2	0	4
7:00 PM	0	1	0	0
7:15 PM	0	3	0	0
7:30 PM	0	2	0	3
7:45 PM	0	0	0	1
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	2	0	0
8:45 PM	0	1	0	1
9:00 PM	0	1	0	0
9:15 PM	0	2	0	0
9:30 PM	0	1	0	0
9:45 PM	0	1	0	0
10:00 PM	0	0	0	1
10:15 PM	1	0	1	2
10:30 PM	0	2	0	1
10:45 PM	0	0	1	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>45</b>	<b>47</b>	<b>40</b>	<b>52</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	1	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	0
4:45 AM	0	1	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	1	1	1	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	1	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	1	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	1
4:30 PM	1	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	1	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	2	0
6:45 PM	0	1	0	1
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	1	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	1
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	1	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>6</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave north of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	11	6			12:00	74	83		
00:15	10	3			12:15	54	88		
00:30	4	10			12:30	69	96		
00:45	6	31	4	23	12:45	73	270	80	347
01:00	8	6			13:00	76	107		
01:15	5	5			13:15	74	89		
01:30	4	6			13:30	78	112		
01:45	3	20	3	20	13:45	82	310	89	397
02:00	5	10			14:00	64	105		
02:15	3	4			14:15	75	97		
02:30	7	5			14:30	80	112		
02:45	4	19	2	21	14:45	88	307	111	425
03:00	5	3			15:00	85	132		
03:15	8	2			15:15	89	98		
03:30	6	4			15:30	90	136		
03:45	7	26	5	14	15:45	75	339	108	474
04:00	11	7			16:00	84	125		
04:15	13	12			16:15	97	124		
04:30	22	17			16:30	91	106		
04:45	33	79	10	46	16:45	105	377	114	469
05:00	12	14			17:00	102	92		
05:15	18	22			17:15	91	108		
05:30	16	24			17:30	87	111		
05:45	15	61	26	86	17:45	80	360	97	408
06:00	23	32			18:00	81	102		
06:15	35	25			18:15	100	102		
06:30	48	36			18:30	69	104		
06:45	52	158	35	128	18:45	90	340	85	393
07:00	37	41			19:00	90	94		
07:15	36	49			19:15	61	89		
07:30	43	60			19:30	65	78		
07:45	54	170	71	221	19:45	74	290	87	348
08:00	54	55			20:00	72	81		
08:15	65	56			20:15	45	70		
08:30	41	65			20:30	39	46		
08:45	47	207	65	241	20:45	52	208	57	254
09:00	47	55			21:00	37	50		
09:15	53	60			21:15	43	57		
09:30	64	67			21:30	34	56		
09:45	62	226	72	254	21:45	32	146	39	202
10:00	46	63			22:00	42	42		
10:15	71	86			22:15	33	38		
10:30	58	79			22:30	30	46		
10:45	71	246	99	327	22:45	20	125	33	159
11:00	65	79			23:00	15	31		
11:15	86	105			23:15	14	22		
11:30	93	80			23:30	14	12		
11:45	72	316	88	352	23:45	7	50	15	80

**Total Vol.** 1559 1733 **3292** 3122 3956

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
4681	5689		

**AM**

**PM**

Split %	47.4%	52.6%	31.7%	44.1%	55.9%
<b>Peak Hour</b>	11:15	10:45	<b>11:15</b>	16:15	15:30
<b>Volume</b>	325	363	<b>681</b>	395	493
<b>P.H.F.</b>	0.87	0.86	<b>0.89</b>	0.94	0.91



i-002

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617

707

732

813

846

768

733

638

462

348

284

130

**7078**

**Combined**

**10370**

**68.3%**

**16:00**

**846**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave south of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	12	11			12:00	48	22		
00:15	10	10			12:15	47	46		
00:30	9	7			12:30	69	42		
00:45	6	37	4	32	12:45	35	199	43	153
01:00	9	2			13:00	62	42		
01:15	7	5			13:15	44	50		
01:30	13	3			13:30	51	43		
01:45	5	34	4	14	13:45	45	202	51	186
02:00	10	4			14:00	46	49		
02:15	5	5			14:15	59	35		
02:30	4	4			14:30	64	46		
02:45	2	21	1	14	14:45	52	221	53	183
03:00	3	0			15:00	61	56		
03:15	2	3			15:15	56	70		
03:30	9	3			15:30	67	57		
03:45	1	15	4	10	15:45	57	241	66	249
04:00	8	3			16:00	63	73		
04:15	5	3			16:15	60	59		
04:30	9	4			16:30	60	53		
04:45	10	32	3	13	16:45	65	248	47	232
05:00	17	4			17:00	100	51		
05:15	10	6			17:15	60	72		
05:30	25	3			17:30	68	63		
05:45	17	69	6	19	17:45	54	282	57	243
06:00	14	10			18:00	55	54		
06:15	25	10			18:15	50	58		
06:30	27	14			18:30	49	63		
06:45	42	108	12	46	18:45	40	194	59	234
07:00	40	18			19:00	51	50		
07:15	42	24			19:15	42	43		
07:30	39	37			19:30	51	52		
07:45	40	161	50	129	19:45	40	184	36	181
08:00	46	35			20:00	39	51		
08:15	38	30			20:15	29	46		
08:30	31	31			20:30	27	27		
08:45	32	147	28	124	20:45	32	127	35	159
09:00	30	28			21:00	25	39		
09:15	37	29			21:15	24	30		
09:30	38	23			21:30	29	37		
09:45	34	139	16	96	21:45	38	116	34	140
10:00	26	18			22:00	27	23		
10:15	31	31			22:15	11	27		
10:30	41	34			22:30	20	28		
10:45	39	137	35	118	22:45	14	72	24	102
11:00	24	38			23:00	17	22		
11:15	49	29			23:15	25	22		
11:30	46	33			23:30	14	19		
11:45	48	167	54	154	23:45	14	70	18	81

**Total Vol.** 1067 769 **1836** 2156 2143

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
3223	2912		

**AM**

**PM**

Split %	58.1%	41.9%	29.9%	50.2%	49.8%
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>	16:45	15:15
<b>Volume</b>	212	164	<b>376</b>	293	266
<b>P.H.F.</b>	0.77	0.76	<b>0.85</b>	0.73	0.91

i-002

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352

388

404

490

480

525

428

365

286

256

174

151

**4299**

**Combined**

**6135**

**70.1%**

**16:45**

**526**

**0.87**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd east of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			39	34	12:00			197	201		
00:15			32	43	12:15			241	237		
00:30			39	22	12:30			220	214		
00:45			19	129	18	117	246	223	881	213	865
01:00			23	23	13:00			262	211		
01:15			19	20	13:15			222	228		
01:30			29	14	13:30			240	209		
01:45			27	98	18	75	173	249	973	263	911
02:00			26	19	14:00			268	227		
02:15			16	21	14:15			280	225		
02:30			15	20	14:30			267	271		
02:45			16	73	10	70	143	327	1142	249	972
03:00			20	28	15:00			347	286		
03:15			22	21	15:15			344	346		
03:30			28	34	15:30			367	298		
03:45			40	110	53	136	246	374	1432	303	1233
04:00			39	62	16:00			365	288		
04:15			35	62	16:15			323	319		
04:30			60	90	16:30			312	325		
04:45			51	185	92	306	491	311	1311	296	1228
05:00			52	98	17:00			353	311		
05:15			79	127	17:15			291	322		
05:30			108	178	17:30			327	300		
05:45			134	373	165	568	941	312	1283	326	1259
06:00			142	165	18:00			299	294		
06:15			183	227	18:15			289	287		
06:30			168	244	18:30			286	277		
06:45			197	690	220	856	1546	244	1118	290	1148
07:00			207	204	19:00			217	235		
07:15			224	222	19:15			251	203		
07:30			248	281	19:30			235	215		
07:45			288	967	282	989	1956	180	883	209	862
08:00			289	229	20:00			215	218		
08:15			249	284	20:15			180	195		
08:30			240	262	20:30			158	141		
08:45			206	984	209	984	1968	171	724	162	716
09:00			148	207	21:00			166	156		
09:15			189	168	21:15			153	146		
09:30			182	206	21:30			142	150		
09:45			166	685	192	773	1458	120	581	108	560
10:00			172	207	22:00			115	145		
10:15			162	221	22:15			111	107		
10:30			179	171	22:30			110	108		
10:45			218	731	204	803	1534	85	421	82	442
11:00			186	228	23:00			83	74		
11:15			211	196	23:15			73	43		
11:30			202	208	23:30			55	47		
11:45			232	831	214	846	1677	48	259	46	210

**Total Vol.** 5856 6523 **12379** 11008 10406

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
		16864	16929

**AM**

**PM**

Split %	47.3%	52.7%	<b>36.6%</b>	51.4%	48.6%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	15:15	17:00
<b>Volume</b>	1074	1076	<b>2150</b>	1450	1259
<b>P.H.F.</b>	0.93	0.95	<b>0.94</b>	0.97	0.97

i-002

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1746

1884

2114

2665

2539

2542

2266

1745

1440

1141

863

469

**21414**

**Combined**

**33793**

**63.4%**

**15:15**

**2685**

**0.97**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd west of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			43	34	12:00			166	205
00:15			33	37	12:15			216	247
00:30			34	25	12:30			194	242
00:45			20	130	12:45			218	794
01:00			24	29	13:00			225	225
01:15			18	21	13:15			205	220
01:30			25	22	13:30			221	232
01:45			28	95	13:45			226	877
02:00			25	29	14:00			245	242
02:15			20	26	14:15			247	238
02:30			19	22	14:30			243	297
02:45			18	82	14:45			317	1052
03:00			21	30	15:00			310	301
03:15			28	20	15:15			337	334
03:30			30	40	15:30			339	326
03:45			44	123	15:45			361	1347
04:00			40	64	16:00			338	292
04:15			40	68	16:15			304	328
04:30			72	102	16:30			286	321
04:45			70	222	16:45			293	1221
05:00			60	121	17:00			331	328
05:15			85	141	17:15			289	325
05:30			107	207	17:30			306	308
05:45			133	385	17:45			284	1210
06:00			143	179	18:00			270	287
06:15			200	249	18:15			287	279
06:30			183	260	18:30			258	270
06:45			207	733	18:45			235	1050
07:00			201	224	19:00			205	228
07:15			220	249	19:15			229	208
07:30			257	309	19:30			198	190
07:45			299	977	19:45			149	781
08:00			283	235	20:00			190	190
08:15			241	275	20:15			163	186
08:30			220	266	20:30			144	134
08:45			192	936	20:45			157	654
09:00			144	213	21:00			156	145
09:15			187	181	21:15			136	137
09:30			166	208	21:30			117	139
09:45			154	651	21:45			108	517
10:00			162	222	22:00			99	133
10:15			156	230	22:15			107	92
10:30			163	183	22:30			95	101
10:45			189	670	22:45			81	382
11:00			191	233	23:00			70	72
11:15			188	212	23:15			71	52
11:30			206	212	23:30			62	47
11:45			221	806	23:45			50	253

**Total Vol.** 5810 6949 **12759** 10138 10383

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
		15948	17332

**AM**

**PM**

Split %	45.5%	54.5%	<b>38.3%</b>	49.4%	50.6%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	15:15	16:15
<b>Volume</b>	1080	1119	<b>2199</b>	1375	1282
<b>P.H.F.</b>	0.90	0.91	<b>0.92</b>	0.95	0.98

i-002

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1695

1795

2090

2622

2467

2483

2143

1602

1314

1045

789

476

**20521**

**Combined**

**33280**

**61.7%**

**15:15**

**2641**

**0.98**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave & Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	12	6	43	34	12:00	48	83	166	201
00:15	10	3	33	43	12:15	47	88	216	237
00:30	9	10	34	22	12:30	69	96	194	214
00:45	6	37	4	23	12:45	35	199	80	347
01:00	9	6	24	23	13:00	62	107	225	211
01:15	7	5	18	20	13:15	44	89	205	228
01:30	13	6	25	14	13:30	51	112	221	209
01:45	5	34	3	20	13:45	45	202	89	397
02:00	10	10	25	19	14:00	46	105	245	227
02:15	5	4	20	21	14:15	59	97	247	225
02:30	4	5	19	20	14:30	64	112	243	271
02:45	2	21	2	21	14:45	52	221	111	425
03:00	3	3	21	28	15:00	61	132	310	286
03:15	2	2	28	21	15:15	56	98	337	346
03:30	9	4	30	34	15:30	67	136	339	298
03:45	1	15	5	14	15:45	57	241	108	474
04:00	8	7	40	62	16:00	63	125	338	288
04:15	5	12	40	62	16:15	60	124	304	319
04:30	9	17	72	90	16:30	60	106	286	325
04:45	10	32	10	46	16:45	65	248	114	469
05:00	17	14	60	98	17:00	100	92	331	311
05:15	10	22	85	127	17:15	60	108	289	322
05:30	25	24	107	178	17:30	68	111	306	300
05:45	17	69	26	86	17:45	54	282	97	408
06:00	14	32	143	165	18:00	55	102	270	294
06:15	25	25	200	227	18:15	50	102	287	287
06:30	27	36	183	244	18:30	49	104	258	277
06:45	42	108	35	128	18:45	40	194	85	393
07:00	40	41	201	204	19:00	51	94	205	235
07:15	42	49	220	222	19:15	42	89	229	203
07:30	39	60	257	281	19:30	51	78	198	215
07:45	40	161	71	221	19:45	40	184	87	348
08:00	46	55	283	229	20:00	39	81	190	218
08:15	38	56	241	284	20:15	29	70	163	195
08:30	31	65	220	262	20:30	27	46	144	141
08:45	32	147	65	241	20:45	32	127	57	254
09:00	30	55	144	207	21:00	25	50	156	156
09:15	37	60	187	168	21:15	24	57	136	146
09:30	38	67	166	206	21:30	29	56	117	150
09:45	34	139	72	254	21:45	38	116	39	202
10:00	26	63	162	207	22:00	27	42	99	145
10:15	31	86	156	221	22:15	11	38	107	107
10:30	41	79	163	171	22:30	20	46	95	108
10:45	39	137	99	327	22:45	14	72	33	159
11:00	24	79	191	228	23:00	17	31	70	74
11:15	49	105	188	196	23:15	25	22	71	43
11:30	46	80	206	208	23:30	14	12	62	47
11:45	48	167	88	352	23:45	14	70	15	80

**Total Vol.** 1067 1733 5810 6523 **15133** 2156 3956 10138 10406

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
3223	5689	15948	16929

**AM**

**PM**

Split %	7.1%	11.5%	38.4%	43.1%	<b>36.2%</b>	8.1%	14.8%	38.0%	39.0%
<b>Peak Hour</b>	11:45	10:45	07:30	07:30	<b>07:30</b>	16:45	15:30	15:15	17:00
<b>Volume</b>	212	363	1080	1076	<b>2561</b>	293	493	1375	1259
<b>P.H.F.</b>	0.77	0.86	0.90	0.95	<b>0.93</b>	0.73	0.91	0.95	0.97

i-002

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2205

2387

2670

3295

3166

3159

2785

2175

1751

1395

1055

613

**26656**

**Combined**

**41789**

**63.8%**

**15:15**

**3320**

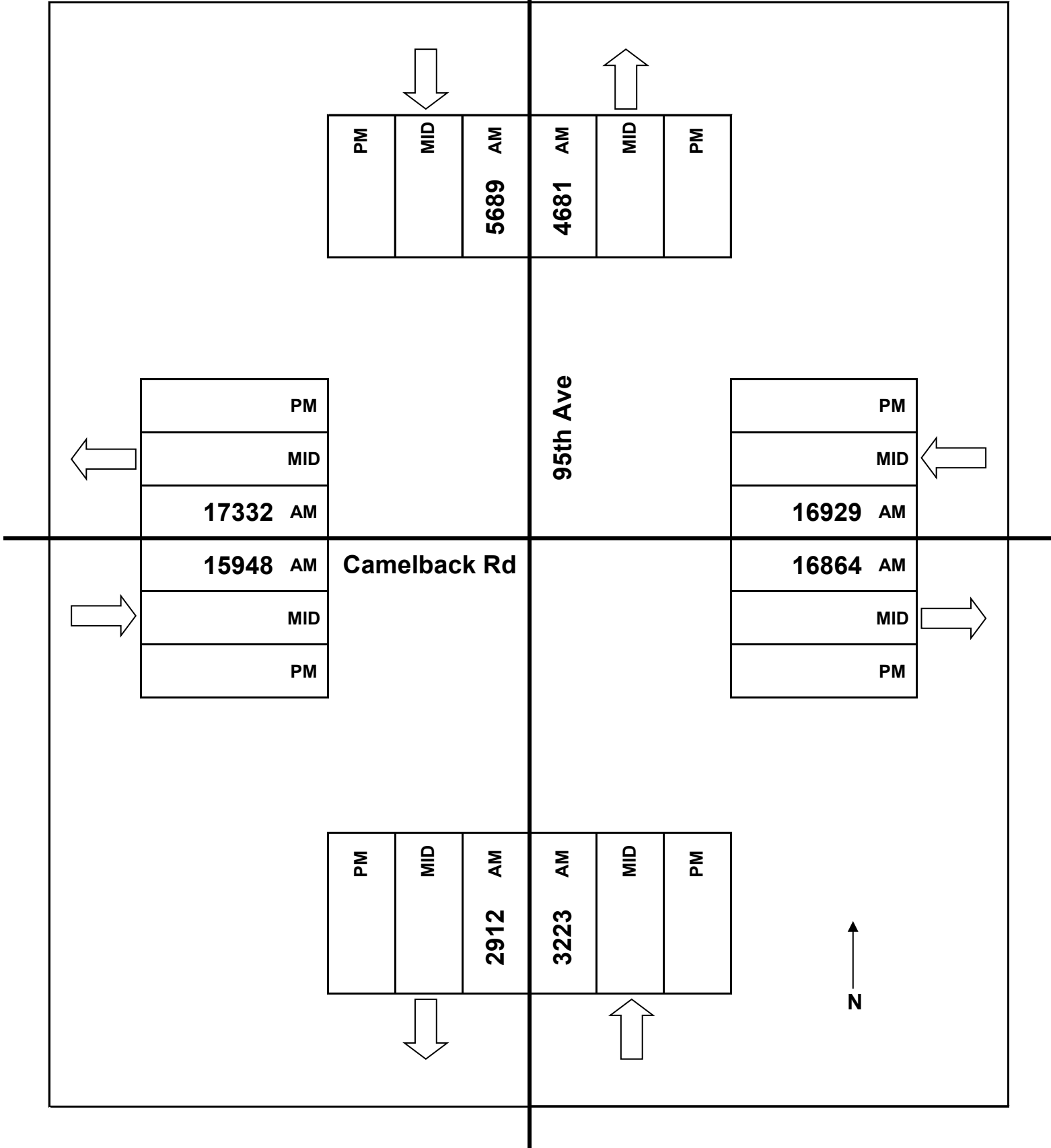
**0.99**

JOB# 23-1055-002

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY



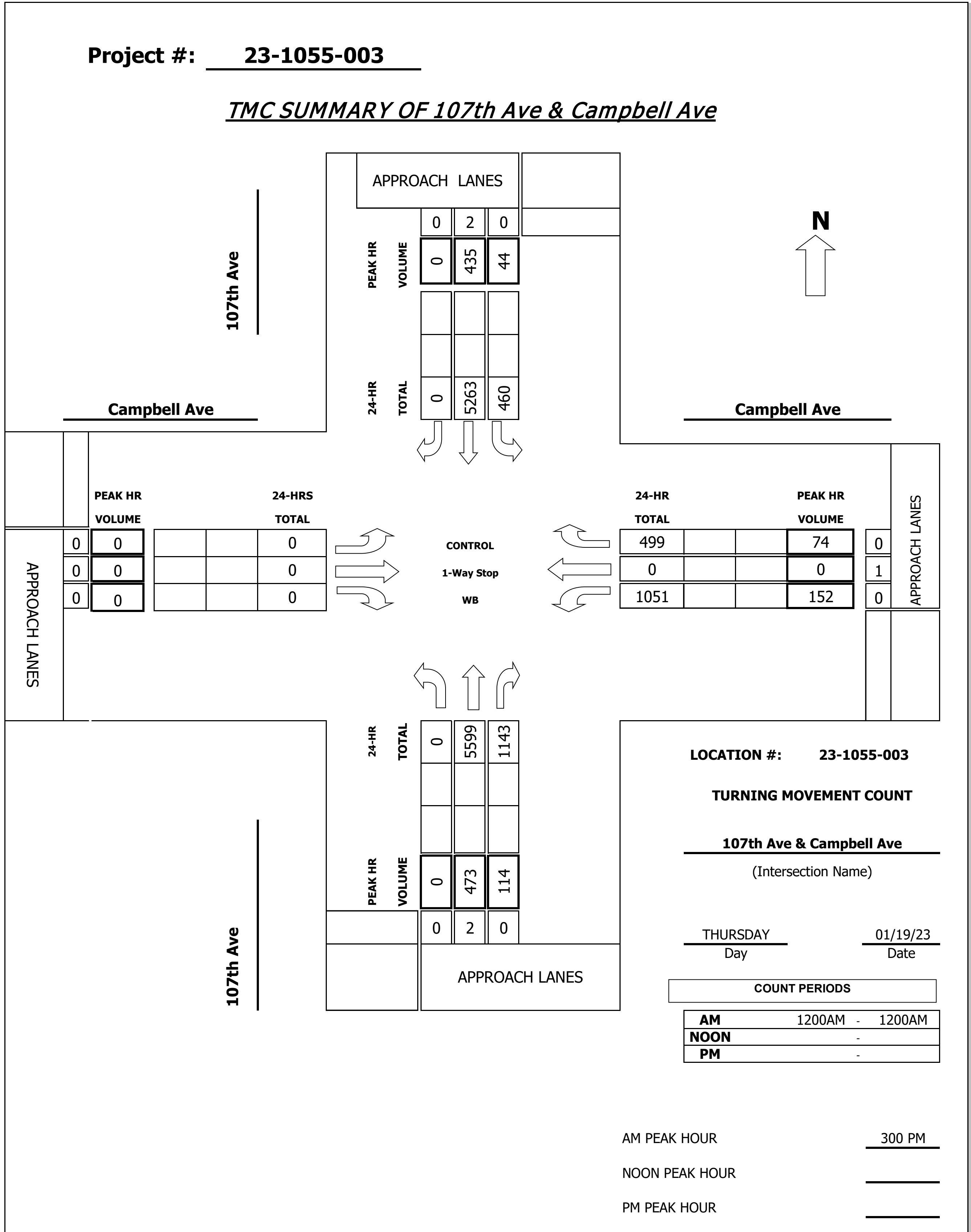


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-003

**TMC SUMMARY OF 107th Ave & Campbell Ave**



**Intersection Turning Movement  
Prepared by:**



N-S STREET: 107th Ave                  DATE: 01/19/23                  LOCATION: Phoenix  
 E-W STREET: Campbell Ave              DAY: THURSDAY                  PROJECT# 23-1055-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	0	0	0	1	0	
12:00 AM	0	13	2	2	9	0	0	0	0	2	0	0	28
12:15 AM	0	12	1	3	10	0	0	0	0	0	0	2	28
12:30 AM	0	12	1	0	12	0	0	0	0	1	0	0	26
12:45 AM	0	11	0	2	6	0	0	0	0	1	0	1	21
1:00 AM	0	7	0	1	3	0	0	0	0	0	0	1	12
1:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
1:30 AM	0	7	1	0	6	0	0	0	0	0	0	1	15
1:45 AM	0	6	1	0	4	0	0	0	0	1	0	0	12
2:00 AM	0	3	0	0	5	0	0	0	0	0	0	2	10
2:15 AM	0	4	0	1	9	0	0	0	0	0	0	1	15
2:30 AM	0	6	1	0	5	0	0	0	0	1	0	0	13
2:45 AM	0	5	2	1	3	0	0	0	0	0	0	1	12
3:00 AM	0	11	0	0	8	0	0	0	0	2	0	0	21
3:15 AM	0	7	0	0	3	0	0	0	0	2	0	0	12
3:30 AM	0	8	2	0	8	0	0	0	0	1	0	2	21
3:45 AM	0	16	0	1	5	0	0	0	0	6	0	3	31
4:00 AM	0	18	3	1	7	0	0	0	0	2	0	1	32
4:15 AM	0	8	0	0	16	0	0	0	0	0	0	2	26
4:30 AM	0	16	0	1	12	0	0	0	0	0	0	2	31
4:45 AM	0	15	2	0	18	0	0	0	0	1	0	2	38
5:00 AM	0	17	0	1	12	0	0	0	0	3	0	2	35
5:15 AM	0	28	3	1	26	0	0	0	0	4	0	3	65
5:30 AM	0	35	1	0	18	0	0	0	0	7	0	6	67
5:45 AM	0	27	2	0	23	0	0	0	0	4	0	2	58
6:00 AM	0	38	2	0	17	0	0	0	0	8	0	1	66
6:15 AM	0	54	3	1	32	0	0	0	0	9	0	2	101
6:30 AM	0	51	8	4	48	0	0	0	0	13	0	6	130
6:45 AM	0	48	13	5	75	0	0	0	0	19	0	9	169
7:00 AM	0	79	22	5	119	0	0	0	0	25	0	4	254
7:15 AM	0	97	35	7	92	0	0	0	0	23	0	9	263
7:30 AM	0	85	36	25	100	0	0	0	0	24	0	11	281
7:45 AM	0	64	45	27	115	0	0	0	0	37	0	22	310
8:00 AM	0	78	30	8	75	0	0	0	0	61	0	14	266
8:15 AM	0	70	17	4	58	0	0	0	0	12	0	7	168
8:30 AM	0	70	21	3	55	0	0	0	0	16	0	5	170
8:45 AM	0	62	9	5	76	0	0	0	0	12	0	4	168
9:00 AM	0	58	6	1	64	0	0	0	0	10	0	5	144
9:15 AM	0	53	7	6	54	0	0	0	0	8	0	4	132
9:30 AM	0	69	5	8	51	0	0	0	0	12	0	4	149
9:45 AM	0	73	9	2	50	0	0	0	0	10	0	2	146
10:00 AM	0	57	7	4	59	0	0	0	0	7	0	2	136
10:15 AM	0	69	12	3	77	0	0	0	0	12	0	6	179
10:30 AM	0	69	11	8	69	0	0	0	0	16	0	13	186
10:45 AM	0	59	12	4	53	0	0	0	0	8	0	4	140
11:00 AM	0	74	18	4	80	0	0	0	0	12	0	7	195
11:15 AM	0	61	20	5	65	0	0	0	0	10	0	6	167
11:30 AM	0	74	19	7	69	0	0	0	0	11	0	7	187
11:45 AM	0	68	23	5	60	0	0	0	0	11	0	9	176
12:00 PM	0	74	19	8	60	0	0	0	0	12	0	4	177
12:15 PM	0	58	13	6	64	0	0	0	0	13	0	4	158
12:30 PM	0	79	24	5	65	0	0	0	0	14	0	3	190
12:45 PM	0	68	18	4	82	0	0	0	0	13	0	6	191
1:00 PM	0	77	16	8	74	0	0	0	0	8	0	7	190
1:15 PM	0	64	11	5	70	0	0	0	0	8	0	4	162
1:30 PM	0	76	12	7	80	0	0	0	0	12	0	6	193
1:45 PM	0	77	11	6	85	0	0	0	0	20	0	8	207
2:00 PM	0	117	21	6	100	0	0	0	0	24	0	12	280
2:15 PM	0	123	26	15	75	0	0	0	0	17	0	6	262
2:30 PM	0	100	17	10	107	0	0	0	0	15	0	3	252
2:45 PM	0	103	26	14	105	0	0	0	0	19	0	16	283
3:00 PM	0	82	27	19	103	0	0	0	0	33	0	18	282
3:15 PM	0	128	33	9	99	0	0	0	0	50	0	26	345
3:30 PM	0	126	33	7	113	0	0	0	0	42	0	15	336
3:45 PM	0	137	21	9	120	0	0	0	0	27	0	15	329
4:00 PM	0	128	22	6	95	0	0	0	0	21	0	8	280
4:15 PM	0	118	30	8	104	0	0	0	0	24	0	10	294
4:30 PM	0	118	25	8	123	0	0	0	0	20	0	9	303
4:45 PM	0	112	20	14	102	0	0	0	0	21	0	5	274
5:00 PM	0	147	24	9	92	0	0	0	0	16	0	14	302
5:15 PM	0	127	24	9	109	0	0	0	0	17	0	10	296
5:30 PM	0	128	20	9	112	0	0	0	0	9	0	9	287
5:45 PM	0	103	15	8	104	0	0	0	0	17	0	4	251
6:00 PM	0	119	9	3	102	0	0	0	0	8	0	4	245
6:15 PM	0	91	21	3	95	0	0	0	0	27	0	7	244
6:30 PM	0	75	20	6	85	0	0	0	0	17	0	2	205
6:45 PM	0	75	16	7	80	0	0	0	0	8	0	8	194
7:00 PM	0	99	23	5	68	0	0	0	0	11	0	5	211
7:15 PM	0	79	18	7	66	0	0	0	0	11	0	4	185
7:30 PM	0	74	16	6	72	0	0	0	0	9	0	6	183
7:45 PM	0	71	11	3	76	0	0	0	0	8	0	5	174
8:00 PM	0	69	9	7	59	0	0	0	0	9	0	3	156
8:15 PM	0	61	10	5	57	0	0	0	0	9	0	8	150
8:30 PM	0	60	10	2	41	0	0	0	0	2	0	1	116
8:45 PM	0	41	9	4	44	0	0	0	0	3	0	2	103
9:00 PM	0	46	8	5	37	0	0	0	0	7	0	7	110
9:15 PM	0	44	11	4	45	0	0	0	0	3	0	4	111
9:30 PM	0	30	2	4	31	0	0	0	0	5	0	2	74
9:45 PM	0	40	8	2	37	0	0	0	0	4	0	4	95
10:00 PM	0	35	1	1	31	0	0	0	0	0	0	1	69
10:15 PM	0	28	6	2	37	0	0	0	0	4	0	1	78
10:30 PM	0	34	1	4	26	0	0	0	0	3	0	0	68
10:45 PM	0	25	4	1	21	0	0	0	0	2	0	3	56
11:00 PM	0	20	2	1	28	0	0	0	0	2	0	1	54
11:15 PM	0	14	3	0	14	0	0	0	0	0	0	0	31
11:30 PM	0	11	5	2	12	0	0	0	0	2	0	1	33
11:45 PM	0	13	0	1	14	0	0	0	0	1	0	1	30

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	5599	1143	460	5263	0	0	0	0	1051	0	499	14015
Approach %	0.00	83.05	16.95	8.04	91.96	0.00	###	###	###	67.81	0.00	32.19	
App/Depart	6742	/	6098	5723	/	6314	0	/	1603	1550	/	0	

AM Peak Hr Begins at: 300 PM

PEAK													
Volumes	0	473	114	44	435	0	0	0	0	152	0	74	1292
Approach %	0.00	80.58	19.42	9.19	90.81	0.00	###	###	###	67.26	0.00	32.74	

PEAK HR. FACTOR:				
	0.911		0.928	0.000
		0.743		0.936

CONTROL: 1-Way Stop (WB)

COMMENT 1:

GPS: 33.501733, -112.290135



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 107th Ave  
**E-W STREET:** Campbell Ave

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-003

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	2	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	1	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	2	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	2	0
9:15 AM	0	0	0	0
9:30 AM	0	0	1	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	2	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	1	0
12:15 PM	0	0	1	0
12:30 PM	0	0	1	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	1	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	2	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	1	0
3:30 PM	0	0	5	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	0	1	1	0
4:45 PM	0	1	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	2	0
5:45 PM	0	0	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	3	0
6:45 PM	0	0	0	0
7:00 PM	0	0	3	0
7:15 PM	0	0	0	0
7:30 PM	0	0	4	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	3	0
9:45 PM	0	0	3	0
10:00 PM	0	0	1	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	11			12:00	78	68		
00:15	14	13			12:15	62	70		
00:30	12	12			12:30	82	70		
00:45	12	51	8	44	12:45	74	296	86	294
01:00	8	4			13:00	84	82		
01:15	3	1			13:15	68	75		
01:30	8	6			13:30	82	87		
01:45	6	25	4	15	13:45	85	319	91	335
02:00	5	5			14:00	129	106		
02:15	5	10			14:15	129	90		
02:30	6	5			14:30	103	117		
02:45	6	22	4	24	14:45	119	480	119	432
03:00	11	8			15:00	100	122		
03:15	7	3			15:15	154	108		
03:30	10	8			15:30	141	120		
03:45	19	47	6	25	15:45	152	547	129	479
04:00	19	8			16:00	136	101		
04:15	10	16			16:15	128	112		
04:30	18	13			16:30	127	131		
04:45	17	64	18	55	16:45	117	508	116	460
05:00	19	13			17:00	161	101		
05:15	31	27			17:15	137	118		
05:30	41	18			17:30	137	121		
05:45	29	120	23	81	17:45	107	542	112	452
06:00	39	17			18:00	123	105		
06:15	56	33			18:15	98	98		
06:30	57	52			18:30	77	91		
06:45	57	209	80	182	18:45	83	381	87	381
07:00	83	124			19:00	104	73		
07:15	106	99			19:15	83	73		
07:30	96	125			19:30	80	78		
07:45	86	371	142	490	19:45	76	343	79	303
08:00	92	83			20:00	72	66		
08:15	77	62			20:15	69	62		
08:30	75	58			20:30	61	43		
08:45	66	310	81	284	20:45	43	245	48	219
09:00	63	65			21:00	53	42		
09:15	57	60			21:15	48	49		
09:30	73	59			21:30	32	35		
09:45	75	268	52	236	21:45	44	177	39	165
10:00	59	63			22:00	36	32		
10:15	75	80			22:15	29	39		
10:30	82	77			22:30	34	30		
10:45	63	279	57	277	22:45	28	127	22	123
11:00	81	84			23:00	21	29		
11:15	67	70			23:15	14	14		
11:30	81	76			23:30	12	14		
11:45	77	306	65	295	23:45	14	61	15	72

**Total Vol.** 2072 2008 **4080** 4026 3715

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6098	5723		

**AM**

**PM**

Split %	50.8%	49.2%	34.5%	52.0%	48.0%
<b>Peak Hour</b>	07:15	07:00	<b>07:00</b>	15:15	15:00
<b>Volume</b>	380	490	<b>861</b>	583	479
<b>P.H.F.</b>	0.90	0.86	<b>0.94</b>	0.95	0.93

i-003

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590

654

912

1026

968

994

762

646

464

342

250

133

**7741**

**Combined**

**11821**

**65.5%**

**15:15**

**1041**

**0.93**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	15	11			12:00	93	72		
00:15	13	10			12:15	71	77		
00:30	13	13			12:30	103	79		
00:45	11	52	7	41	12:45	86	353	95	323
01:00	7	3			13:00	93	82		
01:15	3	1			13:15	75	78		
01:30	8	6			13:30	88	92		
01:45	7	25	5	15	13:45	88	344	105	357
02:00	3	5			14:00	138	124		
02:15	4	9			14:15	149	92		
02:30	7	6			14:30	117	122		
02:45	7	21	3	23	14:45	129	533	124	462
03:00	11	10			15:00	109	136		
03:15	7	5			15:15	161	149		
03:30	10	9			15:30	159	155		
03:45	16	44	11	35	15:45	158	587	147	587
04:00	21	9			16:00	150	116		
04:15	8	16			16:15	148	128		
04:30	16	12			16:30	143	143		
04:45	17	62	19	56	16:45	132	573	123	510
05:00	17	15			17:00	171	108		
05:15	31	30			17:15	151	126		
05:30	36	25			17:30	148	121		
05:45	29	113	27	97	17:45	118	588	121	476
06:00	40	25			18:00	128	110		
06:15	57	41			18:15	112	122		
06:30	59	61			18:30	95	102		
06:45	61	217	94	221	18:45	91	426	88	422
07:00	101	144			19:00	122	79		
07:15	132	115			19:15	97	77		
07:30	121	124			19:30	90	81		
07:45	109	463	152	535	19:45	82	391	84	321
08:00	108	136			20:00	78	68		
08:15	87	70			20:15	71	66		
08:30	91	71			20:30	70	43		
08:45	71	357	88	365	20:45	50	269	47	224
09:00	64	74			21:00	54	44		
09:15	60	62			21:15	55	48		
09:30	74	63			21:30	32	36		
09:45	82	280	60	259	21:45	48	189	41	169
10:00	64	66			22:00	36	31		
10:15	81	89			22:15	34	41		
10:30	80	85			22:30	35	29		
10:45	71	296	61	301	22:45	29	134	23	124
11:00	92	92			23:00	22	30		
11:15	81	75			23:15	17	14		
11:30	93	80			23:30	16	14		
11:45	91	357	71	318	23:45	13	68	15	73

**Total Vol.** 2287 2266 **4553** 4455 4048

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6742	6314		

**AM**

**PM**

Split %	50.2%	49.8%	34.9%	52.4%	47.6%
<b>Peak Hour</b>	07:15	07:00	<b>07:00</b>	15:15	15:00
<b>Volume</b>	470	535	<b>998</b>	628	587
<b>P.H.F.</b>	0.89	0.88	<b>0.96</b>	0.98	0.95

i-003

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676

701

995

1174

1083

1064

848

712

493

358

258

141

**8503**

**Combined**

**13056**

**65.1%**

**15:15**

**1195**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 107th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			4	2	12:00			27	16		
00:15			4	2	12:15			19	17		
00:30			1	1	12:30			29	17		
00:45			2	11	2	7	18	22	97	19	69
01:00			1	1	13:00			24	15		
01:15			0	0	13:15			16	12		
01:30			1	1	13:30			19	18		
01:45			1	3	1	3	6	17	76	28	73
02:00			0	2	14:00			27	36		
02:15			1	1	14:15			41	23		
02:30			1	1	14:30			27	18		
02:45			3	5	1	5	10	40	135	35	112
03:00			0	2	15:00			46	51		
03:15			0	2	15:15			42	76		
03:30			2	3	15:30			40	57		
03:45			1	3	9	16	19	30	158	42	226
04:00			4	3	16:00			28	29		
04:15			0	2	16:15			38	34		
04:30			1	2	16:30			33	29		
04:45			2	7	3	10	17	34	133	26	118
05:00			1	5	17:00			33	30		
05:15			4	7	17:15			33	27		
05:30			1	13	17:30			29	18		
05:45			2	8	6	31	39	23	118	21	96
06:00			2	9	18:00			12	12		
06:15			4	11	18:15			24	34		
06:30			12	19	18:30			26	19		
06:45			18	36	28	67	103	23	85	16	81
07:00			27	29	19:00			28	16		
07:15			42	32	19:15			25	15		
07:30			61	35	19:30			22	15		
07:45			72	202	59	155	357	14	89	13	59
08:00			38	75	20:00			16	12		
08:15			21	19	20:15			15	17		
08:30			24	21	20:30			12	3		
08:45			14	97	16	131	228	13	56	5	37
09:00			7	15	21:00			13	14		
09:15			13	12	21:15			15	7		
09:30			13	16	21:30			6	7		
09:45			11	44	12	55	99	10	44	8	36
10:00			11	9	22:00			2	1		
10:15			15	18	22:15			8	5		
10:30			19	29	22:30			5	3		
10:45			16	61	12	68	129	5	20	5	14
11:00			22	19	23:00			3	3		
11:15			25	16	23:15			3	0		
11:30			26	18	23:30			7	3		
11:45			28	101	20	73	174	1	14	2	8

**Total Vol.** 578 621 **1199** 1025 929

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
		1603	1550

**AM**

**PM**

Split %	48.2%	51.8%	<b>38.0%</b>	52.5%	47.5%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	15:00
<b>Volume</b>	213	201	<b>414</b>	168	226
<b>P.H.F.</b>	0.74	0.67	<b>0.79</b>	0.91	0.74

i-003

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166

149

247

384

251

214

166

148

93

80

34

22

**1954**

**Combined**

**3153**

**62.0%**

**14:45**

**387**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	15	11	0	2	12:00	93	68	0	16									
00:15	13	13	0	2	12:15	71	70	0	17									
00:30	13	12	0	1	12:30	103	70	0	17									
00:45	11	52	8	44	0	0	2	7	103	12:45	86	353	86	294	0	0	19	69
01:00	7	4	0	1	13:00	93	82	0	15									
01:15	3	1	0	0	13:15	75	75	0	12									
01:30	8	6	0	1	13:30	88	87	0	18									
01:45	7	25	4	15	0	0	1	3	43	13:45	88	344	91	335	0	0	28	73
02:00	3	5	0	2	14:00	138	106	0	36									
02:15	4	10	0	1	14:15	149	90	0	23									
02:30	7	5	0	1	14:30	117	117	0	18									
02:45	7	21	4	24	0	0	1	5	50	14:45	129	533	119	432	0	0	35	112
03:00	11	8	0	2	15:00	109	122	0	51									
03:15	7	3	0	2	15:15	161	108	0	76									
03:30	10	8	0	3	15:30	159	120	0	57									
03:45	16	44	6	25	0	0	9	16	85	15:45	158	587	129	479	0	0	42	226
04:00	21	8	0	3	16:00	150	101	0	29									
04:15	8	16	0	2	16:15	148	112	0	34									
04:30	16	13	0	2	16:30	143	131	0	29									
04:45	17	62	18	55	0	0	3	10	127	16:45	132	573	116	460	0	0	26	118
05:00	17	13	0	5	17:00	171	101	0	30									
05:15	31	27	0	7	17:15	151	118	0	27									
05:30	36	18	0	13	17:30	148	121	0	18									
05:45	29	113	23	81	0	0	6	31	225	17:45	118	588	112	452	0	0	21	96
06:00	40	17	0	9	18:00	128	105	0	12									
06:15	57	33	0	11	18:15	112	98	0	34									
06:30	59	52	0	19	18:30	95	91	0	19									
06:45	61	217	80	182	0	0	28	67	466	18:45	91	426	87	381	0	0	16	81
07:00	101	124	0	29	19:00	122	73	0	16									
07:15	132	99	0	32	19:15	97	73	0	15									
07:30	121	125	0	35	19:30	90	78	0	15									
07:45	109	463	142	490	0	0	59	155	1108	19:45	82	391	79	303	0	0	13	59
08:00	108	83	0	75	20:00	78	66	0	12									
08:15	87	62	0	19	20:15	71	62	0	17									
08:30	91	58	0	21	20:30	70	43	0	3									
08:45	71	357	81	284	0	0	16	131	772	20:45	50	269	48	219	0	0	5	37
09:00	64	65	0	15	21:00	54	42	0	14									
09:15	60	60	0	12	21:15	55	49	0	7									
09:30	74	59	0	16	21:30	32	35	0	7									
09:45	82	280	52	236	0	0	12	55	571	21:45	48	189	39	165	0	0	8	36
10:00	64	63	0	9	22:00	36	32	0	1									
10:15	81	80	0	18	22:15	34	39	0	5									
10:30	80	77	0	29	22:30	35	30	0	3									
10:45	71	296	57	277	0	0	12	68	641	22:45	29	134	22	123	0	0	5	14
11:00	92	84	0	19	23:00	22	29	0	3									
11:15	81	70	0	16	23:15	17	14	0	0									
11:30	93	76	0	18	23:30	16	14	0	3									
11:45	91	357	65	295	0	0	20	73	725	23:45	13	68	15	72	0	0	2	8

**Total Vol.** 2287 2008 621 **4916** 4455 3715 929

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6742	5723		1550

**AM**

**PM**

Split %	46.5%	40.8%	12.6%	<b>35.1%</b>	49.0%	40.8%	10.2%
<b>Peak Hour</b>	07:15	07:00	07:15	<b>07:15</b>	15:15	15:00	15:00
<b>Volume</b>	470	490	201	<b>1120</b>	628	479	226
<b>P.H.F.</b>	0.89	0.86	0.67	<b>0.90</b>	0.98	0.93	0.74



i-003

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716

752

1077

1292

1151

1136

888

753

525

390

271

148

**9099**

**Combined**

**14015**

**64.9%**

**15:00**

**1292**

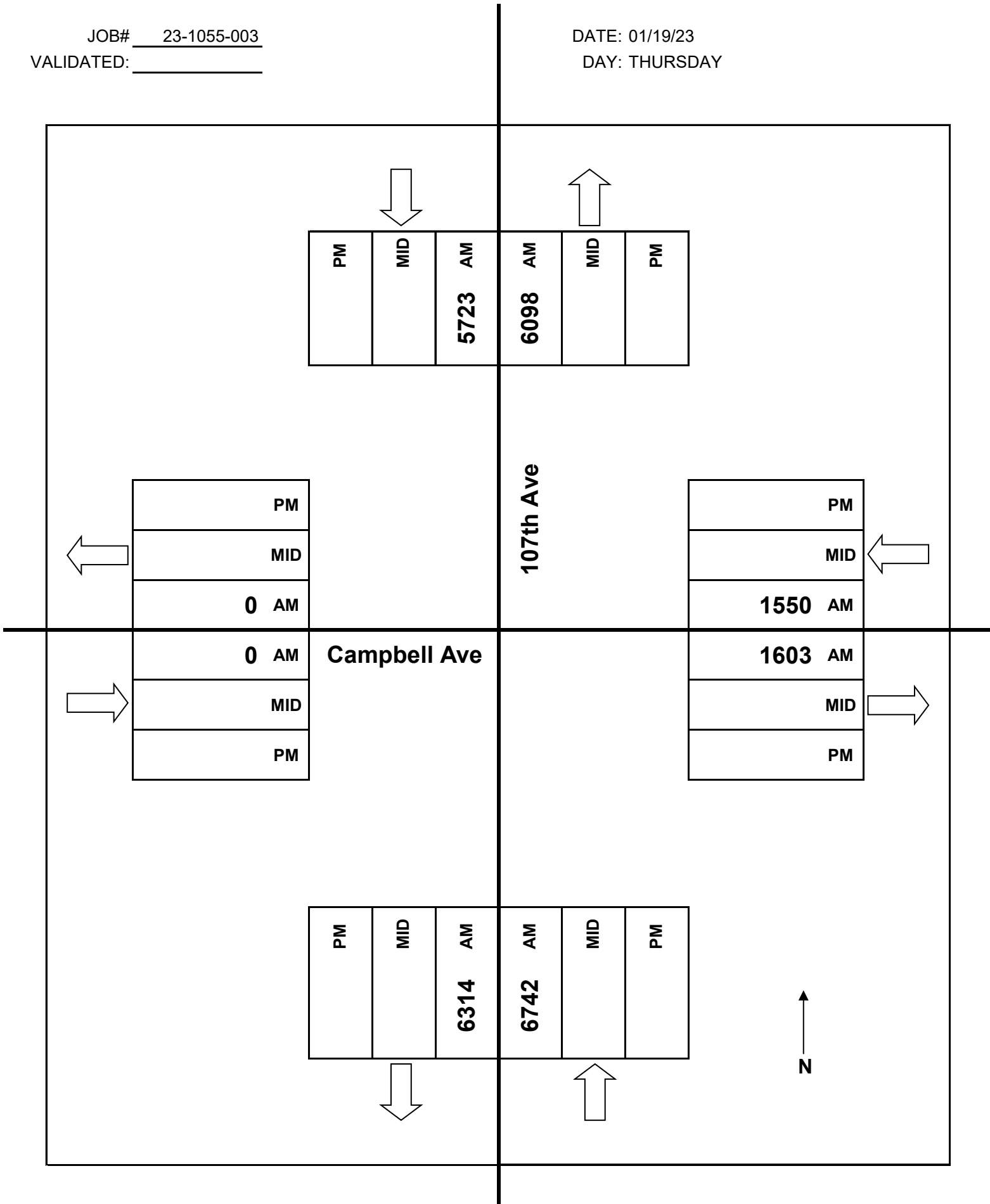
**0.94**

JOB# 23-1055-003

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

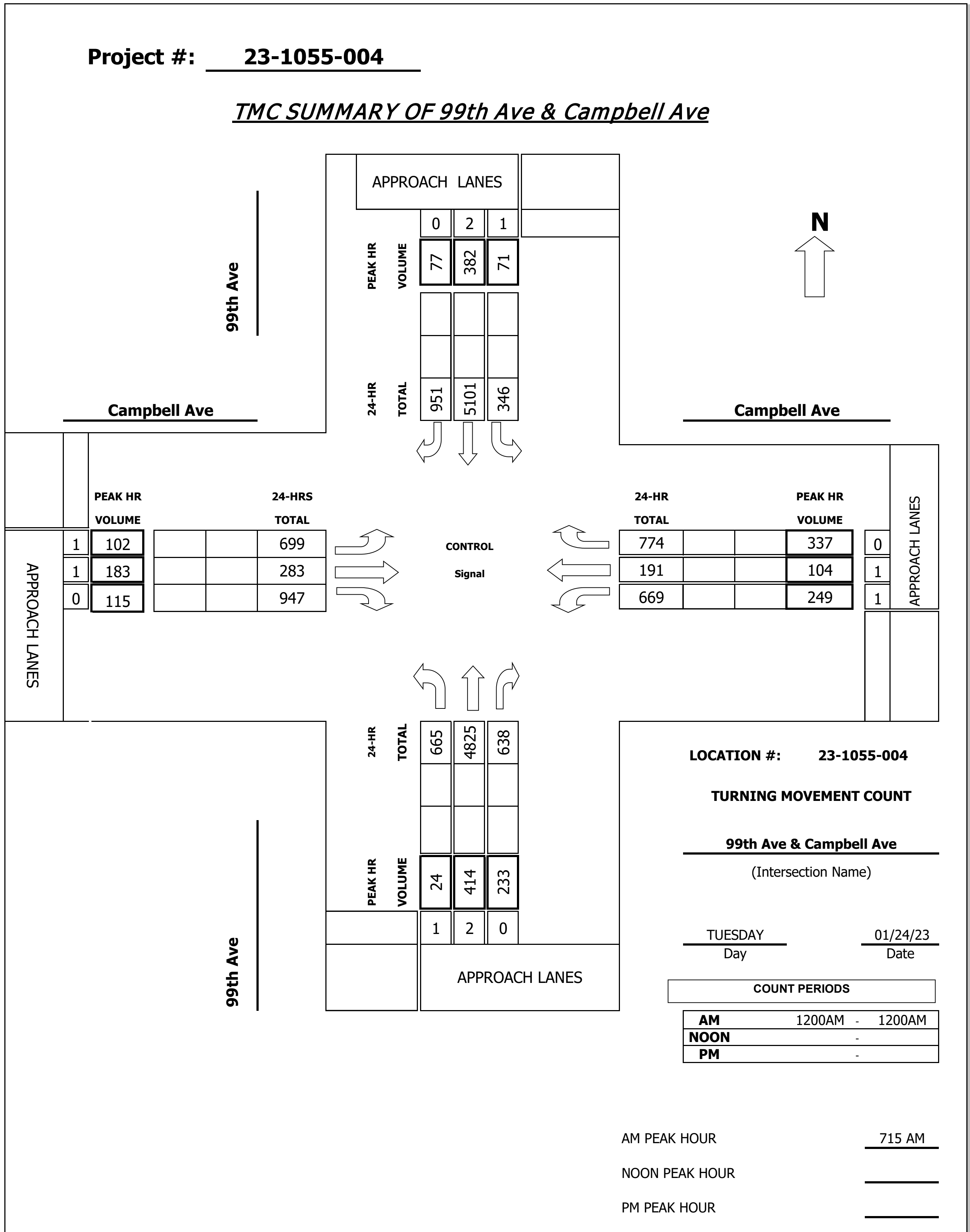


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-004

**TMC SUMMARY OF 99th Ave & Campbell Ave**



**Intersection Turning Movement  
Prepared by:**



N-S STREET: 99th Ave      DATE: 01/24/23      LOCATION: Phoenix  
E-W STREET: Campbell Ave      DAY: TUESDAY      PROJECT# 23-1055-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
12:00 AM	1	12	0	0	15	4	4	0	0	0	0	0	36
12:15 AM	5	10	1	0	6	6	2	0	3	0	0	0	33
12:30 AM	2	9	0	0	10	0	0	0	0	0	0	0	21
12:45 AM	2	10	0	0	6	0	1	0	1	0	0	0	20
1:00 AM	3	4	0	0	8	1	0	0	0	0	0	0	16
1:15 AM	1	2	0	0	6	1	1	0	2	0	0	0	13
1:30 AM	2	9	0	1	4	3	0	0	1	0	0	0	20
1:45 AM	0	4	0	0	1	1	1	0	1	1	0	0	9
2:00 AM	2	4	0	0	10	2	0	0	0	0	0	0	18
2:15 AM	1	10	0	0	3	1	0	0	0	0	0	0	15
2:30 AM	1	1	0	0	4	0	0	0	3	0	0	0	9
2:45 AM	5	1	0	0	9	4	0	0	6	0	0	1	26
3:00 AM	0	1	0	0	2	1	1	0	6	0	0	0	11
3:15 AM	0	2	0	0	5	1	0	0	4	0	0	0	12
3:30 AM	0	7	0	1	4	0	2	0	3	0	0	1	18
3:45 AM	2	6	0	0	6	0	1	0	4	0	0	0	19
4:00 AM	2	6	0	0	8	1	7	0	5	0	0	0	29
4:15 AM	1	8	0	0	9	0	3	0	5	0	0	0	26
4:30 AM	0	8	0	0	14	0	3	0	6	0	0	0	31
4:45 AM	0	11	0	1	21	0	0	0	9	0	0	0	42
5:00 AM	3	10	1	1	17	1	1	0	9	1	0	1	45
5:15 AM	2	16	0	0	22	2	3	0	15	0	0	0	60
5:30 AM	2	28	1	1	28	1	4	0	14	1	0	0	80
5:45 AM	2	33	1	1	34	2	9	0	18	1	0	0	101
6:00 AM	1	24	3	3	39	4	11	0	20	0	0	0	105
6:15 AM	3	39	16	6	47	3	2	1	20	2	0	2	141
6:30 AM	3	57	16	13	55	1	11	0	21	5	0	1	183
6:45 AM	4	56	10	8	104	5	11	1	17	3	0	1	220
7:00 AM	3	59	21	12	68	6	23	5	19	11	9	10	246
7:15 AM	5	97	32	26	76	12	18	7	20	23	2	23	341
7:30 AM	4	109	97	20	94	20	32	55	29	79	35	77	651
7:45 AM	8	151	90	19	98	28	35	114	31	59	42	130	805
8:00 AM	7	57	14	6	114	17	17	7	35	88	25	107	494
8:15 AM	1	59	4	4	58	8	6	4	13	13	1	8	179
8:30 AM	8	69	3	0	53	10	16	0	9	4	1	5	178
8:45 AM	6	55	4	1	74	6	10	1	12	1	0	6	176
9:00 AM	8	43	3	4	37	3	15	0	5	7	2	2	129
9:15 AM	4	59	2	0	54	3	6	1	14	5	0	1	149
9:30 AM	1	48	1	0	66	6	4	0	10	1	1	1	139
9:45 AM	4	58	1	1	52	9	12	1	12	5	2	3	160
10:00 AM	3	59	1	0	54	7	9	0	13	3	1	1	151
10:15 AM	5	72	4	1	56	8	6	1	15	4	1	1	174
10:30 AM	11	64	1	1	57	14	8	0	4	5	0	2	167
10:45 AM	8	70	7	2	51	7	12	0	15	2	1	8	183
11:00 AM	3	65	4	2	65	13	7	1	10	23	6	24	223
11:15 AM	10	67	6	1	73	12	10	1	11	12	4	8	215
11:30 AM	9	82	11	9	70	14	10	3	4	21	6	16	255
11:45 AM	4	76	0	1	89	11	8	1	11	10	0	5	216
12:00 PM	8	80	1	1	87	4	12	0	7	2	0	2	204
12:15 PM	7	61	3	3	83	14	7	0	7	2	0	6	193
12:30 PM	12	77	0	1	67	17	7	0	12	2	0	1	196
12:45 PM	11	53	2	1	86	10	5	0	19	3	0	3	193
1:00 PM	5	83	2	3	82	9	7	0	12	4	1	0	208
1:15 PM	9	83	1	3	81	4	8	0	8	1	0	1	199
1:30 PM	9	60	3	1	78	19	9	0	13	1	1	0	194
1:45 PM	13	78	2	4	65	19	8	2	14	3	0	4	212
2:00 PM	13	81	11	8	86	12	8	4	10	2	0	1	236
2:15 PM	21	88	21	9	94	15	9	8	11	4	0	4	284
2:30 PM	8	115	39	26	97	16	12	7	15	7	0	10	352
2:45 PM	13	136	54	42	118	30	25	19	8	36	7	35	523
3:00 PM	15	118	48	38	117	22	20	19	10	49	14	63	533
3:15 PM	25	141	28	15	148	35	19	13	32	62	12	74	604
3:30 PM	24	115	10	2	110	40	13	2	20	43	6	48	433
3:45 PM	12	95	5	3	99	15	9	1	13	7	2	20	281
4:00 PM	13	81	7	8	123	23	4	1	14	14	4	17	309
4:15 PM	14	82	9	7	94	27	16	0	19	5	3	13	289
4:30 PM	21	91	7	4	102	24	7	0	11	6	0	10	283
4:45 PM	13	83	6	11	109	22	6	0	12	2	0	3	267
5:00 PM	13	91	12	2	97	26	5	0	18	10	1	3	278
5:15 PM	10	76	5	5	112	23	13	2	12	8	1	7	274
5:30 PM	16	74	4	2	109	21	18	1	9	4	0	2	260
5:45 PM	17	70	0	0	81	19	7	0	11	0	0	0	205
6:00 PM	18	80	0	0	79	22	9	0	13	0	0	1	222
6:15 PM	9	78	0	0	75	20	8	0	9	0	0	0	199
6:30 PM	20	80	0	0	70	18	4	0	11	1	0	0	204
6:45 PM	12	57	0	0	64	13	8	0	9	0	0	0	163
7:00 PM	14	53	0	0	63	21	5	0	14	0	0	0	170
7:15 PM	8	64	0	0	56	16	7	0	5	0	0	0	156
7:30 PM	5	43	0	0	50	8	4	0	9	0	0	0	119
7:45 PM	5	38	0	0	37	12	7	0	8	0	0	0	107
8:00 PM	9	51	0	0	50	10	3	0	10	0	0	0	133
8:15 PM	12	48	0	0	49	11	8	0	10	0	0	0	138
8:30 PM	5	43	0	0	38	8	5	0	6	1	0	0	106
8:45 PM	6	45	1	0	34	7	5	0	8	0	0	0	106
9:00 PM	9	24	0	0	34	10	5	0	5	0	0	0	87
9:15 PM	8	20	1	0	27	9	3	0	3	0	0	0	71
9:30 PM	5	28	0	1	30	9	5	0	0	0	0	0	78
9:45 PM	6	26	0	0	23	5	2	0	4	0	0	0	66
10:00 PM	10	20	0	0	26	5	5	0	3	0	0	0	69
10:15 PM	7	26	0	0	17	4	0	0	4	0	0	1	59
10:30 PM	3	14	0	0	22	5	2	0	1	0	0	0	47
10:45 PM	1	17	0	0	19	6	3	0	6	0	0	0	52
11:00 PM	4	11	0	0	22	3	1	0	2	0	0	0	43
11:15 PM	1	12	0	0	15	1	2	0	1	0	0	0	32
11:30 PM	3	21	1	0	9	3	1	0	4	0	0	0	42
11:45 PM	1	7	0	0	11	0	1	0	0	0	0	0	20

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	665	4825	638	346	5101	951	699	283	947	669	191	774	16089
Approach %	10.85	78.74	10.41	5.41	79.73	14.86	36.24	14.67	49.09	40.94	11.69	47.37	
App/Depart	6128	/	6298	6398	/	6717	1929	/	1267	1634	/	1807	

AM Peak Hr Begins at: 715 AM

PEAK													TOTAL
Volumes	24	414	233	71	382	77	102	183	115	249	104	337	2291
Approach %	3.58	61.70	34.72	13.40	72.08	14.53	25.50	45.75	28.75	36.09	15.07	48.84	

PEAK HR. FACTOR:	0.674	0.914	0.556	0.747	0.711
CONTROL:	Signal				

COMMENT 1:  
GPS: 33.501202, -112.272478



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 99th Ave  
**E-W STREET:** Campbell Ave

**Date:** 01/24/23  
**Day:** TUESDAY

**City:** Phoenix  
**Project #:** 23-1055-004

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	1	0	1
7:00 AM	1	0	1	1
7:15 AM	6	0	0	2
7:30 AM	18	0	0	9
7:45 AM	11	0	0	7
8:00 AM	5	0	0	1
8:15 AM	0	0	0	0
8:30 AM	1	0	0	0
8:45 AM	0	0	0	0
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	1	0	2	0
9:45 AM	0	0	0	0
10:00 AM	1	0	0	0
10:15 AM	1	0	2	1
10:30 AM	0	0	0	1
10:45 AM	0	0	0	0
11:00 AM	3	0	2	1
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	1
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	0	1
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	1
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	6	0	0	2
3:00 PM	8	0	0	0
3:15 PM	162	0	0	34
3:30 PM	6	0	2	0
3:45 PM	0	0	7	0
4:00 PM	1	0	0	0
4:15 PM	1	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	2
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	1	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	2
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	2	0	0	2
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	1	1	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>238</b>	<b>3</b>	<b>18</b>	<b>70</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	16	19			12:00	94	92		
00:15	12	12			12:15	74	100		
00:30	9	10			12:30	85	85		
00:45	11	48	6	47	12:45	61	314	97	374
01:00	4	9			13:00	90	94		
01:15	3	7			13:15	92	88		
01:30	9	8			13:30	69	98		
01:45	5	21	2	26	13:45	90	341	88	368
02:00	4	12			14:00	90	106		
02:15	10	4			14:15	101	118		
02:30	1	4			14:30	137	139		
02:45	2	17	13	33	14:45	196	524	190	553
03:00	2	3			15:00	201	177		
03:15	2	6			15:15	234	198		
03:30	10	5			15:30	176	152		
03:45	7	21	6	20	15:45	124	735	117	644
04:00	13	9			16:00	102	154		
04:15	11	9			16:15	111	128		
04:30	11	14			16:30	108	130		
04:45	11	46	22	54	16:45	92	413	142	554
05:00	12	19			17:00	99	125		
05:15	19	24			17:15	96	140		
05:30	32	30			17:30	94	132		
05:45	42	105	37	110	17:45	77	366	100	497
06:00	35	46			18:00	90	101		
06:15	43	56			18:15	86	95		
06:30	69	69			18:30	84	88		
06:45	68	215	117	288	18:45	65	325	77	361
07:00	92	86			19:00	58	84		
07:15	138	114			19:15	71	72		
07:30	218	134			19:30	47	58		
07:45	316	764	145	479	19:45	45	221	49	263
08:00	181	137			20:00	54	60		
08:15	73	70			20:15	56	60		
08:30	90	63			20:30	48	46		
08:45	71	415	81	351	20:45	50	208	41	207
09:00	60	44			21:00	29	44		
09:15	66	57			21:15	23	36		
09:30	53	72			21:30	33	40		
09:45	73	252	62	235	21:45	28	113	28	148
10:00	69	61			22:00	25	31		
10:15	79	65			22:15	27	21		
10:30	74	72			22:30	16	27		
10:45	90	312	60	258	22:45	20	88	25	104
11:00	96	80			23:00	12	25		
11:15	85	86			23:15	14	16		
11:30	108	93			23:30	22	12		
11:45	89	378	101	360	23:45	8	56	11	64

**Total Vol.** 2594 2261 **4855** 3704 4137

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6298	6398		

**AM**

**PM**

Split %	53.4%	46.6%	38.2%	47.2%	52.8%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	14:45
<b>Volume</b>	853	530	<b>1383</b>	807	717
<b>P.H.F.</b>	0.67	0.91	<b>0.75</b>	0.86	0.91

i-004

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688

709

1077

1379

967

863

686

484

415

261

192

120

**7841**

**Combined**

**12696**

**61.8%**

**14:45**

**1524**

**0.88**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	15			12:00	89	96		
00:15	16	9			12:15	71	92		
00:30	11	10			12:30	89	81		
00:45	12	52	7	41	12:45	66	315	108	377
01:00	7	8			13:00	90	98		
01:15	3	8			13:15	93	90		
01:30	11	5			13:30	72	92		
01:45	4	25	3	24	13:45	93	348	82	362
02:00	6	10			14:00	105	98		
02:15	11	3			14:15	130	109		
02:30	2	7			14:30	162	119		
02:45	6	25	15	35	14:45	203	600	162	488
03:00	1	8			15:00	181	176		
03:15	2	9			15:15	194	242		
03:30	7	7			15:30	149	173		
03:45	8	18	10	34	15:45	112	636	119	710
04:00	8	13			16:00	101	151		
04:15	9	14			16:15	105	118		
04:30	8	20			16:30	119	119		
04:45	11	36	30	77	16:45	102	427	123	511
05:00	14	27			17:00	116	125		
05:15	18	37			17:15	91	132		
05:30	31	43			17:30	94	122		
05:45	36	99	53	160	17:45	87	388	92	471
06:00	28	59			18:00	98	92		
06:15	58	69			18:15	87	84		
06:30	76	81			18:30	100	82		
06:45	70	232	124	333	18:45	69	354	73	331
07:00	83	98			19:00	67	77		
07:15	134	119			19:15	72	61		
07:30	210	202			19:30	48	59		
07:45	249	676	188	607	19:45	43	230	45	242
08:00	78	237			20:00	60	60		
08:15	64	84			20:15	60	59		
08:30	80	66			20:30	48	45		
08:45	65	287	87	474	20:45	52	220	42	206
09:00	54	49			21:00	33	39		
09:15	65	73			21:15	29	30		
09:30	50	77			21:30	33	30		
09:45	63	232	69	268	21:45	32	127	27	126
10:00	63	70			22:00	30	29		
10:15	81	75			22:15	33	21		
10:30	76	66			22:30	17	23		
10:45	85	305	68	279	22:45	18	98	25	98
11:00	72	98			23:00	15	24		
11:15	83	96			23:15	13	16		
11:30	102	95			23:30	25	13		
11:45	80	337	110	399	23:45	8	61	11	64

**Total Vol.** 2324 2731 **5055** 3804 3986

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6128	6717		

**AM**

**PM**

Split %	46.0%	54.0%	39.4%	48.8%	51.2%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	14:30	14:45
<b>Volume</b>	676	746	<b>1417</b>	740	753
<b>P.H.F.</b>	0.68	0.79	<b>0.81</b>	0.91	0.78

i-004

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692

710

1088

1346

938

859

685

472

426

253

196

125

**7790**

**Combined**

**12845**

**60.6%**

**14:45**

**1480**

**0.85**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 99th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			0	0	12:00			2	4		
00:15			1	0	12:15			6	8		
00:30			0	0	12:30			1	3		
00:45			0	1	0	0	1	3	12	6	21
01:00			0	0	13:00			5	5		
01:15			0	0	13:15			4	2		
01:30			1	0	13:30			4	2		
01:45			0	1	1	1	2	8	21	7	16
02:00			0	0	14:00			23	3		
02:15			0	0	14:15			38	8		
02:30			0	0	14:30			72	17		
02:45			0	0	1	1	1	115	248	78	106
03:00			0	0	15:00			105	126		
03:15			0	0	15:15			56	148		
03:30			1	1	15:30			14	97		
03:45			0	1	0	1	2	9	184	29	400
04:00			0	0	16:00			16	35		
04:15			0	0	16:15			16	21		
04:30			0	0	16:30			11	16		
04:45			1	1	0	0	1	17	60	5	77
05:00			2	2	17:00			14	14		
05:15			0	0	17:15			12	16		
05:30			2	1	17:30			7	6		
05:45			2	6	1	4	10	0	33	0	36
06:00			6	0	18:00			0	1		
06:15			23	4	18:15			0	0		
06:30			29	6	18:30			0	1		
06:45			19	77	4	14	91	0	0	0	2
07:00			38	30	19:00			0	0		
07:15			65	48	19:15			0	0		
07:30			172	191	19:30			0	0		
07:45			223	498	231	500	998	0	0	0	0
08:00			27	220	20:00			0	0		
08:15			12	22	20:15			0	0		
08:30			3	10	20:30			0	1		
08:45			6	48	7	259	307	1	1	0	1
09:00			7	11	21:00			0	0		
09:15			3	6	21:15			1	0		
09:30			1	3	21:30			1	0		
09:45			3	14	10	30	44	0	2	0	0
10:00			1	5	22:00			0	0		
10:15			6	6	22:15			0	1		
10:30			2	7	22:30			0	0		
10:45			9	18	11	29	47	0	0	0	1
11:00			7	53	23:00			0	0		
11:15			8	24	23:15			0	0		
11:30			23	43	23:30			1	0		
11:45			2	40	15	135	175	0	1	0	0

**Total Vol.** 705 974 **1679** 562 660

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
		1267	1634

**AM**

**PM**

Split %	42.0%	58.0%	<b>57.9%</b>	46.0%	54.0%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	14:30	14:45
<b>Volume</b>	498	690	<b>1177</b>	348	449
<b>P.H.F.</b>	0.56	0.75	<b>0.65</b>	0.76	0.76



i-004

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33

37

354

584

137

69

2

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2

2

1

1

**1222**

**Combined**

**2901**

**42.1%**

**14:45**

**739**

**0.80**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave west of 99th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			4	5	12:00			19	12		
00:15			5	11	12:15			14	21		
00:30			0	2	12:30			19	29		
00:45			2	11	2	20	31	24	76	21	83
01:00			0	4	13:00			19	15		
01:15			3	2	13:15			16	13		
01:30			1	5	13:30			22	29		
01:45			2	6	1	12	18	24	81	32	89
02:00			0	4	14:00			22	25		
02:15			0	2	14:15			28	36		
02:30			3	1	14:30			34	24		
02:45			6	9	9	16	25	52	136	50	135
03:00			7	1	15:00			49	51		
03:15			4	1	15:15			64	72		
03:30			5	0	15:30			35	70		
03:45			5	21	2	4	25	23	171	29	222
04:00			12	3	16:00			19	40		
04:15			8	1	16:15			35	44		
04:30			9	0	16:30			18	45		
04:45			9	38	0	4	42	18	90	35	164
05:00			10	4	17:00			23	40		
05:15			18	4	17:15			27	34		
05:30			18	3	17:30			28	37		
05:45			27	73	4	15	88	18	96	36	147
06:00			31	5	18:00			22	40		
06:15			23	6	18:15			17	29		
06:30			32	4	18:30			15	38		
06:45			29	115	9	24	139	17	71	25	132
07:00			47	18	19:00			19	35		
07:15			45	19	19:15			12	24		
07:30			116	59	19:30			13	13		
07:45			180	388	78	174	562	15	59	17	89
08:00			59	49	20:00			13	19		
08:15			23	10	20:15			18	23		
08:30			25	19	20:30			11	13		
08:45			23	130	12	90	220	13	55	13	68
09:00			20	13	21:00			10	19		
09:15			21	7	21:15			6	17		
09:30			14	8	21:30			5	14		
09:45			25	80	15	43	123	6	27	11	61
10:00			22	11	22:00			8	15		
10:15			22	14	22:15			4	11		
10:30			12	25	22:30			3	8		
10:45			27	83	16	66	149	9	24	7	41
11:00			18	22	23:00			3	7		
11:15			22	26	23:15			3	2		
11:30			17	29	23:30			5	6		
11:45			20	77	15	92	169	1	12	1	16

**Total Vol.** 1031 560 **1591** 898 1247

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
		1929	1807

**AM**

**PM**

Split %	64.8%	35.2%	<b>42.6%</b>	41.9%	58.1%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	14:45
<b>Volume</b>	400	205	<b>605</b>	200	243
<b>P.H.F.</b>	0.56	0.66	<b>0.59</b>	0.78	0.84

i-004

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159

170

271

393

254

243

203

148

123

88

65

28

**2145**

**Combined**

**3736**

**57.4%**

**14:45**

**443**

**0.81**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	19	4	0	12:00	89	92	19	4
00:15	16	12	5	0	12:15	71	100	14	8
00:30	11	10	0	0	12:30	89	85	19	3
00:45	12	52	6	47	12:45	66	315	97	374
			2	11				24	76
			0	0				6	21
01:00	7	9	0	0	13:00	90	94	19	5
01:15	3	7	3	0	13:15	93	88	16	2
01:30	11	8	1	0	13:30	72	98	22	2
01:45	4	25	2	26	13:45	93	348	88	368
			2	6				24	81
			1	1				7	16
			0	0				0	0
02:00	6	12	0	0	14:00	105	106	22	3
02:15	11	4	0	0	14:15	130	118	28	8
02:30	2	4	3	0	14:30	162	139	34	17
02:45	6	25	13	33	14:45	203	600	190	553
			6	9				52	136
			1	1				78	106
			0	0				0	0
03:00	1	3	7	0	15:00	181	177	49	126
03:15	2	6	4	0	15:15	194	198	64	148
03:30	7	5	5	1	15:30	149	152	35	97
03:45	8	18	6	20	15:45	112	636	117	644
			5	21				23	171
			0	1				29	400
			0	0				0	0
04:00	8	9	12	0	16:00	101	154	19	35
04:15	9	9	8	0	16:15	105	128	35	21
04:30	8	14	9	0	16:30	119	130	18	16
04:45	11	36	22	54	16:45	102	427	142	554
			9	38				18	90
			0	0				5	77
			0	0				0	0
05:00	14	19	10	2	17:00	116	125	23	14
05:15	18	24	18	0	17:15	91	140	27	16
05:30	31	30	18	1	17:30	94	132	28	6
05:45	36	99	37	110	17:45	87	388	100	497
			27	73				18	96
			1	4				0	36
			0	0				0	0
06:00	28	46	31	0	18:00	98	101	22	1
06:15	58	56	23	4	18:15	87	95	17	0
06:30	76	69	32	6	18:30	100	88	15	1
06:45	70	232	117	288	18:45	69	354	77	361
			29	115				17	71
			4	14				0	2
			0	0				0	0
07:00	83	86	47	30	19:00	67	84	19	0
07:15	134	114	45	48	19:15	72	72	12	0
07:30	210	134	116	191	19:30	48	58	13	0
07:45	249	676	145	479	19:45	43	230	49	263
			180	388				15	59
			231	500				0	0
			2043					0	0
			0	0				0	0
08:00	78	137	59	220	20:00	60	60	13	0
08:15	64	70	23	22	20:15	60	60	18	0
08:30	80	63	25	10	20:30	48	46	11	1
08:45	65	287	81	351	20:45	52	220	41	207
			23	130				13	55
			7	259				0	1
			1027					0	0
			0	0				0	0
09:00	54	44	20	11	21:00	33	44	10	0
09:15	65	57	21	6	21:15	29	36	6	0
09:30	50	72	14	3	21:30	33	40	5	0
09:45	63	232	62	235	21:45	32	127	28	148
			25	80				6	27
			10	30				0	0
			577					0	0
			0	0				0	0
10:00	63	61	22	5	22:00	30	31	8	0
10:15	81	65	22	6	22:15	33	21	4	1
10:30	76	72	12	7	22:30	17	27	3	0
10:45	85	305	60	258	22:45	18	98	25	104
			27	83				9	24
			11	29				0	1
			675					0	0
			0	0				0	0
11:00	72	80	18	53	23:00	15	25	3	0
11:15	83	86	22	24	23:15	13	16	3	0
11:30	102	93	17	43	23:30	25	12	5	0
11:45	80	337	101	360	23:45	8	61	11	64
			20	77				1	12
			15	135				0	0
			909					0	0

**Total Vol.** 2324 2261 1031 974 **6590** 3804 4137 898 660

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6128	6398	1929	1634

**AM**

**PM**

Split %	35.3%	34.3%	15.6%	14.8%	<b>41.0%</b>	40.0%	43.6%	9.5%	6.9%
<b>Peak Hour</b>	07:00	07:15	07:15	07:15	<b>07:15</b>	14:30	14:45	14:45	14:45
<b>Volume</b>	676	530	400	690	<b>2291</b>	740	717	200	449
<b>P.H.F.</b>	0.68	0.91	0.56	0.75	<b>0.71</b>	0.91	0.91	0.78	0.76

i-004

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786

813

1395

1851

1148

1017

788

552

483

302

227

137

**9499**

**Combined**

**16089**

**59.0%**

**14:45**

**2093**

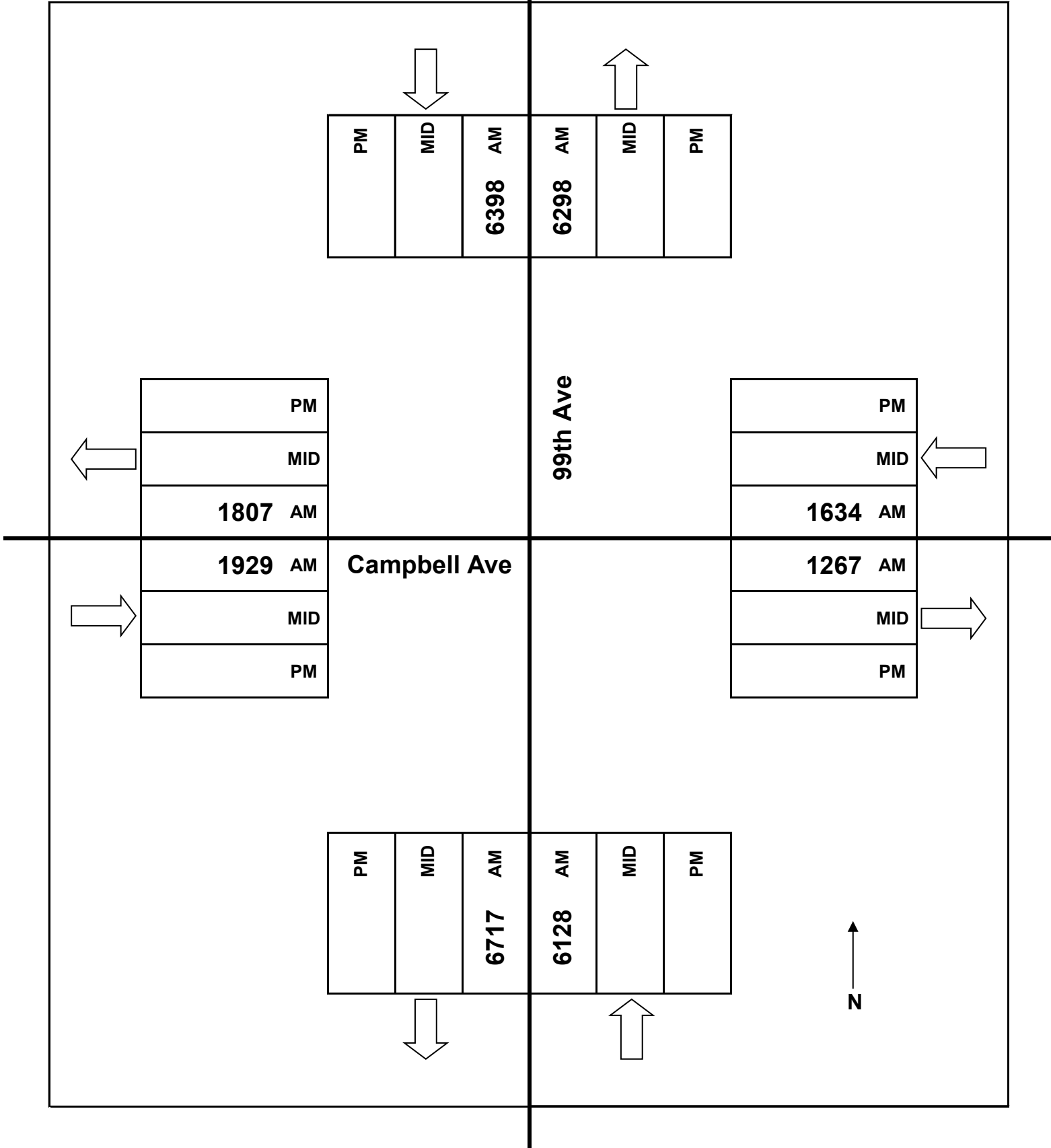
**0.87**

JOB# 23-1055-004

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY



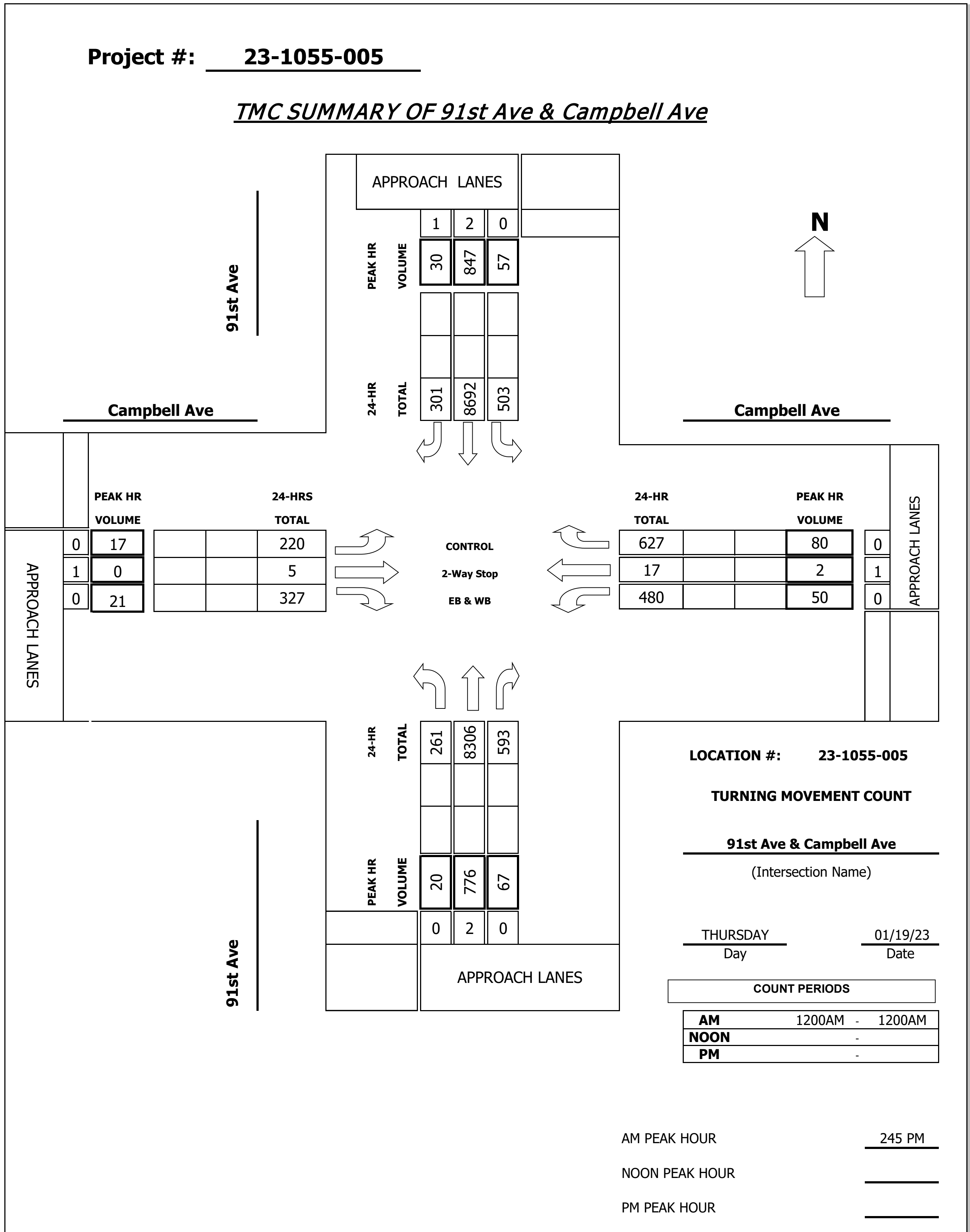


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-005

**TMC SUMMARY OF 91st Ave & Campbell Ave**



**Intersection Turning Movement  
Prepared by:**



N-S STREET: 91st Ave                      DATE: 01/19/23                      LOCATION: Phoenix  
 E-W STREET: Campbell Ave                      DAY: THURSDAY                      PROJECT# 23-1055-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 0	NT 2	NR 0	SL 0	ST 2	SR 1	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
12:00 AM	0	19	1	1	23	0	0	0	0	0	0	0	44
12:15 AM	1	23	3	1	12	0	0	0	2	1	0	2	45
12:30 AM	0	10	2	0	14	1	0	0	0	1	0	0	28
12:45 AM	0	11	0	2	19	0	0	0	1	0	0	1	34
1:00 AM	1	8	1	0	15	0	0	0	0	0	1	1	27
1:15 AM	0	10	0	1	13	0	1	0	0	0	0	1	26
1:30 AM	1	5	1	1	10	1	0	0	3	1	0	0	23
1:45 AM	0	6	2	0	25	0	0	0	0	0	0	0	33
2:00 AM	0	5	0	2	14	0	0	0	0	0	0	0	21
2:15 AM	1	10	1	1	16	0	0	0	1	1	0	0	31
2:30 AM	0	10	0	0	12	0	0	0	0	0	0	0	22
2:45 AM	0	8	1	0	7	0	0	0	0	0	0	0	16
3:00 AM	1	10	1	0	6	0	0	0	0	1	0	0	19
3:15 AM	0	5	0	1	7	0	0	0	0	0	0	0	13
3:30 AM	0	8	1	0	15	0	1	0	0	0	0	1	26
3:45 AM	0	13	0	0	20	0	0	0	2	0	0	1	36
4:00 AM	0	13	1	0	19	0	0	0	3	2	0	2	40
4:15 AM	0	18	0	3	21	0	0	0	3	5	0	2	52
4:30 AM	0	16	1	1	38	0	0	0	0	5	0	2	63
4:45 AM	1	23	3	3	29	1	1	0	3	1	0	3	68
5:00 AM	1	37	1	1	37	0	1	0	3	3	0	2	86
5:15 AM	1	35	3	0	61	0	0	0	2	6	1	7	116
5:30 AM	0	35	1	0	60	0	1	0	0	9	0	3	109
5:45 AM	0	46	3	0	69	0	0	0	5	6	0	5	134
6:00 AM	0	45	2	3	60	1	2	0	4	8	0	9	134
6:15 AM	2	55	3	1	88	0	1	0	5	5	0	4	164
6:30 AM	0	69	2	3	94	0	5	0	10	12	0	6	201
6:45 AM	3	66	1	4	107	1	2	0	10	12	0	10	216
7:00 AM	3	83	3	4	120	1	4	1	6	4	0	7	236
7:15 AM	2	99	6	8	141	3	8	0	4	8	0	8	287
7:30 AM	2	153	21	16	132	3	9	0	15	8	0	10	369
7:45 AM	0	205	34	21	195	4	7	0	7	18	0	40	531
8:00 AM	9	240	17	14	208	9	3	0	5	28	1	46	580
8:15 AM	4	119	5	12	194	1	5	0	1	7	0	9	357
8:30 AM	2	94	10	2	110	2	1	0	5	5	0	5	236
8:45 AM	2	64	5	5	87	5	6	0	3	7	0	5	189
9:00 AM	4	77	3	5	82	3	3	0	4	8	0	7	196
9:15 AM	2	89	4	1	81	4	0	0	3	6	0	5	195
9:30 AM	2	80	9	2	93	2	1	0	5	6	0	7	207
9:45 AM	1	87	6	5	73	2	1	0	6	3	0	12	196
10:00 AM	0	85	9	5	75	0	4	0	3	7	0	5	193
10:15 AM	3	79	2	2	73	2	0	0	2	2	0	7	172
10:30 AM	4	94	6	3	78	2	0	0	9	9	0	7	212
10:45 AM	2	93	3	5	84	5	1	0	4	13	1	12	223
11:00 AM	4	96	4	3	77	1	2	0	4	7	1	6	205
11:15 AM	6	106	8	3	115	9	4	0	5	2	0	9	267
11:30 AM	5	93	4	8	109	1	4	0	4	0	0	4	232
11:45 AM	3	90	7	3	96	4	1	0	3	13	0	9	229
12:00 PM	2	105	3	4	98	7	3	0	4	8	0	4	238
12:15 PM	3	95	4	5	111	3	6	0	3	2	0	3	235
12:30 PM	2	92	1	2	107	4	1	0	3	2	1	7	222
12:45 PM	3	98	8	4	111	3	4	0	8	2	1	3	245
1:00 PM	2	110	7	2	118	5	5	0	4	7	0	5	265
1:15 PM	5	87	12	10	113	6	3	0	4	6	0	9	255
1:30 PM	3	129	3	8	101	5	5	0	2	9	0	5	270
1:45 PM	3	97	10	4	125	2	2	0	6	4	0	8	261
2:00 PM	3	112	6	9	148	1	3	0	6	5	1	6	300
2:15 PM	5	120	5	7	144	5	2	0	5	5	1	6	305
2:30 PM	3	157	17	12	131	6	8	0	5	6	0	6	351
2:45 PM	7	225	27	9	141	8	5	0	4	5	0	7	438
3:00 PM	2	196	21	24	259	8	2	0	4	13	0	17	546
3:15 PM	8	168	8	16	266	7	5	0	7	27	1	40	553
3:30 PM	3	187	11	8	181	7	5	0	6	5	1	16	430
3:45 PM	6	169	19	10	184	10	0	0	5	8	0	9	420
4:00 PM	8	223	15	10	179	5	5	1	6	7	0	10	469
4:15 PM	8	179	13	10	174	16	5	0	4	6	0	10	425
4:30 PM	2	158	10	6	175	7	5	0	6	12	0	14	395
4:45 PM	7	185	15	5	162	4	2	0	6	7	0	10	403
5:00 PM	7	207	7	5	171	10	1	1	5	4	0	7	425
5:15 PM	6	192	11	5	143	6	8	0	10	6	0	8	395
5:30 PM	7	190	12	6	143	6	5	0	0	7	0	8	384
5:45 PM	5	167	11	15	161	7	4	0	4	4	0	9	387
6:00 PM	5	162	8	12	145	9	6	1	7	7	1	11	374
6:15 PM	4	163	12	8	135	4	1	0	1	6	0	8	342
6:30 PM	6	138	11	16	118	7	2	1	3	8	0	15	325
6:45 PM	4	124	10	12	131	11	5	0	3	3	0	5	308
7:00 PM	2	118	8	9	117	5	3	0	5	5	0	4	276
7:15 PM	6	103	10	7	96	4	3	0	7	6	0	8	250
7:30 PM	6	97	6	7	99	8	2	0	1	4	0	9	239
7:45 PM	4	104	2	3	109	8	3	0	2	1	0	7	243
8:00 PM	5	103	11	6	115	3	3	0	1	4	0	2	253
8:15 PM	5	101	7	11	79	8	4	0	5	6	0	10	236
8:30 PM	2	78	4	3	77	2	4	0	2	2	3	4	181
8:45 PM	3	70	11	10	90	1	1	0	2	1	0	5	194
9:00 PM	5	71	4	9	76	3	1	0	2	1	0	1	173
9:15 PM	2	60	3	2	68	2	3	0	2	3	0	3	148
9:30 PM	2	67	5	2	53	2	0	0	3	1	1	2	138
9:45 PM	1	55	4	4	60	1	0	0	2	2	1	3	133
10:00 PM	1	56	2	4	54	1	3	0	0	2	0	2	125
10:15 PM	3	46	2	3	52	0	0	0	1	2	0	1	110
10:30 PM	4	47	6	4	61	2	0	0	1	5	0	5	135
10:45 PM	1	39	2	4	36	1	0	0	0	0	0	3	86
11:00 PM	3	36	4	5	46	1	0	0	2	4	0	2	103
11:15 PM	1	38	1	3	38	1	1	0	1	0	0	1	85
11:30 PM	0	19	2	5	39	1	0	0	1	0	0	5	72
11:45 PM	3	18	1	2	18	0	2	0	1	0	0	2	47

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	261	8306	593	503	8692	301	220	5	327	480	17	627	20332
Approach %	2.85	90.68	6.47	5.30	91.53	3.17	39.86	0.91	59.24	42.70	1.51	55.78	
App/Depart	9160	/	9153	9496	/	9499	552	/	1101	1124	/	579	

AM Peak Hr Begins at: 245 PM

PEAK

Volumes	20	776	67	57	847	30	17	0	21	50	2	80	1967
Approach %	2.32	89.92	7.76	6.10	90.69	3.21	44.74	0.00	55.26	37.88	1.52	60.61	

PEAK HR. FACTOR: | 0.833 | | 0.802 | | 0.792 | | 0.485 | | 0.889 |

CONTROL: 2-Way Stop (EB & WB)

COMMENT 1: GPS: 33.501477, -112.255048

**Pedestrian & Bicycle Study**

N-S STREET: 91st Ave  
E-W STREET: Campbell Ave

Date: 01/19/23  
Day: THURSDAY

City: Phoenix  
Project #: 23-1055-005

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	3	3
8:00 AM	4	0	1	0
8:15 AM	0	0	0	0
8:30 AM	0	0	2	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	1	1
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	1	0
11:15 AM	0	0	0	3
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	1
12:15 PM	0	0	0	1
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	3	0
1:30 PM	0	1	1	1
1:45 PM	0	0	0	0
2:00 PM	0	1	2	1
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	1	0	0	2
3:00 PM	0	0	0	1
3:15 PM	0	0	0	10
3:30 PM	0	0	0	0
3:45 PM	0	1	0	2
4:00 PM	0	0	0	2
4:15 PM	0	0	1	0
4:30 PM	0	1	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	1
5:30 PM	0	0	1	0
5:45 PM	0	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	2	0
7:15 PM	0	0	0	1
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	1	0
9:30 PM	0	0	1	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	1	1
10:30 PM	0	1	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>36</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	1	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	1
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	1
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	1
12:45 PM	0	0	0	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	1	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	1
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	1	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	1	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	1
7:30 PM	0	0	2	1
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	1	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>9</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	19	24			12:00	112	109		
00:15	25	13			12:15	104	119		
00:30	10	15			12:30	100	113		
00:45	12	66	21	73	12:45	105	421	118	459
01:00	9	15			13:00	120	125		
01:15	12	14			13:15	99	129		
01:30	5	12			13:30	139	114		
01:45	6	32	25	66	13:45	107	465	131	499
02:00	5	16			14:00	121	158		
02:15	10	17			14:15	128	156		
02:30	10	12			14:30	171	149		
02:45	8	33	7	52	14:45	237	657	158	621
03:00	10	6			15:00	215	291		
03:15	5	8			15:15	213	289		
03:30	10	15			15:30	208	196		
03:45	14	39	20	49	15:45	178	814	204	980
04:00	15	19			16:00	238	194		
04:15	20	24			16:15	194	200		
04:30	18	39			16:30	177	188		
04:45	27	80	33	115	16:45	197	806	171	753
05:00	40	38			17:00	215	186		
05:15	42	61			17:15	208	154		
05:30	39	60			17:30	203	155		
05:45	51	172	69	228	17:45	180	806	183	678
06:00	56	64			18:00	179	166		
06:15	60	89			18:15	172	147		
06:30	80	97			18:30	155	141		
06:45	78	274	112	362	18:45	134	640	154	608
07:00	94	125			19:00	125	131		
07:15	115	152			19:15	114	107		
07:30	172	151			19:30	108	114		
07:45	252	633	220	648	19:45	114	461	120	472
08:00	289	231			20:00	108	124		
08:15	133	207			20:15	115	98		
08:30	100	114			20:30	86	82		
08:45	75	597	97	649	20:45	76	385	101	405
09:00	87	90			21:00	73	88		
09:15	94	86			21:15	66	72		
09:30	88	97			21:30	69	57		
09:45	100	369	80	353	21:45	58	266	65	282
10:00	94	80			22:00	61	59		
10:15	86	77			22:15	47	55		
10:30	101	83			22:30	52	67		
10:45	106	387	94	334	22:45	42	202	41	222
11:00	104	81			23:00	38	52		
11:15	119	127			23:15	40	42		
11:30	101	118			23:30	24	45		
11:45	100	424	103	429	23:45	22	124	20	159

**Total Vol.** 3106 3358 **6464** 6047 6138

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9153	9496		

**AM**

**PM**

Split %	48.1%	51.9%	34.7%	49.6%	50.4%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	14:45	15:00
<b>Volume</b>	846	809	<b>1655</b>	873	980
<b>P.H.F.</b>	0.73	0.88	<b>0.80</b>	0.92	0.84

i-005

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880

964

1278

1794

1559

1484

1248

933

790

548

424

283

**12185**

**Combined**

**18649**

**65.3%**

**14:45**

**1807**

**0.89**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	20	23			12:00	110	110		
00:15	27	15			12:15	102	116		
00:30	12	15			12:30	95	112		
00:45	11	70	20	73	12:45	109	416	121	459
01:00	10	15			13:00	119	129		
01:15	10	13			13:15	104	123		
01:30	7	14			13:30	135	112		
01:45	8	35	25	67	13:45	110	468	135	499
02:00	5	14			14:00	121	159		
02:15	12	18			14:15	130	154		
02:30	10	12			14:30	177	142		
02:45	9	36	7	51	14:45	259	687	150	605
03:00	12	7			15:00	219	276		
03:15	5	7			15:15	184	300		
03:30	9	15			15:30	201	192		
03:45	13	39	22	51	15:45	194	798	197	965
04:00	14	24			16:00	246	192		
04:15	18	29			16:15	200	184		
04:30	17	43			16:30	170	193		
04:45	27	76	33	129	16:45	207	823	175	744
05:00	39	43			17:00	221	180		
05:15	39	69			17:15	209	159		
05:30	36	69			17:30	209	150		
05:45	49	163	80	261	17:45	183	822	169	658
06:00	47	72			18:00	175	159		
06:15	60	98			18:15	179	142		
06:30	71	116			18:30	155	129		
06:45	70	248	129	415	18:45	138	647	137	567
07:00	89	130			19:00	128	127		
07:15	107	153			19:15	119	109		
07:30	176	155			19:30	109	104		
07:45	239	611	220	658	19:45	110	466	112	452
08:00	266	241			20:00	119	120		
08:15	128	202			20:15	113	90		
08:30	106	120			20:30	84	81		
08:45	71	571	97	660	20:45	84	400	93	384
09:00	84	94			21:00	80	79		
09:15	95	90			21:15	65	73		
09:30	91	104			21:30	74	57		
09:45	94	364	82	370	21:45	60	279	64	273
10:00	94	85			22:00	59	56		
10:15	84	77			22:15	51	55		
10:30	104	96			22:30	57	67		
10:45	98	380	101	359	22:45	42	209	36	214
11:00	104	88			23:00	43	52		
11:15	120	122			23:15	40	39		
11:30	102	113			23:30	21	40		
11:45	100	426	112	435	23:45	22	126	19	150

**Total Vol.** 3019 3529 **6548** 6141 5970

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9160	9499		

**AM**

**PM**

Split %	46.1%	53.9%	35.1%	50.7%	49.3%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	14:45	15:00
<b>Volume</b>	809	818	<b>1627</b>	863	965
<b>P.H.F.</b>	0.76	0.85	<b>0.80</b>	0.83	0.80



i-005

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875

967

1292

1763

1567

1480

1214

918

784

552

423

276

**12111**

**Combined**

**18659**

**64.9%**

**14:45**

**1781**

**0.90**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			2	0	12:00			7	12		
00:15			4	3	12:15			9	5		
00:30			2	1	12:30			3	10		
00:45			2	10	1	5	15	12	31	6	33
01:00			1	2	13:00			9	12		
01:15			1	1	13:15			22	15		
01:30			2	1	13:30			11	14		
01:45			2	6	0	4	10	14	56	12	53
02:00			2	0	14:00			15	12		
02:15			2	1	14:15			12	12		
02:30			0	0	14:30			29	12		
02:45			1	5	0	1	6	36	92	12	48
03:00			1	1	15:00			45	30		
03:15			1	0	15:15			24	68		
03:30			1	1	15:30			19	22		
03:45			0	3	1	3	6	29	117	17	137
04:00			1	4	16:00			26	17		
04:15			3	7	16:15			23	16		
04:30			2	7	16:30			16	26		
04:45			6	12	4	22	34	20	85	17	76
05:00			2	5	17:00			13	11		
05:15			3	14	17:15			16	14		
05:30			1	12	17:30			18	15		
05:45			3	9	11	42	51	26	73	13	53
06:00			5	17	18:00			21	19		
06:15			4	9	18:15			20	14		
06:30			5	18	18:30			28	23		
06:45			5	19	22	66	85	22	91	8	64
07:00			8	11	19:00			17	9		
07:15			14	16	19:15			17	14		
07:30			37	18	19:30			13	13		
07:45			55	114	58	103	217	5	52	8	44
08:00			31	75	20:00			17	6		
08:15			17	16	20:15			18	16		
08:30			12	10	20:30			7	9		
08:45			10	70	12	113	183	21	63	6	37
09:00			8	15	21:00			13	2		
09:15			5	11	21:15			5	6		
09:30			11	13	21:30			7	4		
09:45			11	35	15	54	89	8	33	6	18
10:00			14	12	22:00			6	4		
10:15			4	9	22:15			5	3		
10:30			9	16	22:30			10	10		
10:45			8	35	26	63	98	6	27	3	20
11:00			7	14	23:00			9	6		
11:15			11	11	23:15			4	1		
11:30			12	4	23:30			7	5		
11:45			10	40	22	51	91	3	23	2	14

**Total Vol.** 358 527 **885** 743 597

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
		1101	1124

**AM**

**PM**

Split %	40.5%	59.5%	<b>39.8%</b>	55.4%	44.6%
<b>Peak Hour</b>	07:30	07:15	<b>07:30</b>	14:30	15:00
<b>Volume</b>	140	167	<b>307</b>	134	137
<b>P.H.F.</b>	0.64	0.56	<b>0.68</b>	0.74	0.50

i-005

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64

109

140

254

161

126

155

96

100

51

47

37

**1340**

**Combined**

**2225**

**60.2%**

**14:30**

**256**

**0.70**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave west of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			0	0	12:00			7	9		
00:15			2	1	12:15			9	6		
00:30			0	1	12:30			4	7		
00:45			1	3	12:45			12	32	7	29
01:00			0	2	13:00			9	7		
01:15			1	0	13:15			7	11		
01:30			3	2	13:30			7	8		
01:45			0	4	13:45			8	31	5	31
02:00			0	0	14:00			9	5		
02:15			1	1	14:15			7	11		
02:30			0	0	14:30			13	9		
02:45			0	1	14:45			9	38	15	40
03:00			0	1	15:00			6	10		
03:15			0	0	15:15			12	16		
03:30			1	0	15:30			11	11		
03:45			2	3	15:45			5	34	16	53
04:00			3	0	16:00			12	13		
04:15			3	0	16:15			9	24		
04:30			0	0	16:30			11	9		
04:45			4	10	16:45			8	40	11	57
05:00			4	1	17:00			7	17		
05:15			2	2	17:15			18	12		
05:30			1	0	17:30			5	13		
05:45			5	12	17:45			8	38	12	54
06:00			6	1	18:00			14	15		
06:15			6	2	18:15			2	8		
06:30			15	0	18:30			6	13		
06:45			12	39	18:45			8	30	15	51
07:00			11	4	19:00			8	7		
07:15			12	5	19:15			10	10		
07:30			24	5	19:30			3	14		
07:45			14	61	19:45			5	26	12	43
08:00			8	19	20:00			4	8		
08:15			6	5	20:15			9	13		
08:30			6	4	20:30			6	7		
08:45			9	29	20:45			3	22	4	32
09:00			7	7	21:00			3	8		
09:15			3	6	21:15			5	4		
09:30			6	4	21:30			3	5		
09:45			7	23	21:45			2	13	3	20
10:00			7	0	22:00			3	2		
10:15			2	5	22:15			1	3		
10:30			9	6	22:30			1	6		
10:45			5	23	22:45			0	5	2	13
11:00			6	6	23:00			2	4		
11:15			9	15	23:15			2	2		
11:30			8	6	23:30			1	1		
11:45			4	27	23:45			3	8	3	10

**Total Vol.** 235 146 **381** 317 433

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
		552	579

**AM**

**PM**

Split %	61.7%	38.3%	<b>33.7%</b>
<b>Peak Hour</b>	07:00	11:15	<b>07:15</b>
<b>Volume</b>	61	37	<b>91</b>
<b>P.H.F.</b>	0.64	0.62	<b>0.78</b>

42.3%	57.7%
17:15	15:30
45	64
0.63	0.67

i-005

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61

62

78

87

97

92

81

69

54

33

18

18

**750**

**Combined**

**1131**

**66.3%**

**15:30**

**101**

**0.77**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00	20	24	0	0	12:00	110	109	7	12				
00:15	27	13	2	3	12:15	102	119	9	5				
00:30	12	15	0	1	12:30	95	113	4	10				
00:45	11	70	21	73	12:45	109	416	118	459	12	32	6	33
01:00	10	15	0	2	13:00	119	125	9	12				
01:15	10	14	1	1	13:15	104	129	7	15				
01:30	7	12	3	1	13:30	135	114	7	14				
01:45	8	35	25	66	13:45	110	468	131	499	8	31	12	53
02:00	5	16	0	0	14:00	121	158	9	12				
02:15	12	17	1	1	14:15	130	156	7	12				
02:30	10	12	0	0	14:30	177	149	13	12				
02:45	9	36	7	52	14:45	259	687	158	621	9	38	12	48
03:00	12	6	0	1	15:00	219	291	6	30				
03:15	5	8	0	0	15:15	184	289	12	68				
03:30	9	15	1	1	15:30	201	196	11	22				
03:45	13	39	20	49	15:45	194	798	204	980	5	34	17	137
04:00	14	19	3	4	16:00	246	194	12	17				
04:15	18	24	3	7	16:15	200	200	9	16				
04:30	17	39	0	7	16:30	170	188	11	26				
04:45	27	76	33	115	16:45	207	823	171	753	8	40	17	76
05:00	39	38	4	5	17:00	221	186	7	11				
05:15	39	61	2	14	17:15	209	154	18	14				
05:30	36	60	1	12	17:30	209	155	5	15				
05:45	49	163	69	228	17:45	183	822	183	678	8	38	13	53
06:00	47	64	6	17	18:00	175	166	14	19				
06:15	60	89	6	9	18:15	179	147	2	14				
06:30	71	97	15	18	18:30	155	141	6	23				
06:45	70	248	112	362	18:45	138	647	154	608	8	30	8	64
07:00	89	125	11	11	19:00	128	131	8	9				
07:15	107	152	12	16	19:15	119	107	10	14				
07:30	176	151	24	18	19:30	109	114	3	13				
07:45	239	611	220	648	19:45	110	466	120	472	5	26	8	44
08:00	266	231	8	75	20:00	119	124	4	6				
08:15	128	207	6	16	20:15	113	98	9	16				
08:30	106	114	6	10	20:30	84	82	6	9				
08:45	71	571	97	649	20:45	84	400	101	405	3	22	6	37
09:00	84	90	7	15	21:00	80	88	3	2				
09:15	95	86	3	11	21:15	65	72	5	6				
09:30	91	97	6	13	21:30	74	57	3	4				
09:45	94	364	80	353	21:45	60	279	65	282	2	13	6	18
10:00	94	80	7	12	22:00	59	59	3	4				
10:15	84	77	2	9	22:15	51	55	1	3				
10:30	104	83	9	16	22:30	57	67	1	10				
10:45	98	380	94	334	22:45	42	209	41	222	0	5	3	20
11:00	104	81	6	14	23:00	43	52	2	6				
11:15	120	127	9	11	23:15	40	42	2	1				
11:30	102	118	8	4	23:30	21	45	1	5				
11:45	100	426	103	429	23:45	22	126	20	159	3	8	2	14

**Total Vol.** 3019 3358 235 527 **7139** 6141 6138 317 597

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9160	9496	552	1124

**AM**

**PM**

Split %	42.3%	47.0%	3.3%	7.4%	<b>35.1%</b>	46.5%	46.5%	2.4%	4.5%
<b>Peak Hour</b>	07:30	07:30	07:00	07:15	<b>07:30</b>	14:45	15:00	17:15	15:00
<b>Volume</b>	809	809	61	167	<b>1837</b>	863	980	45	137
<b>P.H.F.</b>	0.76	0.88	0.64	0.56	<b>0.79</b>	0.83	0.84	0.63	0.50



i-005

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940

1051

1394

1949

1692

1591

1349

1008

864

592

456

307

**13193**

**Combined**

**20332**

**64.9%**

**14:45**

**1967**

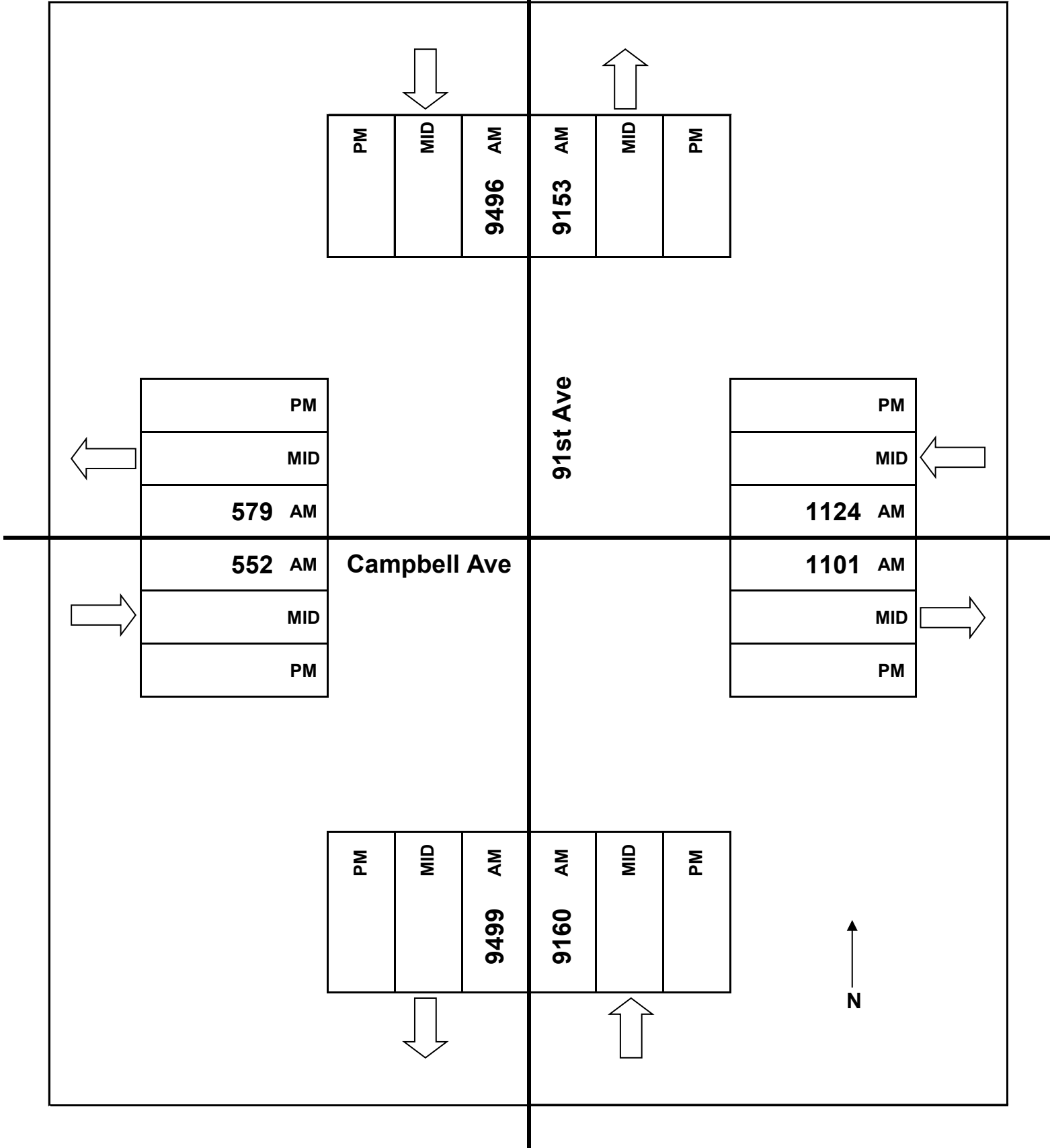
**0.89**

JOB# 23-1055-005

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

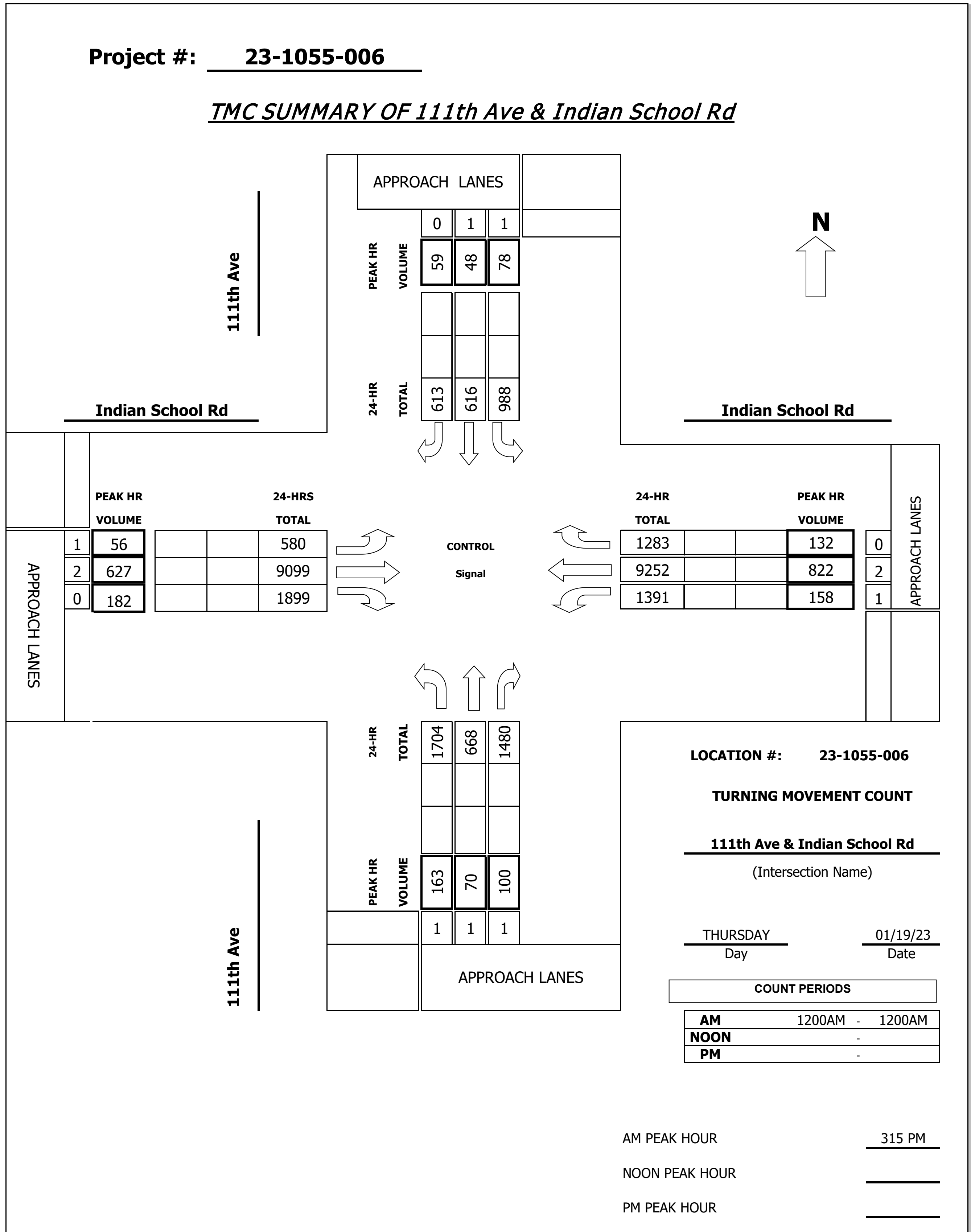


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-006

**TMC SUMMARY OF 111th Ave & Indian School Rd**



	PEAK HR VOLUME		24-HRS TOTAL
1	56		580
2	627		9099
0	182		1899

	24-HR TOTAL		PEAK HR VOLUME
	1283		132
	9252		822
	1391		158

	24-HR TOTAL		PEAK HR VOLUME
	1704		163
	668		70
	1480		100

**LOCATION #:** 23-1055-006

**TURNING MOVEMENT COUNT**

**111th Ave & Indian School Rd**  
(Intersection Name)

THURSDAY                      01/19/23  
Day                                      Date

COUNT PERIODS

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR                      315 PM

NOON PEAK HOUR                      \_\_\_\_\_

PM PEAK HOUR                      \_\_\_\_\_

**Intersection Turning Movement**  
**Prepared by:**



N-S STREET: 111th Ave      DATE: 01/19/23      LOCATION: Phoenix  
E-W STREET: Indian School Rd      DAY: THURSDAY      PROJECT# 23-1055-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
12:00 AM	2	1	3	0	1	5	4	18	2	8	12	1	57
12:15 AM	1	3	0	1	1	1	2	24	2	1	17	4	57
12:30 AM	2	0	3	1	0	1	3	10	3	1	13	4	41
12:45 AM	2	1	1	1	0	0	0	7	2	2	12	2	30
1:00 AM	0	0	1	0	0	0	0	11	2	0	12	2	28
1:15 AM	2	0	0	0	0	1	0	9	1	0	6	3	22
1:30 AM	2	0	1	1	0	0	1	8	0	1	12	1	27
1:45 AM	1	1	2	3	0	0	0	14	1	1	13	2	38
2:00 AM	2	2	1	0	1	0	1	12	1	2	8	0	30
2:15 AM	0	2	1	2	1	1	0	13	1	4	11	4	40
2:30 AM	1	1	1	2	0	0	1	14	3	0	5	1	29
2:45 AM	1	0	1	2	2	0	0	17	1	2	17	4	47
3:00 AM	2	1	0	1	0	1	0	17	1	2	15	1	41
3:15 AM	1	2	1	1	0	2	0	25	2	0	10	2	46
3:30 AM	1	1	2	3	1	0	1	16	0	1	14	0	40
3:45 AM	1	1	4	3	1	1	2	21	0	1	14	0	49
4:00 AM	3	1	7	8	1	0	0	15	1	0	10	1	47
4:15 AM	2	1	4	8	1	1	0	37	1	2	16	2	75
4:30 AM	6	1	6	8	2	3	0	36	6	2	20	1	91
4:45 AM	5	0	7	8	5	2	2	40	3	2	30	2	106
5:00 AM	4	0	8	11	1	2	0	57	1	2	30	1	117
5:15 AM	12	1	9	24	2	10	1	74	4	2	29	6	174
5:30 AM	5	0	13	18	4	3	1	99	2	2	63	1	211
5:45 AM	10	0	11	14	3	5	2	104	8	4	41	4	206
6:00 AM	9	1	16	15	5	4	2	128	11	3	42	2	238
6:15 AM	8	3	12	14	3	6	3	116	22	3	51	8	249
6:30 AM	24	9	18	18	14	13	2	113	25	6	83	8	333
6:45 AM	31	5	23	10	12	13	7	149	36	16	99	5	406
7:00 AM	24	19	27	12	37	10	8	148	61	19	103	10	478
7:15 AM	36	38	40	21	47	16	9	163	54	15	116	7	562
7:30 AM	45	20	19	15	17	23	23	196	30	15	125	10	538
7:45 AM	28	10	34	16	23	18	9	193	53	19	179	11	593
8:00 AM	51	18	32	24	26	13	12	146	43	22	119	15	521
8:15 AM	24	17	21	11	11	7	4	123	25	15	124	14	396
8:30 AM	25	11	32	9	5	10	6	132	32	15	117	8	402
8:45 AM	34	10	22	15	4	8	6	140	17	11	127	10	404
9:00 AM	22	2	21	16	2	3	5	110	18	9	102	5	315
9:15 AM	20	7	24	9	7	7	5	128	17	14	90	11	339
9:30 AM	22	6	21	10	3	11	4	126	20	16	108	11	358
9:45 AM	23	4	21	11	6	4	4	126	14	17	93	7	330
10:00 AM	26	4	16	11	5	11	3	138	24	20	105	11	374
10:15 AM	20	5	22	9	5	8	3	109	12	13	111	12	329
10:30 AM	26	4	17	19	7	12	3	114	18	10	116	14	360
10:45 AM	23	9	17	14	7	5	7	131	20	18	111	14	376
11:00 AM	13	6	14	11	6	11	8	133	23	13	120	20	378
11:15 AM	18	6	19	16	5	11	13	132	15	11	104	11	361
11:30 AM	23	7	23	9	3	6	5	126	27	17	113	11	370
11:45 AM	22	7	19	9	8	12	4	114	28	24	126	19	392
12:00 PM	13	12	26	12	5	3	7	116	25	22	120	14	375
12:15 PM	18	7	12	13	3	6	7	107	19	19	112	15	338
12:30 PM	21	5	27	9	3	6	9	130	17	14	107	12	360
12:45 PM	28	8	20	15	6	6	7	114	18	12	133	6	373
1:00 PM	26	11	19	6	7	6	9	138	29	10	123	10	394
1:15 PM	24	6	18	9	9	5	6	144	19	17	129	16	402
1:30 PM	31	2	18	10	4	4	5	150	31	19	137	17	428
1:45 PM	26	8	25	13	13	5	7	167	26	20	133	17	460
2:00 PM	48	30	53	9	12	6	6	103	26	28	150	33	504
2:15 PM	42	22	29	21	13	5	13	127	34	20	156	23	505
2:30 PM	44	7	30	12	9	16	10	161	29	23	184	19	544
2:45 PM	38	13	27	19	19	18	7	183	33	22	172	32	583
3:00 PM	43	10	27	13	14	3	10	176	40	29	190	21	576
3:15 PM	56	25	39	24	18	20	9	131	38	32	191	33	616
3:30 PM	34	14	22	18	10	15	13	177	40	45	203	39	630
3:45 PM	42	16	22	22	14	17	23	147	51	41	204	32	631
4:00 PM	31	15	17	14	6	7	11	172	53	40	224	28	618
4:15 PM	25	12	22	16	10	8	17	153	43	14	202	30	552
4:30 PM	20	7	18	20	12	11	18	163	63	37	229	29	627
4:45 PM	30	16	22	17	7	12	12	144	46	29	181	35	551
5:00 PM	34	12	22	13	5	10	12	214	34	40	220	28	644
5:15 PM	33	10	22	11	11	7	13	163	31	39	212	38	590
5:30 PM	30	13	25	17	12	15	10	152	37	38	241	30	620
5:45 PM	29	16	23	17	9	17	13	147	32	31	215	33	582
6:00 PM	26	9	25	9	5	10	11	138	33	27	182	31	506
6:15 PM	30	10	18	21	8	6	12	147	36	34	190	25	537
6:30 PM	25	3	24	7	12	12	16	110	34	31	165	30	469
6:45 PM	26	8	27	14	3	14	14	120	24	22	152	25	449
7:00 PM	18	8	18	11	6	4	9	97	32	22	134	27	386
7:15 PM	12	10	21	17	11	6	6	80	21	14	102	23	323
7:30 PM	7	8	7	12	3	5	11	93	23	24	106	24	323
7:45 PM	10	5	16	15	7	4	3	93	24	17	106	21	321
8:00 PM	16	9	19	12	3	5	7	91	18	23	93	19	315
8:15 PM	11	2	14	10	0	1	10	64	25	13	89	24	263
8:30 PM	21	3	7	11	5	3	6	65	12	20	66	19	238
8:45 PM	12	7	8	7	5	7	10	60	21	13	64	13	227
9:00 PM	10	7	10	6	5	5	3	60	9	16	73	14	218
9:15 PM	7	5	20	6	2	1	3	56	12	13	62	16	203
9:30 PM	6	5	4	5	1	4	3	41	10	14	78	11	182
9:45 PM	7	6	3	3	3	2	3	45	11	10	57	5	155
10:00 PM	7	3	9	7	1	2	0	38	15	6	67	9	164
10:15 PM	6	3	4	4	1	1	6	37	8	17	51	7	145
10:30 PM	1	3	4	3	7	2	1	30	5	8	44	9	117
10:45 PM	4	6	3	1	2	3	4	29	4	6	51	7	120
11:00 PM	4	0	5	3	0	2	6	18	2	1	49	9	99
11:15 PM	2	0	4	4	0	1	2	33	3	7	43	6	105
11:30 PM	2	1	5	3	0	1	0	25	4	6	20	6	73
11:45 PM	3	2	3	3	0	3	4	18	6	3	26	10	81

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1704	668	1480	988	616	613	580	9099	1899	1391	9252	1283	29573
Approach %	44.24	17.34	38.42	44.56	27.79	27.65	5.01	78.59	16.40	11.66	77.58	10.76	
App/Depart	3852												



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 111th Ave  
**E-W STREET:** Indian School Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-006

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	3	0	4	0
7:00 AM	2	0	14	0
7:15 AM	0	0	2	0
7:30 AM	0	0	0	0
7:45 AM	0	1	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	1	0
8:45 AM	0	0	0	0
9:00 AM	0	0	1	0
9:15 AM	1	0	1	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	1	0	0
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	1	0	0	0
11:00 AM	0	0	0	1
11:15 AM	1	0	0	0
11:30 AM	1	0	0	0
11:45 AM	0	0	0	0
12:00 PM	1	0	2	0
12:15 PM	0	1	1	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	1	0
1:15 PM	1	0	1	1
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	1	0	13	0
2:15 PM	4	0	22	2
2:30 PM	4	0	0	0
2:45 PM	0	0	4	0
3:00 PM	0	0	0	0
3:15 PM	1	0	4	0
3:30 PM	2	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	3	1
4:15 PM	6	1	1	3
4:30 PM	0	0	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	1	0
5:15 PM	0	0	2	0
5:30 PM	8	0	4	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	3
6:45 PM	0	0	0	3
7:00 PM	0	0	0	1
7:15 PM	0	0	0	0
7:30 PM	1	0	0	0
7:45 PM	0	1	0	1
8:00 PM	0	2	1	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	1	0	0
9:00 PM	2	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	1
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>43</b>	<b>8</b>	<b>85</b>	<b>18</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	1	0	0
5:30 AM	1	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	1	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	1	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	1	2	0	0
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	1	0
4:15 PM	0	0	0	0
4:30 PM	1	0	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	1	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	1	0	0
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>2</b>

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave north of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	6	6			12:00	33	20		
00:15	9	3			12:15	29	22		
00:30	7	2			12:30	26	18		
00:45	3	25	1	12	12:45	21	109	27	87
01:00	2	0			13:00	30	19		
01:15	3	1			13:15	28	23		
01:30	2	1			13:30	24	18		
01:45	3	10	3	5	13:45	32	114	31	91
02:00	3	1			14:00	69	27		
02:15	6	4			14:15	58	39		
02:30	3	2			14:30	36	37		
02:45	4	16	4	11	14:45	52	215	56	159
03:00	2	2			15:00	41	30		
03:15	4	3			15:15	67	62		
03:30	2	4			15:30	66	43		
03:45	3	11	5	14	15:45	71	245	53	188
04:00	2	9			16:00	54	27		
04:15	3	10			16:15	59	34		
04:30	2	13			16:30	54	43		
04:45	4	11	15	47	16:45	63	230	36	140
05:00	1	14			17:00	52	28		
05:15	8	36			17:15	61	29		
05:30	2	25			17:30	53	44		
05:45	6	17	22	97	17:45	62	228	43	144
06:00	5	24			18:00	51	24		
06:15	14	23			18:15	47	35		
06:30	19	45			18:30	49	31		
06:45	17	55	35	127	18:45	47	194	31	121
07:00	37	59			19:00	44	21		
07:15	54	84			19:15	39	34		
07:30	53	55			19:30	43	20		
07:45	30	174	57	255	19:45	29	155	26	101
08:00	45	63			20:00	35	20		
08:15	35	29			20:15	36	11		
08:30	25	24			20:30	28	19		
08:45	26	131	27	143	20:45	30	129	19	69
09:00	12	21			21:00	24	16		
09:15	23	23			21:15	24	9		
09:30	21	24			21:30	19	10		
09:45	15	71	21	89	21:45	14	81	8	43
10:00	18	27			22:00	12	10		
10:15	20	22			22:15	16	6		
10:30	21	38			22:30	13	12		
10:45	30	89	26	113	22:45	17	58	6	34
11:00	34	28			23:00	15	5		
11:15	30	32			23:15	8	5		
11:30	23	18			23:30	7	4		
11:45	30	117	29	107	23:45	16	46	6	20

**Total Vol.**                      727                      1020                      **1747**                      1804                      1197

GPS: 33.493343, -112.298535

<b>Daily Totals</b>			
NB	SB	EB	WB
2531	2217		

**AM**

**PM**

<b>Split %</b>	41.6%	58.4%	<b>36.8%</b>	60.1%	39.9%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	14:45
<b>Volume</b>	182	259	<b>441</b>	258	191
<b>P.H.F.</b>	0.84	0.77	<b>0.80</b>	0.91	0.77



i-006

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196

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205

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374

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433

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370

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372

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315

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256

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198

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124

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92

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66

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**3001**

**Combined**

**4748**

**63.2%**

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**15:15**

**443**

**0.86**

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave south of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	6	11			12:00	51	52		
00:15	4	4			12:15	37	41		
00:30	5	4			12:30	53	34		
00:45	4	19	4	23	12:45	56	197	36	163
01:00	1	2			13:00	56	46		
01:15	2	1			13:15	48	45		
01:30	3	1			13:30	51	54		
01:45	4	10	2	6	13:45	59	214	59	204
02:00	5	4			14:00	131	66		
02:15	3	6			14:15	93	67		
02:30	3	3			14:30	81	61		
02:45	2	13	5	18	14:45	78	383	74	268
03:00	3	3			15:00	80	83		
03:15	4	2			15:15	120	88		
03:30	4	2			15:30	70	95		
03:45	6	17	2	9	15:45	80	350	106	372
04:00	11	2			16:00	63	99		
04:15	7	4			16:15	59	67		
04:30	13	10			16:30	45	112		
04:45	12	43	10	26	16:45	68	235	82	360
05:00	12	4			17:00	68	79		
05:15	22	8			17:15	65	81		
05:30	18	8			17:30	68	87		
05:45	21	73	15	35	17:45	68	269	72	319
06:00	26	19			18:00	60	65		
06:15	23	28			18:15	58	78		
06:30	51	45			18:30	52	77		
06:45	59	159	64	156	18:45	61	231	49	269
07:00	70	117			19:00	44	60		
07:15	114	116			19:15	43	46		
07:30	84	62			19:30	22	50		
07:45	72	340	95	390	19:45	31	140	48	204
08:00	101	91			20:00	44	44		
08:15	62	51			20:15	27	38		
08:30	68	52			20:30	31	37		
08:45	66	297	32	226	20:45	27	129	39	158
09:00	45	29			21:00	27	30		
09:15	51	38			21:15	32	27		
09:30	49	39			21:30	15	25		
09:45	48	193	37	143	21:45	16	90	24	106
10:00	46	49			22:00	19	22		
10:15	47	30			22:15	13	26		
10:30	47	35			22:30	8	20		
10:45	49	189	45	159	22:45	13	53	12	80
11:00	33	42			23:00	9	3		
11:15	43	31			23:15	6	10		
11:30	53	47			23:30	8	10		
11:45	48	177	60	180	23:45	8	31	9	32

**Total Vol.**            1530            1371                            **2901**                            2322            2535

GPS: 33.493343, -112.298535

<b>Daily Totals</b>			
NB	SB	EB	WB
3852	3906		

**AM**

**PM**

<b>Split %</b>	52.7%	47.3%	<b>37.4%</b>	47.8%	52.2%
<b>Peak Hour</b>	07:15	07:00	<b>07:15</b>	14:00	15:15
<b>Volume</b>	371	390	<b>735</b>	383	388
<b>P.H.F.</b>	0.81	0.83	<b>0.80</b>	0.73	0.92

i-006

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360

418

651

722

595

588

500

344

287

196

133

63

**4857**

**Combined**

**7758**

**62.6%**

**15:00**

**722**

**0.87**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd east of 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			21	21	12:00			154	156
00:15			25	22	12:15			132	146
00:30			14	18	12:30			166	133
00:45			9	69	12:45			149	601
01:00			12	14	13:00			163	143
01:15			9	9	13:15			171	162
01:30			10	14	13:30			178	173
01:45			19	50	13:45			205	717
02:00			13	10	14:00			165	211
02:15			16	19	14:15			177	199
02:30			17	6	14:30			203	226
02:45			20	66	14:45			229	774
03:00			18	18	15:00			216	240
03:15			27	12	15:15			194	256
03:30			21	15	15:30			217	287
03:45			28	94	15:45			191	818
04:00			30	11	16:00			203	292
04:15			49	20	16:15			191	246
04:30			50	23	16:30			201	295
04:45			55	184	16:45			183	778
05:00			76	33	17:00			249	288
05:15			107	37	17:15			196	289
05:30			130	66	17:30			194	309
05:45			129	442	17:45			187	826
06:00			159	47	18:00			172	240
06:15			142	62	18:15			186	249
06:30			149	97	18:30			141	226
06:45			182	632	18:45			161	660
07:00			187	132	19:00			126	183
07:15			224	138	19:15			118	139
07:30			230	150	19:30			112	154
07:45			243	884	19:45			124	480
08:00			202	156	20:00			122	135
08:15			155	153	20:15			88	126
08:30			173	140	20:30			83	105
08:45			177	707	20:45			75	368
09:00			147	116	21:00			76	103
09:15			161	115	21:15			82	91
09:30			157	135	21:30			50	103
09:45			158	623	21:45			51	259
10:00			165	136	22:00			54	82
10:15			140	136	22:15			45	75
10:30			150	140	22:30			37	61
10:45			162	617	22:45			33	169
11:00			158	153	23:00			26	59
11:15			167	126	23:15			41	56
11:30			158	141	23:30			33	32
11:45			142	625	23:45			24	124

**Total Vol.** 4993 3700 **8693** 6574 8226

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
		11567	11926

**AM**

**PM**

Split %	57.4%	42.6%	<b>37.0%</b>	44.4%	55.6%
<b>Peak Hour</b>	07:15	07:30	<b>07:15</b>	14:45	17:00
<b>Volume</b>	899	668	<b>1552</b>	856	1165
<b>P.H.F.</b>	0.92	0.80	<b>0.86</b>	0.93	0.94

i-006

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1187

1365

1636

1878

1856

1991

1574

1100

824

628

451

310

**14800**

**Combined**

**23493**

**63.0%**

**17:00**

**1991**

**0.93**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd west of 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			24	19	12:00			148	136		
00:15			28	19	12:15			133	136		
00:30			16	16	12:30			156	134		
00:45			9	77	14	68	145	139	576	167	573
01:00			13	12	13:00			176	155		
01:15			10	9	13:15			169	158		
01:30			9	14	13:30			186	172		
01:45			15	47	14	49	96	200	731	164	649
02:00			14	10	14:00			135	204		
02:15			14	12	14:15			174	203		
02:30			18	6	14:30			200	244		
02:45			18	64	18	46	110	223	732	228	879
03:00			18	18	15:00			226	236		
03:15			27	13	15:15			178	267		
03:30			17	15	15:30			230	252		
03:45			23	85	16	62	147	221	855	263	1018
04:00			16	13	16:00			236	262		
04:15			38	19	16:15			213	235		
04:30			42	29	16:30			244	260		
04:45			45	141	37	98	239	202	895	223	980
05:00			58	36	17:00			260	264		
05:15			79	51	17:15			207	252		
05:30			102	71	17:30			199	286		
05:45			114	353	56	214	567	192	858	261	1063
06:00			141	55	18:00			182	218		
06:15			141	65	18:15			195	226		
06:30			140	120	18:30			160	202		
06:45			192	614	143	383	997	158	695	192	838
07:00			217	137	19:00			138	156		
07:15			226	168	19:15			107	120		
07:30			249	193	19:30			127	118		
07:45			255	947	225	723	1670	120	492	120	514
08:00			201	183	20:00			116	114		
08:15			152	155	20:15			99	101		
08:30			170	152	20:30			83	90		
08:45			163	686	169	659	1345	91	389	83	388
09:00			133	127	21:00			72	88		
09:15			150	117	21:15			71	70		
09:30			150	141	21:30			54	88		
09:45			144	577	120	505	1082	59	256	66	312
10:00			165	142	22:00			53	76		
10:15			124	139	22:15			51	58		
10:30			135	154	22:30			36	47		
10:45			158	582	139	574	1156	37	177	58	239
11:00			164	144	23:00			26	55		
11:15			160	133	23:15			38	46		
11:30			158	142	23:30			29	23		
11:45			146	628	160	579	1207	28	121	32	156

**Total Vol.** 4801 3960 **8761** 6777 7609

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
		11578	11569

**AM**

**PM**

Split %	54.8%	45.2%	<b>37.8%</b>	47.1%	52.9%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	16:15	17:00
<b>Volume</b>	947	769	<b>1700</b>	919	1063
<b>P.H.F.</b>	0.93	0.85	<b>0.89</b>	0.88	0.93



i-006

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1149

1380

1611

1873

1875

1921

1533

1006

777

568

416

277

**14386**

**Combined**  
**23147**

**62.2%**

**15:45**  
**1934**  
**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	6	6	24	21	12:00	51	20	148	156									
00:15	4	3	28	22	12:15	37	22	133	146									
00:30	5	2	16	18	12:30	53	18	156	133									
00:45	4	19	1	12	9	77	16	77	185	12:45	56	197	27	87	139	576	151	586
01:00	1	0	13	14	13:00	56	19	176	143									
01:15	2	1	10	9	13:15	48	23	169	162									
01:30	3	1	9	14	13:30	51	18	186	173									
01:45	4	10	3	5	15	47	16	53	115	13:45	59	214	31	91	200	731	170	648
02:00	5	1	14	10	14:00	131	27	135	211									
02:15	3	4	14	19	14:15	93	39	174	199									
02:30	3	2	18	6	14:30	81	37	200	226									
02:45	2	13	4	11	18	64	23	58	146	14:45	78	383	56	159	223	732	226	862
03:00	3	2	18	18	15:00	80	30	226	240									
03:15	4	3	27	12	15:15	120	62	178	256									
03:30	4	4	17	15	15:30	70	43	230	287									
03:45	6	17	5	14	23	85	15	60	176	15:45	80	350	53	188	221	855	277	1060
04:00	11	9	16	11	16:00	63	27	236	292									
04:15	7	10	38	20	16:15	59	34	213	246									
04:30	13	13	42	23	16:30	45	43	244	295									
04:45	12	43	15	47	45	141	34	88	319	16:45	68	235	36	140	202	895	245	1078
05:00	12	14	58	33	17:00	68	28	260	288									
05:15	22	36	79	37	17:15	65	29	207	289									
05:30	18	25	102	66	17:30	68	44	199	309									
05:45	21	73	22	97	114	353	49	185	708	17:45	68	269	43	144	192	858	279	1165
06:00	26	24	141	47	18:00	60	24	182	240									
06:15	23	23	141	62	18:15	58	35	195	249									
06:30	51	45	140	97	18:30	52	31	160	226									
06:45	59	159	35	127	192	614	120	326	1226	18:45	61	231	31	121	158	695	199	914
07:00	70	59	217	132	19:00	44	21	138	183									
07:15	114	84	226	138	19:15	43	34	107	139									
07:30	84	55	249	150	19:30	22	20	127	154									
07:45	72	340	57	255	255	947	209	629	2171	19:45	31	140	26	101	120	492	144	620
08:00	101	63	201	156	20:00	44	20	116	135									
08:15	62	29	152	153	20:15	27	11	99	126									
08:30	68	24	170	140	20:30	31	19	83	105									
08:45	66	297	27	143	163	686	148	597	1723	20:45	27	129	19	69	91	389	90	456
09:00	45	21	133	116	21:00	27	16	72	103									
09:15	51	23	150	115	21:15	32	9	71	91									
09:30	49	24	150	135	21:30	15	10	54	103									
09:45	48	193	21	89	144	577	117	483	1342	21:45	16	90	8	43	59	256	72	369
10:00	46	27	165	136	22:00	19	10	53	82									
10:15	47	22	124	136	22:15	13	6	51	75									
10:30	47	38	135	140	22:30	8	12	36	61									
10:45	49	189	26	113	158	582	143	555	1439	22:45	13	53	6	34	37	177	64	282
11:00	33	28	164	153	23:00	9	5	26	59									
11:15	43	32	160	126	23:15	6	5	38	56									
11:30	53	18	158	141	23:30	8	4	29	32									
11:45	48	177	29	107	146	628	169	589	1501	23:45	8	31	6	20	28	121	39	186

**Total Vol.** 1530 1020 4801 3700 **11051** 2322 1197 6777 8226

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
3852	2217	11578	11926

**AM**

**PM**

Split %	13.8%	9.2%	43.4%	33.5%	<b>37.4%</b>	12.5%	6.5%	36.6%	44.4%
<b>Peak Hour</b>	07:15	07:15	07:00	07:30	<b>07:15</b>	14:00	14:45	16:15	17:00
<b>Volume</b>	371	259	947	668	<b>2214</b>	383	191	919	1165
<b>P.H.F.</b>	0.81	0.77	0.93	0.80	<b>0.93</b>	0.73	0.77	0.88	0.94

i-006

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1446

1684

2136

2453

2348

2436

1961

1353

1043

758

546

358

**18522**

**Combined**

**29573**

**62.6%**

**15:15**

**2495**

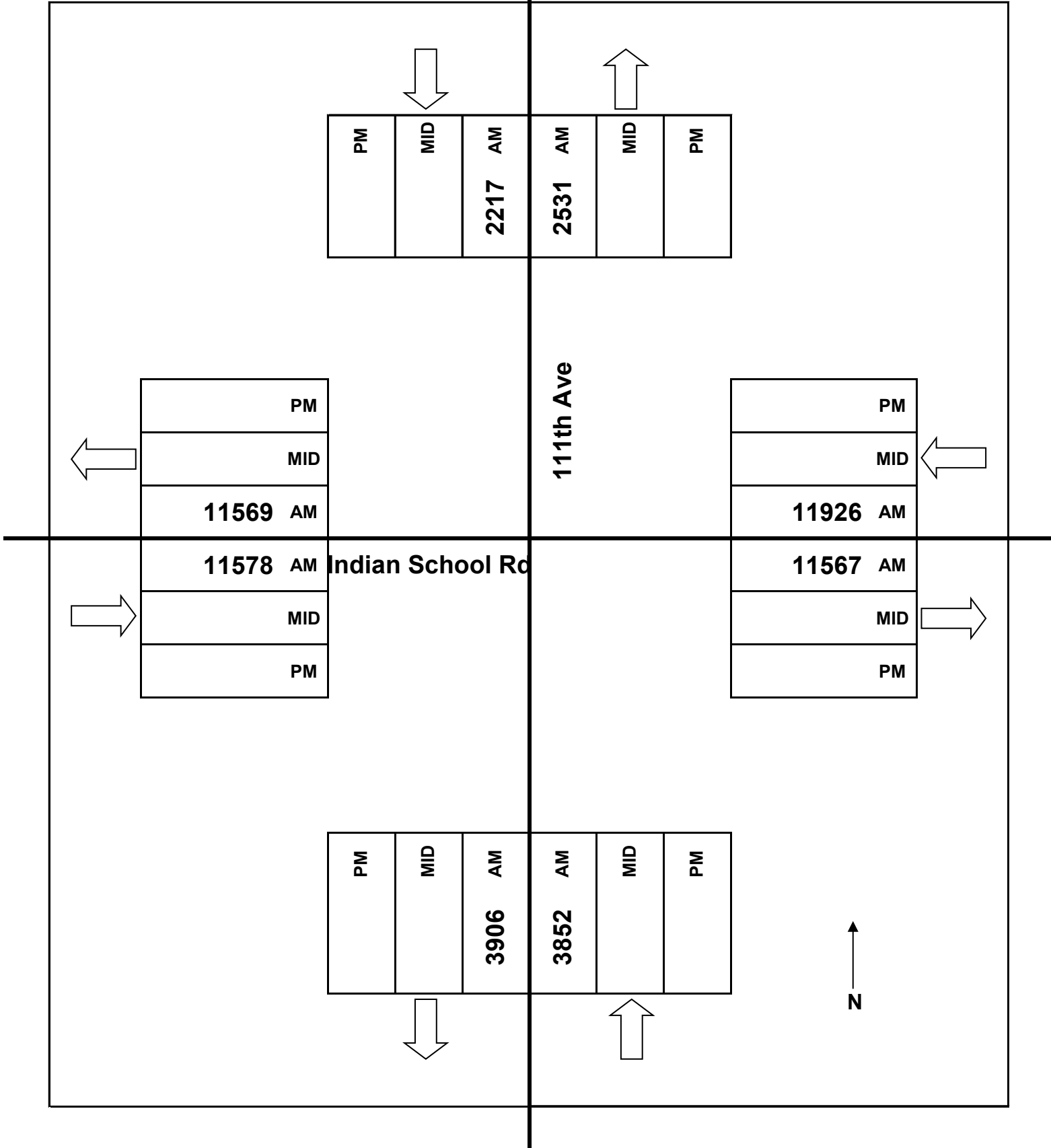
**0.99**

JOB# 23-1055-006

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

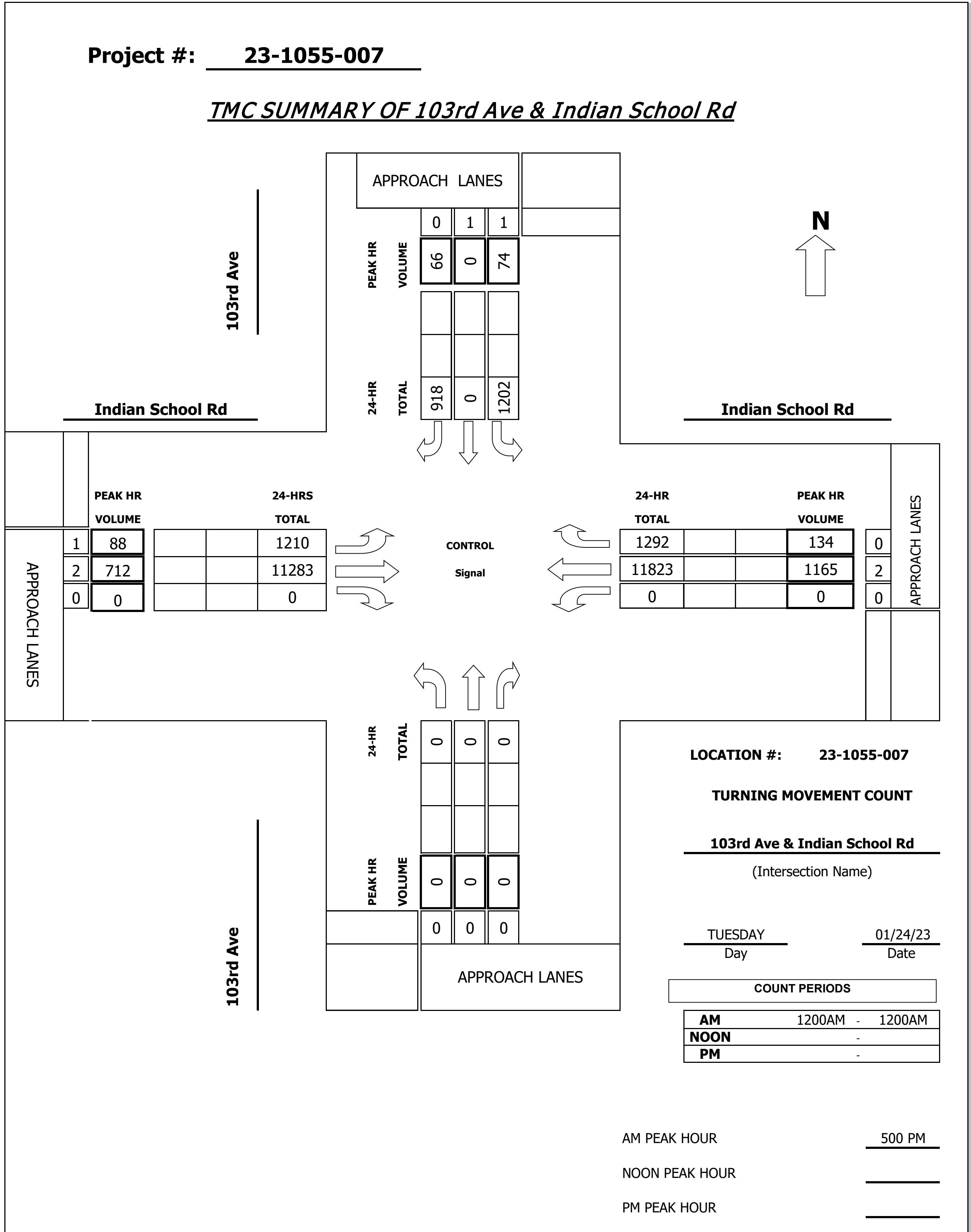


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-007

**TMC SUMMARY OF 103rd Ave & Indian School Rd**



	PEAK HR VOLUME	24-HRS TOTAL
1	88	1210
2	712	11283
0	0	0

	24-HR TOTAL	PEAK HR VOLUME
0	1292	134
2	11823	1165
0	0	0

CONTROL  
Signal

**LOCATION #:** 23-1055-007

**TURNING MOVEMENT COUNT**

**103rd Ave & Indian School Rd**

(Intersection Name)

TUESDAY  
Day

01/24/23  
Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 500 PM  
 NOON PEAK HOUR \_\_\_\_\_  
 PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement**  
Prepared by:



N-S STREET: 103rd Ave      DATE: 01/24/23      LOCATION: Phoenix  
E-W STREET: Indian School Rd      DAY: TUESDAY      PROJECT# 23-1055-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	1	1	0	1	2	0	0	2	0	
12:00 AM	0	0	0	1	0	2	2	25	0	0	27	1	58
12:15 AM	0	0	0	2	0	1	5	21	0	0	19	8	56
12:30 AM	0	0	0	1	0	3	0	25	0	0	21	2	52
12:45 AM	0	0	0	0	0	1	7	26	0	0	23	5	62
1:00 AM	0	0	0	2	0	1	1	16	0	0	8	3	31
1:15 AM	0	0	0	2	0	1	3	10	0	0	19	5	40
1:30 AM	0	0	0	3	0	1	0	20	0	0	10	4	38
1:45 AM	0	0	0	0	0	2	2	18	0	0	21	4	47
2:00 AM	0	0	0	1	0	2	3	18	0	0	13	1	38
2:15 AM	0	0	0	4	0	1	3	13	0	0	13	4	38
2:30 AM	0	0	0	4	0	1	1	17	0	0	10	1	34
2:45 AM	0	0	0	2	0	1	1	20	0	0	20	6	50
3:00 AM	0	0	0	0	0	0	1	25	0	0	12	2	40
3:15 AM	0	0	0	2	0	1	0	30	0	0	11	2	46
3:30 AM	0	0	0	3	0	1	1	29	0	0	18	1	53
3:45 AM	0	0	0	6	0	1	0	39	0	0	29	1	76
4:00 AM	0	0	0	8	0	0	0	52	0	0	18	2	80
4:15 AM	0	0	0	9	0	2	1	73	0	0	34	5	124
4:30 AM	0	0	0	11	0	2	0	81	0	0	38	0	132
4:45 AM	0	0	0	18	0	0	2	92	0	0	40	3	155
5:00 AM	0	0	0	11	0	0	2	90	0	0	37	2	142
5:15 AM	0	0	0	19	0	7	1	130	0	0	41	8	206
5:30 AM	0	0	0	19	0	5	0	171	0	0	52	4	251
5:45 AM	0	0	0	13	0	1	4	150	0	0	75	4	247
6:00 AM	0	0	0	12	0	3	8	175	0	0	59	4	261
6:15 AM	0	0	0	19	0	3	6	177	0	0	78	6	289
6:30 AM	0	0	0	23	0	4	2	166	0	0	121	13	329
6:45 AM	0	0	0	13	0	12	10	177	0	0	134	5	351
7:00 AM	0	0	0	20	0	19	19	182	0	0	178	7	425
7:15 AM	0	0	0	21	0	19	18	220	0	0	173	10	461
7:30 AM	0	0	0	17	0	19	27	189	0	0	161	10	423
7:45 AM	0	0	0	17	0	20	23	186	0	0	204	22	472
8:00 AM	0	0	0	32	0	15	23	152	0	0	164	18	404
8:15 AM	0	0	0	16	0	9	24	169	0	0	161	16	395
8:30 AM	0	0	0	11	0	15	13	153	0	0	153	14	359
8:45 AM	0	0	0	13	0	9	12	168	0	0	136	8	346
9:00 AM	0	0	0	25	0	9	5	132	0	0	120	8	299
9:15 AM	0	0	0	17	0	8	11	150	0	0	127	10	323
9:30 AM	0	0	0	24	0	12	17	139	0	0	122	10	324
9:45 AM	0	0	0	19	0	12	16	162	0	0	155	8	372
10:00 AM	0	0	0	11	0	10	19	162	0	0	137	10	349
10:15 AM	0	0	0	30	0	10	16	160	0	0	135	12	363
10:30 AM	0	0	0	24	0	13	11	135	0	0	116	20	319
10:45 AM	0	0	0	15	0	10	18	143	0	0	115	10	311
11:00 AM	0	0	0	20	0	15	10	153	0	0	135	13	346
11:15 AM	0	0	0	18	0	11	17	143	0	0	109	14	312
11:30 AM	0	0	0	23	0	11	13	146	0	0	124	13	330
11:45 AM	0	0	0	16	0	17	15	158	0	0	143	15	364
12:00 PM	0	0	0	18	0	12	17	155	0	0	119	9	330
12:15 PM	0	0	0	16	0	14	15	183	0	0	154	18	400
12:30 PM	0	0	0	12	0	13	16	139	0	0	149	20	349
12:45 PM	0	0	0	17	0	20	17	153	0	0	176	23	406
1:00 PM	0	0	0	14	0	14	15	164	0	0	162	17	386
1:15 PM	0	0	0	17	0	16	23	176	0	0	173	13	418
1:30 PM	0	0	0	20	0	10	16	162	0	0	157	16	381
1:45 PM	0	0	0	21	0	16	20	153	0	0	217	19	446
2:00 PM	0	0	0	11	0	18	27	196	0	0	207	23	482
2:15 PM	0	0	0	20	0	12	29	185	0	0	181	22	449
2:30 PM	0	0	0	14	0	19	27	180	0	0	192	25	457
2:45 PM	0	0	0	12	0	14	35	180	0	0	231	37	509
3:00 PM	0	0	0	18	0	19	33	159	0	0	212	24	465
3:15 PM	0	0	0	20	0	20	36	213	0	0	240	37	566
3:30 PM	0	0	0	17	0	35	22	144	0	0	235	29	482
3:45 PM	0	0	0	19	0	20	28	148	0	0	340	37	592
4:00 PM	0	0	0	22	0	26	28	156	0	0	238	36	506
4:15 PM	0	0	0	19	0	13	34	167	0	0	291	23	547
4:30 PM	0	0	0	19	0	14	21	171	0	0	272	32	529
4:45 PM	0	0	0	15	0	19	19	165	0	0	298	20	536
5:00 PM	0	0	0	25	0	21	21	171	0	0	309	26	573
5:15 PM	0	0	0	17	0	18	21	186	0	0	278	28	548
5:30 PM	0	0	0	17	0	16	15	176	0	0	300	42	566
5:45 PM	0	0	0	15	0	11	31	179	0	0	278	38	552
6:00 PM	0	0	0	18	0	8	16	183	0	0	252	24	501
6:15 PM	0	0	0	14	0	18	21	163	0	0	237	29	482
6:30 PM	0	0	0	18	0	10	25	154	0	0	168	19	394
6:45 PM	0	0	0	15	0	12	19	139	0	0	181	25	391
7:00 PM	0	0	0	7	0	9	12	106	0	0	130	18	282
7:15 PM	0	0	0	7	0	21	13	136	0	0	134	13	324
7:30 PM	0	0	0	6	0	9	15	108	0	0	127	10	275
7:45 PM	0	0	0	9	0	6	13	104	0	0	121	20	273
8:00 PM	0	0	0	11	0	11	10	124	0	0	110	14	280
8:15 PM	0	0	0	12	0	19	12	92	0	0	120	16	271
8:30 PM	0	0	0	15	0	14	16	79	0	0	108	13	245
8:45 PM	0	0	0	5	0	11	13	82	0	0	105	23	239
9:00 PM	0	0	0	7	0	7	14	85	0	0	95	7	215
9:15 PM	0	0	0	6	0	5	5	69	0	0	79	18	182
9:30 PM	0	0	0	12	0	4	10	70	0	0	100	12	208
9:45 PM	0	0	0	3	0	3	9	67	0	0	64	7	153
10:00 PM	0	0	0	7	0	5	10	64	0	0	61	10	157
10:15 PM	0	0	0	3	0	1	3	49	0	0	68	6	130
10:30 PM	0	0	0	3	0	2	2	56	0	0	63	9	135
10:45 PM	0	0	0	3	0	2	4	48	0	0	56	6	119
11:00 PM	0	0	0	1	0	3	3	38	0	0	51	7	103
11:15 PM	0	0	0	2	0	0	0	48	0	0	32	5	87
11:30 PM	0	0	0	2	0	4	2	43	0	0	45	13	109
11:45 PM	0	0	0	4	0	2	4	27	0	0	38	0	75

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	1202	0	918	1210	11283	0	0	11823	1292	27728
Approach %	###	###	###	56.70	0.00	43.30	9.69	90.31	0.00	0.00	90.15	9.85	
App/Depart	0	/	2502	2120	/	0	12493	/	12485	13115	/	12741	

AM Peak Hr Begins at: 500 PM

PEAK Volumes	0	0	0	74	0	66	88	712	0	0	1165	134	2239
Approach %	###	###	###	52.86	0.00	47.14	11.00	89.00	0.00	0.00	89.68	10.32	

PEAK HR. FACTOR:		0.000		0.761		0.952		0.950		0.977			
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CONTROL: Signal

COMMENT 1:  
GPS: 33.493711, -112.281057





**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 103rd Ave  
**E-W STREET:** Indian School Rd

**Date:** 01/24/23  
**Day:** TUESDAY

**City:** Phoenix  
**Project #:** 23-1055-007

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	1	0
6:45 AM	0	0	2	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	2	0	0	0
8:15 AM	1	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	1	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	1	0
10:00 AM	2	0	0	0
10:15 AM	0	0	1	0
10:30 AM	0	0	2	0
10:45 AM	0	0	2	0
11:00 AM	0	0	4	0
11:15 AM	1	0	0	0
11:30 AM	0	0	3	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	2	0
2:00 PM	0	0	0	0
2:15 PM	0	0	2	0
2:30 PM	0	0	1	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	2	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	0
5:15 PM	1	0	1	0
5:30 PM	0	0	2	0
5:45 PM	1	0	1	0
6:00 PM	0	0	2	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	1	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	2	0
9:00 PM	0	0	0	0
9:15 PM	0	0	1	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>14</b>	<b>0</b>	<b>33</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 103rd Ave north of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	3	3			12:00	26	30		
00:15	13	3			12:15	33	30		
00:30	2	4			12:30	36	25		
00:45	12	30	1	11	12:45	40	135	37	122
01:00	4	3			13:00	32	28		
01:15	8	3			13:15	36	33		
01:30	4	4			13:30	32	30		
01:45	6	22	2	12	13:45	39	139	37	128
02:00	4	3			14:00	50	29		
02:15	7	5			14:15	51	32		
02:30	2	5			14:30	52	33		
02:45	7	20	3	16	14:45	72	225	26	120
03:00	3	0			15:00	57	37		
03:15	2	3			15:15	73	40		
03:30	2	4			15:30	51	52		
03:45	1	8	7	14	15:45	65	246	39	168
04:00	2	8			16:00	64	48		
04:15	6	11			16:15	57	32		
04:30	0	13			16:30	53	33		
04:45	5	13	18	50	16:45	39	213	34	147
05:00	4	11			17:00	47	46		
05:15	9	26			17:15	49	35		
05:30	4	24			17:30	57	33		
05:45	8	25	14	75	17:45	69	222	26	140
06:00	12	15			18:00	40	26		
06:15	12	22			18:15	50	32		
06:30	15	27			18:30	44	28		
06:45	15	54	25	89	18:45	44	178	27	113
07:00	26	39			19:00	30	16		
07:15	28	40			19:15	26	28		
07:30	37	36			19:30	25	15		
07:45	45	136	37	152	19:45	33	114	15	74
08:00	41	47			20:00	24	22		
08:15	40	25			20:15	28	31		
08:30	27	26			20:30	29	29		
08:45	20	128	22	120	20:45	36	117	16	98
09:00	13	34			21:00	21	14		
09:15	21	25			21:15	23	11		
09:30	27	36			21:30	22	16		
09:45	24	85	31	126	21:45	16	82	6	47
10:00	29	21			22:00	20	12		
10:15	28	40			22:15	9	4		
10:30	31	37			22:30	11	5		
10:45	28	116	25	123	22:45	10	50	5	26
11:00	23	35			23:00	10	4		
11:15	31	29			23:15	5	2		
11:30	26	34			23:30	15	6		
11:45	30	110	33	131	23:45	4	34	6	18

**Total Vol.**                      747                      919                      **1666**                      1755                      1201

GPS: 33.493711, -112.281057

<b>Daily Totals</b>			
NB	SB	EB	WB
2502	2120		

**AM**

**PM**

<b>Split %</b>	44.8%	55.2%	<b>36.0%</b>	59.4%	40.6%
<b>Peak Hour</b>	07:30	07:15	<b>07:15</b>	14:30	15:15
<b>Volume</b>	163	160	<b>311</b>	254	179
<b>P.H.F.</b>	0.91	0.85	<b>0.88</b>	0.87	0.86

i-007

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257

267

345

414

360

362

291

188

215

129

76

52

**2956**

**Combined**

**4622**

**64.0%**

**15:15**

**432**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd east of 103rd Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			26	28	12:00			173	128		
00:15			23	27	12:15			199	172		
00:30			26	23	12:30			151	169		
00:45			26	101	28	106	207	170	693	199	668
01:00			18	11	13:00			178	179		
01:15			12	24	13:15			193	186		
01:30			23	14	13:30			182	173		
01:45			18	71	25	74	145	174	727	236	774
02:00			19	14	14:00			207	230		
02:15			17	17	14:15			205	203		
02:30			21	11	14:30			194	217		
02:45			22	79	26	68	147	192	798	268	918
03:00			25	14	15:00			177	236		
03:15			32	13	15:15			233	277		
03:30			32	19	15:30			161	264		
03:45			45	134	30	76	210	167	738	377	1154
04:00			60	20	16:00			178	274		
04:15			82	39	16:15			186	314		
04:30			92	38	16:30			190	304		
04:45			110	344	43	140	484	180	734	318	1210
05:00			101	39	17:00			196	335		
05:15			149	49	17:15			203	306		
05:30			190	56	17:30			193	342		
05:45			163	603	79	223	826	194	786	316	1299
06:00			187	63	18:00			201	276		
06:15			196	84	18:15			177	266		
06:30			189	134	18:30			172	187		
06:45			190	762	139	420	1182	154	704	206	935
07:00			202	185	19:00			113	148		
07:15			241	183	19:15			143	147		
07:30			206	171	19:30			114	137		
07:45			203	852	226	765	1617	113	483	141	573
08:00			184	182	20:00			135	124		
08:15			185	177	20:15			104	136		
08:30			164	167	20:30			94	121		
08:45			181	714	144	670	1384	87	420	128	509
09:00			157	128	21:00			92	102		
09:15			167	137	21:15			75	97		
09:30			163	132	21:30			82	112		
09:45			181	668	163	560	1228	70	319	71	382
10:00			173	147	22:00			71	71		
10:15			190	147	22:15			52	74		
10:30			159	136	22:30			59	72		
10:45			158	680	125	555	1235	51	233	62	279
11:00			173	148	23:00			39	58		
11:15			161	123	23:15			50	37		
11:30			169	137	23:30			45	58		
11:45			174	677	158	566	1243	31	165	38	191

**Total Vol.** 5685 4223 **9908** 6800 8892

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
		12485	13115

**AM**

**PM**

Split %	57.4%	42.6%	<b>38.7%</b>	43.3%	56.7%
<b>Peak Hour</b>	07:00	07:00	<b>07:00</b>	14:00	16:45
<b>Volume</b>	852	765	<b>1617</b>	798	1301
<b>P.H.F.</b>	0.88	0.85	<b>0.94</b>	0.96	0.95

i-007

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1361

1501

1716

1892

1944

2085

1639

1056

929

701

512

356

**15692**

**Combined**  
**25600**

**61.3%**

**17:00**  
**2085**  
**0.97**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd west of 103rd Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			27	29	12:00			172	131
00:15			26	20	12:15			198	168
00:30			25	24	12:30			155	162
00:45			33	111	12:45			170	695
01:00			17	9	13:00			179	176
01:15			13	20	13:15			199	189
01:30			20	11	13:30			178	167
01:45			20	70	13:45			173	729
02:00			21	15	14:00			223	225
02:15			16	14	14:15			214	193
02:30			18	11	14:30			207	211
02:45			21	76	14:45			215	859
03:00			26	12	15:00			192	231
03:15			30	12	15:15			249	260
03:30			30	19	15:30			166	270
03:45			39	125	15:45			176	783
04:00			52	18	16:00			184	264
04:15			74	36	16:15			201	304
04:30			81	40	16:30			192	286
04:45			94	301	16:45			184	761
05:00			92	37	17:00			192	330
05:15			131	48	17:15			207	296
05:30			171	57	17:30			191	316
05:45			154	548	17:45			210	800
06:00			183	62	18:00			199	260
06:15			183	81	18:15			184	255
06:30			168	125	18:30			179	178
06:45			187	721	18:45			158	720
07:00			201	197	19:00			118	139
07:15			238	192	19:15			149	155
07:30			216	180	19:30			123	136
07:45			209	864	19:45			117	507
08:00			175	179	20:00			134	121
08:15			193	170	20:15			104	139
08:30			166	168	20:30			95	122
08:45			180	714	20:45			95	428
09:00			137	129	21:00			99	102
09:15			161	135	21:15			74	84
09:30			156	134	21:30			80	104
09:45			178	632	21:45			76	329
10:00			181	147	22:00			74	66
10:15			176	145	22:15			52	69
10:30			146	129	22:30			58	65
10:45			161	664	22:45			52	236
11:00			163	150	23:00			41	54
11:15			160	120	23:15			48	32
11:30			159	135	23:30			45	49
11:45			173	655	23:45			31	165

**Total Vol.** 5481 4191 **9672** 7012 8550

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
		12493	12741

**AM**

**PM**

Split %	56.7%	43.3%	<b>38.3%</b>
<b>Peak Hour</b>	07:00	07:00	<b>07:00</b>
<b>Volume</b>	864	793	<b>1657</b>
<b>P.H.F.</b>	0.91	0.89	<b>0.96</b>

45.1%	54.9%
14:30	16:45
863	1259
0.87	0.95



i-007

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1352

1494

1733

1904

1932

2031

1606

1064

926

686

494

340

**15562**

**Combined**

**25234**

**61.7%**

**16:45**

**2033**

**0.97**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 103rd Ave & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	0	3	27	28	12:00	0	30	172	128									
00:15	0	3	26	27	12:15	0	30	198	172									
00:30	0	4	25	23	12:30	0	25	155	169									
00:45	0	0	1	11	33	111	28	106	228	12:45	0	0	37	122	170	695	199	668
01:00	0	3	17	11	13:00	0	28	179	179									
01:15	0	3	13	24	13:15	0	33	199	186									
01:30	0	4	20	14	13:30	0	30	178	173									
01:45	0	0	2	12	20	70	25	74	156	13:45	0	0	37	128	173	729	236	774
02:00	0	3	21	14	14:00	0	29	223	230									
02:15	0	5	16	17	14:15	0	32	214	203									
02:30	0	5	18	11	14:30	0	33	207	217									
02:45	0	0	3	16	21	76	26	68	160	14:45	0	0	26	120	215	859	268	918
03:00	0	0	26	14	15:00	0	37	192	236									
03:15	0	3	30	13	15:15	0	40	249	277									
03:30	0	4	30	19	15:30	0	52	166	264									
03:45	0	0	7	14	39	125	30	76	215	15:45	0	0	39	168	176	783	377	1154
04:00	0	8	52	20	16:00	0	48	184	274									
04:15	0	11	74	39	16:15	0	32	201	314									
04:30	0	13	81	38	16:30	0	33	192	304									
04:45	0	0	18	50	94	301	43	140	491	16:45	0	0	34	147	184	761	318	1210
05:00	0	11	92	39	17:00	0	46	192	335									
05:15	0	26	131	49	17:15	0	35	207	306									
05:30	0	24	171	56	17:30	0	33	191	342									
05:45	0	0	14	75	154	548	79	223	846	17:45	0	0	26	140	210	800	316	1299
06:00	0	15	183	63	18:00	0	26	199	276									
06:15	0	22	183	84	18:15	0	32	184	266									
06:30	0	27	168	134	18:30	0	28	179	187									
06:45	0	0	25	89	187	721	139	420	1230	18:45	0	0	27	113	158	720	206	935
07:00	0	39	201	185	19:00	0	16	118	148									
07:15	0	40	238	183	19:15	0	28	149	147									
07:30	0	36	216	171	19:30	0	15	123	137									
07:45	0	0	37	152	209	864	226	765	1781	19:45	0	0	15	74	117	507	141	573
08:00	0	47	175	182	20:00	0	22	134	124									
08:15	0	25	193	177	20:15	0	31	104	136									
08:30	0	26	166	167	20:30	0	29	95	121									
08:45	0	0	22	120	180	714	144	670	1504	20:45	0	0	16	98	95	428	128	509
09:00	0	34	137	128	21:00	0	14	99	102									
09:15	0	25	161	137	21:15	0	11	74	97									
09:30	0	36	156	132	21:30	0	16	80	112									
09:45	0	0	31	126	178	632	163	560	1318	21:45	0	0	6	47	76	329	71	382
10:00	0	21	181	147	22:00	0	12	74	71									
10:15	0	40	176	147	22:15	0	4	52	74									
10:30	0	37	146	136	22:30	0	5	58	72									
10:45	0	0	25	123	161	664	125	555	1342	22:45	0	0	5	26	52	236	62	279
11:00	0	35	163	148	23:00	0	4	41	58									
11:15	0	29	160	123	23:15	0	2	48	37									
11:30	0	34	159	137	23:30	0	6	45	58									
11:45	0	0	33	131	173	655	158	566	1352	23:45	0	0	6	18	31	165	38	191

**Total Vol.** 919 5481 4223 **10623** 1201 7012 8892

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
	2120	12493	13115

**AM**

**PM**

Split %	8.7%	51.6%	39.8%	<b>38.3%</b>	7.0%	41.0%	52.0%
<b>Peak Hour</b>	07:15	07:00	07:00	<b>07:00</b>	15:15	14:30	16:45
<b>Volume</b>	160	864	765	<b>1781</b>	179	863	1301
<b>P.H.F.</b>	0.85	0.91	0.85	<b>0.94</b>	0.86	0.87	0.95

i-007

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1485

1631

1897

2105

2118

2239

1768

1154

1035

758

541

374

**17105**

**Combined**

**27728**

**61.7%**

**17:00**

**2239**

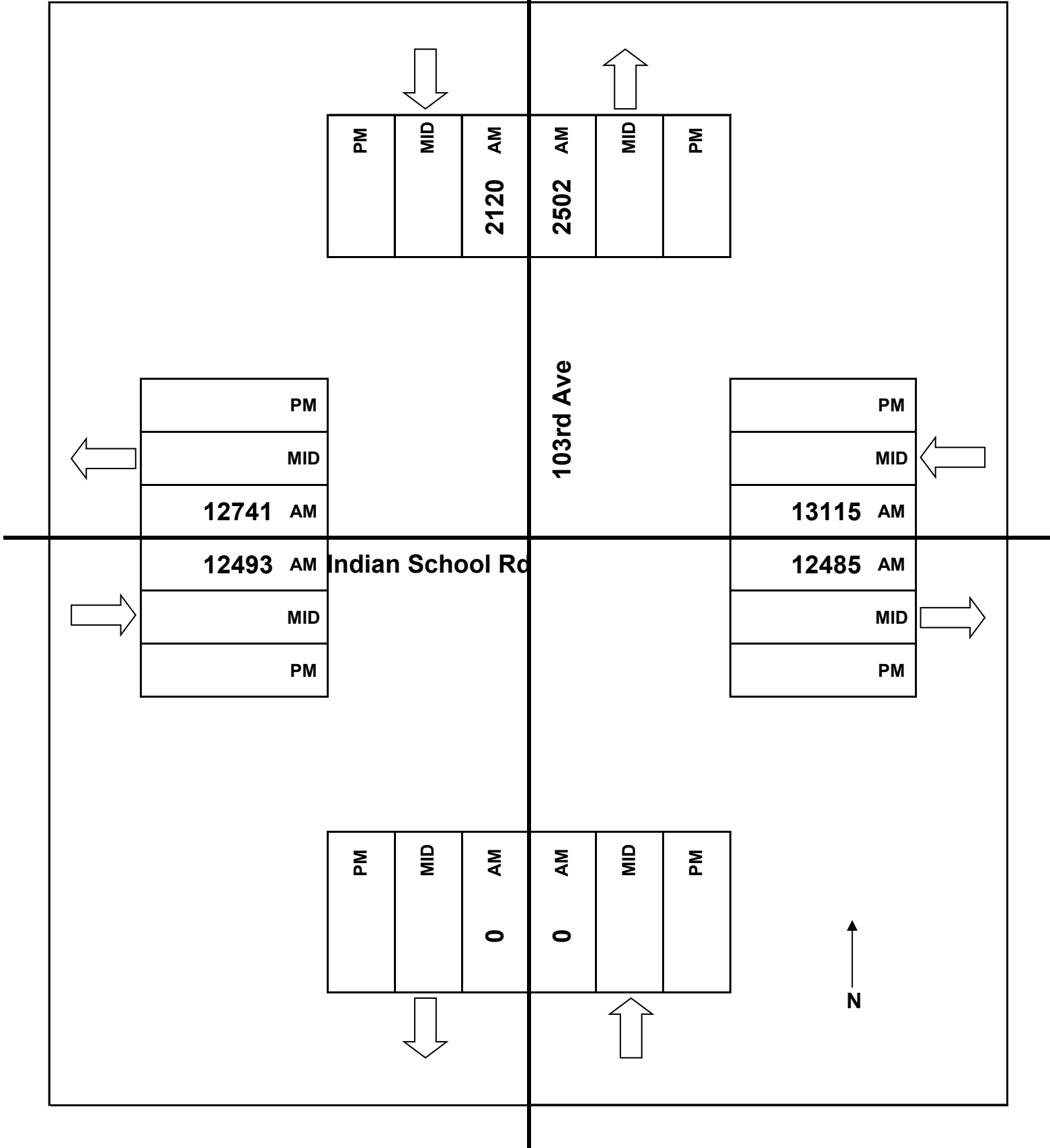
**0.98**

JOB# 23-1055-007

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY

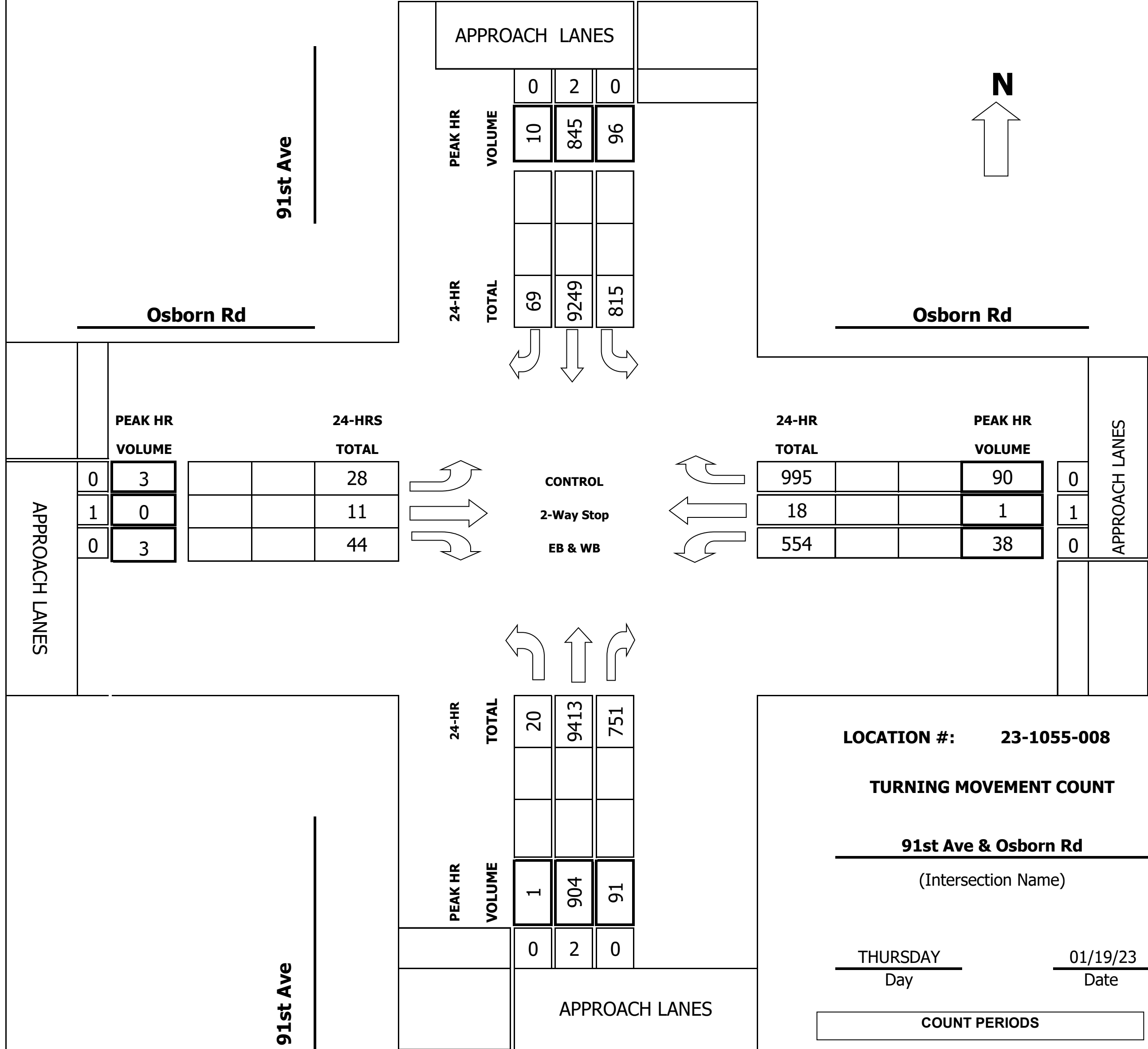


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-008

**TMC SUMMARY OF 91st Ave & Osborn Rd**



**LOCATION #:** 23-1055-008

**TURNING MOVEMENT COUNT**

**91st Ave & Osborn Rd**

(Intersection Name)

THURSDAY  
Day

01/19/23  
Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 315 PM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement**  
Prepared by:



N-S STREET: 91st Ave      DATE: 01/19/23      LOCATION: Phoenix  
E-W STREET: Osborn Rd      DAY: THURSDAY      PROJECT#: 23-1055-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
12:00 AM	1	21	1	2	16	0	0	0	0	1	0	5	47
12:15 AM	0	34	1	3	18	0	0	0	0	2	0	1	59
12:30 AM	0	14	3	0	20	0	0	0	0	2	0	1	40
12:45 AM	0	22	1	0	17	0	0	0	0	2	1	0	43
1:00 AM	0	12	1	3	12	0	0	0	0	0	0	2	30
1:15 AM	0	11	0	3	8	0	0	0	0	1	0	0	23
1:30 AM	0	6	0	0	7	0	0	0	0	0	1	0	14
1:45 AM	0	7	2	1	12	1	0	0	0	0	0	1	24
2:00 AM	0	7	2	2	8	0	0	0	0	1	0	1	21
2:15 AM	0	8	0	1	10	0	0	0	0	2	0	1	22
2:30 AM	0	15	2	1	8	0	1	0	0	0	0	0	27
2:45 AM	0	6	0	0	13	0	0	0	0	0	0	1	20
3:00 AM	0	17	0	0	9	0	0	0	0	0	0	2	28
3:15 AM	1	8	0	1	14	0	0	0	2	2	0	0	28
3:30 AM	1	14	4	0	15	0	0	0	1	2	1	2	40
3:45 AM	0	13	0	1	13	0	0	1	0	5	0	3	36
4:00 AM	0	17	0	1	33	0	0	0	1	5	0	2	59
4:15 AM	0	15	0	1	24	1	0	0	0	5	0	5	51
4:30 AM	0	25	3	1	45	0	0	0	0	1	0	4	79
4:45 AM	0	23	3	2	46	0	0	0	0	6	0	7	87
5:00 AM	0	39	0	1	45	0	0	0	0	5	0	3	93
5:15 AM	0	44	0	3	78	0	1	0	0	8	0	9	143
5:30 AM	0	49	0	1	99	0	0	0	0	7	0	6	162
5:45 AM	0	48	5	2	98	0	0	0	0	9	0	8	170
6:00 AM	0	55	1	2	79	1	0	0	0	6	0	12	156
6:15 AM	1	65	2	5	110	1	0	0	2	7	0	16	209
6:30 AM	0	98	4	8	119	0	0	0	3	7	0	12	251
6:45 AM	1	91	1	5	97	0	0	0	1	6	0	23	225
7:00 AM	0	131	4	12	140	0	0	0	0	5	0	34	326
7:15 AM	0	151	8	19	174	1	0	0	0	9	1	32	395
7:30 AM	0	156	7	21	190	1	0	0	0	9	0	38	422
7:45 AM	0	199	10	14	183	0	0	0	0	14	0	38	458
8:00 AM	0	154	9	19	213	2	1	0	1	19	0	36	454
8:15 AM	0	127	10	21	152	0	1	0	0	11	0	14	336
8:30 AM	0	130	15	3	109	0	1	0	1	5	0	12	276
8:45 AM	0	84	10	4	100	1	0	0	1	3	0	11	214
9:00 AM	0	101	3	3	97	1	1	0	0	6	0	8	220
9:15 AM	1	84	4	7	111	1	2	0	1	5	0	10	226
9:30 AM	0	85	10	6	113	0	0	0	0	2	0	6	222
9:45 AM	0	101	7	4	96	0	1	0	1	8	1	10	229
10:00 AM	0	102	9	6	105	1	0	0	0	7	0	8	238
10:15 AM	0	105	10	6	104	2	1	0	1	4	0	10	243
10:30 AM	0	108	11	5	92	0	0	0	0	8	0	13	237
10:45 AM	1	124	12	9	107	1	0	0	2	6	0	13	275
11:00 AM	0	113	6	11	83	2	0	0	0	4	0	7	226
11:15 AM	0	124	5	12	108	0	0	0	0	5	0	11	265
11:30 AM	0	102	12	9	106	1	0	0	0	3	0	5	238
11:45 AM	0	103	10	10	124	1	0	0	0	6	0	7	263
12:00 PM	0	117	8	10	99	0	0	0	2	6	0	5	247
12:15 PM	1	108	10	8	108	1	0	0	0	5	0	13	254
12:30 PM	0	95	9	6	109	1	1	0	0	10	0	12	243
12:45 PM	0	133	14	10	104	0	0	0	0	7	0	12	280
1:00 PM	0	122	7	12	119	0	0	0	1	1	0	13	275
1:15 PM	1	126	10	5	114	0	0	0	0	8	1	13	278
1:30 PM	1	150	7	14	114	0	0	2	1	3	2	10	304
1:45 PM	1	147	6	13	130	2	1	0	0	5	0	9	314
2:00 PM	0	141	6	16	138	0	0	0	1	8	0	11	321
2:15 PM	0	170	11	10	143	1	1	0	2	11	1	26	376
2:30 PM	0	218	12	25	180	2	1	2	1	9	1	33	484
2:45 PM	1	192	13	20	196	1	1	2	0	9	0	19	454
3:00 PM	1	206	18	28	193	2	0	2	1	6	0	23	480
3:15 PM	0	205	24	35	227	1	0	0	0	13	0	28	533
3:30 PM	1	252	23	24	192	2	1	0	0	7	0	28	530
3:45 PM	0	232	12	18	227	5	0	0	1	10	0	20	525
4:00 PM	0	215	32	19	199	2	2	0	2	8	1	14	494
4:15 PM	0	199	19	16	174	0	0	0	0	8	0	9	425
4:30 PM	0	200	14	17	183	4	0	0	1	6	0	19	444
4:45 PM	0	202	17	25	186	0	0	0	0	8	0	21	459
5:00 PM	0	245	19	17	187	1	0	0	2	6	0	12	489
5:15 PM	1	108	13	14	148	0	2	0	0	8	0	10	304
5:30 PM	1	214	14	17	174	0	2	0	1	9	0	12	444
5:45 PM	0	199	16	9	172	3	0	0	0	13	0	20	432
6:00 PM	1	163	15	8	140	3	0	0	0	11	0	9	350
6:15 PM	0	167	18	10	147	0	0	0	0	10	0	13	365
6:30 PM	0	169	22	9	136	2	1	0	0	14	0	11	364
6:45 PM	0	138	10	17	140	2	0	0	1	12	0	8	328
7:00 PM	0	128	15	14	125	1	0	0	1	13	0	8	305
7:15 PM	0	115	13	9	99	1	0	0	0	5	0	12	254
7:30 PM	0	98	21	10	88	1	0	0	0	6	0	11	235
7:45 PM	0	109	11	13	87	5	0	0	0	9	0	19	253
8:00 PM	0	110	10	9	102	0	1	0	2	10	0	10	254
8:15 PM	0	95	5	10	82	0	0	0	0	2	0	10	204
8:30 PM	0	79	10	4	89	0	0	0	1	5	0	5	193
8:45 PM	0	76	8	15	67	0	0	0	0	7	1	5	179
9:00 PM	1	73	9	4	64	0	1	0	0	7	0	2	161
9:15 PM	0	68	3	8	68	0	0	1	1	5	0	5	159
9:30 PM	0	57	8	7	52	0	0	0	0	3	0	3	130
9:45 PM	0	74	7	4	44	1	0	1	1	3	6	2	143
10:00 PM	0	68	6	3	51	1	0	0	0	1	0	5	135
10:15 PM	2	47	5	4	56	0	0	0	1	7	0	6	128
10:30 PM	0	50	4	3	55	2	2	0	0	0	0	2	118
10:45 PM	0	53	2	1	30	1	1	0	0	5	0	2	95
11:00 PM	0	30	0	4	47	1	0	0	0	2	0	3	87
11:15 PM	0	26	2	5	34	0	0	0	0	2	0	1	70
11:30 PM	0	32	4	3	28	1	0	0	0	0	0	1	69
11:45 PM	0	24	1	2	22	0	0	0	0	0	0	0	49

<b>TOTAL</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	20	9413	751	815	9249	69	28	11	44	554	18	995	21967
Approach %	0.20	92.43	7.37	8.04	91.28	0.68	33.73	13.25	53.01	35.35	1.15	63.50	
App/Depart	10184	/	10436	10133	/	9847	83	/	1577	1567	/	107	

AM Peak Hr Begins at: 315 PM

<b>PEAK</b>													
Volumes	1	904	91	96	845	10	3	0	3	38	1	90	2082
Approach %	0.10	90.76	9.14	10.09	88.85	1.05	50.00	0.00	50.00	29.46	0.78	69.77	

<b>PEAK HR. FACTOR:</b>	0.902	0.904	0.375	0.787	0.977
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CONTROL: 2-Way Stop (EB & WB)

COMMENT 1:  
GPS: 33.486976, -112.255182





**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 91st Ave  
**E-W STREET:** Osborn Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-008

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	3	0
7:00 AM	0	0	0	2
7:15 AM	0	0	0	1
7:30 AM	0	0	0	1
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	3	0
8:30 AM	0	0	1	2
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	1	0	0	0
11:00 AM	1	0	1	0
11:15 AM	0	0	0	0
11:30 AM	0	1	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	1	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	1
2:15 PM	0	0	0	2
2:30 PM	0	0	0	15
2:45 PM	2	0	5	9
3:00 PM	0	0	0	3
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	2	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	1	0	1	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	1	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	1	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>8</b>	<b>1</b>	<b>18</b>	<b>39</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave north of Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	26	18			12:00	122	109		
00:15	35	21			12:15	121	117		
00:30	15	20			12:30	108	116		
00:45	22	98	17	76	12:45	145	496	114	456
01:00	14	15			13:00	135	131		
01:15	11	11			13:15	139	119		
01:30	6	7			13:30	160	128		
01:45	8	39	14	47	13:45	157	591	145	523
02:00	8	10			14:00	152	154		
02:15	9	11			14:15	197	154		
02:30	16	9			14:30	252	207		
02:45	7	40	13	43	14:45	212	813	217	732
03:00	19	9			15:00	229	223		
03:15	8	15			15:15	233	263		
03:30	16	15			15:30	281	218		
03:45	16	59	14	53	15:45	252	995	250	954
04:00	19	34			16:00	231	220		
04:15	20	26			16:15	208	190		
04:30	29	46			16:30	219	204		
04:45	30	98	48	154	16:45	223	881	211	825
05:00	42	46			17:00	257	205		
05:15	54	81			17:15	120	162		
05:30	55	100			17:30	228	191		
05:45	56	207	100	327	17:45	219	824	184	742
06:00	67	82			18:00	172	151		
06:15	81	116			18:15	180	157		
06:30	110	127			18:30	181	147		
06:45	114	372	102	427	18:45	146	679	159	614
07:00	165	152			19:00	136	140		
07:15	183	194			19:15	127	109		
07:30	194	212			19:30	109	99		
07:45	237	779	197	755	19:45	128	500	105	453
08:00	191	234			20:00	121	111		
08:15	142	173			20:15	105	92		
08:30	143	112			20:30	84	93		
08:45	95	571	105	624	20:45	81	391	82	378
09:00	110	101			21:00	76	68		
09:15	96	119			21:15	73	76		
09:30	91	119			21:30	60	59		
09:45	112	409	100	439	21:45	76	285	49	252
10:00	110	112			22:00	73	55		
10:15	116	112			22:15	53	60		
10:30	121	97			22:30	54	60		
10:45	137	484	117	438	22:45	56	236	32	207
11:00	120	96			23:00	33	52		
11:15	135	120			23:15	27	39		
11:30	107	116			23:30	33	32		
11:45	110	472	135	467	23:45	24	117	24	147

**Total Vol.** 3628 3850 **7478** 6808 6283

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10436	10133		

**AM**

**PM**

Split %	48.5%	51.5%	36.4%	52.0%	48.0%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	15:00
<b>Volume</b>	805	837	<b>1642</b>	997	954
<b>P.H.F.</b>	0.85	0.89	<b>0.95</b>	0.89	0.91

i-008

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952

1114

1545

1949

1706

1566

1293

953

769

537

443

264

**13091**

**Combined**

**20569**

**63.6%**

**15:00**

**1949**

**0.97**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave south of Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	23	17			12:00	125	107		
00:15	35	20			12:15	119	113		
00:30	17	22			12:30	104	119		
00:45	23	98	19	78	12:45	147	495	111	450
01:00	13	12			13:00	129	121		
01:15	11	9			13:15	137	122		
01:30	6	7			13:30	158	118		
01:45	9	39	12	40	13:45	154	578	135	496
02:00	9	9			14:00	147	147		
02:15	8	12			14:15	181	156		
02:30	17	8			14:30	230	190		
02:45	6	40	13	42	14:45	206	764	205	698
03:00	17	9			15:00	225	200		
03:15	9	18			15:15	229	240		
03:30	19	18			15:30	276	199		
03:45	13	58	18	63	15:45	244	974	238	877
04:00	17	39			16:00	247	209		
04:15	15	29			16:15	218	182		
04:30	28	46			16:30	214	190		
04:45	26	86	52	166	16:45	219	898	194	775
05:00	39	50			17:00	264	195		
05:15	44	86			17:15	122	156		
05:30	49	106			17:30	229	184		
05:45	53	185	107	349	17:45	215	830	185	720
06:00	56	85			18:00	179	151		
06:15	68	119			18:15	185	157		
06:30	102	129			18:30	191	150		
06:45	93	319	104	437	18:45	148	703	153	611
07:00	135	145			19:00	143	139		
07:15	159	183			19:15	128	104		
07:30	163	199			19:30	119	94		
07:45	209	666	197	724	19:45	120	510	96	433
08:00	163	233			20:00	120	114		
08:15	137	163			20:15	100	84		
08:30	145	115			20:30	89	95		
08:45	94	539	104	615	20:45	84	393	74	367
09:00	104	103			21:00	83	71		
09:15	89	117			21:15	71	74		
09:30	95	115			21:30	65	55		
09:45	108	396	105	440	21:45	81	300	48	248
10:00	111	112			22:00	74	52		
10:15	115	109			22:15	54	64		
10:30	119	100			22:30	54	55		
10:45	137	482	115	436	22:45	55	237	35	206
11:00	119	87			23:00	30	49		
11:15	129	113			23:15	28	36		
11:30	114	109			23:30	36	28		
11:45	113	475	132	441	23:45	25	119	22	135

**Total Vol.** 3383 3831 **7214** 6801 6016

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10184	9847		

**AM**

**PM**

Split %	46.9%	53.1%	36.0%	53.1%	46.9%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	15:15
<b>Volume</b>	694	812	<b>1506</b>	996	886
<b>P.H.F.</b>	0.83	0.87	<b>0.93</b>	0.90	0.92

i-008

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945

1074

1462

1851

1673

1550

1314

943

760

548

443

254

**12817**

**Combined**

**20031**

**64.0%**

**15:15**

**1882**

**0.98**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Osborn Rd east of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			3	6	12:00			18	11		
00:15			4	3	12:15			18	18		
00:30			3	3	12:30			15	22		
00:45			1	11	3	15	26	24	75	19	70
01:00			4	2	13:00			19	14		
01:15			3	1	13:15			15	22		
01:30			0	1	13:30			23	15		
01:45			3	10	1	5	15	19	76	14	65
02:00			4	2	14:00			22	19		
02:15			1	3	14:15			21	38		
02:30			3	0	14:30			39	43		
02:45			0	8	1	6	14	35	117	28	128
03:00			0	2	15:00			48	29		
03:15			1	2	15:15			59	41		
03:30			4	5	15:30			47	35		
03:45			2	7	8	17	24	30	184	30	135
04:00			1	7	16:00			51	23		
04:15			1	10	16:15			35	17		
04:30			4	5	16:30			31	25		
04:45			5	11	13	35	46	42	159	29	94
05:00			1	8	17:00			36	18		
05:15			3	17	17:15			27	18		
05:30			1	13	17:30			31	21		
05:45			7	12	17	55	67	25	119	33	90
06:00			3	18	18:00			23	20		
06:15			7	23	18:15			28	23		
06:30			12	19	18:30			31	25		
06:45			6	28	29	89	117	27	109	20	88
07:00			16	39	19:00			29	21		
07:15			27	42	19:15			22	17		
07:30			28	47	19:30			31	17		
07:45			24	95	52	180	275	24	106	28	83
08:00			28	55	20:00			19	20		
08:15			31	25	20:15			15	12		
08:30			18	17	20:30			14	10		
08:45			14	91	14	111	202	23	71	13	55
09:00			6	14	21:00			13	9		
09:15			11	15	21:15			12	10		
09:30			16	8	21:30			15	6		
09:45			11	44	19	56	100	12	52	11	36
10:00			15	15	22:00			9	6		
10:15			16	14	22:15			9	13		
10:30			16	21	22:30			7	2		
10:45			21	68	19	69	137	3	28	7	28
11:00			17	11	23:00			4	5		
11:15			17	16	23:15			7	3		
11:30			21	8	23:30			7	1		
11:45			20	75	13	48	123	3	21	0	9

**Total Vol.** 460 686 **1146** 1117 881

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
		1577	1567

**AM**

**PM**

Split %	40.1%	59.9%	36.5%	55.9%	44.1%
<b>Peak Hour</b>	07:30	07:15	<b>07:15</b>	14:45	14:30
<b>Volume</b>	111	196	<b>303</b>	189	141
<b>P.H.F.</b>	0.90	0.89	<b>0.91</b>	0.80	0.82



i-008

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145

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141

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245

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319

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253

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209

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197

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189

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126

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88

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56

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30

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**1998**

**Combined**

**3144**

**63.5%**

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**14:30**

**322**

**0.81**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Osborn Rd west of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	1	12:00			2	0
00:15			0	0	12:15			0	2
00:30			0	0	12:30			1	1
00:45			0	0	12:45			0	3
01:00			0	0	13:00			1	0
01:15			0	0	13:15			0	2
01:30			0	1	13:30			3	3
01:45			0	0	13:45			1	5
02:00			0	0	14:00			1	0
02:15			0	0	14:15			3	2
02:30			1	0	14:30			4	3
02:45			0	1	14:45			3	11
03:00			0	0	15:00			3	3
03:15			2	1	15:15			0	1
03:30			1	2	15:30			1	3
03:45			1	4	15:45			1	5
04:00			1	0	16:00			4	3
04:15			0	1	16:15			0	0
04:30			0	0	16:30			1	4
04:45			0	1	16:45			0	5
05:00			0	0	17:00			2	1
05:15			1	0	17:15			2	1
05:30			0	0	17:30			3	1
05:45			0	1	17:45			0	7
06:00			0	1	18:00			0	4
06:15			2	2	18:15			0	0
06:30			3	0	18:30			1	2
06:45			1	6	18:45			1	2
07:00			0	0	19:00			1	1
07:15			0	2	19:15			0	1
07:30			0	1	19:30			0	1
07:45			0	0	19:45			0	1
08:00			2	2	20:00			3	0
08:15			1	0	20:15			0	0
08:30			2	0	20:30			1	0
08:45			1	6	20:45			0	4
09:00			1	1	21:00			1	1
09:15			3	2	21:15			2	0
09:30			0	0	21:30			0	0
09:45			2	6	21:45			2	5
10:00			0	1	22:00			0	1
10:15			2	2	22:15			1	2
10:30			0	0	22:30			2	2
10:45			2	4	22:45			1	4
11:00			0	2	23:00			0	1
11:15			0	0	23:15			0	0
11:30			0	1	23:30			0	1
11:45			2	2	23:45			0	0

**Total Vol.** 31 31 62 52 76

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
		83	107

**AM**

**PM**

Split %	50.0%	50.0%	32.6%	40.6%	59.4%
<b>Peak Hour</b>	08:30	10:15	08:30	14:15	15:00
<b>Volume</b>	7	6	11	13	12
<b>P.H.F.</b>	0.58	0.75	0.55	0.81	0.60

i-008

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6

13

18

17

12

13

10

9

5

13

10

2

**128**

**Combined**

**190**

**67.4%**

**14:15**

**23**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave & Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	23	18	0	6	12:00	125	109	2	11									
00:15	35	21	0	3	12:15	119	117	0	18									
00:30	17	20	0	3	12:30	104	116	1	22									
00:45	23	98	17	76	0	0	3	15	189	12:45	147	495	114	456	0	3	19	70
01:00	13	15	0	2	13:00	129	131	1	14									
01:15	11	11	0	1	13:15	137	119	0	22									
01:30	6	7	0	1	13:30	158	128	3	15									
01:45	9	39	14	47	0	0	1	5	91	13:45	154	578	145	523	1	5	14	65
02:00	9	10	0	2	14:00	147	154	1	19									
02:15	8	11	0	3	14:15	181	154	3	38									
02:30	17	9	1	0	14:30	230	207	4	43									
02:45	6	40	13	43	0	1	1	6	90	14:45	206	764	217	732	3	11	28	128
03:00	17	9	0	2	15:00	225	223	3	29									
03:15	9	15	2	2	15:15	229	263	0	41									
03:30	19	15	1	5	15:30	276	218	1	35									
03:45	13	58	14	53	1	4	8	17	132	15:45	244	974	250	954	1	5	30	135
04:00	17	34	1	7	16:00	247	220	4	23									
04:15	15	26	0	10	16:15	218	190	0	17									
04:30	28	46	0	5	16:30	214	204	1	25									
04:45	26	86	48	154	0	1	13	35	276	16:45	219	898	211	825	0	5	29	94
05:00	39	46	0	8	17:00	264	205	2	18									
05:15	44	81	1	17	17:15	122	162	2	18									
05:30	49	100	0	13	17:30	229	191	3	21									
05:45	53	185	100	327	0	1	17	55	568	17:45	215	830	184	742	0	7	33	90
06:00	56	82	0	18	18:00	179	151	0	20									
06:15	68	116	2	23	18:15	185	157	0	23									
06:30	102	127	3	19	18:30	191	147	1	25									
06:45	93	319	102	427	1	6	29	89	841	18:45	148	703	159	614	1	2	20	88
07:00	135	152	0	39	19:00	143	140	1	21									
07:15	159	194	0	42	19:15	128	109	0	17									
07:30	163	212	0	47	19:30	119	99	0	17									
07:45	209	666	197	755	0	0	52	180	1601	19:45	120	510	105	453	0	1	28	83
08:00	163	234	2	55	20:00	120	111	3	20									
08:15	137	173	1	25	20:15	100	92	0	12									
08:30	145	112	2	17	20:30	89	93	1	10									
08:45	94	539	105	624	1	6	14	111	1280	20:45	84	393	82	378	0	4	13	55
09:00	104	101	1	14	21:00	83	68	1	9									
09:15	89	119	3	15	21:15	71	76	2	10									
09:30	95	119	0	8	21:30	65	59	0	6									
09:45	108	396	100	439	2	6	19	56	897	21:45	81	300	49	252	2	5	11	36
10:00	111	112	0	15	22:00	74	55	0	6									
10:15	115	112	2	14	22:15	54	60	1	13									
10:30	119	97	0	21	22:30	54	60	2	2									
10:45	137	482	117	438	2	4	19	69	993	22:45	55	237	32	207	1	4	7	28
11:00	119	96	0	11	23:00	30	52	0	5									
11:15	129	120	0	16	23:15	28	39	0	3									
11:30	114	116	0	8	23:30	36	32	0	1									
11:45	113	475	135	467	2	2	13	48	992	23:45	25	119	24	147	0	0	0	9

**Total Vol.** 3383 3850 31 686 **7950** 6801 6283 52 881

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10184	10133	83	1567

Split %	AM					PM			
	42.6%	48.4%	0.4%	8.6%	36.2%	48.5%	44.8%	0.4%	6.3%
<b>Peak Hour</b>	07:15	07:15	08:30	07:15	<b>07:15</b>	15:15	15:00	14:15	14:30
<b>Volume</b>	694	837	7	196	<b>1729</b>	996	954	13	141
<b>P.H.F.</b>	0.83	0.89	0.58	0.89	<b>0.94</b>	0.90	0.91	0.81	0.82

i-008

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1024

1171

1635

2068

1822

1669

1407

1047

830

593

476

275

**14017**

**Combined**

**21967**

**63.8%**

**15:15**

**2082**

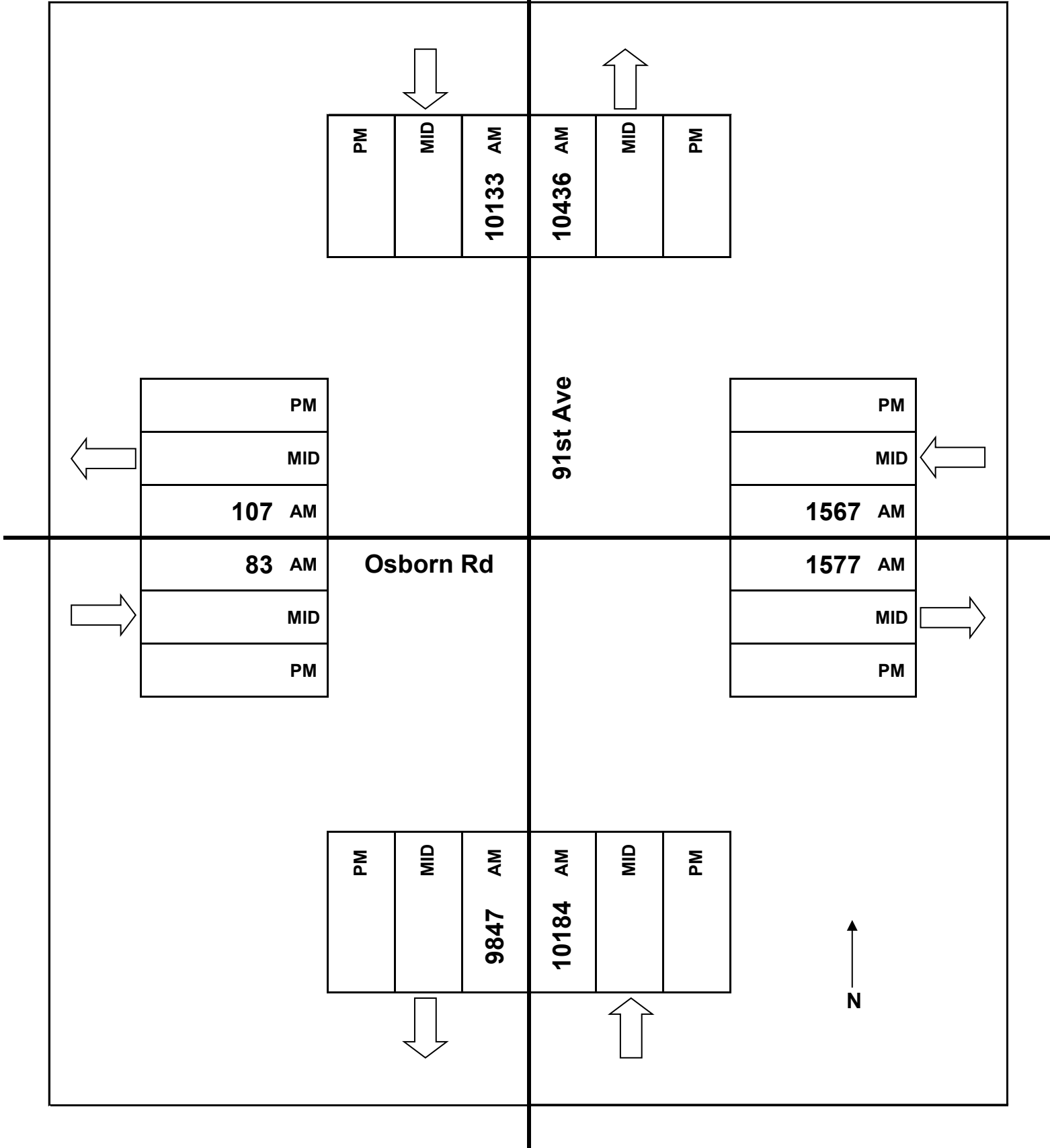
**0.98**

JOB# 23-1055-008

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY



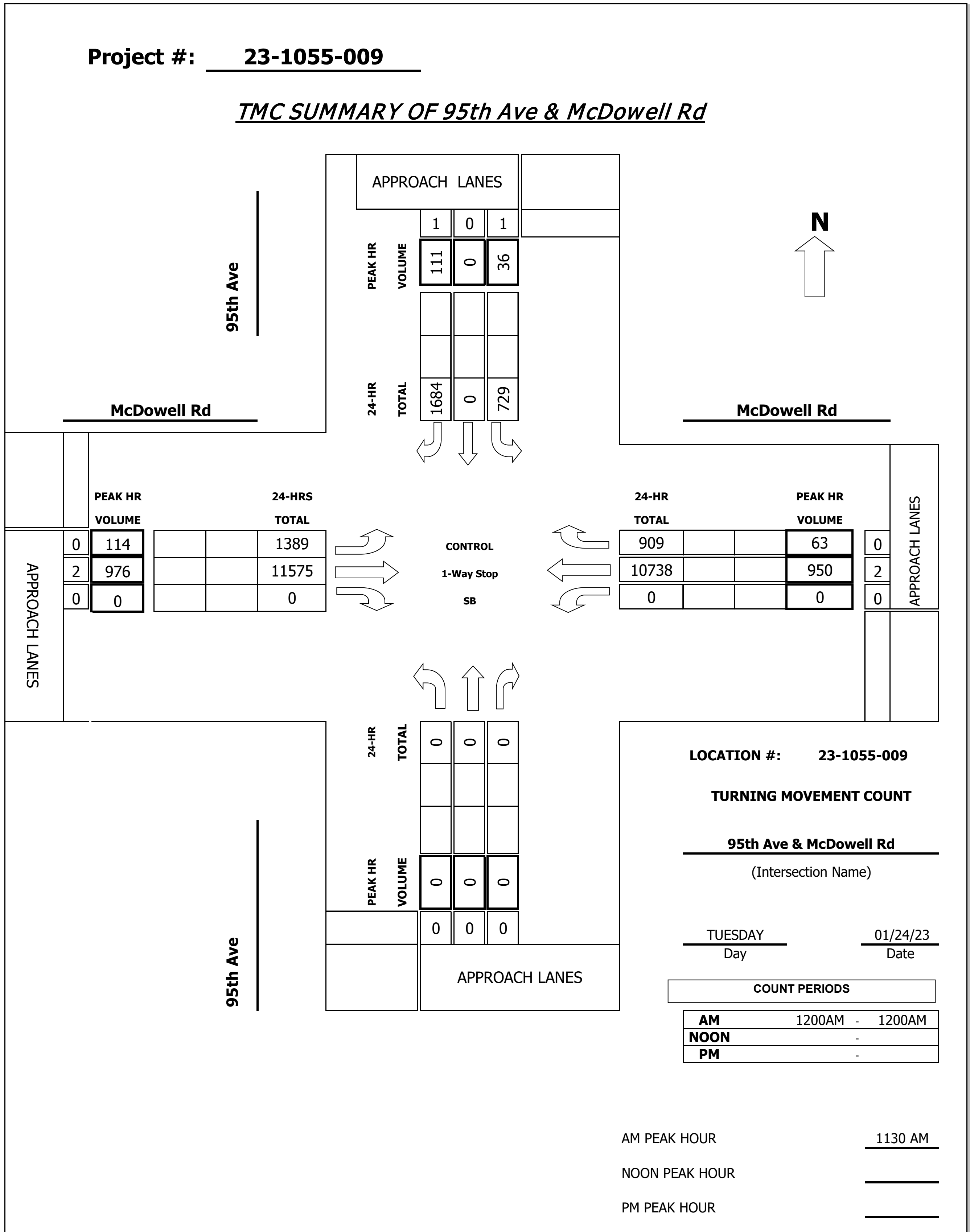


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-009

**TMC SUMMARY OF 95th Ave & McDowell Rd**



	PEAK HR VOLUME	24-HRS TOTAL
0	114	1389
2	976	11575
0	0	0

	24-HR TOTAL	PEAK HR VOLUME
0	909	63
2	10738	950
0	0	0

APPROACH LANES

APPROACH LANES

CONTROL  
1-Way Stop  
SB

	24-HR TOTAL	PEAK HR VOLUME
0	0	0
0	0	0
0	0	0

APPROACH LANES

**LOCATION #:** 23-1055-009

**TURNING MOVEMENT COUNT**

**95th Ave & McDowell Rd**

(Intersection Name)

TUESDAY  
Day

01/24/23  
Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 1130 AM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: 95th Ave      DATE: 01/24/23      LOCATION: Phoenix  
 E-W STREET: McDowell Rd      DAY: TUESDAY      PROJECT#: 23-1055-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	4	0	1	5	14	0	0	21	2	47
12:15 AM	0	0	0	1	0	6	3	18	0	0	23	1	52
12:30 AM	0	0	0	1	0	3	0	8	0	0	14	3	29
12:45 AM	0	0	0	0	0	1	1	15	0	0	19	4	40
1:00 AM	0	0	0	1	0	3	1	19	0	0	14	2	40
1:15 AM	0	0	0	3	0	3	1	13	0	0	17	3	40
1:30 AM	0	0	0	1	0	1	0	7	0	0	11	1	21
1:45 AM	0	0	0	1	0	1	1	9	0	0	4	2	18
2:00 AM	0	0	0	1	0	1	1	14	0	0	15	4	36
2:15 AM	0	0	0	2	0	1	0	8	0	0	3	2	16
2:30 AM	0	0	0	1	0	0	1	7	0	0	9	1	19
2:45 AM	0	0	0	5	0	1	1	8	0	0	10	0	25
3:00 AM	0	0	0	0	0	2	0	6	0	0	11	0	19
3:15 AM	0	0	0	4	0	0	0	12	0	0	10	0	26
3:30 AM	0	0	0	1	0	3	2	14	0	0	8	1	29
3:45 AM	0	0	0	2	0	4	0	17	0	0	12	1	36
4:00 AM	0	0	0	4	0	1	0	21	0	0	14	1	41
4:15 AM	0	0	0	4	0	6	2	25	0	0	26	0	63
4:30 AM	0	0	0	3	0	2	3	45	0	0	25	0	78
4:45 AM	0	0	0	5	0	5	4	55	0	0	41	3	113
5:00 AM	0	0	0	7	0	7	2	48	0	0	34	2	100
5:15 AM	0	0	0	8	0	8	2	61	0	0	46	6	131
5:30 AM	0	0	0	12	0	13	5	105	0	0	71	2	208
5:45 AM	0	0	0	3	0	10	8	157	0	0	73	8	259
6:00 AM	0	0	0	12	0	5	5	147	0	0	86	5	260
6:15 AM	0	0	0	8	0	13	9	173	0	0	87	5	295
6:30 AM	0	0	0	8	0	20	10	217	0	0	139	12	406
6:45 AM	0	0	0	4	0	22	18	200	0	0	118	11	373
7:00 AM	0	0	0	10	0	16	24	210	0	0	134	15	409
7:15 AM	0	0	0	14	0	26	17	235	0	0	149	19	460
7:30 AM	0	0	0	14	0	33	28	266	0	0	181	14	536
7:45 AM	0	0	0	7	0	42	25	230	0	0	165	20	489
8:00 AM	0	0	0	11	0	36	28	212	0	0	158	18	463
8:15 AM	0	0	0	9	0	26	30	180	0	0	144	21	410
8:30 AM	0	0	0	7	0	23	22	173	0	0	123	21	369
8:45 AM	0	0	0	8	0	19	27	140	0	0	135	21	350
9:00 AM	0	0	0	8	0	25	19	104	0	0	102	25	283
9:15 AM	0	0	0	16	0	20	17	98	0	0	111	15	277
9:30 AM	0	0	0	8	0	24	16	86	0	0	136	18	288
9:45 AM	0	0	0	8	0	29	21	132	0	0	127	15	332
10:00 AM	0	0	0	12	0	26	14	91	0	0	119	13	275
10:15 AM	0	0	0	18	0	28	19	115	0	0	118	10	308
10:30 AM	0	0	0	10	0	29	16	145	0	0	119	22	341
10:45 AM	0	0	0	4	0	29	22	166	0	0	137	18	376
11:00 AM	0	0	0	17	0	24	23	158	0	0	140	13	375
11:15 AM	0	0	0	19	0	29	18	137	0	0	165	14	382
11:30 AM	0	0	0	3	0	28	26	283	0	0	269	22	631
11:45 AM	0	0	0	12	0	24	32	276	0	0	292	12	648
12:00 PM	0	0	0	11	0	31	26	254	0	0	236	12	570
12:15 PM	0	0	0	10	0	28	30	163	0	0	153	17	401
12:30 PM	0	0	0	12	0	25	20	176	0	0	160	12	405
12:45 PM	0	0	0	14	0	30	26	184	0	0	188	14	456
1:00 PM	0	0	0	10	0	29	24	153	0	0	146	13	375
1:15 PM	0	0	0	10	0	22	15	169	0	0	185	13	414
1:30 PM	0	0	0	13	0	25	15	159	0	0	149	11	372
1:45 PM	0	0	0	18	0	24	25	166	0	0	176	13	422
2:00 PM	0	0	0	13	0	37	25	174	0	0	164	10	423
2:15 PM	0	0	0	11	0	30	25	192	0	0	152	18	428
2:30 PM	0	0	0	18	0	55	32	175	0	0	196	19	495
2:45 PM	0	0	0	17	0	60	20	174	0	0	197	18	486
3:00 PM	0	0	0	5	0	28	22	195	0	0	210	11	471
3:15 PM	0	0	0	18	0	29	29	193	0	0	215	23	507
3:30 PM	0	0	0	16	0	39	33	208	0	0	239	13	548
3:45 PM	0	0	0	21	0	24	32	201	0	0	231	16	525
4:00 PM	0	0	0	20	0	48	28	197	0	0	230	19	542
4:15 PM	0	0	0	15	0	16	21	174	0	0	236	12	474
4:30 PM	0	0	0	21	0	39	31	189	0	0	223	9	512
4:45 PM	0	0	0	7	0	27	22	190	0	0	254	15	515
5:00 PM	0	0	0	20	0	19	24	177	0	0	209	16	465
5:15 PM	0	0	0	6	0	39	26	173	0	0	236	9	489
5:30 PM	0	0	0	10	0	34	28	187	0	0	206	20	485
5:45 PM	0	0	0	8	0	21	20	192	0	0	230	17	488
6:00 PM	0	0	0	5	0	14	22	169	0	0	195	12	417
6:15 PM	0	0	0	7	0	25	18	177	0	0	196	15	438
6:30 PM	0	0	0	7	0	24	19	175	0	0	197	5	427
6:45 PM	0	0	0	4	0	17	21	157	0	0	159	3	361
7:00 PM	0	0	0	3	0	15	16	146	0	0	138	2	320
7:15 PM	0	0	0	5	0	14	11	155	0	0	118	6	309
7:30 PM	0	0	0	1	0	13	10	143	0	0	104	7	278
7:45 PM	0	0	0	4	0	14	10	140	0	0	79	6	253
8:00 PM	0	0	0	3	0	25	11	96	0	0	83	9	227
8:15 PM	0	0	0	7	0	12	14	110	0	0	77	6	226
8:30 PM	0	0	0	2	0	13	19	105	0	0	80	6	225
8:45 PM	0	0	0	3	0	9	14	80	0	0	68	5	179
9:00 PM	0	0	0	2	0	5	18	99	0	0	52	6	182
9:15 PM	0	0	0	2	0	5	5	72	0	0	61	7	152
9:30 PM	0	0	0	5	0	6	5	97	0	0	54	4	171
9:45 PM	0	0	0	2	0	4	7	67	0	0	53	4	137
10:00 PM	0	0	0	6	0	3	10	56	0	0	51	6	132
10:15 PM	0	0	0	4	0	5	4	40	0	0	31	3	87
10:30 PM	0	0	0	3	0	7	10	53	0	0	32	3	108
10:45 PM	0	0	0	2	0	3	5	39	0	0	28	2	79
11:00 PM	0	0	0	2	0	6	4	42	0	0	23	2	79
11:15 PM	0	0	0	0	0	1	4	32	0	0	15	5	57
11:30 PM	0	0	0	1	0	4	1	18	0	0	21	2	47
11:45 PM	0	0	0	4	0	2	3	12	0	0	17	5	43

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	729	0	1684	1389	11575	0	0	10738	909	27024
Approach %	###	###	###	30.21	0.00	69.79	10.71	89.29	0.00	0.00	92.20	7.80	
App/Depart	0	/	2298	2413	/	0	12964	/	12304	11647	/	12422	

AM Peak Hr Begins at: 1130 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	36	0	111	114	976	0	0	950	63	2250
Approach %	###	###	###	24.49	0.00	75.51	10.46	89.54	0.00	0.00	93.78	6.22	

PEAK HR. FACTOR:      0.000      0.875      0.882      0.833      0.868

CONTROL: 1-Way Stop (SB)

COMMENT 1:

GPS: 33.464900, -112.263875



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

N-S STREET: 95th Ave  
E-W STREET: McDowell Rd

Date: 01/24/23  
Day: TUESDAY

City: Phoenix  
Project #: 23-1055-009

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	1	0	1	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	2	0	0	0
9:15 AM	0	0	0	0
9:30 AM	2	0	0	0
9:45 AM	1	0	0	0
10:00 AM	3	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	1	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	2	0	0	0
11:45 AM	1	0	0	0
12:00 PM	1	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	1	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	1	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	3	0	0	0
10:30 PM	1	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	1	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	2	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	1	0	0	0
2:00 PM	0	0	0	0
2:15 PM	1	0	0	0
2:30 PM	0	0	0	0
2:45 PM	1	0	0	0
3:00 PM	2	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	1	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	2	0	0	0
8:30 PM	1	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	1	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave north of McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	5			12:00	38	42		
00:15	4	7			12:15	47	38		
00:30	3	4			12:30	32	37		
00:45	5	19	1	17	12:45	40	157	44	161
01:00	3	4			13:00	37	39		
01:15	4	6			13:15	28	32		
01:30	1	2			13:30	26	38		
01:45	3	11	2	14	13:45	38	129	42	151
02:00	5	2			14:00	35	50		
02:15	2	3			14:15	43	41		
02:30	2	1			14:30	51	73		
02:45	1	10	6	12	14:45	38	167	77	241
03:00	0	2			15:00	33	33		
03:15	0	4			15:15	52	47		
03:30	3	4			15:30	46	55		
03:45	1	4	6	16	15:45	48	179	45	180
04:00	1	5			16:00	47	68		
04:15	2	10			16:15	33	31		
04:30	3	5			16:30	40	60		
04:45	7	13	10	30	16:45	37	157	34	193
05:00	4	14			17:00	40	39		
05:15	8	16			17:15	35	45		
05:30	7	25			17:30	48	44		
05:45	16	35	13	68	17:45	37	160	29	157
06:00	10	17			18:00	34	19		
06:15	14	21			18:15	33	32		
06:30	22	28			18:30	24	31		
06:45	29	75	26	92	18:45	24	115	21	103
07:00	39	26			19:00	18	18		
07:15	36	40			19:15	17	19		
07:30	42	47			19:30	17	14		
07:45	45	162	49	162	19:45	16	68	18	69
08:00	46	47			20:00	20	28		
08:15	51	35			20:15	20	19		
08:30	43	30			20:30	25	15		
08:45	48	188	27	139	20:45	19	84	12	74
09:00	44	33			21:00	24	7		
09:15	32	36			21:15	12	7		
09:30	34	32			21:30	9	11		
09:45	36	146	37	138	21:45	11	56	6	31
10:00	27	38			22:00	16	9		
10:15	29	46			22:15	7	9		
10:30	38	39			22:30	13	10		
10:45	40	134	33	156	22:45	7	43	5	33
11:00	36	41			23:00	6	8		
11:15	32	48			23:15	9	1		
11:30	48	31			23:30	3	5		
11:45	44	160	36	156	23:45	8	26	6	20

**Total Vol.** 957 1000 **1957** 1341 1413

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
2298	2413		

**AM**

**PM**

Split %	48.9%	51.1%	41.5%	48.7%	51.3%
<b>Peak Hour</b>	08:00	07:15	<b>07:30</b>	15:15	14:00
<b>Volume</b>	188	183	<b>362</b>	193	241
<b>P.H.F.</b>	0.92	0.93	<b>0.96</b>	0.93	0.78

i-009

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318

280

408

359

350

317

218

137

158

87

76

46

**2754**

**Combined**

**4711**

**58.5%**

**14:00**

**408**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: McDowell Rd east of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			18	23	12:00			265	248
00:15			19	24	12:15			173	170
00:30			9	17	12:30			188	172
00:45			15	61	12:45			198	824
01:00			20	23	13:00			202	792
01:15			16	16	13:15			163	159
01:30			8	20	13:30			179	198
01:45			10	12	13:45			172	160
02:00			15	54	14:00			184	698
02:15			10	6	14:15			187	174
02:30			8	54	14:30			203	170
02:45			13	10	14:45			193	215
03:00			6	44	15:00			191	774
03:15			16	19	15:15			200	221
03:30			15	10	15:30			211	238
03:45			19	9	15:45			224	252
04:00			25	13	16:00			222	857
04:15			29	43	16:15			217	249
04:30			48	99	16:30			189	248
04:45			60	110	16:45			210	232
05:00			55	272	17:00			197	813
05:15			69	15	17:15			197	225
05:30			117	36	17:30			179	245
05:45			160	52	17:45			197	226
06:00			159	81	18:00			200	773
06:15			181	242	18:15			174	207
06:30			225	643	18:30			184	211
06:45			204	129	18:45			182	202
07:00			220	463	19:00			161	701
07:15			249	129	19:15			149	140
07:30			280	176	19:30			160	124
07:45			237	168	19:45			144	111
08:00			223	195	20:00			144	597
08:15			189	697	20:15			99	92
08:30			180	176	20:30			117	83
08:45			148	165	20:45			107	86
09:00			112	144	21:00			83	406
09:15			114	156	21:15			101	58
09:30			94	641	21:30			74	68
09:45			140	1381	21:45			102	58
10:00			103	1009	22:00			69	346
10:15			133	132	22:15			57	241
10:30			155	128	22:30			44	34
10:45			170	141	22:45			56	35
11:00			175	556	23:00			41	203
11:15			156	1117	23:15			30	156
11:30			286	153	23:30			44	25
11:45			288	179	23:45			32	20
			905	291				19	23
			905	927				16	111
			1832	22				22	90

**Total Vol.** 5201 4413 **9614** 7103 7234

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
		12304	11647

**AM**

**PM**

Split %	54.1%	45.9%	<b>40.1%</b>	49.5%	50.5%
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>	15:15	16:00
<b>Volume</b>	1012	1022	<b>2025</b>	874	998
<b>P.H.F.</b>	0.88	0.84	<b>0.86</b>	0.98	0.93

i-009

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1616

1404

1548

1815

1811

1716

1483

1057

740

587

359

201

**14337**

**Combined**

**23951**

**59.9%**

**15:15**

**1860**

**0.98**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: McDowell Rd west of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			19	22	12:00			280	267
00:15			21	29	12:15			193	181
00:30			8	17	12:30			196	185
00:45			16	64	12:45			210	879
01:00			20	20	13:00			177	175
01:15			14	20	13:15			184	207
01:30			7	12	13:30			174	174
01:45			10	51	13:45			191	726
02:00			15	16	14:00			199	201
02:15			8	4	14:15			217	182
02:30			8	9	14:30			207	251
02:45			9	40	14:45			194	817
03:00			6	13	15:00			217	238
03:15			12	10	15:15			222	244
03:30			16	11	15:30			241	278
03:45			17	51	15:45			233	913
04:00			21	15	16:00			225	278
04:15			27	32	16:15			195	252
04:30			48	27	16:30			220	262
04:45			59	155	16:45			212	852
05:00			50	41	17:00			201	228
05:15			63	54	17:15			199	275
05:30			110	84	17:30			215	240
05:45			165	388	17:45			212	827
06:00			152	91	18:00			191	209
06:15			182	100	18:15			195	221
06:30			227	159	18:30			194	221
06:45			218	779	18:45			178	758
07:00			234	150	19:00			162	153
07:15			252	175	19:15			166	132
07:30			294	214	19:30			153	117
07:45			255	1035	19:45			150	631
08:00			240	194	20:00			107	108
08:15			210	170	20:15			124	89
08:30			195	146	20:30			124	93
08:45			167	812	20:45			94	449
09:00			123	127	21:00			117	57
09:15			115	131	21:15			77	66
09:30			102	160	21:30			102	60
09:45			153	493	21:45			74	370
10:00			105	145	22:00			66	54
10:15			134	146	22:15			44	36
10:30			161	148	22:30			63	39
10:45			188	588	22:45			44	217
11:00			181	164	23:00			46	29
11:15			155	194	23:15			36	16
11:30			309	297	23:30			19	25
11:45			308	953	23:45			15	116

**Total Vol.** 5409 4664 **10073** 7555 7758

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
		12964	12422

**AM**

**PM**

Split %	53.7%	46.3%	<b>39.7%</b>
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>
<b>Volume</b>	1090	1074	<b>2151</b>
<b>P.H.F.</b>	0.88	0.85	<b>0.86</b>

49.3%	50.7%
15:15	16:00
921	1073
0.96	0.95

i-009

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1730

1482

1708

1928

1925

1821

1585

1126

816

610

377

205

**15313**

**Combined**

**25386**

**60.3%**

**15:15**

**1976**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave & McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	5	19	23	12:00	0	42	280	248
00:15	0	7	21	24	12:15	0	38	193	170
00:30	0	4	8	17	12:30	0	37	196	172
00:45	0	0	1	17	12:45	0	0	44	161
01:00	0	4	20	16	13:00	0	39	177	159
01:15	0	6	14	20	13:15	0	32	184	198
01:30	0	2	7	12	13:30	0	38	174	160
01:45	0	0	2	14	13:45	0	0	42	151
02:00	0	2	15	19	14:00	0	50	199	174
02:15	0	3	8	5	14:15	0	41	217	170
02:30	0	1	8	10	14:30	0	73	207	215
02:45	0	0	6	12	14:45	0	0	77	241
03:00	0	2	6	11	15:00	0	33	217	221
03:15	0	4	12	10	15:15	0	47	222	238
03:30	0	4	16	9	15:30	0	55	241	252
03:45	0	0	6	16	15:45	0	0	45	180
04:00	0	5	21	15	16:00	0	68	225	249
04:15	0	10	27	26	16:15	0	31	195	248
04:30	0	5	48	25	16:30	0	60	220	232
04:45	0	0	10	30	16:45	0	0	34	193
05:00	0	14	50	36	17:00	0	39	201	225
05:15	0	16	63	52	17:15	0	45	199	245
05:30	0	25	110	73	17:30	0	44	215	226
05:45	0	0	13	68	17:45	0	0	29	157
06:00	0	17	152	91	18:00	0	19	191	207
06:15	0	21	182	92	18:15	0	32	195	211
06:30	0	28	227	151	18:30	0	31	194	202
06:45	0	0	26	92	18:45	0	0	21	103
07:00	0	26	234	149	19:00	0	18	162	140
07:15	0	40	252	168	19:15	0	19	166	124
07:30	0	47	294	195	19:30	0	14	153	111
07:45	0	0	49	162	19:45	0	0	18	69
08:00	0	47	240	176	20:00	0	28	107	92
08:15	0	35	210	165	20:15	0	19	124	83
08:30	0	30	195	144	20:30	0	15	124	86
08:45	0	0	27	139	20:45	0	0	12	74
09:00	0	33	123	127	21:00	0	7	117	58
09:15	0	36	115	126	21:15	0	7	77	68
09:30	0	32	102	154	21:30	0	11	102	58
09:45	0	0	37	138	21:45	0	0	6	31
10:00	0	38	105	132	22:00	0	9	66	57
10:15	0	46	134	128	22:15	0	9	44	34
10:30	0	39	161	141	22:30	0	10	63	35
10:45	0	0	33	156	22:45	0	0	5	33
11:00	0	41	181	153	23:00	0	8	46	25
11:15	0	48	155	179	23:15	0	1	36	20
11:30	0	31	309	291	23:30	0	5	19	23
11:45	0	0	36	156	23:45	0	0	6	20

**Total Vol.** 1000 5409 4413 **10822** 1413 7555 7234

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
	2413	12964	11647

**AM**

**PM**

Split %	9.2%	50.0%	40.8%	<b>40.0%</b>	8.7%	46.6%	44.6%
<b>Peak Hour</b>	07:15	11:30	11:15	<b>11:30</b>	14:00	15:15	16:00
<b>Volume</b>	183	1090	1022	<b>2250</b>	241	921	998
<b>P.H.F.</b>	0.93	0.88	0.84	<b>0.87</b>	0.78	0.96	0.93

i-009

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1832

1583

1832

2051

2043

1927

1643

1160

857

642

406

226

**16202**

**Combined**  
**27024**

**60.0%**

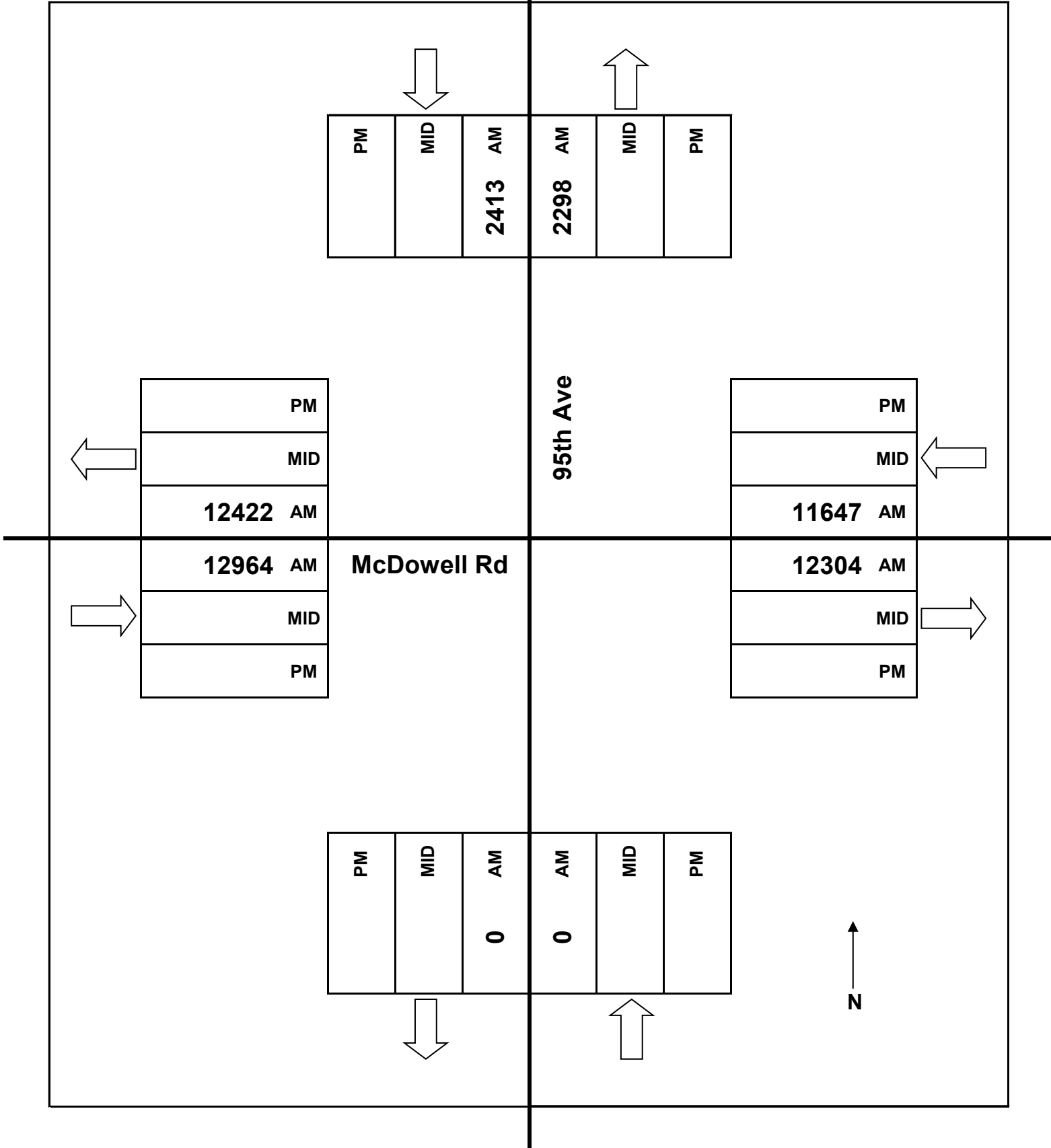
**15:15**  
**2122**  
**0.97**

JOB# 23-1055-009

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-010

Location: 99th Ave btwn Camelback Rd & Cardinals Way

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	78	93		
00:15	2	1			12:15	76	99		
00:30	1	2			12:30	80	101		
00:45	0	4	2	5	12:45	87	321	108	401
01:00	1	3			13:00	74	103		
01:15	2	6			13:15	76	104		
01:30	5	9			13:30	69	85		
01:45	4	12	5	23	13:45	60	279	106	398
02:00	7	8			14:00	85	103		
02:15	4	4			14:15	79	96		
02:30	2	7			14:30	99	133		
02:45	5	18	5	24	14:45	90	353	121	453
03:00	2	8			15:00	98	124		
03:15	3	6			15:15	101	141		
03:30	6	9			15:30	108	143		
03:45	9	20	19	42	15:45	103	410	139	547
04:00	6	14			16:00	133	133		
04:15	9	21			16:15	131	131		
04:30	14	20			16:30	125	152		
04:45	21	50	43	98	16:45	124	513	151	567
05:00	24	52			17:00	111	154		
05:15	28	58			17:15	107	147		
05:30	42	65			17:30	105	111		
05:45	41	135	60	235	17:45	110	433	104	516
06:00	54	76			18:00	78	85		
06:15	50	85			18:15	80	76		
06:30	75	108			18:30	85	60		
06:45	74	253	101	370	18:45	86	329	65	286
07:00	89	112			19:00	60	54		
07:15	70	131			19:15	65	41		
07:30	96	155			19:30	54	20		
07:45	103	358	124	522	19:45	41	220	21	136
08:00	111	104			20:00	42	19		
08:15	104	85			20:15	28	16		
08:30	85	79			20:30	21	13		
08:45	74	374	103	371	20:45	14	105	9	57
09:00	69	96			21:00	16	11		
09:15	66	66			21:15	13	10		
09:30	60	60			21:30	9	7		
09:45	65	260	65	287	21:45	6	44	4	32
10:00	58	58			22:00	8	8		
10:15	57	57			22:15	5	5		
10:30	74	74			22:30	7	6		
10:45	75	264	78	267	22:45	4	24	3	22
11:00	58	80			23:00	5	2		
11:15	57	85			23:15	2	5		
11:30	59	74			23:30	1	2		
11:45	60	234	76	315	23:45	3	11	1	10

**Total Vol.** 1982 2559 **4541** 3042 3425 **6467**

GPS Coordinates: 33.516122, -112.272409

**Daily Totals**

NB	SB	EB	WB	Combined
5024	5984			<b>11008</b>

**AM**

**PM**

Split %	43.6%	56.4%	<b>41.3%</b>	47.0%	53.0%	<b>58.7%</b>
<b>Peak Hour</b>	07:30	07:00	<b>07:15</b>	16:00	16:30	<b>16:00</b>
<b>Volume</b>	414	522	<b>894</b>	513	604	<b>1080</b>
<b>P.H.F.</b>	0.93	0.84	<b>0.89</b>	0.96	0.98	<b>0.97</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-011

Location: 99th Ave btwn Thomas Rd & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	9	3			12:00	67	89		
00:15	7	5			12:15	75	94		
00:30	7	6			12:30	75	74		
00:45	6	29	4	18	12:45	77	294	86	343
01:00	3	4			13:00	90	75		
01:15	5	6			13:15	80	83		
01:30	7	0			13:30	74	85		
01:45	6	21	2	12	13:45	94	338	74	317
02:00	5	2			14:00	92	84		
02:15	5	1			14:15	114	85		
02:30	5	3			14:30	127	96		
02:45	3	18	10	16	14:45	122	455	109	374
03:00	1	4			15:00	138	87		
03:15	3	4			15:15	134	118		
03:30	6	4			15:30	109	135		
03:45	2	12	7	19	15:45	106	487	142	482
04:00	5	12			16:00	94	121		
04:15	9	10			16:15	91	112		
04:30	9	11			16:30	128	123		
04:45	9	32	20	53	16:45	92	405	123	479
05:00	5	17			17:00	127	102		
05:15	9	22			17:15	99	113		
05:30	18	44			17:30	111	133		
05:45	21	53	38	121	17:45	84	421	80	428
06:00	21	42			18:00	108	81		
06:15	28	38			18:15	95	79		
06:30	44	70			18:30	101	76		
06:45	44	137	82	232	18:45	71	375	62	298
07:00	55	91			19:00	73	66		
07:15	59	97			19:15	55	57		
07:30	117	129			19:30	57	65		
07:45	102	333	136	453	19:45	53	238	44	232
08:00	62	188			20:00	62	38		
08:15	69	75			20:15	53	46		
08:30	59	62			20:30	48	32		
08:45	49	239	66	391	20:45	39	202	30	146
09:00	45	57			21:00	43	30		
09:15	42	36			21:15	26	23		
09:30	60	71			21:30	40	21		
09:45	46	193	60	224	21:45	26	135	23	97
10:00	60	60			22:00	22	17		
10:15	71	58			22:15	20	7		
10:30	63	83			22:30	17	13		
10:45	74	268	66	267	22:45	15	74	15	52
11:00	76	83			23:00	14	10		
11:15	64	91			23:15	7	11		
11:30	91	128			23:30	18	6		
11:45	82	313	87	389	23:45	9	48	6	33

**Total Vol.** 1648 2195 **3843** 3472 3281 **6753**

GPS Coordinates: 33.486718, -112.272481

**Daily Totals**

NB	SB	EB	WB	Combined
5120	5476			<b>10596</b>

**AM**

**PM**

Split %	42.9%	57.1%	<b>36.3%</b>	51.4%	48.6%	<b>63.7%</b>
<b>Peak Hour</b>	07:30	07:15	<b>07:15</b>	14:30	15:15	<b>15:00</b>
<b>Volume</b>	350	550	<b>890</b>	521	516	<b>969</b>
<b>P.H.F.</b>	0.75	0.73	<b>0.89</b>	0.94	0.91	<b>0.96</b>



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-012

Location: 99th Ave btwn Thomas Rd & McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	5			12:00	112	144		
00:15	7	4			12:15	112	146		
00:30	6	7			12:30	111	113		
00:45	4	24	3	19	12:45	128	463	150	553
01:00	3	6			13:00	136	115		
01:15	7	7			13:15	101	158		
01:30	6	1			13:30	122	143		
01:45	7	23	0	14	13:45	144	503	148	564
02:00	6	1			14:00	154	125		
02:15	6	3			14:15	142	142		
02:30	4	2			14:30	148	143		
02:45	3	19	12	18	14:45	137	581	148	558
03:00	2	3			15:00	167	136		
03:15	3	4			15:15	152	157		
03:30	7	12			15:30	144	187		
03:45	3	15	14	33	15:45	144	607	216	696
04:00	6	12			16:00	125	189		
04:15	8	12			16:15	151	179		
04:30	7	19			16:30	154	180		
04:45	8	29	30	73	16:45	137	567	179	727
05:00	5	23			17:00	160	177		
05:15	11	31			17:15	136	179		
05:30	15	50			17:30	144	188		
05:45	16	47	65	169	17:45	141	581	159	703
06:00	33	67			18:00	148	140		
06:15	40	59			18:15	134	139		
06:30	64	131			18:30	143	122		
06:45	47	184	144	401	18:45	95	520	105	506
07:00	68	135			19:00	99	105		
07:15	49	120			19:15	101	94		
07:30	84	142			19:30	104	76		
07:45	77	278	150	547	19:45	70	374	55	330
08:00	82	198			20:00	90	57		
08:15	94	100			20:15	71	66		
08:30	90	85			20:30	77	35		
08:45	56	322	83	466	20:45	53	291	38	196
09:00	60	71			21:00	47	28		
09:15	55	72			21:15	42	26		
09:30	80	97			21:30	50	27		
09:45	59	254	117	357	21:45	31	170	27	108
10:00	81	97			22:00	33	21		
10:15	89	112			22:15	24	12		
10:30	104	129			22:30	21	12		
10:45	103	377	124	462	22:45	19	97	13	58
11:00	123	119			23:00	15	12		
11:15	91	127			23:15	9	9		
11:30	129	138			23:30	18	5		
11:45	114	457	141	525	23:45	12	54	5	31

**Total Vol.** 2029 3084 **5113** 4808 5030 **9838**

GPS Coordinates: 33.473267, -112.272537

**Daily Totals**

NB	SB	EB	WB	Combined
6837	8114			<b>14951</b>

**AM**

**PM**

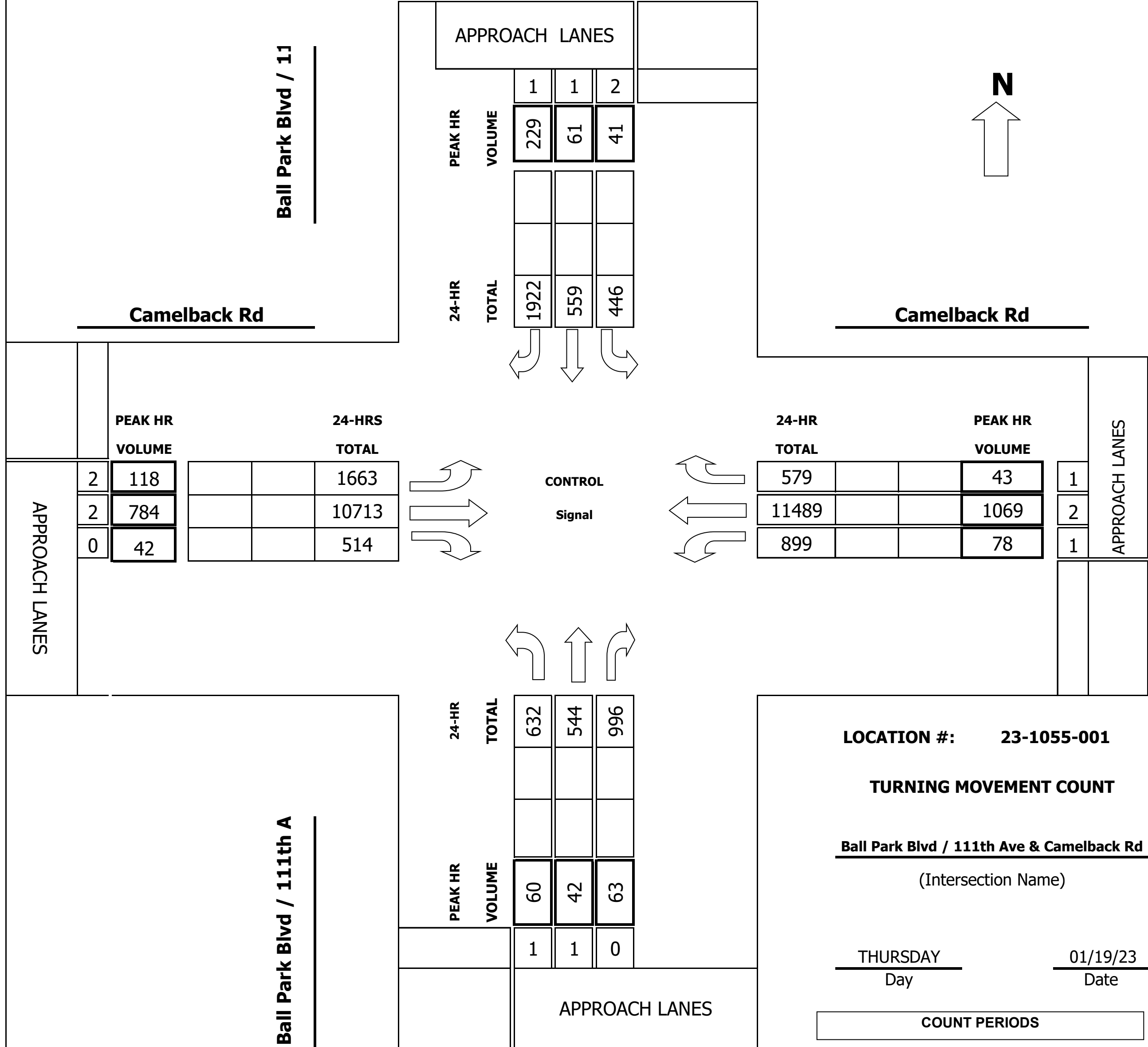
Split %	39.7%	60.3%	<b>34.2%</b>	48.9%	51.1%	<b>65.8%</b>
<b>Peak Hour</b>	11:30	07:15	<b>11:30</b>	15:00	15:30	<b>15:45</b>
<b>Volume</b>	467	610	<b>1036</b>	607	771	<b>1338</b>
<b>P.H.F.</b>	0.91	0.77	<b>0.97</b>	0.91	0.89	<b>0.93</b>

**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-001

**TMC SUMMARY OF Ball Park Blvd / 111th Ave & Camelback Rd**



**LOCATION #:** 23-1055-001

**TURNING MOVEMENT COUNT**

**Ball Park Blvd / 111th Ave & Camelback Rd**

(Intersection Name)

THURSDAY Day      01/19/23 Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 345 PM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: Ball Park Blvd / 111th Ave      DATE: 01/19/23      LOCATION: Phoenix  
E-W STREET: Camelback Rd      DAY: THURSDAY      PROJECT# 23-1055-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 1	NR 0	SL 2	ST 1	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	
12:00 AM	3	0	1	1	1	5	0	20	1	2	29	2	65
12:15 AM	1	0	3	1	1	1	6	22	0	3	32	0	70
12:30 AM	0	1	1	0	1	1	0	12	0	5	30	1	52
12:45 AM	0	2	0	0	0	3	1	20	2	0	18	0	46
1:00 AM	1	0	0	1	4	1	2	11	1	0	15	0	36
1:15 AM	0	0	0	1	1	2	1	11	1	2	17	0	36
1:30 AM	0	1	1	0	1	0	0	13	1	3	12	0	32
1:45 AM	0	0	3	0	1	2	0	18	1	3	12	0	40
2:00 AM	0	0	2	0	1	0	0	4	0	0	12	1	20
2:15 AM	0	0	1	0	2	0	0	10	1	1	11	0	26
2:30 AM	1	0	4	0	0	0	2	11	0	1	11	0	30
2:45 AM	0	0	0	0	2	2	1	13	1	1	14	0	34
3:00 AM	0	0	4	0	2	4	0	15	1	0	9	0	35
3:15 AM	0	0	2	0	1	0	0	16	0	2	13	0	34
3:30 AM	1	2	2	0	0	2	0	22	0	0	25	0	54
3:45 AM	3	0	7	1	0	3	0	37	0	0	23	3	77
4:00 AM	1	1	2	3	0	3	1	28	1	0	22	0	62
4:15 AM	2	3	7	2	0	1	1	46	0	0	30	0	92
4:30 AM	7	1	14	0	0	1	6	58	0	0	28	0	115
4:45 AM	3	3	11	2	1	6	2	58	0	2	44	3	135
5:00 AM	2	2	9	4	0	3	6	89	2	3	51	0	171
5:15 AM	2	6	16	1	1	6	5	123	0	2	57	5	224
5:30 AM	8	4	6	2	0	3	10	94	0	1	77	7	212
5:45 AM	4	5	17	1	3	5	18	120	5	2	89	3	272
6:00 AM	3	8	13	2	0	3	15	133	2	2	84	3	268
6:15 AM	2	8	23	4	2	9	34	129	0	2	119	4	336
6:30 AM	10	13	25	5	2	10	20	132	2	5	164	7	395
6:45 AM	9	21	23	2	3	4	43	180	0	8	160	16	469
7:00 AM	9	14	19	7	3	12	38	175	1	11	145	12	446
7:15 AM	19	14	9	9	2	25	73	197	2	2	138	16	506
7:30 AM	22	26	21	10	5	20	72	211	8	7	180	12	594
7:45 AM	11	14	17	7	6	24	70	195	1	8	176	18	547
8:00 AM	10	15	22	7	1	15	57	180	5	13	156	17	498
8:15 AM	12	9	16	4	5	13	42	187	3	8	140	20	459
8:30 AM	8	14	19	2	6	15	31	188	8	12	164	16	483
8:45 AM	10	10	15	0	1	13	34	154	3	10	124	10	384
9:00 AM	8	7	11	4	1	12	32	161	3	4	147	6	396
9:15 AM	5	6	17	2	2	17	31	174	3	7	99	8	371
9:30 AM	9	6	10	4	4	6	35	153	4	10	113	8	362
9:45 AM	8	9	17	4	5	14	18	145	7	11	145	12	395
10:00 AM	7	3	12	5	7	14	22	148	4	12	108	16	358
10:15 AM	10	9	12	5	1	15	17	147	7	7	100	9	339
10:30 AM	5	3	8	9	6	18	22	162	10	6	114	10	373
10:45 AM	7	5	11	6	3	20	20	145	8	11	130	7	373
11:00 AM	4	7	14	10	7	17	13	159	11	9	119	11	381
11:15 AM	5	4	11	12	8	15	24	145	5	8	127	8	372
11:30 AM	6	5	15	9	4	26	9	182	5	15	140	6	422
11:45 AM	8	7	7	6	6	14	32	131	5	10	146	8	380
12:00 PM	5	5	9	5	7	24	16	156	7	11	117	11	373
12:15 PM	7	3	8	17	7	23	28	135	10	9	141	2	390
12:30 PM	6	10	7	3	8	27	13	163	7	10	139	17	410
12:45 PM	10	12	16	4	5	22	20	124	6	13	140	8	380
1:00 PM	8	6	10	6	4	17	12	163	11	8	141	8	394
1:15 PM	8	12	10	16	11	22	17	156	4	8	157	8	429
1:30 PM	5	5	10	16	8	22	29	153	8	7	174	9	446
1:45 PM	8	7	12	4	9	32	17	162	4	17	186	9	467
2:00 PM	9	6	18	6	6	41	17	191	6	12	199	5	516
2:15 PM	12	9	16	10	6	44	27	194	6	9	219	5	557
2:30 PM	11	6	8	17	7	24	36	204	17	19	257	6	612
2:45 PM	11	8	20	8	11	48	29	191	6	19	236	12	599
3:00 PM	11	8	11	9	12	44	20	215	13	14	198	12	567
3:15 PM	20	11	16	8	15	51	28	198	10	22	201	5	585
3:30 PM	17	9	20	10	16	48	22	172	9	25	234	6	588
3:45 PM	18	13	17	11	14	50	27	194	12	22	260	3	641
4:00 PM	11	9	13	9	14	54	27	203	15	17	283	16	671
4:15 PM	11	5	18	8	16	71	26	202	11	18	256	13	655
4:30 PM	20	15	15	13	17	54	38	185	4	21	270	11	663
4:45 PM	12	10	17	8	13	60	39	192	7	9	259	11	637
5:00 PM	14	8	17	8	21	64	33	168	19	20	249	7	628
5:15 PM	13	11	23	5	17	87	35	176	8	16	238	12	641
5:30 PM	16	7	17	7	18	69	27	199	10	15	283	6	674
5:45 PM	7	10	13	5	19	54	16	145	12	20	246	5	552
6:00 PM	10	9	14	8	15	44	19	145	9	21	213	7	514
6:15 PM	8	9	9	13	11	59	17	120	17	22	195	8	488
6:30 PM	10	7	19	3	15	29	15	119	15	21	192	4	449
6:45 PM	11	5	11	3	17	31	11	120	7	24	169	4	413
7:00 PM	9	5	11	5	6	26	20	102	14	16	179	16	409
7:15 PM	9	1	5	3	11	21	17	121	13	14	131	8	354
7:30 PM	7	2	9	15	5	25	10	91	4	17	130	6	321
7:45 PM	7	4	12	4	10	29	9	61	9	12	131	4	292
8:00 PM	7	2	4	6	4	17	3	82	9	17	110	2	263
8:15 PM	3	3	7	3	8	25	11	78	15	11	105	2	271
8:30 PM	4	4	7	1	2	19	7	79	6	13	87	3	232
8:45 PM	1	1	6	2	5	11	10	65	8	17	89	5	220
9:00 PM	2	6	9	1	10	17	5	72	7	16	90	4	239
9:15 PM	6	4	8	2	4	24	5	66	3	11	82	0	215
9:30 PM	2	0	10	1	5	11	7	62	4	8	100	2	212
9:45 PM	0	1	8	0	7	21	7	46	6	6	66	1	169
10:00 PM	3	1	8	0	7	11	7	43	4	7	73	2	166
10:15 PM	6	1	3	2	6	8	6	43	6	11	72	0	164
10:30 PM	5	0	5	1	6	4	2	32	3	11	73	2	144
10:45 PM	1	1	4	0	4	9	3	31	1	10	55	3	122
11:00 PM	3	1	0	1	2	4	4	29	3	7	39	2	95
11:15 PM	1	2	2	4	2	3	2	26	0	8	40	1	91
11:30 PM	0	0	2	0	2	9	0	32	2	1	32	1	81
11:45 PM	1	2	2	0	1	8	1	23	2	6	34	0	80

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	632	544	996	446	559	1922	1663	10713	514	899	11489	579	30956
Approach %	29.10	25.05	45.86	15.24	19.10	65.66	12.90	83.11	3.99	6.93	88.60	4.47	
App/Depart	2172	/	2786	2927	/	1972	12890	/	12155	12967	/	14043	

AM Peak Hr Begins at: 345 PM

PEAK	Volumes	Approach %	FACTOR:
PEAK	60 42 63 41 61 229 118 784 42 78 1069 43 2630	36.36 25.45 38.18 12.39 18.43 69.18 12.50 83.05 4.45 6.55 89.83 3.61	0.825 0.871 0.963 0.941 0.980

CONTROL: Signal  
COMMENT 1:  
GPS: 33.507851, -112.298582



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** Ball Park Blvd / 111th Ave  
**E-W STREET:** Camelback Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-001

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	1
6:00 AM	0	0	0	0
6:15 AM	0	0	0	1
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	1	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	1	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	1	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	2	0	0	0
4:30 PM	0	1	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	4	0	0	0
5:30 PM	1	0	2	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	1	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	1	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	1	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	1	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>2</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	1
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	1	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	1	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	1	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	1	0	0	0
4:45 PM	0	0	1	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	1	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	1	0
9:45 PM	1	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>1</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Ball Park Blvd north of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	2	7			12:00	32	36		
00:15	6	3			12:15	33	47		
00:30	2	2			12:30	40	38		
00:45	3	13	3	15	12:45	40	145	31	152
01:00	2	6			13:00	26	27		
01:15	1	4			13:15	37	49		
01:30	1	1			13:30	43	46		
01:45	0	4	3	14	13:45	33	139	45	167
02:00	1	1			14:00	28	53		
02:15	0	2			14:15	41	60		
02:30	2	0			14:30	48	48		
02:45	1	4	4	7	14:45	49	166	67	228
03:00	0	6			15:00	40	65		
03:15	0	1			15:15	44	74		
03:30	2	2			15:30	37	74		
03:45	3	5	4	13	15:45	43	164	75	288
04:00	2	6			16:00	52	77		
04:15	4	3			16:15	44	95		
04:30	7	1			16:30	64	84		
04:45	8	21	9	19	16:45	60	220	81	337
05:00	8	7			17:00	48	93		
05:15	16	8			17:15	58	109		
05:30	21	5			17:30	40	94		
05:45	26	71	9	29	17:45	31	177	78	374
06:00	26	5			18:00	35	67		
06:15	46	15			18:15	34	83		
06:30	40	17			18:30	26	47		
06:45	80	192	9	46	18:45	20	115	51	248
07:00	64	22			19:00	41	37		
07:15	103	36			19:15	26	35		
07:30	110	35			19:30	18	45		
07:45	102	379	37	130	19:45	17	102	43	160
08:00	89	23			20:00	7	27		
08:15	71	22			20:15	16	36		
08:30	61	23			20:30	14	22		
08:45	54	275	14	82	20:45	16	53	18	103
09:00	45	17			21:00	15	28		
09:15	45	21			21:15	9	30		
09:30	49	14			21:30	9	17		
09:45	39	178	23	75	21:45	9	42	28	103
10:00	41	26			22:00	10	18		
10:15	35	21			22:15	7	16		
10:30	35	33			22:30	4	11		
10:45	32	143	29	109	22:45	7	28	13	58
11:00	31	34			23:00	7	7		
11:15	36	35			23:15	5	9		
11:30	20	39			23:30	1	11		
11:45	47	134	26	134	23:45	3	16	9	36

**Total Vol.** 1419 673 **2092** 1367 2254

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2786	2927		

**AM**

**PM**

Split %	67.8%	32.2%	36.6%	37.8%	62.2%
<b>Peak Hour</b>	07:15	11:30	<b>07:15</b>	16:30	16:45
<b>Volume</b>	404	148	<b>535</b>	230	377
<b>P.H.F.</b>	0.92	0.79	<b>0.92</b>	0.90	0.86

i-001

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297

306

394

452

557

551

363

262

156

145

86

52

**3621**

**Combined**

**5713**

**63.4%**

**16:30**

**597**

**0.89**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave south of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	4			12:00	19	25		
00:15	4	4			12:15	18	26		
00:30	2	6			12:30	23	25		
00:45	2	12	2	16	12:45	38	98	24	100
01:00	1	5			13:00	24	23		
01:15	0	4			13:15	30	23		
01:30	2	5			13:30	20	23		
01:45	3	6	5	19	13:45	27	101	30	99
02:00	2	1			14:00	33	24		
02:15	1	4			14:15	37	21		
02:30	5	1			14:30	25	43		
02:45	0	8	4	10	14:45	39	134	36	124
03:00	4	3			15:00	30	39		
03:15	2	3			15:15	47	47		
03:30	5	0			15:30	46	50		
03:45	10	21	0	6	15:45	48	171	48	184
04:00	4	1			16:00	33	46		
04:15	12	0			16:15	34	45		
04:30	22	0			16:30	50	42		
04:45	17	55	3	4	16:45	39	156	29	162
05:00	13	5			17:00	39	60		
05:15	24	3			17:15	47	41		
05:30	18	1			17:30	40	43		
05:45	26	81	10	19	17:45	30	156	51	195
06:00	24	4			18:00	33	45		
06:15	33	4			18:15	26	50		
06:30	48	9			18:30	36	51		
06:45	53	158	11	28	18:45	27	122	48	194
07:00	42	15			19:00	25	36		
07:15	42	6			19:15	15	38		
07:30	69	20			19:30	18	26		
07:45	42	195	15	56	19:45	23	81	31	131
08:00	47	19			20:00	13	30		
08:15	37	16			20:15	13	34		
08:30	41	26			20:30	15	21		
08:45	35	160	14	75	20:45	8	49	30	115
09:00	26	8			21:00	17	33		
09:15	28	12			21:15	18	18		
09:30	25	18			21:30	12	17		
09:45	34	113	23	61	21:45	9	56	19	87
10:00	22	23			22:00	12	18		
10:15	31	15			22:15	10	23		
10:30	16	22			22:30	10	20		
10:45	23	92	22	82	22:45	6	38	15	76
11:00	25	27			23:00	4	12		
11:15	20	21			23:15	5	10		
11:30	26	24			23:30	2	5		
11:45	22	93	21	93	23:45	5	16	9	36

**Total Vol.** 994 469 **1463** 1178 1503

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2172	1972		

**AM**

**PM**

Split %	67.9%	32.1%	35.3%	43.9%	56.1%
<b>Peak Hour</b>	06:45	11:45	<b>07:30</b>	16:30	17:45
<b>Volume</b>	206	97	<b>265</b>	175	197
<b>P.H.F.</b>	0.75	0.93	<b>0.74</b>	0.88	0.97



i-001

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198

200

258

355

318

351

316

212

164

143

114

52

**2681**

**Combined**

**4144**

**64.7%**

**15:15**

**365**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd east of Ball Park Blvd / 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			22	33	12:00			170	139
00:15			26	35	12:15			160	152
00:30			13	36	12:30			173	166
00:45			20	81	12:45			144	647
				18				161	618
				122					
				203					
01:00			12	15	13:00			179	157
01:15			12	19	13:15			182	173
01:30			14	15	13:30			179	190
01:45			21	59	13:45			178	718
				15				212	732
				64					
				123					
02:00			6	13	14:00			215	216
02:15			11	12	14:15			220	233
02:30			15	12	14:30			229	282
02:45			13	45	14:45			219	883
				15				267	998
				52					
				97					
03:00			19	9	15:00			235	224
03:15			18	15	15:15			222	228
03:30			24	25	15:30			202	265
03:45			45	106	15:45			222	881
				26				285	1002
				75					
				181					
04:00			33	22	16:00			225	316
04:15			55	30	16:15			228	287
04:30			72	28	16:30			213	302
04:45			71	231	16:45			217	883
				49				279	1184
				129					
				360					
05:00			102	54	17:00			193	276
05:15			140	64	17:15			204	266
05:30			102	85	17:30			223	304
05:45			138	482	17:45			163	783
				94				271	1117
				297					
				779					
06:00			148	89	18:00			167	241
06:15			156	125	18:15			142	225
06:30			162	176	18:30			141	217
06:45			205	671	18:45			134	584
				184				197	880
				574					
				1245					
07:00			201	168	19:00			118	211
07:15			215	156	19:15			129	153
07:30			242	199	19:30			115	153
07:45			219	877	19:45			77	439
				202				147	664
				725					
				1602					
08:00			209	186	20:00			92	129
08:15			207	168	20:15			88	118
08:30			209	192	20:30			87	103
08:45			169	794	20:45			73	340
				144				111	461
				690					
				1484					
09:00			176	157	21:00			82	110
09:15			193	114	21:15			76	93
09:30			167	131	21:30			73	110
09:45			166	702	21:45			54	285
				168				73	386
				570					
				1272					
10:00			165	136	22:00			51	82
10:15			164	116	22:15			48	83
10:30			179	130	22:30			38	86
10:45			162	670	22:45			35	172
				148				68	319
				530					
				1200					
11:00			183	139	23:00			30	48
11:15			168	143	23:15			32	49
11:30			206	161	23:30			34	34
11:45			144	701	23:45			25	121
				164				40	171
				607					
				1308					

**Total Vol.** 5419 4435 **9854** 6736 8532

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
		12155	12967

**AM**

**PM**

Split %	55.0%	45.0%	39.2%	44.1%	55.9%
<b>Peak Hour</b>	07:15	07:30	<b>07:30</b>	14:30	15:45
<b>Volume</b>	885	755	<b>1632</b>	905	1190
<b>P.H.F.</b>	0.91	0.93	<b>0.93</b>	0.96	0.94

i-001

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1265

1450

1881

1883

2067

1900

1464

1103

801

671

491

292

**15268**

**Combined**

**25122**

**60.8%**

**15:45**

**2078**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd west of Ball Park Blvd / 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			21	37	12:00			179	146		
00:15			28	34	12:15			173	171		
00:30			12	31	12:30			183	172		
00:45			23	84	12:45			150	685	172	661
01:00			14	17	13:00			186	166		
01:15			13	19	13:15			177	187		
01:30			14	12	13:30			190	201		
01:45			19	60	13:45			183	736	226	780
02:00			4	12	14:00			214	249		
02:15			11	11	14:15			227	275		
02:30			13	12	14:30			257	292		
02:45			15	43	14:45			226	924	295	1111
03:00			16	13	15:00			248	253		
03:15			16	13	15:15			236	272		
03:30			22	28	15:30			203	299		
03:45			37	91	15:45			233	920	328	1152
04:00			30	26	16:00			245	348		
04:15			47	33	16:15			239	338		
04:30			64	36	16:30			227	344		
04:45			60	201	16:45			238	949	331	1361
05:00			97	56	17:00			220	327		
05:15			128	65	17:15			219	338		
05:30			104	88	17:30			236	368		
05:45			143	472	17:45			173	848	307	1340
06:00			150	90	18:00			173	267		
06:15			163	130	18:15			154	262		
06:30			154	184	18:30			149	231		
06:45			223	690	18:45			138	614	211	971
07:00			214	166	19:00			136	214		
07:15			272	182	19:15			151	161		
07:30			291	222	19:30			105	162		
07:45			266	1043	19:45			79	471	167	704
08:00			242	181	20:00			94	134		
08:15			232	165	20:15			104	133		
08:30			227	187	20:30			92	110		
08:45			191	892	20:45			83	373	101	478
09:00			196	167	21:00			84	109		
09:15			208	121	21:15			74	112		
09:30			192	128	21:30			73	113		
09:45			170	766	21:45			59	290	87	421
10:00			174	129	22:00			54	87		
10:15			171	125	22:15			55	86		
10:30			194	137	22:30			37	82		
10:45			173	712	22:45			35	181	65	320
11:00			183	140	23:00			36	46		
11:15			174	147	23:15			28	44		
11:30			196	172	23:30			34	41		
11:45			168	721	23:45			26	124	43	174

**Total Vol.** 5775 4570 **10345** 7115 9473

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
		12890	14043

**AM**

**PM**

Split %	55.8%	44.2%	<b>38.4%</b>	42.9%	57.1%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:30	16:45
<b>Volume</b>	1071	796	<b>1867</b>	967	1364
<b>P.H.F.</b>	0.92	0.90	<b>0.91</b>	0.94	0.93

i-001

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1346

1516

2035

2072

2310

2188

1585

1175

851

711

501

298

**16588**

**Combined**

**26933**

**61.6%**

**16:00**

**2310**

**0.97**

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Ball Park Blvd / 111th Ave & Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	7	21	33	12:00	19	36	179	139
00:15	4	3	28	35	12:15	18	47	173	152
00:30	2	2	12	36	12:30	23	38	183	166
00:45	2	12	3	15	23	84	18	122	233
					12:45	38	98	31	152
					150	150	685	161	618
01:00	1	6	14	15	13:00	24	27	186	157
01:15	0	4	13	19	13:15	30	49	177	173
01:30	2	1	14	15	13:30	20	46	190	190
01:45	3	6	3	14	19	60	15	64	144
					13:45	27	101	45	167
					183	736	212	732	
02:00	2	1	4	13	14:00	33	53	214	216
02:15	1	2	11	12	14:15	37	60	227	233
02:30	5	0	13	12	14:30	25	48	257	282
02:45	0	8	4	7	15	43	15	52	110
					14:45	39	134	67	228
					226	924	267	998	
03:00	4	6	16	9	15:00	30	65	248	224
03:15	2	1	16	15	15:15	47	74	236	228
03:30	5	2	22	25	15:30	46	74	203	265
03:45	10	21	4	13	37	91	26	75	200
					15:45	48	171	75	288
					233	920	285	1002	
04:00	4	6	30	22	16:00	33	77	245	316
04:15	12	3	47	30	16:15	34	95	239	287
04:30	22	1	64	28	16:30	50	84	227	302
04:45	17	55	9	19	60	201	49	129	404
					16:45	39	156	81	337
					238	949	279	1184	
05:00	13	7	97	54	17:00	39	93	220	276
05:15	24	8	128	64	17:15	47	109	219	266
05:30	18	5	104	85	17:30	40	94	236	304
05:45	26	81	9	29	143	472	94	297	879
					17:45	30	156	78	374
					173	848	271	1117	
06:00	24	5	150	89	18:00	33	67	173	241
06:15	33	15	163	125	18:15	26	83	154	225
06:30	48	17	154	176	18:30	36	47	149	217
06:45	53	158	9	46	223	690	184	574	1468
					18:45	27	122	51	248
					138	614	197	880	
07:00	42	22	214	168	19:00	25	37	136	211
07:15	42	36	272	156	19:15	15	35	151	153
07:30	69	35	291	199	19:30	18	45	105	153
07:45	42	195	37	130	266	1043	202	725	2093
					19:45	23	81	43	160
					79	471	147	664	
08:00	47	23	242	186	20:00	13	27	94	129
08:15	37	22	232	168	20:15	13	36	104	118
08:30	41	23	227	192	20:30	15	22	92	103
08:45	35	160	14	82	191	892	144	690	1824
					20:45	8	49	18	103
					83	373	111	461	
09:00	26	17	196	157	21:00	17	28	84	110
09:15	28	21	208	114	21:15	18	30	74	93
09:30	25	14	192	131	21:30	12	17	73	110
09:45	34	113	23	75	170	766	168	570	1524
					21:45	9	56	28	103
					59	290	73	386	
10:00	22	26	174	136	22:00	12	18	54	82
10:15	31	21	171	116	22:15	10	16	55	83
10:30	16	33	194	130	22:30	10	11	37	86
10:45	23	92	29	109	173	712	148	530	1443
					22:45	6	38	13	58
					35	181	68	319	
11:00	25	34	183	139	23:00	4	7	36	48
11:15	20	35	174	143	23:15	5	9	28	49
11:30	26	39	196	161	23:30	2	11	34	34
11:45	22	93	26	134	168	721	164	607	1555
					23:45	5	16	9	36
					26	124	40	171	

**Total Vol.** 994 673 5775 4435 **11877** 1178 2254 7115 8532

GPS: 33.507851, -112.298582

Daily Totals			
NB	SB	EB	WB
2172	2927	12890	12967

**AM**

**PM**

Split %	8.4%	5.7%	48.6%	37.3%	38.4%	6.2%	11.8%	37.3%	44.7%
<b>Peak Hour</b>	06:45	11:30	07:15	07:30	<b>07:15</b>	16:30	16:45	14:30	15:45
<b>Volume</b>	206	148	1071	755	<b>2145</b>	175	377	967	1190
<b>P.H.F.</b>	0.75	0.79	0.92	0.93	<b>0.90</b>	0.88	0.86	0.94	0.94

i-001

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1553

1736

2284

2381

2626

2495

1864

1376

986

835

596

347

**19079**

**Combined**

**30956**

**61.6%**

**15:45**

**2630**

**0.98**

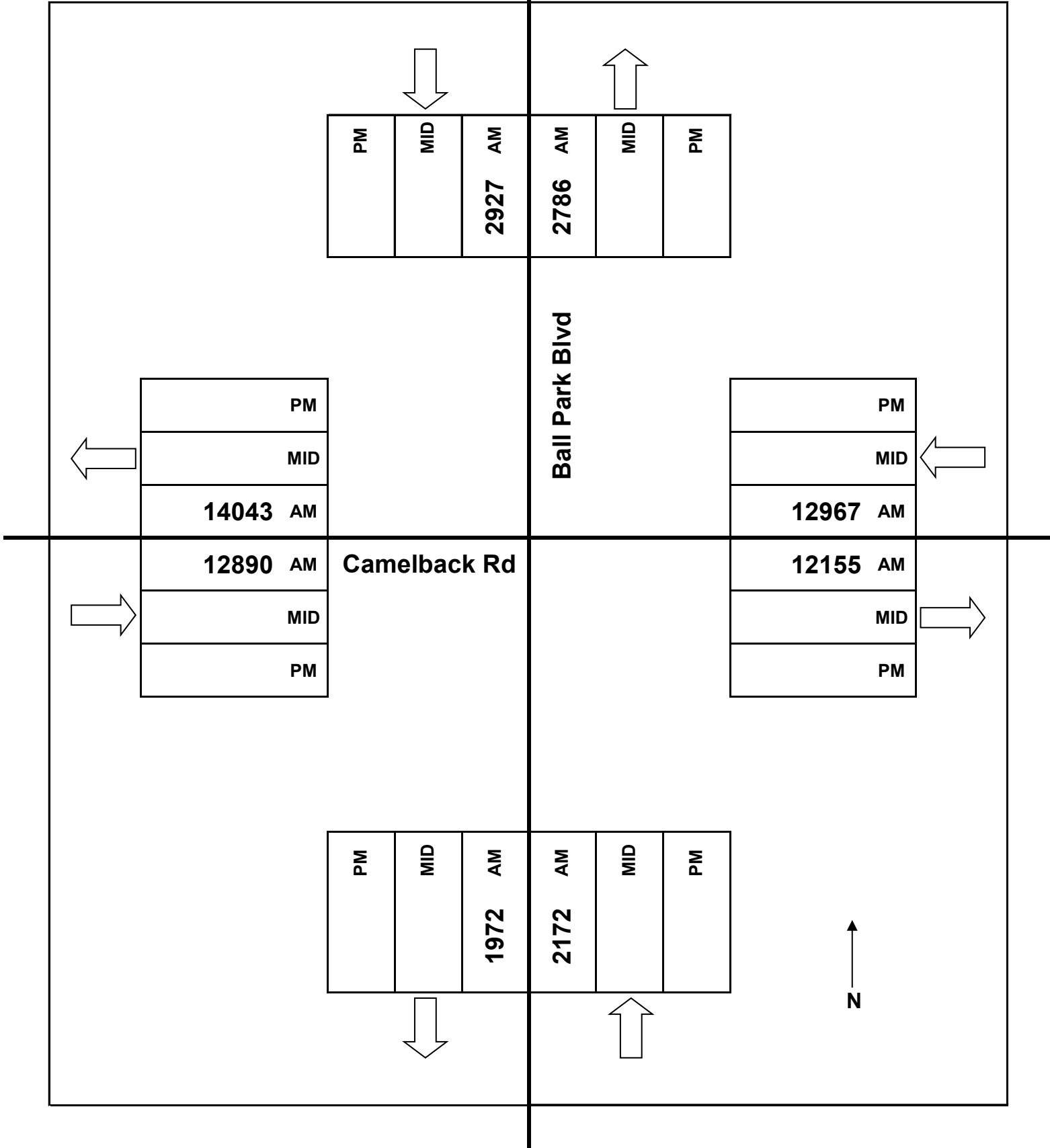


JOB# 23-1055-001

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

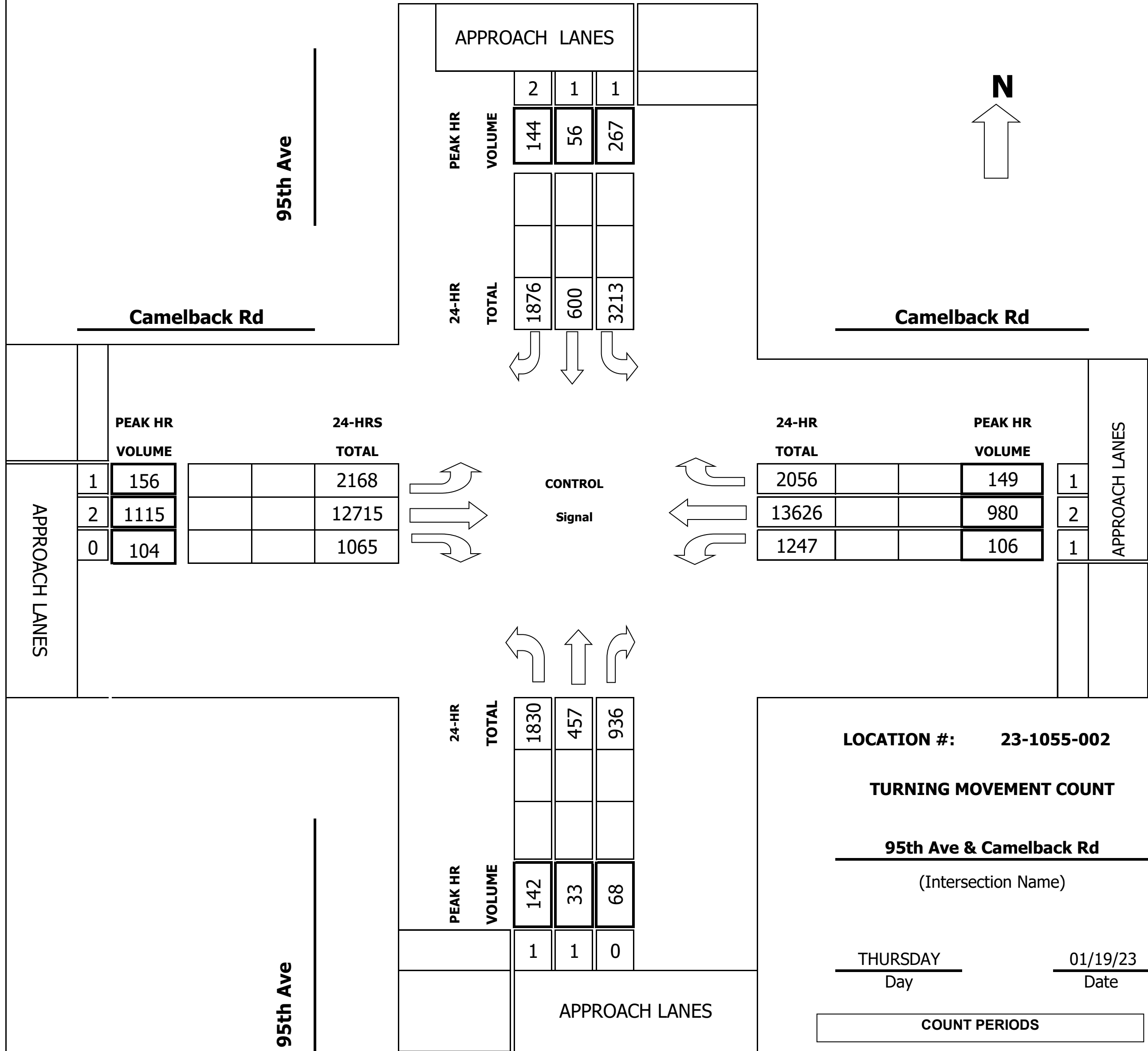


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-002

***TMC SUMMARY OF 95th Ave & Camelback Rd***



APPROACH LANES	PEAK HR		24-HRS	
	VOLUME		TOTAL	
1	156		2168	
2	1115		12715	
0	104		1065	

CONTROL  
Signal

24-HR		PEAK HR		APPROACH LANES
TOTAL		VOLUME		
2056		149	1	
13626		980	2	
1247		106	1	

24-HR		PEAK HR		APPROACH LANES
TOTAL		VOLUME		
1830		142	1	
457		33	1	
936		68	0	

**LOCATION #:** 23-1055-002  
**TURNING MOVEMENT COUNT**  
**95th Ave & Camelback Rd**  
(Intersection Name)

THURSDAY                      01/19/23  
Day                                      Date

COUNT PERIODS		
<b>AM</b>	1200AM	- 1200AM
<b>NOON</b>	-	-
<b>PM</b>	-	-

AM PEAK HOUR                      315 PM  
NOON PEAK HOUR                      \_\_\_\_\_  
PM PEAK HOUR                        \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: 95th Ave      DATE: 01/19/23      LOCATION: Phoenix  
E-W STREET: Camelback Rd      DAY: THURSDAY      PROJECT#: 23-1055-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 1	NR 0	SL 1	ST 1	SR 2	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	
12:00 AM	6	1	5	2	1	3	7	32	4	6	25	3	95
12:15 AM	1	1	8	0	1	2	4	24	5	4	34	5	89
12:30 AM	2	1	6	3	1	6	3	30	1	5	17	0	75
12:45 AM	2	0	4	1	1	2	3	14	3	0	15	3	48
1:00 AM	5	0	4	2	1	3	7	17	0	1	21	1	62
1:15 AM	4	0	3	2	3	0	3	14	1	1	17	2	50
1:30 AM	4	2	7	0	1	5	2	22	1	1	13	0	58
1:45 AM	1	0	4	0	1	2	3	23	2	1	17	0	54
2:00 AM	5	0	5	3	1	6	5	18	2	1	18	0	64
2:15 AM	3	0	2	0	2	2	3	14	3	0	21	0	50
2:30 AM	2	1	1	1	0	4	4	13	2	2	16	2	48
2:45 AM	0	0	2	0	0	2	3	14	1	0	9	1	32
3:00 AM	3	0	0	2	0	1	3	18	0	0	26	2	55
3:15 AM	0	0	2	0	1	1	7	20	1	1	19	1	53
3:30 AM	5	1	3	0	1	3	4	25	1	1	32	1	77
3:45 AM	0	0	1	0	0	5	3	39	2	2	47	4	103
4:00 AM	2	0	6	3	0	4	9	30	1	2	58	2	117
4:15 AM	3	0	2	3	0	9	8	30	2	1	56	5	119
4:30 AM	6	0	3	3	1	13	16	54	2	1	83	6	188
4:45 AM	8	1	1	1	0	9	21	49	0	3	78	11	182
5:00 AM	17	0	0	2	0	12	6	50	4	0	92	6	189
5:15 AM	8	0	2	9	1	12	14	68	3	2	121	4	244
5:30 AM	17	0	8	4	0	20	10	96	1	2	170	6	334
5:45 AM	12	1	4	5	0	21	6	125	2	4	153	8	341
6:00 AM	6	0	8	10	0	22	13	124	6	4	151	10	354
6:15 AM	18	1	6	8	0	17	23	169	8	2	214	11	477
6:30 AM	18	0	9	10	2	24	26	149	8	4	218	22	490
6:45 AM	24	5	13	12	0	23	27	172	8	4	196	20	504
7:00 AM	22	4	14	17	4	20	17	176	8	6	182	16	486
7:15 AM	23	6	13	22	3	24	17	189	14	7	202	13	533
7:30 AM	24	3	12	24	6	30	28	212	17	14	255	12	637
7:45 AM	27	4	9	33	7	31	29	246	24	19	242	21	692
8:00 AM	18	5	23	32	4	19	29	234	20	11	198	20	613
8:15 AM	20	2	16	32	6	18	28	201	12	12	237	35	619
8:30 AM	20	3	8	38	4	23	15	194	11	16	223	23	578
8:45 AM	17	4	11	34	6	25	23	161	8	14	175	20	498
9:00 AM	22	3	5	26	6	23	16	117	11	11	168	28	436
9:15 AM	21	2	14	30	5	25	30	145	12	12	135	21	452
9:30 AM	19	4	15	40	4	23	31	127	8	11	166	29	477
9:45 AM	20	3	11	39	2	31	29	116	9	5	157	30	452
10:00 AM	18	1	7	33	1	29	23	132	7	10	175	22	458
10:15 AM	21	6	4	42	6	38	27	116	13	12	171	38	494
10:30 AM	28	6	7	44	6	29	25	128	10	18	126	27	454
10:45 AM	24	6	9	61	7	31	28	148	13	15	152	37	531
11:00 AM	15	3	6	36	5	38	31	144	16	17	180	31	522
11:15 AM	28	5	16	61	4	40	39	134	15	10	144	42	538
11:30 AM	28	8	10	42	7	31	45	150	11	15	153	40	540
11:45 AM	26	10	12	55	9	24	35	165	21	24	163	27	571
12:00 PM	26	10	12	53	5	25	26	132	8	9	154	38	498
12:15 PM	27	8	12	51	18	19	27	178	11	17	201	19	588
12:30 PM	46	11	12	56	14	26	31	152	11	17	170	27	573
12:45 PM	18	11	6	45	12	23	33	172	13	18	166	29	546
1:00 PM	29	15	18	62	8	37	32	182	11	23	159	29	605
1:15 PM	22	11	11	58	12	19	37	153	15	23	179	26	566
1:30 PM	33	8	10	56	14	42	35	174	12	17	157	35	593
1:45 PM	26	7	12	55	9	25	31	182	13	29	190	44	623
2:00 PM	25	7	14	55	16	34	27	199	19	14	183	30	623
2:15 PM	35	10	14	65	10	22	36	201	10	15	181	29	628
2:30 PM	45	8	11	66	8	38	37	190	16	22	214	35	690
2:45 PM	28	11	13	65	7	39	43	249	25	21	194	34	729
3:00 PM	34	3	24	71	18	43	39	252	19	19	224	43	789
3:15 PM	34	10	12	56	10	32	33	276	28	32	268	46	837
3:30 PM	35	7	25	75	14	47	53	267	19	24	244	30	840
3:45 PM	35	5	17	62	16	30	38	295	28	22	249	32	829
4:00 PM	38	11	14	74	16	35	32	277	29	28	219	41	814
4:15 PM	36	11	13	70	19	35	42	240	22	18	257	44	807
4:30 PM	35	12	13	69	10	27	37	230	19	24	259	42	777
4:45 PM	40	11	14	68	10	36	53	229	11	26	229	41	768
5:00 PM	56	20	24	65	10	17	45	264	22	19	255	37	834
5:15 PM	41	10	9	63	20	25	44	219	26	26	259	37	779
5:30 PM	37	15	16	70	13	28	38	241	27	23	243	34	785
5:45 PM	23	9	22	60	12	25	32	230	22	23	264	39	761
6:00 PM	30	9	16	66	12	24	33	217	20	22	233	39	721
6:15 PM	27	9	14	56	19	27	47	219	21	18	225	44	726
6:30 PM	27	7	15	68	15	21	33	203	22	26	222	29	688
6:45 PM	22	9	9	54	10	21	37	181	17	32	214	44	650
7:00 PM	23	8	20	46	12	36	33	151	21	17	169	49	585
7:15 PM	27	7	8	61	7	21	29	182	18	18	160	25	563
7:30 PM	19	5	27	52	7	19	29	156	13	32	152	31	542
7:45 PM	29	5	6	61	9	17	27	113	9	18	149	42	485
8:00 PM	15	7	17	51	9	21	29	147	14	28	154	36	528
8:15 PM	19	0	10	44	9	17	23	126	14	23	150	22	457
8:30 PM	14	3	10	26	5	15	15	122	7	15	105	21	358
8:45 PM	21	4	7	39	6	12	20	125	12	17	117	28	408
9:00 PM	17	5	3	36	5	9	14	127	15	19	119	18	387
9:15 PM	12	5	7	39	7	11	21	107	8	15	114	17	363
9:30 PM	10	5	14	35	10	11	14	93	10	17	118	15	352
9:45 PM	18	8	12	22	9	8	12	86	10	15	81	12	293
10:00 PM	12	8	7	24	6	12	9	84	6	11	109	25	313
10:15 PM	4	3	4	23	5	10	15	84	8	14	78	15	263
10:30 PM	5	3	12	30	3	13	13	68	14	11	83	14	269
10:45 PM	11	0	3	19	3	11	11	63	7	14	59	9	210
11:00 PM	8	0	9	21	3	7	8	53	9	10	57	7	192
11:15 PM	18	1	6	14	2	6	10	53	8	12	28	3	161
11:30 PM	9	1	4	5	2	5	12	46	4	13	33	1	135
11:45 PM	6	1	7	4	3	8	5	37	8	7	38	1	125

<b>TOTAL</b>	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1830	457	936	3213	600	1876	2168	12715	1065	1247	13626	2056	41789
Approach %	56.78	14.18	29.04	56.48	10.55	32.98	13.59	79.73	6.68	7.37	80.49	12.14	
App/Depart	3223	/	4681	5689	/	2912	15948	/	16864	16929	/	17332	

AM Peak Hr Begins at: 315 PM

<b>PEAK</b>	Volumes	142	33	68	267	56	144	156	1115	104	106	980	149	3320
	Approach %	58.44	13.58	27.98	57.17	11.99	30.84	11.35	81.09	7.56	8.58	79.35	12.06	

<b>PEAK HR.</b>	FACTOR:	0.907	0.858	0.952	0.892	0.988
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CONTROL: Signal

COMMENT 1: 33.508567, -112.263872

GPS:



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 95th Ave  
**E-W STREET:** Camelback Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-002

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	1	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	1	1	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	1
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	1	0	1	0
7:15 AM	0	0	0	0
7:30 AM	2	0	2	0
7:45 AM	0	0	3	0
8:00 AM	3	0	2	0
8:15 AM	0	0	0	0
8:30 AM	2	0	2	0
8:45 AM	1	0	0	0
9:00 AM	0	1	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	1	0
10:00 AM	1	1	0	1
10:15 AM	0	3	0	0
10:30 AM	0	4	0	0
10:45 AM	3	2	0	0
11:00 AM	0	0	0	0
11:15 AM	1	0	1	2
11:30 AM	0	2	0	2
11:45 AM	3	3	0	2
12:00 PM	0	1	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	1	1
1:00 PM	2	1	0	2
1:15 PM	0	2	0	0
1:30 PM	0	0	1	0
1:45 PM	1	0	1	0
2:00 PM	3	0	2	1
2:15 PM	3	1	1	1
2:30 PM	0	0	0	2
2:45 PM	0	0	0	0
3:00 PM	0	1	3	0
3:15 PM	7	1	7	2
3:30 PM	1	0	0	0
3:45 PM	2	0	3	2
4:00 PM	0	0	1	3
4:15 PM	0	0	2	1
4:30 PM	3	0	2	2
4:45 PM	0	1	0	3
5:00 PM	1	0	1	2
5:15 PM	0	0	0	0
5:30 PM	2	0	0	1
5:45 PM	2	2	0	1
6:00 PM	0	0	0	3
6:15 PM	0	0	0	2
6:30 PM	0	1	0	1
6:45 PM	0	2	0	4
7:00 PM	0	1	0	0
7:15 PM	0	3	0	0
7:30 PM	0	2	0	3
7:45 PM	0	0	0	1
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	2	0	0
8:45 PM	0	1	0	1
9:00 PM	0	1	0	0
9:15 PM	0	2	0	0
9:30 PM	0	1	0	0
9:45 PM	0	1	0	0
10:00 PM	0	0	0	1
10:15 PM	1	0	1	2
10:30 PM	0	2	0	1
10:45 PM	0	0	1	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>45</b>	<b>47</b>	<b>40</b>	<b>52</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	1	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	0
4:45 AM	0	1	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	1	1	1	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	1	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	1	0	0	0
2:15 PM	0	0	0	0
2:30 PM	1	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	1	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	1
4:30 PM	1	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	1	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	2	0
6:45 PM	0	1	0	1
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	1	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	1
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	1	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>6</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave north of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	11	6			12:00	74	83		
00:15	10	3			12:15	54	88		
00:30	4	10			12:30	69	96		
00:45	6	31	4	23	12:45	73	270	80	347
01:00	8	6			13:00	76	107		
01:15	5	5			13:15	74	89		
01:30	4	6			13:30	78	112		
01:45	3	20	3	20	13:45	82	310	89	397
02:00	5	10			14:00	64	105		
02:15	3	4			14:15	75	97		
02:30	7	5			14:30	80	112		
02:45	4	19	2	21	14:45	88	307	111	425
03:00	5	3			15:00	85	132		
03:15	8	2			15:15	89	98		
03:30	6	4			15:30	90	136		
03:45	7	26	5	14	15:45	75	339	108	474
04:00	11	7			16:00	84	125		
04:15	13	12			16:15	97	124		
04:30	22	17			16:30	91	106		
04:45	33	79	10	46	16:45	105	377	114	469
05:00	12	14			17:00	102	92		
05:15	18	22			17:15	91	108		
05:30	16	24			17:30	87	111		
05:45	15	61	26	86	17:45	80	360	97	408
06:00	23	32			18:00	81	102		
06:15	35	25			18:15	100	102		
06:30	48	36			18:30	69	104		
06:45	52	158	35	128	18:45	90	340	85	393
07:00	37	41			19:00	90	94		
07:15	36	49			19:15	61	89		
07:30	43	60			19:30	65	78		
07:45	54	170	71	221	19:45	74	290	87	348
08:00	54	55			20:00	72	81		
08:15	65	56			20:15	45	70		
08:30	41	65			20:30	39	46		
08:45	47	207	65	241	20:45	52	208	57	254
09:00	47	55			21:00	37	50		
09:15	53	60			21:15	43	57		
09:30	64	67			21:30	34	56		
09:45	62	226	72	254	21:45	32	146	39	202
10:00	46	63			22:00	42	42		
10:15	71	86			22:15	33	38		
10:30	58	79			22:30	30	46		
10:45	71	246	99	327	22:45	20	125	33	159
11:00	65	79			23:00	15	31		
11:15	86	105			23:15	14	22		
11:30	93	80			23:30	14	12		
11:45	72	316	88	352	23:45	7	50	15	80

**Total Vol.** 1559 1733 **3292** 3122 3956

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
4681	5689		

**AM**

**PM**

Split %	47.4%	52.6%	31.7%	44.1%	55.9%
<b>Peak Hour</b>	11:15	10:45	<b>11:15</b>	16:15	15:30
<b>Volume</b>	325	363	<b>681</b>	395	493
<b>P.H.F.</b>	0.87	0.86	<b>0.89</b>	0.94	0.91

i-002

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617

707

732

813

846

768

733

638

462

348

284

130

**7078**

**Combined**

**10370**

**68.3%**

**16:00**

**846**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave south of Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	12	11			12:00	48	22		
00:15	10	10			12:15	47	46		
00:30	9	7			12:30	69	42		
00:45	6	37	4	32	12:45	35	199	43	153
01:00	9	2			13:00	62	42		
01:15	7	5			13:15	44	50		
01:30	13	3			13:30	51	43		
01:45	5	34	4	14	13:45	45	202	51	186
02:00	10	4			14:00	46	49		
02:15	5	5			14:15	59	35		
02:30	4	4			14:30	64	46		
02:45	2	21	1	14	14:45	52	221	53	183
03:00	3	0			15:00	61	56		
03:15	2	3			15:15	56	70		
03:30	9	3			15:30	67	57		
03:45	1	15	4	10	15:45	57	241	66	249
04:00	8	3			16:00	63	73		
04:15	5	3			16:15	60	59		
04:30	9	4			16:30	60	53		
04:45	10	32	3	13	16:45	65	248	47	232
05:00	17	4			17:00	100	51		
05:15	10	6			17:15	60	72		
05:30	25	3			17:30	68	63		
05:45	17	69	6	19	17:45	54	282	57	243
06:00	14	10			18:00	55	54		
06:15	25	10			18:15	50	58		
06:30	27	14			18:30	49	63		
06:45	42	108	12	46	18:45	40	194	59	234
07:00	40	18			19:00	51	50		
07:15	42	24			19:15	42	43		
07:30	39	37			19:30	51	52		
07:45	40	161	50	129	19:45	40	184	36	181
08:00	46	35			20:00	39	51		
08:15	38	30			20:15	29	46		
08:30	31	31			20:30	27	27		
08:45	32	147	28	124	20:45	32	127	35	159
09:00	30	28			21:00	25	39		
09:15	37	29			21:15	24	30		
09:30	38	23			21:30	29	37		
09:45	34	139	16	96	21:45	38	116	34	140
10:00	26	18			22:00	27	23		
10:15	31	31			22:15	11	27		
10:30	41	34			22:30	20	28		
10:45	39	137	35	118	22:45	14	72	24	102
11:00	24	38			23:00	17	22		
11:15	49	29			23:15	25	22		
11:30	46	33			23:30	14	19		
11:45	48	167	54	154	23:45	14	70	18	81

**Total Vol.** 1067 769 **1836** 2156 2143

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
3223	2912		

**AM**

**PM**

Split %	58.1%	41.9%	29.9%	50.2%	49.8%
<b>Peak Hour</b>	11:45	11:45	<b>11:45</b>	16:45	15:15
<b>Volume</b>	212	164	<b>376</b>	293	266
<b>P.H.F.</b>	0.77	0.76	<b>0.85</b>	0.73	0.91



i-002

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352

388

404

490

480

525

428

365

286

256

174

151

**4299**

**Combined**

**6135**

**70.1%**

**16:45**

**526**

**0.87**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd east of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			39	34	12:00			197	201		
00:15			32	43	12:15			241	237		
00:30			39	22	12:30			220	214		
00:45			19	129	18	117	246	223	881	213	865
01:00			23	23	13:00			262	211		
01:15			19	20	13:15			222	228		
01:30			29	14	13:30			240	209		
01:45			27	98	18	75	173	249	973	263	911
02:00			26	19	14:00			268	227		
02:15			16	21	14:15			280	225		
02:30			15	20	14:30			267	271		
02:45			16	73	10	70	143	327	1142	249	972
03:00			20	28	15:00			347	286		
03:15			22	21	15:15			344	346		
03:30			28	34	15:30			367	298		
03:45			40	110	53	136	246	374	1432	303	1233
04:00			39	62	16:00			365	288		
04:15			35	62	16:15			323	319		
04:30			60	90	16:30			312	325		
04:45			51	185	92	306	491	311	1311	296	1228
05:00			52	98	17:00			353	311		
05:15			79	127	17:15			291	322		
05:30			108	178	17:30			327	300		
05:45			134	373	165	568	941	312	1283	326	1259
06:00			142	165	18:00			299	294		
06:15			183	227	18:15			289	287		
06:30			168	244	18:30			286	277		
06:45			197	690	220	856	1546	244	1118	290	1148
07:00			207	204	19:00			217	235		
07:15			224	222	19:15			251	203		
07:30			248	281	19:30			235	215		
07:45			288	967	282	989	1956	180	883	209	862
08:00			289	229	20:00			215	218		
08:15			249	284	20:15			180	195		
08:30			240	262	20:30			158	141		
08:45			206	984	209	984	1968	171	724	162	716
09:00			148	207	21:00			166	156		
09:15			189	168	21:15			153	146		
09:30			182	206	21:30			142	150		
09:45			166	685	192	773	1458	120	581	108	560
10:00			172	207	22:00			115	145		
10:15			162	221	22:15			111	107		
10:30			179	171	22:30			110	108		
10:45			218	731	204	803	1534	85	421	82	442
11:00			186	228	23:00			83	74		
11:15			211	196	23:15			73	43		
11:30			202	208	23:30			55	47		
11:45			232	831	214	846	1677	48	259	46	210

**Total Vol.** 5856 6523 **12379** 11008 10406

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
		16864	16929

**AM**

**PM**

Split %	47.3%	52.7%	<b>36.6%</b>	51.4%	48.6%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	15:15	17:00
<b>Volume</b>	1074	1076	<b>2150</b>	1450	1259
<b>P.H.F.</b>	0.93	0.95	<b>0.94</b>	0.97	0.97

i-002

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1746

1884

2114

2665

2539

2542

2266

1745

1440

1141

863

469

**21414**

**Combined**

**33793**

**63.4%**

**15:15**

**2685**

**0.97**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Camelback Rd west of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			43	34	12:00			166	205
00:15			33	37	12:15			216	247
00:30			34	25	12:30			194	242
00:45			20	130	12:45			218	794
01:00			24	29	13:00			225	225
01:15			18	21	13:15			205	220
01:30			25	22	13:30			221	232
01:45			28	95	13:45			226	877
02:00			25	29	14:00			245	242
02:15			20	26	14:15			247	238
02:30			19	22	14:30			243	297
02:45			18	82	14:45			317	1052
03:00			21	30	15:00			310	301
03:15			28	20	15:15			337	334
03:30			30	40	15:30			339	326
03:45			44	123	15:45			361	1347
04:00			40	64	16:00			338	292
04:15			40	68	16:15			304	328
04:30			72	102	16:30			286	321
04:45			70	222	16:45			293	1221
05:00			60	121	17:00			331	328
05:15			85	141	17:15			289	325
05:30			107	207	17:30			306	308
05:45			133	385	17:45			284	1210
06:00			143	179	18:00			270	287
06:15			200	249	18:15			287	279
06:30			183	260	18:30			258	270
06:45			207	733	18:45			235	1050
07:00			201	224	19:00			205	228
07:15			220	249	19:15			229	208
07:30			257	309	19:30			198	190
07:45			299	977	19:45			149	781
08:00			283	235	20:00			190	190
08:15			241	275	20:15			163	186
08:30			220	266	20:30			144	134
08:45			192	936	20:45			157	654
09:00			144	213	21:00			156	145
09:15			187	181	21:15			136	137
09:30			166	208	21:30			117	139
09:45			154	651	21:45			108	517
10:00			162	222	22:00			99	133
10:15			156	230	22:15			107	92
10:30			163	183	22:30			95	101
10:45			189	670	22:45			81	382
11:00			191	233	23:00			70	72
11:15			188	212	23:15			71	52
11:30			206	212	23:30			62	47
11:45			221	806	23:45			50	253

**Total Vol.** 5810 6949 **12759** 10138 10383

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
		15948	17332

**AM**

**PM**

Split %	45.5%	54.5%	<b>38.3%</b>	49.4%	50.6%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	15:15	16:15
<b>Volume</b>	1080	1119	<b>2199</b>	1375	1282
<b>P.H.F.</b>	0.90	0.91	<b>0.92</b>	0.95	0.98

i-002

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1695

1795

2090

2622

2467

2483

2143

1602

1314

1045

789

476

**20521**

**Combined**

**33280**

**61.7%**

**15:15**

**2641**

**0.98**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave & Camelback Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	12	6	43	34	12:00	48	83	166	201
00:15	10	3	33	43	12:15	47	88	216	237
00:30	9	10	34	22	12:30	69	96	194	214
00:45	6	37	4	23	12:45	35	199	80	347
01:00	9	6	24	23	13:00	62	107	225	211
01:15	7	5	18	20	13:15	44	89	205	228
01:30	13	6	25	14	13:30	51	112	221	209
01:45	5	34	3	20	13:45	45	202	89	397
02:00	10	10	25	19	14:00	46	105	245	227
02:15	5	4	20	21	14:15	59	97	247	225
02:30	4	5	19	20	14:30	64	112	243	271
02:45	2	21	2	21	14:45	52	221	111	425
03:00	3	3	21	28	15:00	61	132	310	286
03:15	2	2	28	21	15:15	56	98	337	346
03:30	9	4	30	34	15:30	67	136	339	298
03:45	1	15	5	14	15:45	57	241	108	474
04:00	8	7	40	62	16:00	63	125	338	288
04:15	5	12	40	62	16:15	60	124	304	319
04:30	9	17	72	90	16:30	60	106	286	325
04:45	10	32	10	46	16:45	65	248	114	469
05:00	17	14	60	98	17:00	100	92	331	311
05:15	10	22	85	127	17:15	60	108	289	322
05:30	25	24	107	178	17:30	68	111	306	300
05:45	17	69	26	86	17:45	54	282	97	408
06:00	14	32	143	165	18:00	55	102	270	294
06:15	25	25	200	227	18:15	50	102	287	287
06:30	27	36	183	244	18:30	49	104	258	277
06:45	42	108	35	128	18:45	40	194	85	393
07:00	40	41	201	204	19:00	51	94	205	235
07:15	42	49	220	222	19:15	42	89	229	203
07:30	39	60	257	281	19:30	51	78	198	215
07:45	40	161	71	221	19:45	40	184	87	348
08:00	46	55	283	229	20:00	39	81	190	218
08:15	38	56	241	284	20:15	29	70	163	195
08:30	31	65	220	262	20:30	27	46	144	141
08:45	32	147	65	241	20:45	32	127	57	254
09:00	30	55	144	207	21:00	25	50	156	156
09:15	37	60	187	168	21:15	24	57	136	146
09:30	38	67	166	206	21:30	29	56	117	150
09:45	34	139	72	254	21:45	38	116	39	202
10:00	26	63	162	207	22:00	27	42	99	145
10:15	31	86	156	221	22:15	11	38	107	107
10:30	41	79	163	171	22:30	20	46	95	108
10:45	39	137	99	327	22:45	14	72	33	159
11:00	24	79	191	228	23:00	17	31	70	74
11:15	49	105	188	196	23:15	25	22	71	43
11:30	46	80	206	208	23:30	14	12	62	47
11:45	48	167	88	352	23:45	14	70	15	80

**Total Vol.** 1067 1733 5810 6523 **15133** 2156 3956 10138 10406

GPS: 33.508567, -112.263872

Daily Totals			
NB	SB	EB	WB
3223	5689	15948	16929

**AM**

**PM**

Split %	7.1%	11.5%	38.4%	43.1%	36.2%	8.1%	14.8%	38.0%	39.0%
<b>Peak Hour</b>	11:45	10:45	07:30	07:30	<b>07:30</b>	16:45	15:30	15:15	17:00
<b>Volume</b>	212	363	1080	1076	<b>2561</b>	293	493	1375	1259
<b>P.H.F.</b>	0.77	0.86	0.90	0.95	<b>0.93</b>	0.73	0.91	0.95	0.97

i-002

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2205

2387

2670

3295

3166

3159

2785

2175

1751

1395

1055

613

**26656**

**Combined**

**41789**

**63.8%**

**15:15**

**3320**

**0.99**

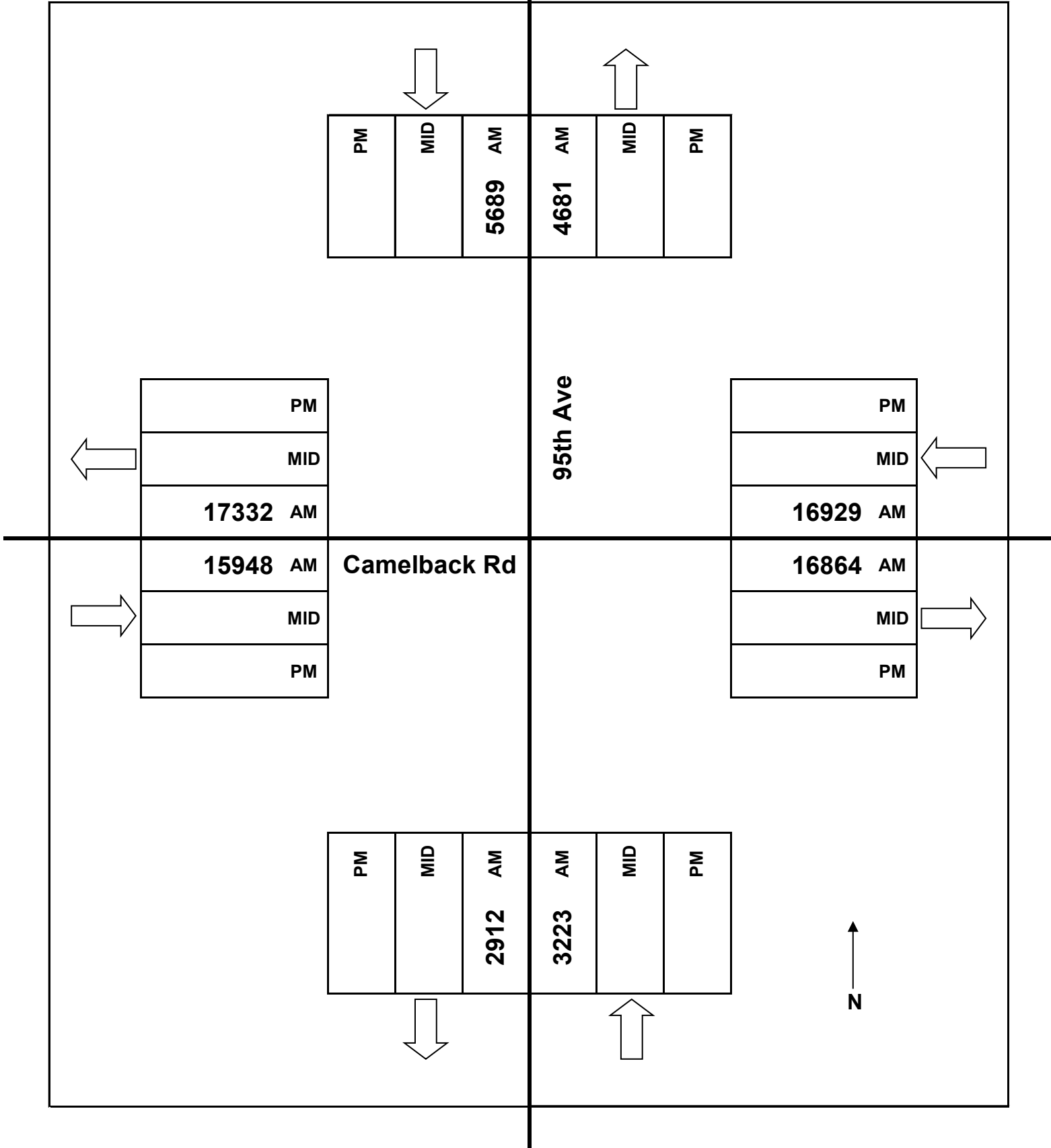


JOB# 23-1055-002

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

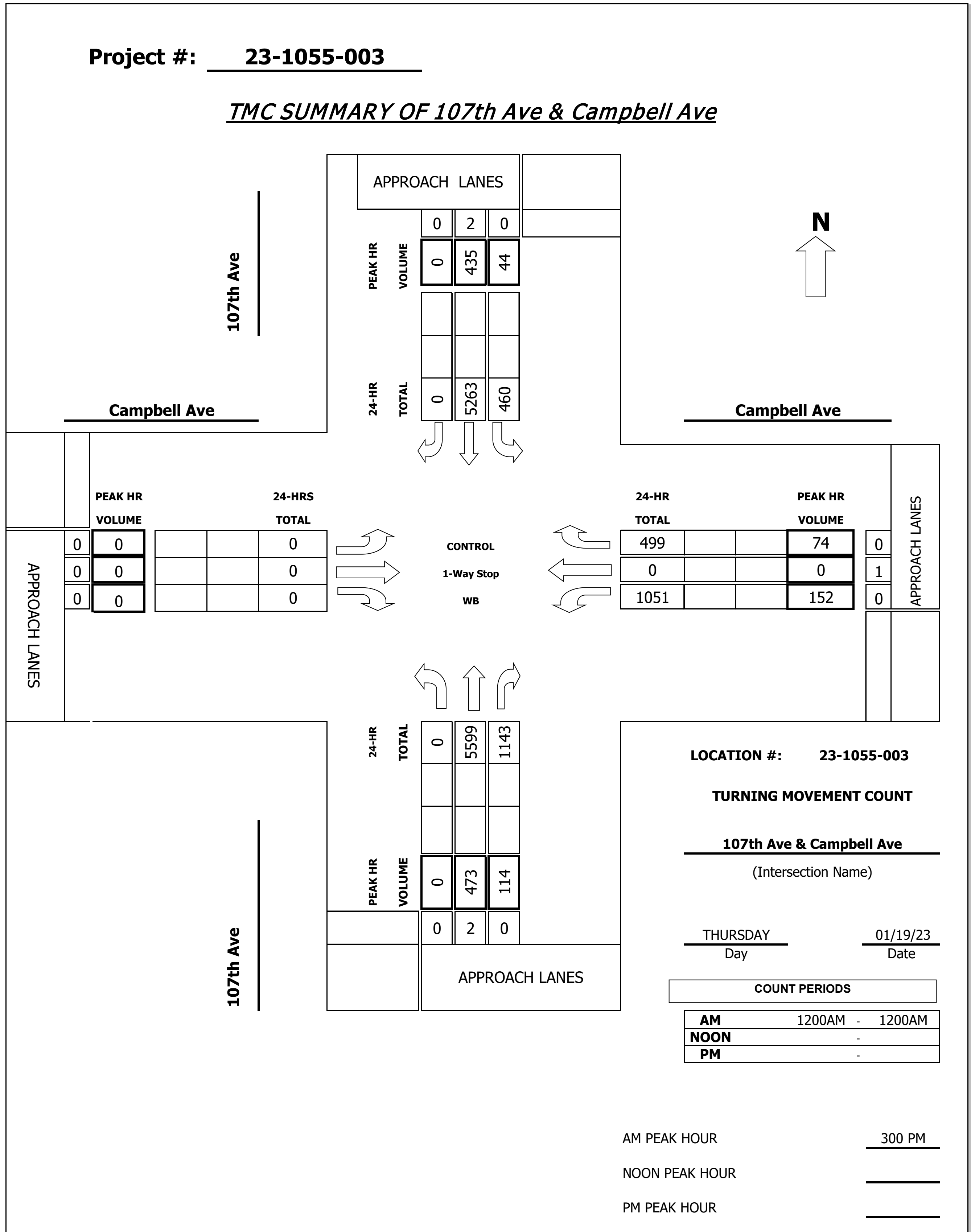


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-003

**TMC SUMMARY OF 107th Ave & Campbell Ave**



Intersection Turning Movement  
Prepared by:



N-S STREET: 107th Ave DATE: 01/19/23 LOCATION: Phoenix  
E-W STREET: Campbell Ave DAY: THURSDAY PROJECT#: 23-1055-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	13	2	2	9	0	0	0	0	2	0	0	28
12:15 AM	0	12	1	3	10	0	0	0	0	0	0	2	28
12:30 AM	0	12	1	0	12	0	0	0	0	1	0	0	26
12:45 AM	0	11	0	2	6	0	0	0	0	1	0	1	21
1:00 AM	0	7	0	1	3	0	0	0	0	0	0	1	12
1:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	4
1:30 AM	0	7	1	0	6	0	0	0	0	0	0	1	15
1:45 AM	0	6	1	0	4	0	0	0	0	1	0	0	12
2:00 AM	0	3	0	0	5	0	0	0	0	0	0	2	10
2:15 AM	0	4	0	1	9	0	0	0	0	0	0	1	15
2:30 AM	0	6	1	0	5	0	0	0	0	1	0	0	13
2:45 AM	0	5	2	1	3	0	0	0	0	0	0	1	12
3:00 AM	0	11	0	0	8	0	0	0	0	2	0	0	21
3:15 AM	0	7	0	0	3	0	0	0	0	2	0	0	12
3:30 AM	0	8	2	0	8	0	0	0	0	1	0	2	21
3:45 AM	0	16	0	1	5	0	0	0	0	6	0	3	31
4:00 AM	0	18	3	1	7	0	0	0	0	2	0	1	32
4:15 AM	0	8	0	0	16	0	0	0	0	0	0	2	26
4:30 AM	0	16	0	1	12	0	0	0	0	0	0	2	31
4:45 AM	0	15	2	0	18	0	0	0	0	1	0	2	38
5:00 AM	0	17	0	1	12	0	0	0	0	3	0	2	35
5:15 AM	0	28	3	1	26	0	0	0	0	4	0	3	65
5:30 AM	0	35	1	0	18	0	0	0	0	7	0	6	67
5:45 AM	0	27	2	0	23	0	0	0	0	4	0	2	58
6:00 AM	0	38	2	0	17	0	0	0	0	8	0	1	66
6:15 AM	0	54	3	1	32	0	0	0	0	9	0	2	101
6:30 AM	0	51	8	4	48	0	0	0	0	13	0	6	130
6:45 AM	0	48	13	5	75	0	0	0	0	19	0	9	169
7:00 AM	0	79	22	5	119	0	0	0	0	25	0	4	254
7:15 AM	0	97	35	7	92	0	0	0	0	23	0	9	263
7:30 AM	0	85	36	25	100	0	0	0	0	24	0	11	281
7:45 AM	0	64	45	27	115	0	0	0	0	37	0	22	310
8:00 AM	0	78	30	8	75	0	0	0	0	61	0	14	266
8:15 AM	0	70	17	4	58	0	0	0	0	12	0	7	168
8:30 AM	0	70	21	3	55	0	0	0	0	16	0	5	170
8:45 AM	0	62	9	5	76	0	0	0	0	12	0	4	168
9:00 AM	0	58	6	1	64	0	0	0	0	10	0	5	144
9:15 AM	0	53	7	6	54	0	0	0	0	8	0	4	132
9:30 AM	0	69	5	8	51	0	0	0	0	12	0	4	149
9:45 AM	0	73	9	2	50	0	0	0	0	10	0	2	146
10:00 AM	0	57	7	4	59	0	0	0	0	7	0	2	136
10:15 AM	0	69	12	3	77	0	0	0	0	12	0	6	179
10:30 AM	0	69	11	8	69	0	0	0	0	16	0	13	186
10:45 AM	0	59	12	4	53	0	0	0	0	8	0	4	140
11:00 AM	0	74	18	4	80	0	0	0	0	12	0	7	195
11:15 AM	0	61	20	5	65	0	0	0	0	10	0	6	167
11:30 AM	0	74	19	7	69	0	0	0	0	11	0	7	187
11:45 AM	0	68	23	5	60	0	0	0	0	11	0	9	176
12:00 PM	0	74	19	8	60	0	0	0	0	12	0	4	177
12:15 PM	0	58	13	6	64	0	0	0	0	13	0	4	158
12:30 PM	0	79	24	5	65	0	0	0	0	14	0	3	190
12:45 PM	0	68	18	4	82	0	0	0	0	13	0	6	191
1:00 PM	0	77	16	8	74	0	0	0	0	8	0	7	190
1:15 PM	0	64	11	5	70	0	0	0	0	8	0	4	162
1:30 PM	0	76	12	7	80	0	0	0	0	12	0	6	193
1:45 PM	0	77	11	6	85	0	0	0	0	20	0	8	207
2:00 PM	0	117	21	6	100	0	0	0	0	24	0	12	280
2:15 PM	0	123	26	15	75	0	0	0	0	17	0	6	262
2:30 PM	0	100	17	10	107	0	0	0	0	15	0	3	252
2:45 PM	0	103	26	14	105	0	0	0	0	19	0	16	283
3:00 PM	0	82	27	19	103	0	0	0	0	33	0	18	282
3:15 PM	0	128	33	9	99	0	0	0	0	50	0	26	345
3:30 PM	0	126	33	7	113	0	0	0	0	42	0	15	336
3:45 PM	0	137	21	9	120	0	0	0	0	27	0	15	329
4:00 PM	0	128	22	6	95	0	0	0	0	21	0	8	280
4:15 PM	0	118	30	8	104	0	0	0	0	24	0	10	294
4:30 PM	0	118	25	8	123	0	0	0	0	20	0	9	303
4:45 PM	0	112	20	14	102	0	0	0	0	21	0	5	274
5:00 PM	0	147	24	9	92	0	0	0	0	16	0	14	302
5:15 PM	0	127	24	9	109	0	0	0	0	17	0	10	296
5:30 PM	0	128	20	9	112	0	0	0	0	9	0	9	287
5:45 PM	0	103	15	8	104	0	0	0	0	17	0	4	251
6:00 PM	0	119	9	3	102	0	0	0	0	8	0	4	245
6:15 PM	0	91	21	3	95	0	0	0	0	27	0	7	244
6:30 PM	0	75	20	6	85	0	0	0	0	17	0	2	205
6:45 PM	0	75	16	7	80	0	0	0	0	8	0	8	194
7:00 PM	0	99	23	5	68	0	0	0	0	11	0	5	211
7:15 PM	0	79	18	7	66	0	0	0	0	11	0	4	185
7:30 PM	0	74	16	6	72	0	0	0	0	9	0	6	183
7:45 PM	0	71	11	3	76	0	0	0	0	8	0	5	174
8:00 PM	0	69	9	7	59	0	0	0	0	9	0	3	156
8:15 PM	0	61	10	5	57	0	0	0	0	9	0	8	150
8:30 PM	0	60	10	2	41	0	0	0	0	2	0	1	116
8:45 PM	0	41	9	4	44	0	0	0	0	3	0	2	103
9:00 PM	0	46	8	5	37	0	0	0	0	7	0	7	110
9:15 PM	0	44	11	4	45	0	0	0	0	3	0	4	111
9:30 PM	0	30	2	4	31	0	0	0	0	5	0	2	74
9:45 PM	0	40	8	2	37	0	0	0	0	4	0	4	95
10:00 PM	0	35	1	1	31	0	0	0	0	0	0	1	69
10:15 PM	0	28	6	2	37	0	0	0	0	4	0	1	78
10:30 PM	0	34	1	4	26	0	0	0	0	3	0	0	68
10:45 PM	0	25	4	1	21	0	0	0	0	2	0	3	56
11:00 PM	0	20	2	1	28	0	0	0	0	2	0	1	54
11:15 PM	0	14	3	0	14	0	0	0	0	0	0	0	31
11:30 PM	0	11	5	2	12	0	0	0	0	2	0	1	33
11:45 PM	0	13	0	1	14	0	0	0	0	1	0	1	30

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	5599	1143	460	5263	0	0	0	0	1051	0	499	14015
Approach %	0.00	83.05	16.95	8.04	91.96	0.00	###	###	###	67.81	0.00	32.19	
App/Depart	6742	/	6098	5723	/	6314	0	/	1603	1550	/	0	

AM Peak Hr Begins at: 300 PM

PEAK

Volumes	0	473	114	44	435	0	0	0	0	152	0	74	1292
Approach %	0.00	80.58	19.42	9.19	90.81	0.00	###	###	###	67.26	0.00	32.74	

PEAK HR. FACTOR:

	0.911		0.928		0.000		0.743		0.936	
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CONTROL: 1-Way Stop (WB)  
COMMENT 1:  
GPS: 33.501733, -112.290135



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 107th Ave  
**E-W STREET:** Campbell Ave

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-003

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	2	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	1	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	2	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	2	0
9:15 AM	0	0	0	0
9:30 AM	0	0	1	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	2	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	1	0
12:15 PM	0	0	1	0
12:30 PM	0	0	1	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	1	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	2	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	1	0
3:30 PM	0	0	5	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	1	0
4:30 PM	0	1	1	0
4:45 PM	0	1	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	2	0
5:45 PM	0	0	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	3	0
6:45 PM	0	0	0	0
7:00 PM	0	0	3	0
7:15 PM	0	0	0	0
7:30 PM	0	0	4	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	3	0
9:45 PM	0	0	3	0
10:00 PM	0	0	1	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	11			12:00	78	68		
00:15	14	13			12:15	62	70		
00:30	12	12			12:30	82	70		
00:45	12	51	8	44	12:45	74	296	86	294
01:00	8	4			13:00	84	82		
01:15	3	1			13:15	68	75		
01:30	8	6			13:30	82	87		
01:45	6	25	4	15	13:45	85	319	91	335
02:00	5	5			14:00	129	106		
02:15	5	10			14:15	129	90		
02:30	6	5			14:30	103	117		
02:45	6	22	4	24	14:45	119	480	119	432
03:00	11	8			15:00	100	122		
03:15	7	3			15:15	154	108		
03:30	10	8			15:30	141	120		
03:45	19	47	6	25	15:45	152	547	129	479
04:00	19	8			16:00	136	101		
04:15	10	16			16:15	128	112		
04:30	18	13			16:30	127	131		
04:45	17	64	18	55	16:45	117	508	116	460
05:00	19	13			17:00	161	101		
05:15	31	27			17:15	137	118		
05:30	41	18			17:30	137	121		
05:45	29	120	23	81	17:45	107	542	112	452
06:00	39	17			18:00	123	105		
06:15	56	33			18:15	98	98		
06:30	57	52			18:30	77	91		
06:45	57	209	80	182	18:45	83	381	87	381
07:00	83	124			19:00	104	73		
07:15	106	99			19:15	83	73		
07:30	96	125			19:30	80	78		
07:45	86	371	142	490	19:45	76	343	79	303
08:00	92	83			20:00	72	66		
08:15	77	62			20:15	69	62		
08:30	75	58			20:30	61	43		
08:45	66	310	81	284	20:45	43	245	48	219
09:00	63	65			21:00	53	42		
09:15	57	60			21:15	48	49		
09:30	73	59			21:30	32	35		
09:45	75	268	52	236	21:45	44	177	39	165
10:00	59	63			22:00	36	32		
10:15	75	80			22:15	29	39		
10:30	82	77			22:30	34	30		
10:45	63	279	57	277	22:45	28	127	22	123
11:00	81	84			23:00	21	29		
11:15	67	70			23:15	14	14		
11:30	81	76			23:30	12	14		
11:45	77	306	65	295	23:45	14	61	15	72

**Total Vol.** 2072 2008 **4080** 4026 3715

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6098	5723		

**AM**

**PM**

Split %	50.8%	49.2%	34.5%	52.0%	48.0%
<b>Peak Hour</b>	07:15	07:00	<b>07:00</b>	15:15	15:00
<b>Volume</b>	380	490	<b>861</b>	583	479
<b>P.H.F.</b>	0.90	0.86	<b>0.94</b>	0.95	0.93

i-003

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590

654

912

1026

968

994

762

646

464

342

250

133

**7741**

**Combined**

**11821**

**65.5%**

**15:15**

**1041**

**0.93**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	15	11			12:00	93	72		
00:15	13	10			12:15	71	77		
00:30	13	13			12:30	103	79		
00:45	11	52	7	41	12:45	86	353	95	323
01:00	7	3			13:00	93	82		
01:15	3	1			13:15	75	78		
01:30	8	6			13:30	88	92		
01:45	7	25	5	15	13:45	88	344	105	357
02:00	3	5			14:00	138	124		
02:15	4	9			14:15	149	92		
02:30	7	6			14:30	117	122		
02:45	7	21	3	23	14:45	129	533	124	462
03:00	11	10			15:00	109	136		
03:15	7	5			15:15	161	149		
03:30	10	9			15:30	159	155		
03:45	16	44	11	35	15:45	158	587	147	587
04:00	21	9			16:00	150	116		
04:15	8	16			16:15	148	128		
04:30	16	12			16:30	143	143		
04:45	17	62	19	56	16:45	132	573	123	510
05:00	17	15			17:00	171	108		
05:15	31	30			17:15	151	126		
05:30	36	25			17:30	148	121		
05:45	29	113	27	97	17:45	118	588	121	476
06:00	40	25			18:00	128	110		
06:15	57	41			18:15	112	122		
06:30	59	61			18:30	95	102		
06:45	61	217	94	221	18:45	91	426	88	422
07:00	101	144			19:00	122	79		
07:15	132	115			19:15	97	77		
07:30	121	124			19:30	90	81		
07:45	109	463	152	535	19:45	82	391	84	321
08:00	108	136			20:00	78	68		
08:15	87	70			20:15	71	66		
08:30	91	71			20:30	70	43		
08:45	71	357	88	365	20:45	50	269	47	224
09:00	64	74			21:00	54	44		
09:15	60	62			21:15	55	48		
09:30	74	63			21:30	32	36		
09:45	82	280	60	259	21:45	48	189	41	169
10:00	64	66			22:00	36	31		
10:15	81	89			22:15	34	41		
10:30	80	85			22:30	35	29		
10:45	71	296	61	301	22:45	29	134	23	124
11:00	92	92			23:00	22	30		
11:15	81	75			23:15	17	14		
11:30	93	80			23:30	16	14		
11:45	91	357	71	318	23:45	13	68	15	73

**Total Vol.** 2287 2266 **4553** 4455 4048

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6742	6314		

**AM**

**PM**

Split %	50.2%	49.8%	34.9%	52.4%	47.6%
<b>Peak Hour</b>	07:15	07:00	<b>07:00</b>	15:15	15:00
<b>Volume</b>	470	535	<b>998</b>	628	587
<b>P.H.F.</b>	0.89	0.88	<b>0.96</b>	0.98	0.95



i-003

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676

701

995

1174

1083

1064

848

712

493

358

258

141

**8503**

**Combined**

**13056**

**65.1%**

**15:15**

**1195**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 107th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			4	2	12:00			27	16		
00:15			4	2	12:15			19	17		
00:30			1	1	12:30			29	17		
00:45			2	11	2	7	18	22	97	19	69
01:00			1	1	13:00			24	15		
01:15			0	0	13:15			16	12		
01:30			1	1	13:30			19	18		
01:45			1	3	1	3	6	17	76	28	73
02:00			0	2	14:00			27	36		
02:15			1	1	14:15			41	23		
02:30			1	1	14:30			27	18		
02:45			3	5	1	5	10	40	135	35	112
03:00			0	2	15:00			46	51		
03:15			0	2	15:15			42	76		
03:30			2	3	15:30			40	57		
03:45			1	3	9	16	19	30	158	42	226
04:00			4	3	16:00			28	29		
04:15			0	2	16:15			38	34		
04:30			1	2	16:30			33	29		
04:45			2	7	3	10	17	34	133	26	118
05:00			1	5	17:00			33	30		
05:15			4	7	17:15			33	27		
05:30			1	13	17:30			29	18		
05:45			2	8	6	31	39	23	118	21	96
06:00			2	9	18:00			12	12		
06:15			4	11	18:15			24	34		
06:30			12	19	18:30			26	19		
06:45			18	36	28	67	103	23	85	16	81
07:00			27	29	19:00			28	16		
07:15			42	32	19:15			25	15		
07:30			61	35	19:30			22	15		
07:45			72	202	59	155	357	14	89	13	59
08:00			38	75	20:00			16	12		
08:15			21	19	20:15			15	17		
08:30			24	21	20:30			12	3		
08:45			14	97	16	131	228	13	56	5	37
09:00			7	15	21:00			13	14		
09:15			13	12	21:15			15	7		
09:30			13	16	21:30			6	7		
09:45			11	44	12	55	99	10	44	8	36
10:00			11	9	22:00			2	1		
10:15			15	18	22:15			8	5		
10:30			19	29	22:30			5	3		
10:45			16	61	12	68	129	5	20	5	14
11:00			22	19	23:00			3	3		
11:15			25	16	23:15			3	0		
11:30			26	18	23:30			7	3		
11:45			28	101	20	73	174	1	14	2	8

**Total Vol.** 578 621 **1199** 1025 929

GPS: 33.501733, -112.290135

		Daily Totals	
NB	SB	EB	WB
		1603	1550

**AM**

**PM**

Split %	48.2%	51.8%	<b>38.0%</b>	52.5%	47.5%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	15:00
<b>Volume</b>	213	201	<b>414</b>	168	226
<b>P.H.F.</b>	0.74	0.67	<b>0.79</b>	0.91	0.74

i-003

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166

149

247

384

251

214

166

148

93

80

34

22

**1954**

**Combined**

**3153**

**62.0%**

**14:45**

**387**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 107th Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	15	11	0	2	12:00	93	68	0	16									
00:15	13	13	0	2	12:15	71	70	0	17									
00:30	13	12	0	1	12:30	103	70	0	17									
00:45	11	52	8	44	0	0	2	7	103	12:45	86	353	86	294	0	0	19	69
01:00	7	4	0	1	13:00	93	82	0	15									
01:15	3	1	0	0	13:15	75	75	0	12									
01:30	8	6	0	1	13:30	88	87	0	18									
01:45	7	25	4	15	0	0	1	3	43	13:45	88	344	91	335	0	0	28	73
02:00	3	5	0	2	14:00	138	106	0	36									
02:15	4	10	0	1	14:15	149	90	0	23									
02:30	7	5	0	1	14:30	117	117	0	18									
02:45	7	21	4	24	0	0	1	5	50	14:45	129	533	119	432	0	0	35	112
03:00	11	8	0	2	15:00	109	122	0	51									
03:15	7	3	0	2	15:15	161	108	0	76									
03:30	10	8	0	3	15:30	159	120	0	57									
03:45	16	44	6	25	0	0	9	16	85	15:45	158	587	129	479	0	0	42	226
04:00	21	8	0	3	16:00	150	101	0	29									
04:15	8	16	0	2	16:15	148	112	0	34									
04:30	16	13	0	2	16:30	143	131	0	29									
04:45	17	62	18	55	0	0	3	10	127	16:45	132	573	116	460	0	0	26	118
05:00	17	13	0	5	17:00	171	101	0	30									
05:15	31	27	0	7	17:15	151	118	0	27									
05:30	36	18	0	13	17:30	148	121	0	18									
05:45	29	113	23	81	0	0	6	31	225	17:45	118	588	112	452	0	0	21	96
06:00	40	17	0	9	18:00	128	105	0	12									
06:15	57	33	0	11	18:15	112	98	0	34									
06:30	59	52	0	19	18:30	95	91	0	19									
06:45	61	217	80	182	0	0	28	67	466	18:45	91	426	87	381	0	0	16	81
07:00	101	124	0	29	19:00	122	73	0	16									
07:15	132	99	0	32	19:15	97	73	0	15									
07:30	121	125	0	35	19:30	90	78	0	15									
07:45	109	463	142	490	0	0	59	155	1108	19:45	82	391	79	303	0	0	13	59
08:00	108	83	0	75	20:00	78	66	0	12									
08:15	87	62	0	19	20:15	71	62	0	17									
08:30	91	58	0	21	20:30	70	43	0	3									
08:45	71	357	81	284	0	0	16	131	772	20:45	50	269	48	219	0	0	5	37
09:00	64	65	0	15	21:00	54	42	0	14									
09:15	60	60	0	12	21:15	55	49	0	7									
09:30	74	59	0	16	21:30	32	35	0	7									
09:45	82	280	52	236	0	0	12	55	571	21:45	48	189	39	165	0	0	8	36
10:00	64	63	0	9	22:00	36	32	0	1									
10:15	81	80	0	18	22:15	34	39	0	5									
10:30	80	77	0	29	22:30	35	30	0	3									
10:45	71	296	57	277	0	0	12	68	641	22:45	29	134	22	123	0	0	5	14
11:00	92	84	0	19	23:00	22	29	0	3									
11:15	81	70	0	16	23:15	17	14	0	0									
11:30	93	76	0	18	23:30	16	14	0	3									
11:45	91	357	65	295	0	0	20	73	725	23:45	13	68	15	72	0	0	2	8

**Total Vol.** 2287 2008 621 **4916** 4455 3715 929

GPS: 33.501733, -112.290135

Daily Totals			
NB	SB	EB	WB
6742	5723		1550

**AM**

**PM**

Split %	46.5%	40.8%	12.6%	<b>35.1%</b>	49.0%	40.8%	10.2%
<b>Peak Hour</b>	07:15	07:00	07:15	<b>07:15</b>	15:15	15:00	15:00
<b>Volume</b>	470	490	201	<b>1120</b>	628	479	226
<b>P.H.F.</b>	0.89	0.86	0.67	<b>0.90</b>	0.98	0.93	0.74

i-003

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716

752

1077

1292

1151

1136

888

753

525

390

271

148

**9099**

**Combined**

**14015**

**64.9%**

**15:00**

**1292**

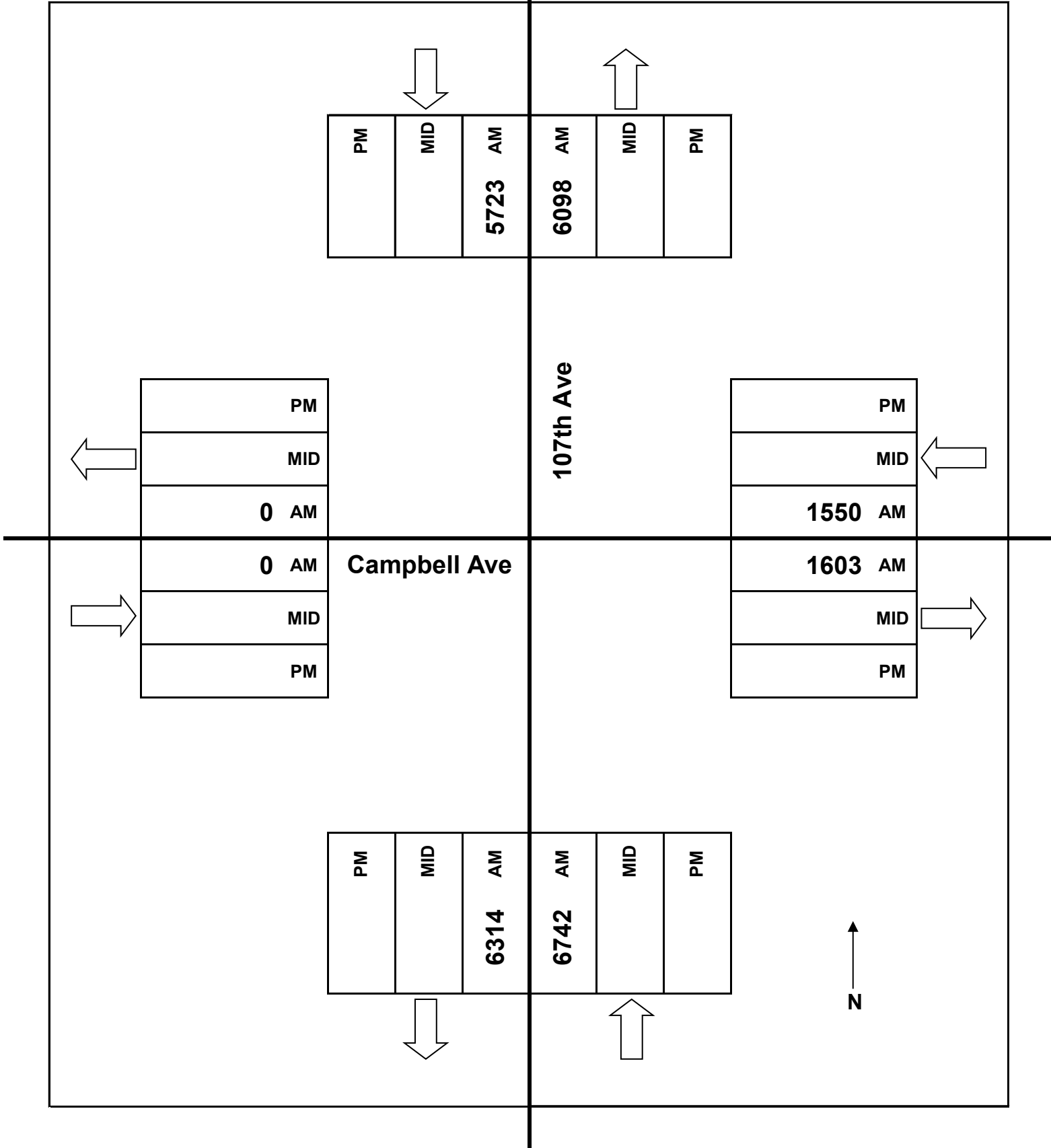
**0.94**

JOB# 23-1055-003

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

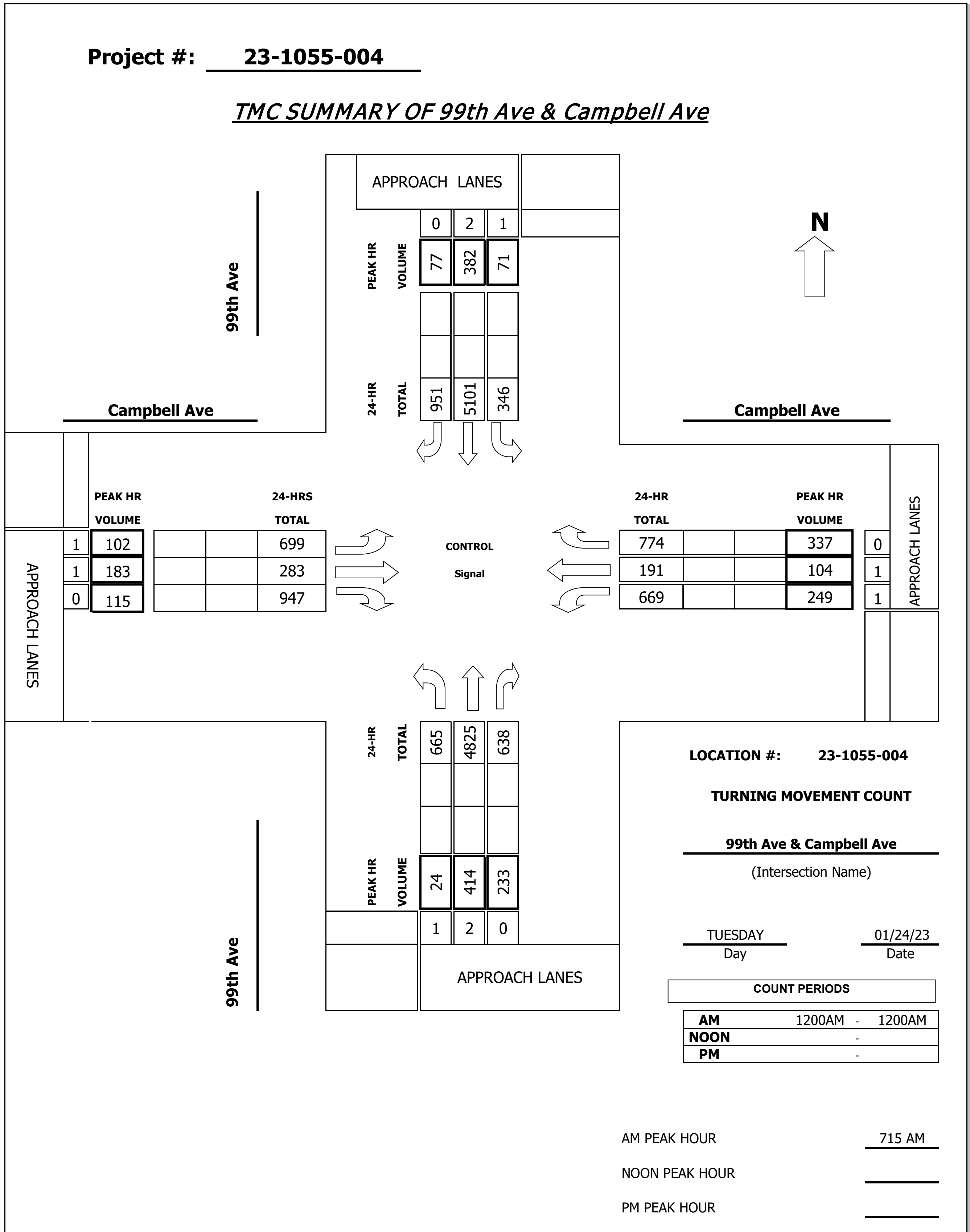


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-004

**TMC SUMMARY OF 99th Ave & Campbell Ave**





**Intersection Turning Movement  
Prepared by:**



N-S STREET: 99th Ave      DATE: 01/24/23      LOCATION: Phoenix  
 E-W STREET: Campbell Ave      DAY: TUESDAY      PROJECT#: 23-1055-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
12:00 AM	1	12	0	0	15	4	4	0	0	0	0	0	36
12:15 AM	5	10	1	0	6	6	2	0	3	0	0	0	33
12:30 AM	2	9	0	0	10	0	0	0	0	0	0	0	21
12:45 AM	2	10	0	0	6	0	1	0	1	0	0	0	20
1:00 AM	3	4	0	0	8	1	0	0	0	0	0	0	16
1:15 AM	1	2	0	0	6	1	1	0	2	0	0	0	13
1:30 AM	2	9	0	1	4	3	0	0	1	0	0	0	20
1:45 AM	0	4	0	0	1	1	1	0	1	1	0	0	9
2:00 AM	2	4	0	0	10	2	0	0	0	0	0	0	18
2:15 AM	1	10	0	0	3	1	0	0	0	0	0	0	15
2:30 AM	1	1	0	0	4	0	0	0	3	0	0	0	9
2:45 AM	5	1	0	0	9	4	0	0	6	0	0	1	26
3:00 AM	0	1	0	0	2	1	1	0	6	0	0	0	11
3:15 AM	0	2	0	0	5	1	0	0	4	0	0	0	12
3:30 AM	0	7	0	1	4	0	2	0	3	0	0	1	18
3:45 AM	2	6	0	0	6	0	1	0	4	0	0	0	19
4:00 AM	2	6	0	0	8	1	7	0	5	0	0	0	29
4:15 AM	1	8	0	0	9	0	3	0	5	0	0	0	26
4:30 AM	0	8	0	0	14	0	3	0	6	0	0	0	31
4:45 AM	0	11	0	1	21	0	0	0	9	0	0	0	42
5:00 AM	3	10	1	1	17	1	1	0	9	1	0	1	45
5:15 AM	2	16	0	0	22	2	3	0	15	0	0	0	60
5:30 AM	2	28	1	1	28	1	4	0	14	1	0	0	80
5:45 AM	2	33	1	1	34	2	9	0	18	1	0	0	101
6:00 AM	1	24	3	3	39	4	11	0	20	0	0	0	105
6:15 AM	3	39	16	6	47	3	2	1	20	2	0	2	141
6:30 AM	3	57	16	13	55	1	11	0	21	5	0	1	183
6:45 AM	4	56	10	8	104	5	11	1	17	3	0	1	220
7:00 AM	3	59	21	12	68	6	23	5	19	11	9	10	246
7:15 AM	5	97	32	26	76	12	18	7	20	23	2	23	341
7:30 AM	4	109	97	20	94	20	32	55	29	79	35	77	651
7:45 AM	8	151	90	19	98	28	35	114	31	59	42	130	805
8:00 AM	7	57	14	6	114	17	17	7	35	88	25	107	494
8:15 AM	1	59	4	4	58	8	6	4	13	13	1	8	179
8:30 AM	8	69	3	0	53	10	16	0	9	4	1	5	178
8:45 AM	6	55	4	1	74	6	10	1	12	1	0	6	176
9:00 AM	8	43	3	4	37	3	15	0	5	7	2	2	129
9:15 AM	4	59	2	0	54	3	6	1	14	5	0	1	149
9:30 AM	1	48	1	0	66	6	4	0	10	1	1	1	139
9:45 AM	4	58	1	1	52	9	12	1	12	5	2	3	160
10:00 AM	3	59	1	0	54	7	9	0	13	3	1	1	151
10:15 AM	5	72	4	1	56	8	6	1	15	4	1	1	174
10:30 AM	11	64	1	1	57	14	8	0	4	5	0	2	167
10:45 AM	8	70	7	2	51	7	12	0	15	2	1	8	183
11:00 AM	3	65	4	2	65	13	7	1	10	23	6	24	223
11:15 AM	10	67	6	1	73	12	10	1	11	12	4	8	215
11:30 AM	9	82	11	9	70	14	10	3	4	21	6	16	255
11:45 AM	4	76	0	1	89	11	8	1	11	10	0	5	216
12:00 PM	8	80	1	1	87	4	12	0	7	2	0	2	204
12:15 PM	7	61	3	3	83	14	7	0	7	2	0	6	193
12:30 PM	12	77	0	1	67	17	7	0	12	2	0	1	196
12:45 PM	11	53	2	1	86	10	5	0	19	3	0	3	193
1:00 PM	5	83	2	3	82	9	7	0	12	4	1	0	208
1:15 PM	9	83	1	3	81	4	8	0	8	1	0	1	199
1:30 PM	9	60	3	1	78	19	9	0	13	1	1	0	194
1:45 PM	13	78	2	4	65	19	8	2	14	3	0	4	212
2:00 PM	13	81	11	8	86	12	8	4	10	2	0	1	236
2:15 PM	21	88	21	9	94	15	9	8	11	4	0	4	284
2:30 PM	8	115	39	26	97	16	12	7	15	7	0	10	352
2:45 PM	13	136	54	42	118	30	25	19	8	36	7	35	523
3:00 PM	15	118	48	38	117	22	20	19	10	49	14	63	533
3:15 PM	25	141	28	15	148	35	19	13	32	62	12	74	604
3:30 PM	24	115	10	2	110	40	13	2	20	43	6	48	433
3:45 PM	12	95	5	3	99	15	9	1	13	7	2	20	281
4:00 PM	13	81	7	8	123	23	4	1	14	14	4	17	309
4:15 PM	14	82	9	7	94	27	16	0	19	5	3	13	289
4:30 PM	21	91	7	4	102	24	7	0	11	6	0	10	283
4:45 PM	13	83	6	11	109	22	6	0	12	2	0	3	267
5:00 PM	13	91	12	2	97	26	5	0	18	10	1	3	278
5:15 PM	10	76	5	5	112	23	13	2	12	8	1	7	274
5:30 PM	16	74	4	2	109	21	18	1	9	4	0	2	260
5:45 PM	17	70	0	0	81	19	7	0	11	0	0	0	205
6:00 PM	18	80	0	0	79	22	9	0	13	0	0	1	222
6:15 PM	9	78	0	0	75	20	8	0	9	0	0	0	199
6:30 PM	20	80	0	0	70	18	4	0	11	1	0	0	204
6:45 PM	12	57	0	0	64	13	8	0	9	0	0	0	163
7:00 PM	14	53	0	0	63	21	5	0	14	0	0	0	170
7:15 PM	8	64	0	0	56	16	7	0	5	0	0	0	156
7:30 PM	5	43	0	0	50	8	4	0	9	0	0	0	119
7:45 PM	5	38	0	0	37	12	7	0	8	0	0	0	107
8:00 PM	9	51	0	0	50	10	3	0	10	0	0	0	133
8:15 PM	12	48	0	0	49	11	8	0	10	0	0	0	138
8:30 PM	5	43	0	0	38	8	5	0	6	1	0	0	106
8:45 PM	6	45	1	0	34	7	5	0	8	0	0	0	106
9:00 PM	9	24	0	0	34	10	5	0	5	0	0	0	87
9:15 PM	8	20	1	0	27	9	3	0	3	0	0	0	71
9:30 PM	5	28	0	1	30	9	5	0	0	0	0	0	78
9:45 PM	6	26	0	0	23	5	2	0	4	0	0	0	66
10:00 PM	10	20	0	0	26	5	5	0	3	0	0	0	69
10:15 PM	7	26	0	0	17	4	0	0	4	0	0	1	59
10:30 PM	3	14	0	0	22	5	2	0	1	0	0	0	47
10:45 PM	1	17	0	0	19	6	3	0	6	0	0	0	52
11:00 PM	4	11	0	0	22	3	1	0	2	0	0	0	43
11:15 PM	1	12	0	0	15	1	2	0	1	0	0	0	32
11:30 PM	3	21	1	0	9	3	1	0	4	0	0	0	42
11:45 PM	1	7	0	0	11	0	1	0	0	0	0	0	20

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	665	4825	638	346	5101	951	699	283	947	669	191	774	16089
Approach %	10.85	78.74	10.41	5.41	79.73	14.86	36.24	14.67	49.09	40.94	11.69	47.37	
App/Depart	6128	/	6298	6398	/	6717	1929	/	1267	1634	/	1807	

AM Peak Hr Begins at: 715 AM

PEAK	Volumes	Approach %	FACTOR:
PEAK	24 414 233 71 382 77 102 183 115 249 104 337 2291	3.58 61.70 34.72 13.40 72.08 14.53 25.50 45.75 28.75 36.09 15.07 48.84	0.674 0.914 0.556 0.747 0.711

CONTROL: Signal  
 COMMENT 1:  
 GPS: 33.501202, -112.272478



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 99th Ave  
**E-W STREET:** Campbell Ave

**Date:** 01/24/23  
**Day:** TUESDAY

**City:** Phoenix  
**Project #:** 23-1055-004

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	1	0	1
7:00 AM	1	0	1	1
7:15 AM	6	0	0	2
7:30 AM	18	0	0	9
7:45 AM	11	0	0	7
8:00 AM	5	0	0	1
8:15 AM	0	0	0	0
8:30 AM	1	0	0	0
8:45 AM	0	0	0	0
9:00 AM	1	0	0	1
9:15 AM	0	0	0	0
9:30 AM	1	0	2	0
9:45 AM	0	0	0	0
10:00 AM	1	0	0	0
10:15 AM	1	0	2	1
10:30 AM	0	0	0	1
10:45 AM	0	0	0	0
11:00 AM	3	0	2	1
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	1
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	0	1
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	1
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	6	0	0	2
3:00 PM	8	0	0	0
3:15 PM	162	0	0	34
3:30 PM	6	0	2	0
3:45 PM	0	0	7	0
4:00 PM	1	0	0	0
4:15 PM	1	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	2
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	1	1	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	2
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	2	0	0	2
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	1	1	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>238</b>	<b>3</b>	<b>18</b>	<b>70</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	16	19			12:00	94	92		
00:15	12	12			12:15	74	100		
00:30	9	10			12:30	85	85		
00:45	11	48	6	47	12:45	61	314	97	374
01:00	4	9			13:00	90	94		
01:15	3	7			13:15	92	88		
01:30	9	8			13:30	69	98		
01:45	5	21	2	26	13:45	90	341	88	368
02:00	4	12			14:00	90	106		
02:15	10	4			14:15	101	118		
02:30	1	4			14:30	137	139		
02:45	2	17	13	33	14:45	196	524	190	553
03:00	2	3			15:00	201	177		
03:15	2	6			15:15	234	198		
03:30	10	5			15:30	176	152		
03:45	7	21	6	20	15:45	124	735	117	644
04:00	13	9			16:00	102	154		
04:15	11	9			16:15	111	128		
04:30	11	14			16:30	108	130		
04:45	11	46	22	54	16:45	92	413	142	554
05:00	12	19			17:00	99	125		
05:15	19	24			17:15	96	140		
05:30	32	30			17:30	94	132		
05:45	42	105	37	110	17:45	77	366	100	497
06:00	35	46			18:00	90	101		
06:15	43	56			18:15	86	95		
06:30	69	69			18:30	84	88		
06:45	68	215	117	288	18:45	65	325	77	361
07:00	92	86			19:00	58	84		
07:15	138	114			19:15	71	72		
07:30	218	134			19:30	47	58		
07:45	316	764	145	479	19:45	45	221	49	263
08:00	181	137			20:00	54	60		
08:15	73	70			20:15	56	60		
08:30	90	63			20:30	48	46		
08:45	71	415	81	351	20:45	50	208	41	207
09:00	60	44			21:00	29	44		
09:15	66	57			21:15	23	36		
09:30	53	72			21:30	33	40		
09:45	73	252	62	235	21:45	28	113	28	148
10:00	69	61			22:00	25	31		
10:15	79	65			22:15	27	21		
10:30	74	72			22:30	16	27		
10:45	90	312	60	258	22:45	20	88	25	104
11:00	96	80			23:00	12	25		
11:15	85	86			23:15	14	16		
11:30	108	93			23:30	22	12		
11:45	89	378	101	360	23:45	8	56	11	64

**Total Vol.** 2594 2261 **4855** 3704 4137

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6298	6398		

**AM**

**PM**

Split %	53.4%	46.6%	38.2%	47.2%	52.8%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	14:45
<b>Volume</b>	853	530	<b>1383</b>	807	717
<b>P.H.F.</b>	0.67	0.91	<b>0.75</b>	0.86	0.91

i-004

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688

709

1077

1379

967

863

686

484

415

261

192

120

**7841**

**Combined**

**12696**

**61.8%**

**14:45**

**1524**

**0.88**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	15			12:00	89	96		
00:15	16	9			12:15	71	92		
00:30	11	10			12:30	89	81		
00:45	12	52	7	41	12:45	66	315	108	377
01:00	7	8			13:00	90	98		
01:15	3	8			13:15	93	90		
01:30	11	5			13:30	72	92		
01:45	4	25	3	24	13:45	93	348	82	362
02:00	6	10			14:00	105	98		
02:15	11	3			14:15	130	109		
02:30	2	7			14:30	162	119		
02:45	6	25	15	35	14:45	203	600	162	488
03:00	1	8			15:00	181	176		
03:15	2	9			15:15	194	242		
03:30	7	7			15:30	149	173		
03:45	8	18	10	34	15:45	112	636	119	710
04:00	8	13			16:00	101	151		
04:15	9	14			16:15	105	118		
04:30	8	20			16:30	119	119		
04:45	11	36	30	77	16:45	102	427	123	511
05:00	14	27			17:00	116	125		
05:15	18	37			17:15	91	132		
05:30	31	43			17:30	94	122		
05:45	36	99	53	160	17:45	87	388	92	471
06:00	28	59			18:00	98	92		
06:15	58	69			18:15	87	84		
06:30	76	81			18:30	100	82		
06:45	70	232	124	333	18:45	69	354	73	331
07:00	83	98			19:00	67	77		
07:15	134	119			19:15	72	61		
07:30	210	202			19:30	48	59		
07:45	249	676	188	607	19:45	43	230	45	242
08:00	78	237			20:00	60	60		
08:15	64	84			20:15	60	59		
08:30	80	66			20:30	48	45		
08:45	65	287	87	474	20:45	52	220	42	206
09:00	54	49			21:00	33	39		
09:15	65	73			21:15	29	30		
09:30	50	77			21:30	33	30		
09:45	63	232	69	268	21:45	32	127	27	126
10:00	63	70			22:00	30	29		
10:15	81	75			22:15	33	21		
10:30	76	66			22:30	17	23		
10:45	85	305	68	279	22:45	18	98	25	98
11:00	72	98			23:00	15	24		
11:15	83	96			23:15	13	16		
11:30	102	95			23:30	25	13		
11:45	80	337	110	399	23:45	8	61	11	64

**Total Vol.** 2324 2731 **5055** 3804 3986

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6128	6717		

**AM**

**PM**

Split %	46.0%	54.0%	39.4%	48.8%	51.2%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	14:30	14:45
<b>Volume</b>	676	746	<b>1417</b>	740	753
<b>P.H.F.</b>	0.68	0.79	<b>0.81</b>	0.91	0.78

i-004

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692

710

1088

1346

938

859

685

472

426

253

196

125

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**7790**

**Combined**

**12845**

**60.6%**

**14:45**

**1480**

**0.85**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 99th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			0	0	12:00			2	4		
00:15			1	0	12:15			6	8		
00:30			0	0	12:30			1	3		
00:45			0	1	0	0	1	3	12	6	21
01:00			0	0	13:00			5	5		
01:15			0	0	13:15			4	2		
01:30			1	0	13:30			4	2		
01:45			0	1	1	1	2	8	21	7	16
02:00			0	0	14:00			23	3		
02:15			0	0	14:15			38	8		
02:30			0	0	14:30			72	17		
02:45			0	0	1	1	1	115	248	78	106
03:00			0	0	15:00			105	126		
03:15			0	0	15:15			56	148		
03:30			1	1	15:30			14	97		
03:45			0	1	0	1	2	9	184	29	400
04:00			0	0	16:00			16	35		
04:15			0	0	16:15			16	21		
04:30			0	0	16:30			11	16		
04:45			1	1	0	0	1	17	60	5	77
05:00			2	2	17:00			14	14		
05:15			0	0	17:15			12	16		
05:30			2	1	17:30			7	6		
05:45			2	6	1	4	10	0	33	0	36
06:00			6	0	18:00			0	1		
06:15			23	4	18:15			0	0		
06:30			29	6	18:30			0	1		
06:45			19	77	4	14	91	0	0	0	2
07:00			38	30	19:00			0	0		
07:15			65	48	19:15			0	0		
07:30			172	191	19:30			0	0		
07:45			223	498	231	500	998	0	0	0	0
08:00			27	220	20:00			0	0		
08:15			12	22	20:15			0	0		
08:30			3	10	20:30			0	1		
08:45			6	48	7	259	307	1	1	0	1
09:00			7	11	21:00			0	0		
09:15			3	6	21:15			1	0		
09:30			1	3	21:30			1	0		
09:45			3	14	10	30	44	0	2	0	0
10:00			1	5	22:00			0	0		
10:15			6	6	22:15			0	1		
10:30			2	7	22:30			0	0		
10:45			9	18	11	29	47	0	0	0	1
11:00			7	53	23:00			0	0		
11:15			8	24	23:15			0	0		
11:30			23	43	23:30			1	0		
11:45			2	40	15	135	175	0	1	0	0

**Total Vol.** 705 974 **1679** 562 660

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
		1267	1634

**AM**

**PM**

Split %	42.0%	58.0%	<b>57.9%</b>	46.0%	54.0%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	14:30	14:45
<b>Volume</b>	498	690	<b>1177</b>	348	449
<b>P.H.F.</b>	0.56	0.75	<b>0.65</b>	0.76	0.76



i-004

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33

37

354

584

137

69

2

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2

2

1

1

**1222**

**Combined**

**2901**

**42.1%**

**14:45**

**739**

**0.80**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave west of 99th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			4	5	12:00			19	12		
00:15			5	11	12:15			14	21		
00:30			0	2	12:30			19	29		
00:45			2	11	2	20	31	24	76	21	83
01:00			0	4	13:00			19	15		
01:15			3	2	13:15			16	13		
01:30			1	5	13:30			22	29		
01:45			2	6	1	12	18	24	81	32	89
02:00			0	4	14:00			22	25		
02:15			0	2	14:15			28	36		
02:30			3	1	14:30			34	24		
02:45			6	9	9	16	25	52	136	50	135
03:00			7	1	15:00			49	51		
03:15			4	1	15:15			64	72		
03:30			5	0	15:30			35	70		
03:45			5	21	2	4	25	23	171	29	222
04:00			12	3	16:00			19	40		
04:15			8	1	16:15			35	44		
04:30			9	0	16:30			18	45		
04:45			9	38	0	4	42	18	90	35	164
05:00			10	4	17:00			23	40		
05:15			18	4	17:15			27	34		
05:30			18	3	17:30			28	37		
05:45			27	73	4	15	88	18	96	36	147
06:00			31	5	18:00			22	40		
06:15			23	6	18:15			17	29		
06:30			32	4	18:30			15	38		
06:45			29	115	9	24	139	17	71	25	132
07:00			47	18	19:00			19	35		
07:15			45	19	19:15			12	24		
07:30			116	59	19:30			13	13		
07:45			180	388	78	174	562	15	59	17	89
08:00			59	49	20:00			13	19		
08:15			23	10	20:15			18	23		
08:30			25	19	20:30			11	13		
08:45			23	130	12	90	220	13	55	13	68
09:00			20	13	21:00			10	19		
09:15			21	7	21:15			6	17		
09:30			14	8	21:30			5	14		
09:45			25	80	15	43	123	6	27	11	61
10:00			22	11	22:00			8	15		
10:15			22	14	22:15			4	11		
10:30			12	25	22:30			3	8		
10:45			27	83	16	66	149	9	24	7	41
11:00			18	22	23:00			3	7		
11:15			22	26	23:15			3	2		
11:30			17	29	23:30			5	6		
11:45			20	77	15	92	169	1	12	1	16

**Total Vol.** 1031 560 **1591** 898 1247

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
		1929	1807

**AM**

**PM**

Split %	64.8%	35.2%	<b>42.6%</b>	41.9%	58.1%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	14:45	14:45
<b>Volume</b>	400	205	<b>605</b>	200	243
<b>P.H.F.</b>	0.56	0.66	<b>0.59</b>	0.78	0.84

i-004

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159

170

271

393

254

243

203

148

123

88

65

28

**2145**

**Combined**

**3736**

**57.4%**

**14:45**

**443**

**0.81**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 99th Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	13	19	4	0	12:00	89	92	19	4
00:15	16	12	5	0	12:15	71	100	14	8
00:30	11	10	0	0	12:30	89	85	19	3
00:45	12	52	6	47	12:45	66	315	97	374
01:00	7	9	0	0	13:00	90	94	19	5
01:15	3	7	3	0	13:15	93	88	16	2
01:30	11	8	1	0	13:30	72	98	22	2
01:45	4	25	2	26	13:45	93	348	88	368
02:00	6	12	0	0	14:00	105	106	22	3
02:15	11	4	0	0	14:15	130	118	28	8
02:30	2	4	3	0	14:30	162	139	34	17
02:45	6	25	13	33	14:45	203	600	190	553
03:00	1	3	7	0	15:00	181	177	49	126
03:15	2	6	4	0	15:15	194	198	64	148
03:30	7	5	5	1	15:30	149	152	35	97
03:45	8	18	6	20	15:45	112	636	117	644
04:00	8	9	12	0	16:00	101	154	19	35
04:15	9	9	8	0	16:15	105	128	35	21
04:30	8	14	9	0	16:30	119	130	18	16
04:45	11	36	22	54	16:45	102	427	142	554
05:00	14	19	10	2	17:00	116	125	23	14
05:15	18	24	18	0	17:15	91	140	27	16
05:30	31	30	18	1	17:30	94	132	28	6
05:45	36	99	37	110	17:45	87	388	100	497
06:00	28	46	31	0	18:00	98	101	22	1
06:15	58	56	23	4	18:15	87	95	17	0
06:30	76	69	32	6	18:30	100	88	15	1
06:45	70	232	117	288	18:45	69	354	77	361
07:00	83	86	47	30	19:00	67	84	19	0
07:15	134	114	45	48	19:15	72	72	12	0
07:30	210	134	116	191	19:30	48	58	13	0
07:45	249	676	145	479	19:45	43	230	49	263
08:00	78	137	59	220	20:00	60	60	13	0
08:15	64	70	23	22	20:15	60	60	18	0
08:30	80	63	25	10	20:30	48	46	11	1
08:45	65	287	81	351	20:45	52	220	41	207
09:00	54	44	20	11	21:00	33	44	10	0
09:15	65	57	21	6	21:15	29	36	6	0
09:30	50	72	14	3	21:30	33	40	5	0
09:45	63	232	62	235	21:45	32	127	28	148
10:00	63	61	22	5	22:00	30	31	8	0
10:15	81	65	22	6	22:15	33	21	4	1
10:30	76	72	12	7	22:30	17	27	3	0
10:45	85	305	60	258	22:45	18	98	25	104
11:00	72	80	18	53	23:00	15	25	3	0
11:15	83	86	22	24	23:15	13	16	3	0
11:30	102	93	17	43	23:30	25	12	5	0
11:45	80	337	101	360	23:45	8	61	11	64

**Total Vol.** 2324 2261 1031 974 **6590** 3804 4137 898 660

GPS: 33.501202, -112.272478

Daily Totals			
NB	SB	EB	WB
6128	6398	1929	1634

**AM**

**PM**

Split %	35.3%	34.3%	15.6%	14.8%	<b>41.0%</b>	40.0%	43.6%	9.5%	6.9%
<b>Peak Hour</b>	07:00	07:15	07:15	07:15	<b>07:15</b>	14:30	14:45	14:45	14:45
<b>Volume</b>	676	530	400	690	<b>2291</b>	740	717	200	449
<b>P.H.F.</b>	0.68	0.91	0.56	0.75	<b>0.71</b>	0.91	0.91	0.78	0.76

i-004

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786

813

1395

1851

1148

1017

788

552

483

302

227

137

**9499**

**Combined**

**16089**

**59.0%**

**14:45**

**2093**

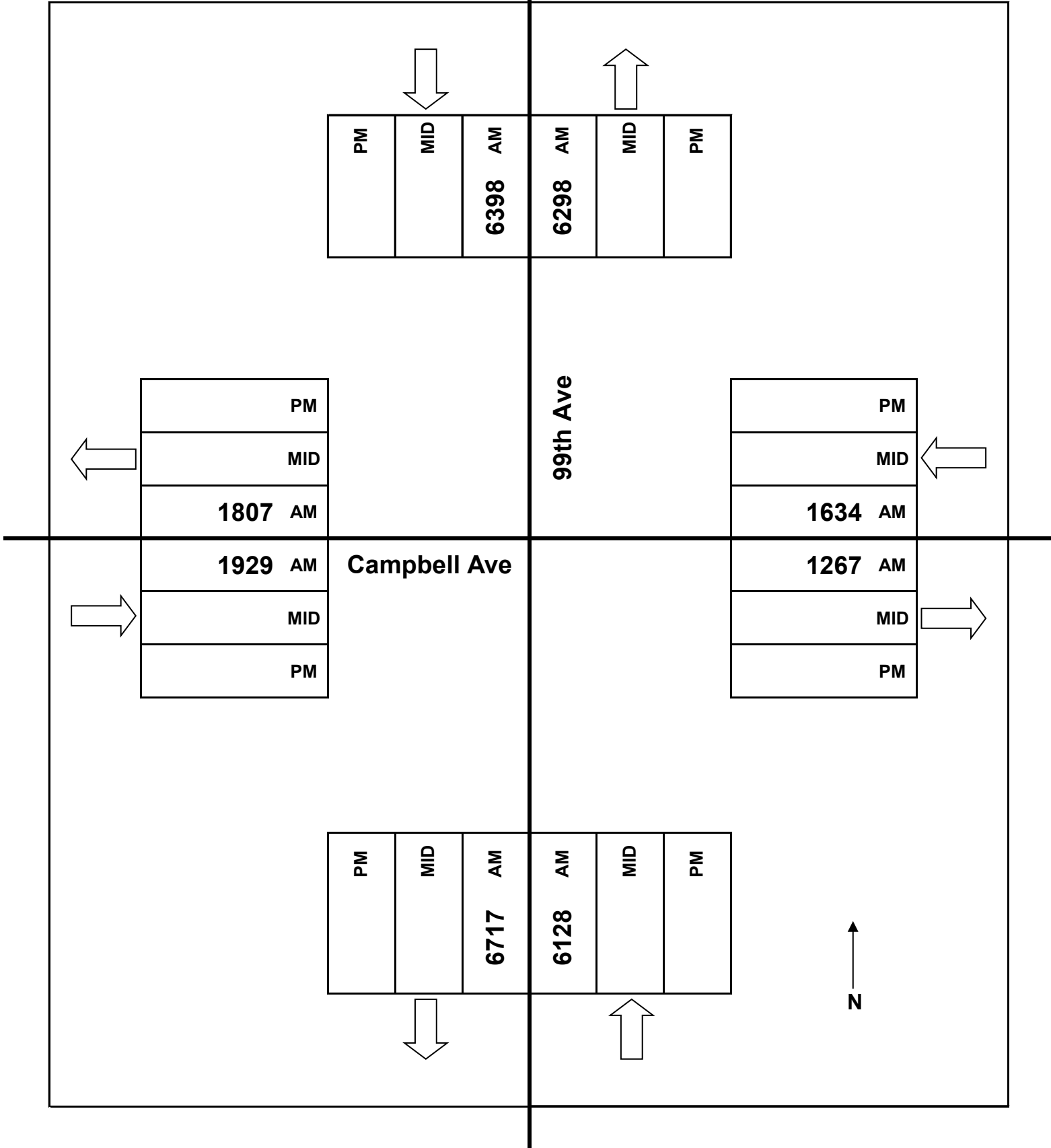
**0.87**

JOB# 23-1055-004

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY

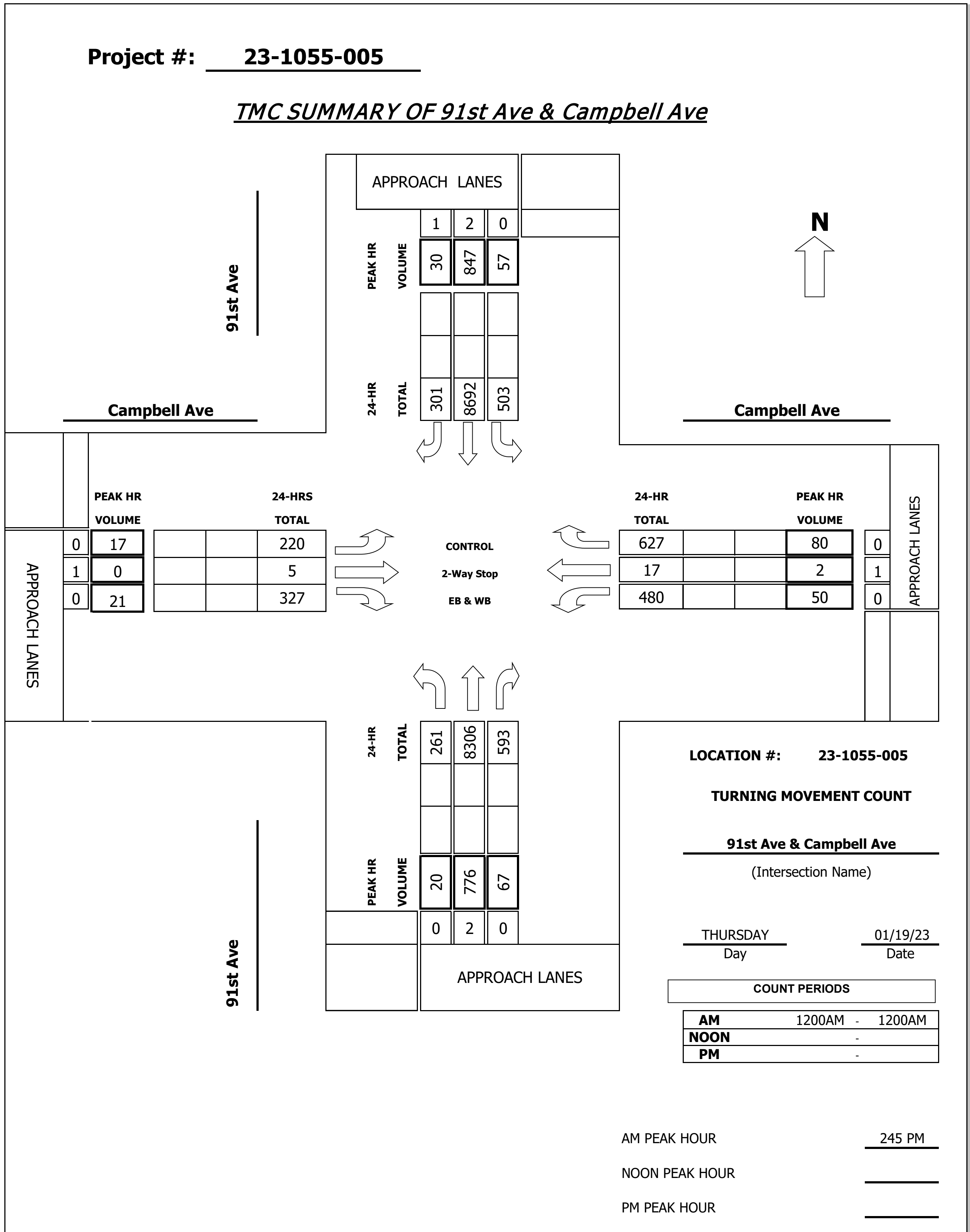


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-005

**TMC SUMMARY OF 91st Ave & Campbell Ave**





**Intersection Turning Movement  
Prepared by:**



N-S STREET: 91st Ave                      DATE: 01/19/23                      LOCATION: Phoenix  
E-W STREET: Campbell Ave                      DAY: THURSDAY                      PROJECT# 23-1055-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	19	1	1	23	0	0	0	0	0	0	0	44
12:15 AM	1	23	3	1	12	0	0	0	2	1	0	2	45
12:30 AM	0	10	2	0	14	1	0	0	0	1	0	0	28
12:45 AM	0	11	0	2	19	0	0	0	1	0	0	1	34
1:00 AM	1	8	1	0	15	0	0	0	0	0	1	1	27
1:15 AM	0	10	0	1	13	0	1	0	0	0	0	1	26
1:30 AM	1	5	1	1	10	1	0	0	3	1	0	0	23
1:45 AM	0	6	2	0	25	0	0	0	0	0	0	0	33
2:00 AM	0	5	0	2	14	0	0	0	0	0	0	0	21
2:15 AM	1	10	1	1	16	0	0	0	1	1	0	0	31
2:30 AM	0	10	0	0	12	0	0	0	0	0	0	0	22
2:45 AM	0	8	1	0	7	0	0	0	0	0	0	0	16
3:00 AM	1	10	1	0	6	0	0	0	0	1	0	0	19
3:15 AM	0	5	0	1	7	0	0	0	0	0	0	0	13
3:30 AM	0	8	1	0	15	0	1	0	0	0	0	1	26
3:45 AM	0	13	0	0	20	0	0	0	2	0	0	1	36
4:00 AM	0	13	1	0	19	0	0	0	3	2	0	2	40
4:15 AM	0	18	0	3	21	0	0	0	3	5	0	2	52
4:30 AM	0	16	1	1	38	0	0	0	0	5	0	2	63
4:45 AM	1	23	3	3	29	1	1	0	3	1	0	3	68
5:00 AM	1	37	1	1	37	0	1	0	3	3	0	2	86
5:15 AM	1	35	3	0	61	0	0	0	2	6	1	7	116
5:30 AM	0	35	1	0	60	0	1	0	0	9	0	3	109
5:45 AM	0	46	3	0	69	0	0	0	5	6	0	5	134
6:00 AM	0	45	2	3	60	1	2	0	4	8	0	9	134
6:15 AM	2	55	3	1	88	0	1	0	5	5	0	4	164
6:30 AM	0	69	2	3	94	0	5	0	10	12	0	6	201
6:45 AM	3	66	1	4	107	1	2	0	10	12	0	10	216
7:00 AM	3	83	3	4	120	1	4	1	6	4	0	7	236
7:15 AM	2	99	6	8	141	3	8	0	4	8	0	8	287
7:30 AM	2	153	21	16	132	3	9	0	15	8	0	10	369
7:45 AM	0	205	34	21	195	4	7	0	7	18	0	40	531
8:00 AM	9	240	17	14	208	9	3	0	5	28	1	46	580
8:15 AM	4	119	5	12	194	1	5	0	1	7	0	9	357
8:30 AM	2	94	10	2	110	2	1	0	5	5	0	5	236
8:45 AM	2	64	5	5	87	5	6	0	3	7	0	5	189
9:00 AM	4	77	3	5	82	3	3	0	4	8	0	7	196
9:15 AM	2	89	4	1	81	4	0	0	3	6	0	5	195
9:30 AM	2	80	9	2	93	2	1	0	5	6	0	7	207
9:45 AM	1	87	6	5	73	2	1	0	6	3	0	12	196
10:00 AM	0	85	9	5	75	0	4	0	3	7	0	5	193
10:15 AM	3	79	2	2	73	2	0	0	2	2	0	7	172
10:30 AM	4	94	6	3	78	2	0	0	9	9	0	7	212
10:45 AM	2	93	3	5	84	5	1	0	4	13	1	12	223
11:00 AM	4	96	4	3	77	1	2	0	4	7	1	6	205
11:15 AM	6	106	8	3	115	9	4	0	5	2	0	9	267
11:30 AM	5	93	4	8	109	1	4	0	4	0	0	4	232
11:45 AM	3	90	7	3	96	4	1	0	3	13	0	9	229
12:00 PM	2	105	3	4	98	7	3	0	4	8	0	4	238
12:15 PM	3	95	4	5	111	3	6	0	3	2	0	3	235
12:30 PM	2	92	1	2	107	4	1	0	3	2	1	7	222
12:45 PM	3	98	8	4	111	3	4	0	8	2	1	3	245
1:00 PM	2	110	7	2	118	5	5	0	4	7	0	5	265
1:15 PM	5	87	12	10	113	6	3	0	4	6	0	9	255
1:30 PM	3	129	3	8	101	5	5	0	2	9	0	5	270
1:45 PM	3	97	10	4	125	2	2	0	6	4	0	8	261
2:00 PM	3	112	6	9	148	1	3	0	6	5	1	6	300
2:15 PM	5	120	5	7	144	5	2	0	5	5	1	6	305
2:30 PM	3	157	17	12	131	6	8	0	5	6	0	6	351
2:45 PM	7	225	27	9	141	8	5	0	4	5	0	7	438
3:00 PM	2	196	21	24	259	8	2	0	4	13	0	17	546
3:15 PM	8	168	8	16	266	7	5	0	7	27	1	40	553
3:30 PM	3	187	11	8	181	7	5	0	6	5	1	16	430
3:45 PM	6	169	19	10	184	10	0	0	5	8	0	9	420
4:00 PM	8	223	15	10	179	5	5	1	6	7	0	10	469
4:15 PM	8	179	13	10	174	16	5	0	4	6	0	10	425
4:30 PM	2	158	10	6	175	7	5	0	6	12	0	14	395
4:45 PM	7	185	15	5	162	4	2	0	6	7	0	10	403
5:00 PM	7	207	7	5	171	10	1	1	5	4	0	7	425
5:15 PM	6	192	11	5	143	6	8	0	10	6	0	8	395
5:30 PM	7	190	12	6	143	6	5	0	0	7	0	8	384
5:45 PM	5	167	11	15	161	7	4	0	4	4	0	9	387
6:00 PM	5	162	8	12	145	9	6	1	7	7	1	11	374
6:15 PM	4	163	12	8	135	4	1	0	1	6	0	8	342
6:30 PM	6	138	11	16	118	7	2	1	3	8	0	15	325
6:45 PM	4	124	10	12	131	11	5	0	3	3	0	5	308
7:00 PM	2	118	8	9	117	5	3	0	5	5	0	4	276
7:15 PM	6	103	10	7	96	4	3	0	7	6	0	8	250
7:30 PM	6	97	6	7	99	8	2	0	1	4	0	9	239
7:45 PM	4	104	2	3	109	8	3	0	2	1	0	7	243
8:00 PM	5	103	11	6	115	3	3	0	1	4	0	2	253
8:15 PM	5	101	7	11	79	8	4	0	5	6	0	10	236
8:30 PM	2	78	4	3	77	2	4	0	2	2	3	4	181
8:45 PM	3	70	11	10	90	1	1	0	2	1	0	5	194
9:00 PM	5	71	4	9	76	3	1	0	2	1	0	1	173
9:15 PM	2	60	3	2	68	2	3	0	2	3	0	3	148
9:30 PM	2	67	5	2	53	2	0	0	3	1	1	2	138
9:45 PM	1	55	4	4	60	1	0	0	2	2	1	3	133
10:00 PM	1	56	2	4	54	1	3	0	0	2	0	2	125
10:15 PM	3	46	2	3	52	0	0	0	1	2	0	1	110
10:30 PM	4	47	6	4	61	2	0	0	1	5	0	5	135
10:45 PM	1	39	2	4	36	1	0	0	0	0	0	3	86
11:00 PM	3	36	4	5	46	1	0	0	2	4	0	2	103
11:15 PM	1	38	1	3	38	1	1	0	1	0	0	1	85
11:30 PM	0	19	2	5	39	1	0	0	1	0	0	5	72
11:45 PM	3	18	1	2	18	0	2	0	1	0	0	2	47

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	261	8306	593	503	8692	301	220	5	327	480	17	627	20332
Approach %	2.85	90.68	6.47	5.30	91.53	3.17	39.86	0.91	59.24	42.70	1.51	55.78	
App/Depart	9160	/	9153	9496	/	9499	552	/	1101	1124	/	579	

AM Peak Hr Begins at: 245 PM

PEAK	Volumes	Approach %	FACTOR:
PEAK	20 776 67 57 847 30 17 0 21 50 2 80 1967	2.32 89.92 7.76 6.10 90.69 3.21 44.74 0.00 55.26 37.88 1.52 60.61	0.833 0.802 0.792 0.485 0.889

CONTROL: 2-Way Stop (EB & WB)

COMMENT 1:

GPS: 33.501477, -112.255048



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 91st Ave  
**E-W STREET:** Campbell Ave

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-005

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	3	3
8:00 AM	4	0	1	0
8:15 AM	0	0	0	0
8:30 AM	0	0	2	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	1
9:15 AM	0	0	0	0
9:30 AM	0	0	1	1
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	1
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	1	0
11:15 AM	0	0	0	3
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	1
12:15 PM	0	0	0	1
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	3	0
1:30 PM	0	1	1	1
1:45 PM	0	0	0	0
2:00 PM	0	1	2	1
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	1	0	0	2
3:00 PM	0	0	0	1
3:15 PM	0	0	0	10
3:30 PM	0	0	0	0
3:45 PM	0	1	0	2
4:00 PM	0	0	0	2
4:15 PM	0	0	1	0
4:30 PM	0	1	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	1
5:30 PM	0	0	1	0
5:45 PM	0	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	2	0
7:15 PM	0	0	0	1
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	1	0
9:30 PM	0	0	1	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	1	1
10:30 PM	0	1	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>36</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	1	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	1
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	1
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	1
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	1
12:45 PM	0	0	0	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	1	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	1
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	1	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	1	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	1
7:30 PM	0	0	2	1
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	1	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>9</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave north of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	19	24			12:00	112	109		
00:15	25	13			12:15	104	119		
00:30	10	15			12:30	100	113		
00:45	12	66	21	73	12:45	105	421	118	459
01:00	9	15			13:00	120	125		
01:15	12	14			13:15	99	129		
01:30	5	12			13:30	139	114		
01:45	6	32	25	66	13:45	107	465	131	499
02:00	5	16			14:00	121	158		
02:15	10	17			14:15	128	156		
02:30	10	12			14:30	171	149		
02:45	8	33	7	52	14:45	237	657	158	621
03:00	10	6			15:00	215	291		
03:15	5	8			15:15	213	289		
03:30	10	15			15:30	208	196		
03:45	14	39	20	49	15:45	178	814	204	980
04:00	15	19			16:00	238	194		
04:15	20	24			16:15	194	200		
04:30	18	39			16:30	177	188		
04:45	27	80	33	115	16:45	197	806	171	753
05:00	40	38			17:00	215	186		
05:15	42	61			17:15	208	154		
05:30	39	60			17:30	203	155		
05:45	51	172	69	228	17:45	180	806	183	678
06:00	56	64			18:00	179	166		
06:15	60	89			18:15	172	147		
06:30	80	97			18:30	155	141		
06:45	78	274	112	362	18:45	134	640	154	608
07:00	94	125			19:00	125	131		
07:15	115	152			19:15	114	107		
07:30	172	151			19:30	108	114		
07:45	252	633	220	648	19:45	114	461	120	472
08:00	289	231			20:00	108	124		
08:15	133	207			20:15	115	98		
08:30	100	114			20:30	86	82		
08:45	75	597	97	649	20:45	76	385	101	405
09:00	87	90			21:00	73	88		
09:15	94	86			21:15	66	72		
09:30	88	97			21:30	69	57		
09:45	100	369	80	353	21:45	58	266	65	282
10:00	94	80			22:00	61	59		
10:15	86	77			22:15	47	55		
10:30	101	83			22:30	52	67		
10:45	106	387	94	334	22:45	42	202	41	222
11:00	104	81			23:00	38	52		
11:15	119	127			23:15	40	42		
11:30	101	118			23:30	24	45		
11:45	100	424	103	429	23:45	22	124	20	159

**Total Vol.** 3106 3358 **6464** 6047 6138

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9153	9496		

**AM**

**PM**

Split %	48.1%	51.9%	34.7%	49.6%	50.4%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	14:45	15:00
<b>Volume</b>	846	809	<b>1655</b>	873	980
<b>P.H.F.</b>	0.73	0.88	<b>0.80</b>	0.92	0.84

i-005

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880

964

1278

1794

1559

1484

1248

933

790

548

424

283

**12185**

**Combined**

**18649**

**65.3%**

**14:45**

**1807**

**0.89**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave south of Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	20	23			12:00	110	110		
00:15	27	15			12:15	102	116		
00:30	12	15			12:30	95	112		
00:45	11	70	20	73	12:45	109	416	121	459
01:00	10	15			13:00	119	129		
01:15	10	13			13:15	104	123		
01:30	7	14			13:30	135	112		
01:45	8	35	25	67	13:45	110	468	135	499
02:00	5	14			14:00	121	159		
02:15	12	18			14:15	130	154		
02:30	10	12			14:30	177	142		
02:45	9	36	7	51	14:45	259	687	150	605
03:00	12	7			15:00	219	276		
03:15	5	7			15:15	184	300		
03:30	9	15			15:30	201	192		
03:45	13	39	22	51	15:45	194	798	197	965
04:00	14	24			16:00	246	192		
04:15	18	29			16:15	200	184		
04:30	17	43			16:30	170	193		
04:45	27	76	33	129	16:45	207	823	175	744
05:00	39	43			17:00	221	180		
05:15	39	69			17:15	209	159		
05:30	36	69			17:30	209	150		
05:45	49	163	80	261	17:45	183	822	169	658
06:00	47	72			18:00	175	159		
06:15	60	98			18:15	179	142		
06:30	71	116			18:30	155	129		
06:45	70	248	129	415	18:45	138	647	137	567
07:00	89	130			19:00	128	127		
07:15	107	153			19:15	119	109		
07:30	176	155			19:30	109	104		
07:45	239	611	220	658	19:45	110	466	112	452
08:00	266	241			20:00	119	120		
08:15	128	202			20:15	113	90		
08:30	106	120			20:30	84	81		
08:45	71	571	97	660	20:45	84	400	93	384
09:00	84	94			21:00	80	79		
09:15	95	90			21:15	65	73		
09:30	91	104			21:30	74	57		
09:45	94	364	82	370	21:45	60	279	64	273
10:00	94	85			22:00	59	56		
10:15	84	77			22:15	51	55		
10:30	104	96			22:30	57	67		
10:45	98	380	101	359	22:45	42	209	36	214
11:00	104	88			23:00	43	52		
11:15	120	122			23:15	40	39		
11:30	102	113			23:30	21	40		
11:45	100	426	112	435	23:45	22	126	19	150

**Total Vol.** 3019 3529 **6548** 6141 5970

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9160	9499		

**AM**

**PM**

Split %	46.1%	53.9%	35.1%	50.7%	49.3%
<b>Peak Hour</b>	07:30	07:30	<b>07:30</b>	14:45	15:00
<b>Volume</b>	809	818	<b>1627</b>	863	965
<b>P.H.F.</b>	0.76	0.85	<b>0.80</b>	0.83	0.80

i-005

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875

967

1292

1763

1567

1480

1214

918

784

552

423

276

**12111**

**Combined**

**18659**

**64.9%**

**14:45**

**1781**

**0.90**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave east of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			2	0	12:00			7	12		
00:15			4	3	12:15			9	5		
00:30			2	1	12:30			3	10		
00:45			2	10	1	5	15	12	31	6	33
01:00			1	2	13:00			9	12		
01:15			1	1	13:15			22	15		
01:30			2	1	13:30			11	14		
01:45			2	6	0	4	10	14	56	12	53
02:00			2	0	14:00			15	12		
02:15			2	1	14:15			12	12		
02:30			0	0	14:30			29	12		
02:45			1	5	0	1	6	36	92	12	48
03:00			1	1	15:00			45	30		
03:15			1	0	15:15			24	68		
03:30			1	1	15:30			19	22		
03:45			0	3	1	3	6	29	117	17	137
04:00			1	4	16:00			26	17		
04:15			3	7	16:15			23	16		
04:30			2	7	16:30			16	26		
04:45			6	12	4	22	34	20	85	17	76
05:00			2	5	17:00			13	11		
05:15			3	14	17:15			16	14		
05:30			1	12	17:30			18	15		
05:45			3	9	11	42	51	26	73	13	53
06:00			5	17	18:00			21	19		
06:15			4	9	18:15			20	14		
06:30			5	18	18:30			28	23		
06:45			5	19	22	66	85	22	91	8	64
07:00			8	11	19:00			17	9		
07:15			14	16	19:15			17	14		
07:30			37	18	19:30			13	13		
07:45			55	114	58	103	217	5	52	8	44
08:00			31	75	20:00			17	6		
08:15			17	16	20:15			18	16		
08:30			12	10	20:30			7	9		
08:45			10	70	12	113	183	21	63	6	37
09:00			8	15	21:00			13	2		
09:15			5	11	21:15			5	6		
09:30			11	13	21:30			7	4		
09:45			11	35	15	54	89	8	33	6	18
10:00			14	12	22:00			6	4		
10:15			4	9	22:15			5	3		
10:30			9	16	22:30			10	10		
10:45			8	35	26	63	98	6	27	3	20
11:00			7	14	23:00			9	6		
11:15			11	11	23:15			4	1		
11:30			12	4	23:30			7	5		
11:45			10	40	22	51	91	3	23	2	14

**Total Vol.** 358 527 **885** 743 597

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
		1101	1124

**AM**

**PM**

Split %	40.5%	59.5%	<b>39.8%</b>	55.4%	44.6%
<b>Peak Hour</b>	07:30	07:15	<b>07:30</b>	14:30	15:00
<b>Volume</b>	140	167	<b>307</b>	134	137
<b>P.H.F.</b>	0.64	0.56	<b>0.68</b>	0.74	0.50



i-005

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64

109

140

254

161

126

155

96

100

51

47

37

**1340**

**Combined**

**2225**

**60.2%**

**14:30**

**256**

**0.70**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Campbell Ave west of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			0	0	12:00			7	9		
00:15			2	1	12:15			9	6		
00:30			0	1	12:30			4	7		
00:45			1	3	12:45			12	32	7	29
01:00			0	2	13:00			9	7		
01:15			1	0	13:15			7	11		
01:30			3	2	13:30			7	8		
01:45			0	4	13:45			8	31	5	31
02:00			0	0	14:00			9	5		
02:15			1	1	14:15			7	11		
02:30			0	0	14:30			13	9		
02:45			0	1	14:45			9	38	15	40
03:00			0	1	15:00			6	10		
03:15			0	0	15:15			12	16		
03:30			1	0	15:30			11	11		
03:45			2	3	15:45			5	34	16	53
04:00			3	0	16:00			12	13		
04:15			3	0	16:15			9	24		
04:30			0	0	16:30			11	9		
04:45			4	10	16:45			8	40	11	57
05:00			4	1	17:00			7	17		
05:15			2	2	17:15			18	12		
05:30			1	0	17:30			5	13		
05:45			5	12	17:45			8	38	12	54
06:00			6	1	18:00			14	15		
06:15			6	2	18:15			2	8		
06:30			15	0	18:30			6	13		
06:45			12	39	18:45			8	30	15	51
07:00			11	4	19:00			8	7		
07:15			12	5	19:15			10	10		
07:30			24	5	19:30			3	14		
07:45			14	61	19:45			5	26	12	43
08:00			8	19	20:00			4	8		
08:15			6	5	20:15			9	13		
08:30			6	4	20:30			6	7		
08:45			9	29	20:45			3	22	4	32
09:00			7	7	21:00			3	8		
09:15			3	6	21:15			5	4		
09:30			6	4	21:30			3	5		
09:45			7	23	21:45			2	13	3	20
10:00			7	0	22:00			3	2		
10:15			2	5	22:15			1	3		
10:30			9	6	22:30			1	6		
10:45			5	23	22:45			0	5	2	13
11:00			6	6	23:00			2	4		
11:15			9	15	23:15			2	2		
11:30			8	6	23:30			1	1		
11:45			4	27	23:45			3	8	3	10

**Total Vol.** 235 146 **381** 317 433

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
		552	579

**AM**

**PM**

Split %	61.7%	38.3%	<b>33.7%</b>
<b>Peak Hour</b>	07:00	11:15	<b>07:15</b>
<b>Volume</b>	61	37	<b>91</b>
<b>P.H.F.</b>	0.64	0.62	<b>0.78</b>

42.3%	57.7%
17:15	15:30
45	64
0.63	0.67

i-005

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61

62

78

87

97

92

81

69

54

33

18

18

**750**

**Combined**

**1131**

**66.3%**

**15:30**

**101**

**0.77**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave & Campbell Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	20	24	0	0	12:00	110	109	7	12
00:15	27	13	2	3	12:15	102	119	9	5
00:30	12	15	0	1	12:30	95	113	4	10
00:45	11	70	21	73	12:45	109	416	118	459
01:00	10	15	0	2	13:00	119	125	9	12
01:15	10	14	1	1	13:15	104	129	7	15
01:30	7	12	3	1	13:30	135	114	7	14
01:45	8	35	25	66	13:45	110	468	131	499
02:00	5	16	0	0	14:00	121	158	9	12
02:15	12	17	1	1	14:15	130	156	7	12
02:30	10	12	0	0	14:30	177	149	13	12
02:45	9	36	7	52	14:45	259	687	158	621
03:00	12	6	0	1	15:00	219	291	6	30
03:15	5	8	0	0	15:15	184	289	12	68
03:30	9	15	1	1	15:30	201	196	11	22
03:45	13	39	20	49	15:45	194	798	204	980
04:00	14	19	3	4	16:00	246	194	12	17
04:15	18	24	3	7	16:15	200	200	9	16
04:30	17	39	0	7	16:30	170	188	11	26
04:45	27	76	33	115	16:45	207	823	171	753
05:00	39	38	4	5	17:00	221	186	7	11
05:15	39	61	2	14	17:15	209	154	18	14
05:30	36	60	1	12	17:30	209	155	5	15
05:45	49	163	69	228	17:45	183	822	183	678
06:00	47	64	6	17	18:00	175	166	14	19
06:15	60	89	6	9	18:15	179	147	2	14
06:30	71	97	15	18	18:30	155	141	6	23
06:45	70	248	112	362	18:45	138	647	154	608
07:00	89	125	11	11	19:00	128	131	8	9
07:15	107	152	12	16	19:15	119	107	10	14
07:30	176	151	24	18	19:30	109	114	3	13
07:45	239	611	220	648	19:45	110	466	120	472
08:00	266	231	8	75	20:00	119	124	4	6
08:15	128	207	6	16	20:15	113	98	9	16
08:30	106	114	6	10	20:30	84	82	6	9
08:45	71	571	97	649	20:45	84	400	101	405
09:00	84	90	7	15	21:00	80	88	3	2
09:15	95	86	3	11	21:15	65	72	5	6
09:30	91	97	6	13	21:30	74	57	3	4
09:45	94	364	80	353	21:45	60	279	65	282
10:00	94	80	7	12	22:00	59	59	3	4
10:15	84	77	2	9	22:15	51	55	1	3
10:30	104	83	9	16	22:30	57	67	1	10
10:45	98	380	94	334	22:45	42	209	41	222
11:00	104	81	6	14	23:00	43	52	2	6
11:15	120	127	9	11	23:15	40	42	2	1
11:30	102	118	8	4	23:30	21	45	1	5
11:45	100	426	103	429	23:45	22	126	20	159

**Total Vol.** 3019 3358 235 527 **7139** 6141 6138 317 597

GPS: 33.501477, -112.255048

Daily Totals			
NB	SB	EB	WB
9160	9496	552	1124

**AM**

**PM**

Split %	42.3%	47.0%	3.3%	7.4%	35.1%	46.5%	46.5%	2.4%	4.5%
<b>Peak Hour</b>	07:30	07:30	07:00	07:15	<b>07:30</b>	14:45	15:00	17:15	15:00
<b>Volume</b>	809	809	61	167	<b>1837</b>	863	980	45	137
<b>P.H.F.</b>	0.76	0.88	0.64	0.56	<b>0.79</b>	0.83	0.84	0.63	0.50

i-005

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940

1051

1394

1949

1692

1591

1349

1008

864

592

456

307

**13193**

**Combined**

**20332**

**64.9%**

**14:45**

**1967**

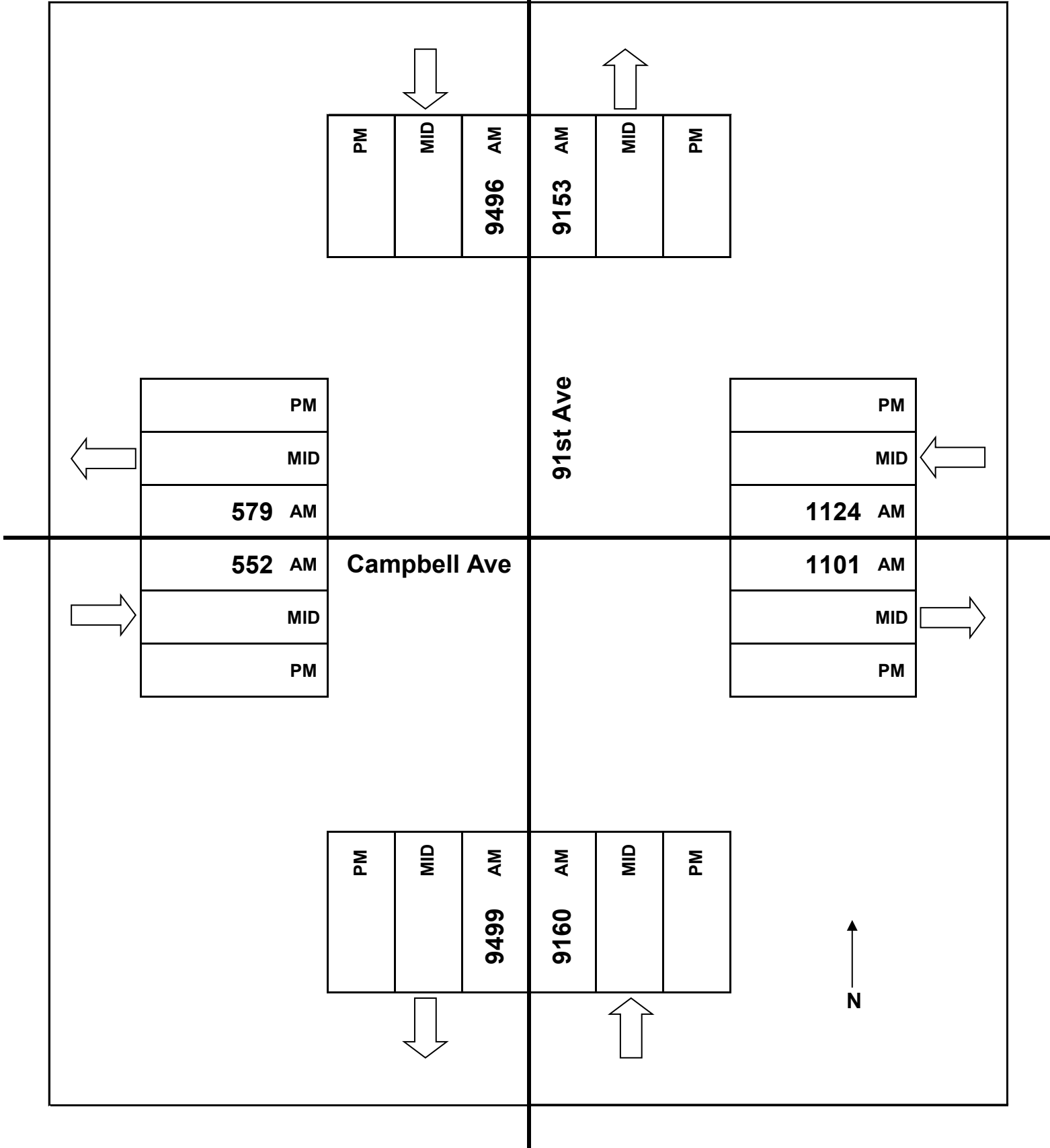
**0.89**

JOB# 23-1055-005

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

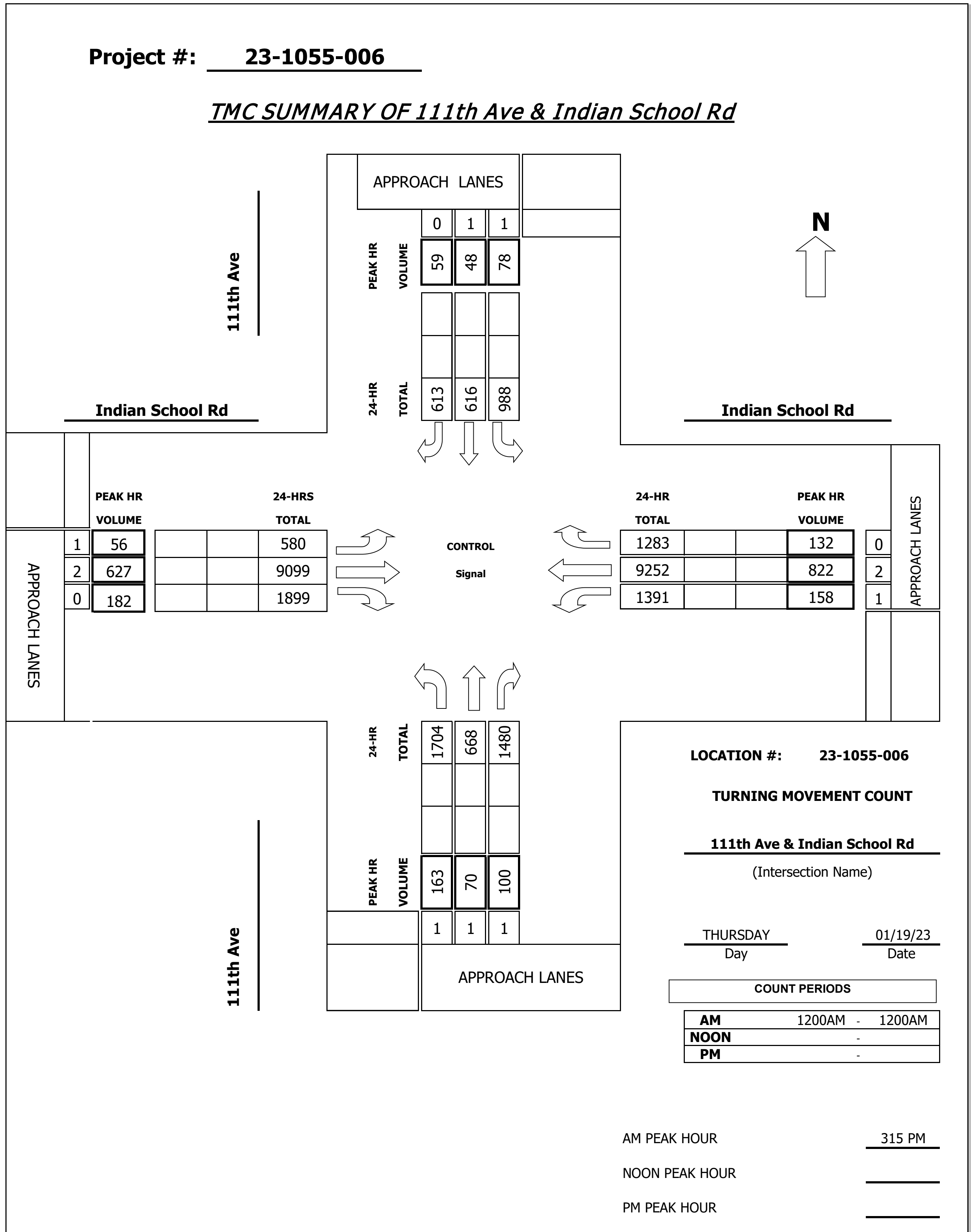


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-006

**TMC SUMMARY OF 111th Ave & Indian School Rd**



**111th Ave**

**Indian School Rd**

		APPROACH LANES		
PEAK HR	VOLUME	0	1	1
		59	48	78
24-HR	TOTAL	613	616	988

**Indian School Rd**

	PEAK HR			24-HRS
	VOLUME			TOTAL
1	56			580
2	627			9099
0	182			1899

**CONTROL**  
Signal

		24-HR			PEAK HR
		TOTAL			VOLUME
		1283			132
		9252			822
		1391			158

**111th Ave**

		24-HR		
		TOTAL		
		1704		
		668		
		1480		
PEAK HR	VOLUME	163	70	100
		1	1	1

**LOCATION #:** 23-1055-006

**TURNING MOVEMENT COUNT**

**111th Ave & Indian School Rd**  
(Intersection Name)

THURSDAY                      01/19/23  
Day                                      Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR                      315 PM

NOON PEAK HOUR                      \_\_\_\_\_

PM PEAK HOUR                        \_\_\_\_\_



**Intersection Turning Movement  
Prepared by:**



N-S STREET: 111th Ave      DATE: 01/19/23      LOCATION: Phoenix  
 E-W STREET: Indian School Rd      DAY: THURSDAY      PROJECT# 23-1055-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	1	1	1	0	1	2	0	1	2	0	
12:00 AM	2	1	3	0	1	5	4	18	2	8	12	1	57
12:15 AM	1	3	0	1	1	1	2	24	2	1	17	4	57
12:30 AM	2	0	3	1	0	1	3	10	3	1	13	4	41
12:45 AM	2	1	1	1	0	0	0	7	2	2	12	2	30
1:00 AM	0	0	1	0	0	0	0	11	2	0	12	2	28
1:15 AM	2	0	0	0	0	1	0	9	1	0	6	3	22
1:30 AM	2	0	1	1	0	0	1	8	0	1	12	1	27
1:45 AM	1	1	2	3	0	0	0	14	1	1	13	2	38
2:00 AM	2	2	1	0	1	0	1	12	1	2	8	0	30
2:15 AM	0	2	1	2	1	1	0	13	1	4	11	4	40
2:30 AM	1	1	1	2	0	0	1	14	3	0	5	1	29
2:45 AM	1	0	1	2	2	0	0	17	1	2	17	4	47
3:00 AM	2	1	0	1	0	1	0	17	1	2	15	1	41
3:15 AM	1	2	1	1	0	2	0	25	2	0	10	2	46
3:30 AM	1	1	2	3	1	0	1	16	0	1	14	0	40
3:45 AM	1	1	4	3	1	1	2	21	0	1	14	0	49
4:00 AM	3	1	7	8	1	0	0	15	1	0	10	1	47
4:15 AM	2	1	4	8	1	1	0	37	1	2	16	2	75
4:30 AM	6	1	6	8	2	3	0	36	6	2	20	1	91
4:45 AM	5	0	7	8	5	2	2	40	3	2	30	2	106
5:00 AM	4	0	8	11	1	2	0	57	1	2	30	1	117
5:15 AM	12	1	9	24	2	10	1	74	4	2	29	6	174
5:30 AM	5	0	13	18	4	3	1	99	2	2	63	1	211
5:45 AM	10	0	11	14	3	5	2	104	8	4	41	4	206
6:00 AM	9	1	16	15	5	4	2	128	11	3	42	2	238
6:15 AM	8	3	12	14	3	6	3	116	22	3	51	8	249
6:30 AM	24	9	18	18	14	13	2	113	25	6	83	8	333
6:45 AM	31	5	23	10	12	13	7	149	36	16	99	5	406
7:00 AM	24	19	27	12	37	10	8	148	61	19	103	10	478
7:15 AM	36	38	40	21	47	16	9	163	54	15	116	7	562
7:30 AM	45	20	19	15	17	23	23	196	30	15	125	10	538
7:45 AM	28	10	34	16	23	18	9	193	53	19	179	11	593
8:00 AM	51	18	32	24	26	13	12	146	43	22	119	15	521
8:15 AM	24	17	21	11	11	7	4	123	25	15	124	14	396
8:30 AM	25	11	32	9	5	10	6	132	32	15	117	8	402
8:45 AM	34	10	22	15	4	8	6	140	17	11	127	10	404
9:00 AM	22	2	21	16	2	3	5	110	18	9	102	5	315
9:15 AM	20	7	24	9	7	7	5	128	17	14	90	11	339
9:30 AM	22	6	21	10	3	11	4	126	20	16	108	11	358
9:45 AM	23	4	21	11	6	4	4	126	14	17	93	7	330
10:00 AM	26	4	16	11	5	11	3	138	24	20	105	11	374
10:15 AM	20	5	22	9	5	8	3	109	12	13	111	12	329
10:30 AM	26	4	17	19	7	12	3	114	18	10	116	14	360
10:45 AM	23	9	17	14	7	5	7	131	20	18	111	14	376
11:00 AM	13	6	14	11	6	11	8	133	23	13	120	20	378
11:15 AM	18	6	19	16	5	11	13	132	15	11	104	11	361
11:30 AM	23	7	23	9	3	6	5	126	27	17	113	11	370
11:45 AM	22	7	19	9	8	12	4	114	28	24	126	19	392
12:00 PM	13	12	26	12	5	3	7	116	25	22	120	14	375
12:15 PM	18	7	12	13	3	6	7	107	19	19	112	15	338
12:30 PM	21	5	27	9	3	6	9	130	17	14	107	12	360
12:45 PM	28	8	20	15	6	6	7	114	18	12	133	6	373
1:00 PM	26	11	19	6	7	6	9	138	29	10	123	10	394
1:15 PM	24	6	18	9	9	5	6	144	19	17	129	16	402
1:30 PM	31	2	18	10	4	4	5	150	31	19	137	17	428
1:45 PM	26	8	25	13	13	5	7	167	26	20	133	17	460
2:00 PM	48	30	53	9	12	6	6	103	26	28	150	33	504
2:15 PM	42	22	29	21	13	5	13	127	34	20	156	23	505
2:30 PM	44	7	30	12	9	16	10	161	29	23	184	19	544
2:45 PM	38	13	27	19	19	18	7	183	33	22	172	32	583
3:00 PM	43	10	27	13	14	3	10	176	40	29	190	21	576
3:15 PM	56	25	39	24	18	20	9	131	38	32	191	33	616
3:30 PM	34	14	22	18	10	15	13	177	40	45	203	39	630
3:45 PM	42	16	22	22	14	17	23	147	51	41	204	32	631
4:00 PM	31	15	17	14	6	7	11	172	53	40	224	28	618
4:15 PM	25	12	22	16	10	8	17	153	43	14	202	30	552
4:30 PM	20	7	18	20	12	11	18	163	63	37	229	29	627
4:45 PM	30	16	22	17	7	12	12	144	46	29	181	35	551
5:00 PM	34	12	22	13	5	10	12	214	34	40	220	28	644
5:15 PM	33	10	22	11	11	7	13	163	31	39	212	38	590
5:30 PM	30	13	25	17	12	15	10	152	37	38	241	30	620
5:45 PM	29	16	23	17	9	17	13	147	32	31	215	33	582
6:00 PM	26	9	25	9	5	10	11	138	33	27	182	31	506
6:15 PM	30	10	18	21	8	6	12	147	36	34	190	25	537
6:30 PM	25	3	24	7	12	12	16	110	34	31	165	30	469
6:45 PM	26	8	27	14	3	14	14	120	24	22	152	25	449
7:00 PM	18	8	18	11	6	4	9	97	32	22	134	27	386
7:15 PM	12	10	21	17	11	6	6	80	21	14	102	23	323
7:30 PM	7	8	7	12	3	5	11	93	23	24	106	24	323
7:45 PM	10	5	16	15	7	4	3	93	24	17	106	21	321
8:00 PM	16	9	19	12	3	5	7	91	18	23	93	19	315
8:15 PM	11	2	14	10	0	1	10	64	25	13	89	24	263
8:30 PM	21	3	7	11	5	3	6	65	12	20	66	19	238
8:45 PM	12	7	8	7	5	7	10	60	21	13	64	13	227
9:00 PM	10	7	10	6	5	5	3	60	9	16	73	14	218
9:15 PM	7	5	20	6	2	1	3	56	12	13	62	16	203
9:30 PM	6	5	4	5	1	4	3	41	10	14	78	11	182
9:45 PM	7	6	3	3	3	2	3	45	11	10	57	5	155
10:00 PM	7	3	9	7	1	2	0	38	15	6	67	9	164
10:15 PM	6	3	4	4	1	1	6	37	8	17	51	7	145
10:30 PM	1	3	4	3	7	2	1	30	5	8	44	9	117
10:45 PM	4	6	3	1	2	3	4	29	4	6	51	7	120
11:00 PM	4	0	5	3	0	2	6	18	2	1	49	9	99
11:15 PM	2	0	4	4	0	1	2	33	3	7	43	6	105
11:30 PM	2	1	5	3	0	1	0	25	4	6	20	6	73
11:45 PM	3	2	3	3	0	3	4	18	6	3	26	10	81

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	1704	668	1480	988	616	613	580	9099	1899	1391	9252	1283	29573
Approach %	44.24	17.34	38.42	44.56	27.79	27.65	5.01	78.59	16.40				



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 111th Ave  
**E-W STREET:** Indian School Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-006

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	3	0	4	0
7:00 AM	2	0	14	0
7:15 AM	0	0	2	0
7:30 AM	0	0	0	0
7:45 AM	0	1	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	1	0
8:45 AM	0	0	0	0
9:00 AM	0	0	1	0
9:15 AM	1	0	1	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	1	0	0
10:15 AM	1	0	0	1
10:30 AM	0	0	0	0
10:45 AM	1	0	0	0
11:00 AM	0	0	0	1
11:15 AM	1	0	0	0
11:30 AM	1	0	0	0
11:45 AM	0	0	0	0
12:00 PM	1	0	2	0
12:15 PM	0	1	1	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	1	0
1:15 PM	1	0	1	1
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	1	0	13	0
2:15 PM	4	0	22	2
2:30 PM	4	0	0	0
2:45 PM	0	0	4	0
3:00 PM	0	0	0	0
3:15 PM	1	0	4	0
3:30 PM	2	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	3	1
4:15 PM	6	1	1	3
4:30 PM	0	0	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	1	0
5:15 PM	0	0	2	0
5:30 PM	8	0	4	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	3
6:45 PM	0	0	0	3
7:00 PM	0	0	0	1
7:15 PM	0	0	0	0
7:30 PM	1	0	0	0
7:45 PM	0	1	0	1
8:00 PM	0	2	1	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	1	0	0
9:00 PM	2	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	1
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>43</b>	<b>8</b>	<b>85</b>	<b>18</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	1	0	0
5:30 AM	1	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	1	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	0
7:45 AM	0	0	1	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	1	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	1	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	1	2	0	0
2:30 PM	1	0	0	1
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	1
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	1	0
4:15 PM	0	0	0	0
4:30 PM	1	0	1	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	1	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	1	0	0
7:00 PM	0	1	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>8</b>	<b>5</b>	<b>2</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave north of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	6	6			12:00	33	20		
00:15	9	3			12:15	29	22		
00:30	7	2			12:30	26	18		
00:45	3	25	1	12	12:45	21	109	27	87
01:00	2	0			13:00	30	19		
01:15	3	1			13:15	28	23		
01:30	2	1			13:30	24	18		
01:45	3	10	3	5	13:45	32	114	31	91
02:00	3	1			14:00	69	27		
02:15	6	4			14:15	58	39		
02:30	3	2			14:30	36	37		
02:45	4	16	4	11	14:45	52	215	56	159
03:00	2	2			15:00	41	30		
03:15	4	3			15:15	67	62		
03:30	2	4			15:30	66	43		
03:45	3	11	5	14	15:45	71	245	53	188
04:00	2	9			16:00	54	27		
04:15	3	10			16:15	59	34		
04:30	2	13			16:30	54	43		
04:45	4	11	15	47	16:45	63	230	36	140
05:00	1	14			17:00	52	28		
05:15	8	36			17:15	61	29		
05:30	2	25			17:30	53	44		
05:45	6	17	22	97	17:45	62	228	43	144
06:00	5	24			18:00	51	24		
06:15	14	23			18:15	47	35		
06:30	19	45			18:30	49	31		
06:45	17	55	35	127	18:45	47	194	31	121
07:00	37	59			19:00	44	21		
07:15	54	84			19:15	39	34		
07:30	53	55			19:30	43	20		
07:45	30	174	57	255	19:45	29	155	26	101
08:00	45	63			20:00	35	20		
08:15	35	29			20:15	36	11		
08:30	25	24			20:30	28	19		
08:45	26	131	27	143	20:45	30	129	19	69
09:00	12	21			21:00	24	16		
09:15	23	23			21:15	24	9		
09:30	21	24			21:30	19	10		
09:45	15	71	21	89	21:45	14	81	8	43
10:00	18	27			22:00	12	10		
10:15	20	22			22:15	16	6		
10:30	21	38			22:30	13	12		
10:45	30	89	26	113	22:45	17	58	6	34
11:00	34	28			23:00	15	5		
11:15	30	32			23:15	8	5		
11:30	23	18			23:30	7	4		
11:45	30	117	29	107	23:45	16	46	6	20

**Total Vol.** 727 1020 **1747** 1804 1197

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
2531	2217		

**AM**

**PM**

Split %	41.6%	58.4%	36.8%	60.1%	39.9%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	14:45
<b>Volume</b>	182	259	<b>441</b>	258	191
<b>P.H.F.</b>	0.84	0.77	<b>0.80</b>	0.91	0.77

i-006

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196

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205

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374

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433

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370

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372

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315

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256

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198

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124

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92

---

66

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**3001**

**Combined**

**4748**

**63.2%**

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**15:15**

**443**

**0.86**

**Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745**

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave south of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	6	11			12:00	51	52		
00:15	4	4			12:15	37	41		
00:30	5	4			12:30	53	34		
00:45	4	19	4	23	12:45	56	197	36	163
01:00	1	2			13:00	56	46		
01:15	2	1			13:15	48	45		
01:30	3	1			13:30	51	54		
01:45	4	10	2	6	13:45	59	214	59	204
02:00	5	4			14:00	131	66		
02:15	3	6			14:15	93	67		
02:30	3	3			14:30	81	61		
02:45	2	13	5	18	14:45	78	383	74	268
03:00	3	3			15:00	80	83		
03:15	4	2			15:15	120	88		
03:30	4	2			15:30	70	95		
03:45	6	17	2	9	15:45	80	350	106	372
04:00	11	2			16:00	63	99		
04:15	7	4			16:15	59	67		
04:30	13	10			16:30	45	112		
04:45	12	43	10	26	16:45	68	235	82	360
05:00	12	4			17:00	68	79		
05:15	22	8			17:15	65	81		
05:30	18	8			17:30	68	87		
05:45	21	73	15	35	17:45	68	269	72	319
06:00	26	19			18:00	60	65		
06:15	23	28			18:15	58	78		
06:30	51	45			18:30	52	77		
06:45	59	159	64	156	18:45	61	231	49	269
07:00	70	117			19:00	44	60		
07:15	114	116			19:15	43	46		
07:30	84	62			19:30	22	50		
07:45	72	340	95	390	19:45	31	140	48	204
08:00	101	91			20:00	44	44		
08:15	62	51			20:15	27	38		
08:30	68	52			20:30	31	37		
08:45	66	297	32	226	20:45	27	129	39	158
09:00	45	29			21:00	27	30		
09:15	51	38			21:15	32	27		
09:30	49	39			21:30	15	25		
09:45	48	193	37	143	21:45	16	90	24	106
10:00	46	49			22:00	19	22		
10:15	47	30			22:15	13	26		
10:30	47	35			22:30	8	20		
10:45	49	189	45	159	22:45	13	53	12	80
11:00	33	42			23:00	9	3		
11:15	43	31			23:15	6	10		
11:30	53	47			23:30	8	10		
11:45	48	177	60	180	23:45	8	31	9	32

**Total Vol.**            1530            1371                            **2901**                            2322            2535

GPS: 33.493343, -112.298535

<b>Daily Totals</b>			
NB	SB	EB	WB
3852	3906		

**AM**

**PM**

<b>Split %</b>	52.7%	47.3%	<b>37.4%</b>	47.8%	52.2%
<b>Peak Hour</b>	07:15	07:00	<b>07:15</b>	14:00	15:15
<b>Volume</b>	371	390	<b>735</b>	383	388
<b>P.H.F.</b>	0.81	0.83	<b>0.80</b>	0.73	0.92

i-006

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360

418

651

722

595

588

500

344

287

196

133

63

**4857**

**Combined**

**7758**

**62.6%**

**15:00**

**722**

**0.87**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd east of 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			21	21	12:00			154	156
00:15			25	22	12:15			132	146
00:30			14	18	12:30			166	133
00:45			9	69	12:45			149	601
01:00			12	14	13:00			163	143
01:15			9	9	13:15			171	162
01:30			10	14	13:30			178	173
01:45			19	50	13:45			205	717
02:00			13	10	14:00			165	211
02:15			16	19	14:15			177	199
02:30			17	6	14:30			203	226
02:45			20	66	14:45			229	774
03:00			18	18	15:00			216	240
03:15			27	12	15:15			194	256
03:30			21	15	15:30			217	287
03:45			28	94	15:45			191	818
04:00			30	11	16:00			203	292
04:15			49	20	16:15			191	246
04:30			50	23	16:30			201	295
04:45			55	184	16:45			183	778
05:00			76	33	17:00			249	288
05:15			107	37	17:15			196	289
05:30			130	66	17:30			194	309
05:45			129	442	17:45			187	826
06:00			159	47	18:00			172	240
06:15			142	62	18:15			186	249
06:30			149	97	18:30			141	226
06:45			182	632	18:45			161	660
07:00			187	132	19:00			126	183
07:15			224	138	19:15			118	139
07:30			230	150	19:30			112	154
07:45			243	884	19:45			124	480
08:00			202	156	20:00			122	135
08:15			155	153	20:15			88	126
08:30			173	140	20:30			83	105
08:45			177	707	20:45			75	368
09:00			147	116	21:00			76	103
09:15			161	115	21:15			82	91
09:30			157	135	21:30			50	103
09:45			158	623	21:45			51	259
10:00			165	136	22:00			54	82
10:15			140	136	22:15			45	75
10:30			150	140	22:30			37	61
10:45			162	617	22:45			33	169
11:00			158	153	23:00			26	59
11:15			167	126	23:15			41	56
11:30			158	141	23:30			33	32
11:45			142	625	23:45			24	124

**Total Vol.** 4993 3700 **8693** 6574 8226

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
		11567	11926

**AM**

**PM**

Split %	57.4%	42.6%	<b>37.0%</b>	44.4%	55.6%
<b>Peak Hour</b>	07:15	07:30	<b>07:15</b>	14:45	17:00
<b>Volume</b>	899	668	<b>1552</b>	856	1165
<b>P.H.F.</b>	0.92	0.80	<b>0.86</b>	0.93	0.94



i-006

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1187

1365

1636

1878

1856

1991

1574

1100

824

628

451

310

**14800**

**Combined**

**23493**

**63.0%**

**17:00**

**1991**

**0.93**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd west of 111th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			24	19	12:00			148	136		
00:15			28	19	12:15			133	136		
00:30			16	16	12:30			156	134		
00:45			9	77	14	68	145	139	576	167	573
01:00			13	12	13:00			176	155		
01:15			10	9	13:15			169	158		
01:30			9	14	13:30			186	172		
01:45			15	47	14	49	96	200	731	164	649
02:00			14	10	14:00			135	204		
02:15			14	12	14:15			174	203		
02:30			18	6	14:30			200	244		
02:45			18	64	18	46	110	223	732	228	879
03:00			18	18	15:00			226	236		
03:15			27	13	15:15			178	267		
03:30			17	15	15:30			230	252		
03:45			23	85	16	62	147	221	855	263	1018
04:00			16	13	16:00			236	262		
04:15			38	19	16:15			213	235		
04:30			42	29	16:30			244	260		
04:45			45	141	37	98	239	202	895	223	980
05:00			58	36	17:00			260	264		
05:15			79	51	17:15			207	252		
05:30			102	71	17:30			199	286		
05:45			114	353	56	214	567	192	858	261	1063
06:00			141	55	18:00			182	218		
06:15			141	65	18:15			195	226		
06:30			140	120	18:30			160	202		
06:45			192	614	143	383	997	158	695	192	838
07:00			217	137	19:00			138	156		
07:15			226	168	19:15			107	120		
07:30			249	193	19:30			127	118		
07:45			255	947	225	723	1670	120	492	120	514
08:00			201	183	20:00			116	114		
08:15			152	155	20:15			99	101		
08:30			170	152	20:30			83	90		
08:45			163	686	169	659	1345	91	389	83	388
09:00			133	127	21:00			72	88		
09:15			150	117	21:15			71	70		
09:30			150	141	21:30			54	88		
09:45			144	577	120	505	1082	59	256	66	312
10:00			165	142	22:00			53	76		
10:15			124	139	22:15			51	58		
10:30			135	154	22:30			36	47		
10:45			158	582	139	574	1156	37	177	58	239
11:00			164	144	23:00			26	55		
11:15			160	133	23:15			38	46		
11:30			158	142	23:30			29	23		
11:45			146	628	160	579	1207	28	121	32	156

**Total Vol.** 4801 3960 **8761** 6777 7609

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
		11578	11569

**AM**

**PM**

Split %	54.8%	45.2%	<b>37.8%</b>	47.1%	52.9%
<b>Peak Hour</b>	07:00	07:15	<b>07:15</b>	16:15	17:00
<b>Volume</b>	947	769	<b>1700</b>	919	1063
<b>P.H.F.</b>	0.93	0.85	<b>0.89</b>	0.88	0.93

i-006

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1149

1380

1611

1873

1875

1921

1533

1006

777

568

416

277

**14386**

**Combined**  
**23147**

**62.2%**

**15:45**  
**1934**  
**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 111th Ave & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	6	6	24	21	12:00	51	20	148	156									
00:15	4	3	28	22	12:15	37	22	133	146									
00:30	5	2	16	18	12:30	53	18	156	133									
00:45	4	19	1	12	9	77	16	77	185	12:45	56	197	27	87	139	576	151	586
01:00	1	0	13	14	13:00	56	19	176	143									
01:15	2	1	10	9	13:15	48	23	169	162									
01:30	3	1	9	14	13:30	51	18	186	173									
01:45	4	10	3	5	15	47	16	53	115	13:45	59	214	31	91	200	731	170	648
02:00	5	1	14	10	14:00	131	27	135	211									
02:15	3	4	14	19	14:15	93	39	174	199									
02:30	3	2	18	6	14:30	81	37	200	226									
02:45	2	13	4	11	18	64	23	58	146	14:45	78	383	56	159	223	732	226	862
03:00	3	2	18	18	15:00	80	30	226	240									
03:15	4	3	27	12	15:15	120	62	178	256									
03:30	4	4	17	15	15:30	70	43	230	287									
03:45	6	17	5	14	23	85	15	60	176	15:45	80	350	53	188	221	855	277	1060
04:00	11	9	16	11	16:00	63	27	236	292									
04:15	7	10	38	20	16:15	59	34	213	246									
04:30	13	13	42	23	16:30	45	43	244	295									
04:45	12	43	15	47	45	141	34	88	319	16:45	68	235	36	140	202	895	245	1078
05:00	12	14	58	33	17:00	68	28	260	288									
05:15	22	36	79	37	17:15	65	29	207	289									
05:30	18	25	102	66	17:30	68	44	199	309									
05:45	21	73	22	97	114	353	49	185	708	17:45	68	269	43	144	192	858	279	1165
06:00	26	24	141	47	18:00	60	24	182	240									
06:15	23	23	141	62	18:15	58	35	195	249									
06:30	51	45	140	97	18:30	52	31	160	226									
06:45	59	159	35	127	192	614	120	326	1226	18:45	61	231	31	121	158	695	199	914
07:00	70	59	217	132	19:00	44	21	138	183									
07:15	114	84	226	138	19:15	43	34	107	139									
07:30	84	55	249	150	19:30	22	20	127	154									
07:45	72	340	57	255	255	947	209	629	2171	19:45	31	140	26	101	120	492	144	620
08:00	101	63	201	156	20:00	44	20	116	135									
08:15	62	29	152	153	20:15	27	11	99	126									
08:30	68	24	170	140	20:30	31	19	83	105									
08:45	66	297	27	143	163	686	148	597	1723	20:45	27	129	19	69	91	389	90	456
09:00	45	21	133	116	21:00	27	16	72	103									
09:15	51	23	150	115	21:15	32	9	71	91									
09:30	49	24	150	135	21:30	15	10	54	103									
09:45	48	193	21	89	144	577	117	483	1342	21:45	16	90	8	43	59	256	72	369
10:00	46	27	165	136	22:00	19	10	53	82									
10:15	47	22	124	136	22:15	13	6	51	75									
10:30	47	38	135	140	22:30	8	12	36	61									
10:45	49	189	26	113	158	582	143	555	1439	22:45	13	53	6	34	37	177	64	282
11:00	33	28	164	153	23:00	9	5	26	59									
11:15	43	32	160	126	23:15	6	5	38	56									
11:30	53	18	158	141	23:30	8	4	29	32									
11:45	48	177	29	107	146	628	169	589	1501	23:45	8	31	6	20	28	121	39	186

**Total Vol.** 1530 1020 4801 3700 **11051** 2322 1197 6777 8226

GPS: 33.493343, -112.298535

Daily Totals			
NB	SB	EB	WB
3852	2217	11578	11926

**AM**

**PM**

Split %	13.8%	9.2%	43.4%	33.5%	<b>37.4%</b>	12.5%	6.5%	36.6%	44.4%
<b>Peak Hour</b>	07:15	07:15	07:00	07:30	<b>07:15</b>	14:00	14:45	16:15	17:00
<b>Volume</b>	371	259	947	668	<b>2214</b>	383	191	919	1165
<b>P.H.F.</b>	0.81	0.77	0.93	0.80	<b>0.93</b>	0.73	0.77	0.88	0.94

i-006

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1446

1684

2136

2453

2348

2436

1961

1353

1043

758

546

358

**18522**

**Combined**

**29573**

**62.6%**

**15:15**

**2495**

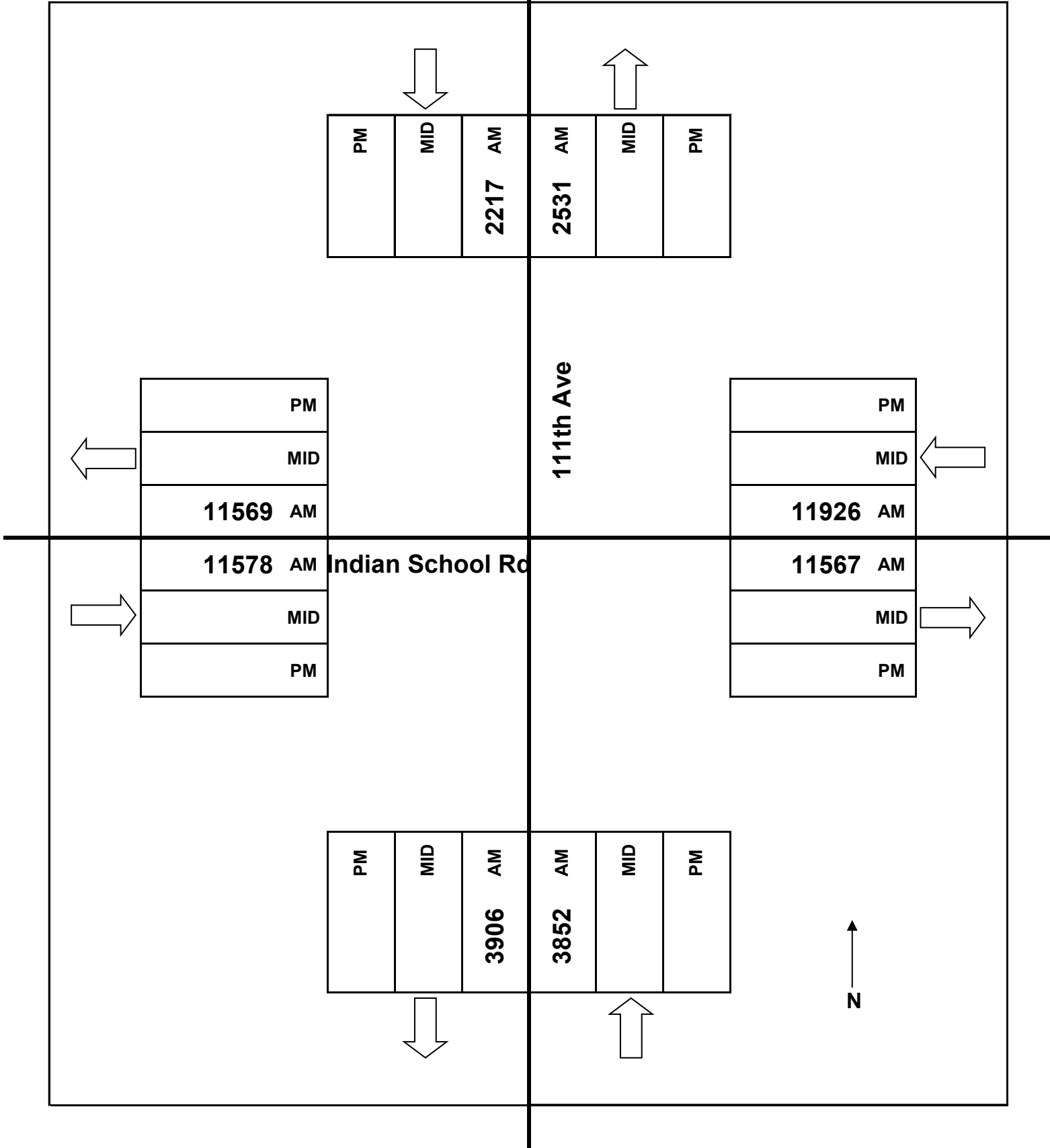
**0.99**

JOB# 23-1055-006

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

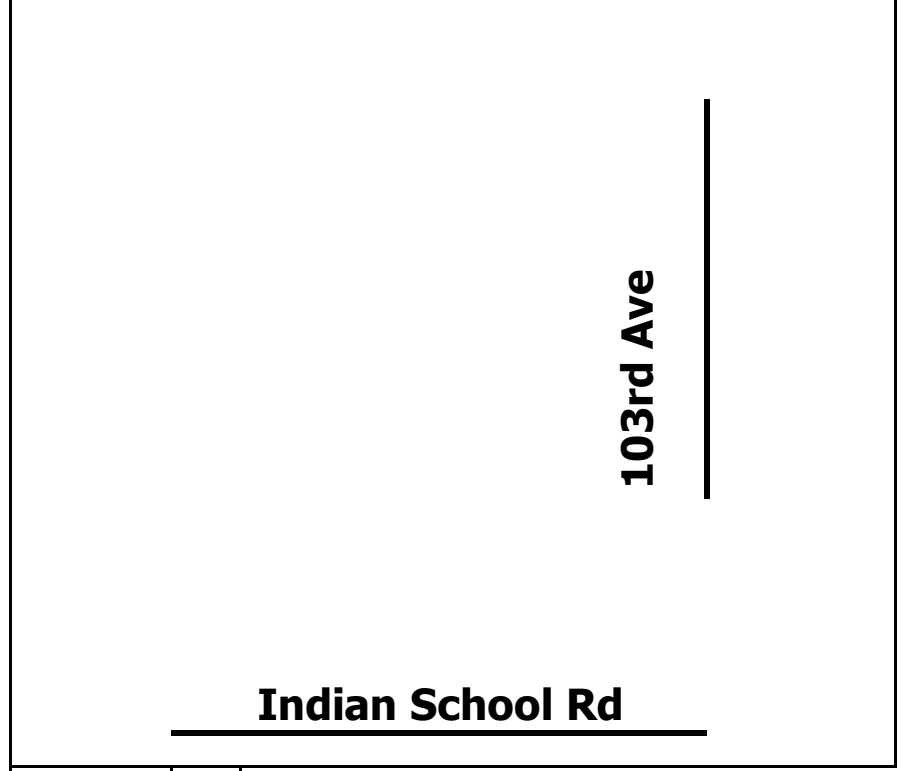
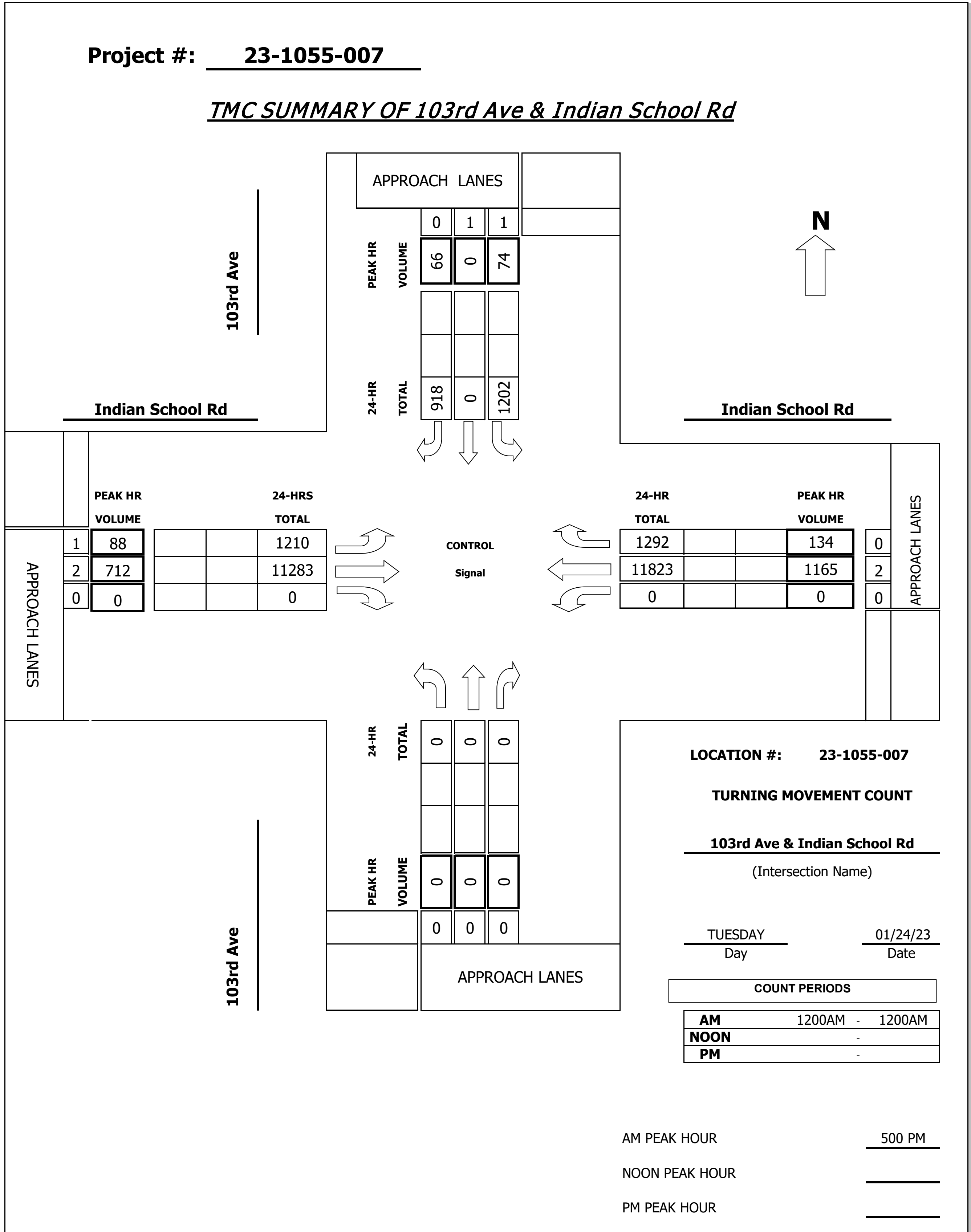


**Intersection Turning Movement  
Prepared by:**

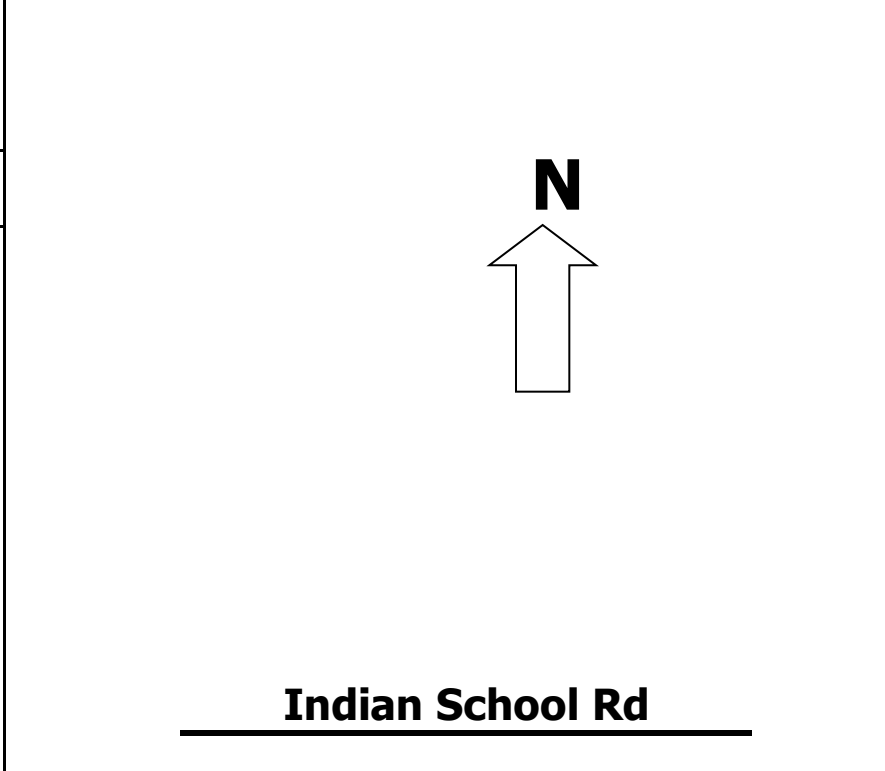


**Project #:** 23-1055-007

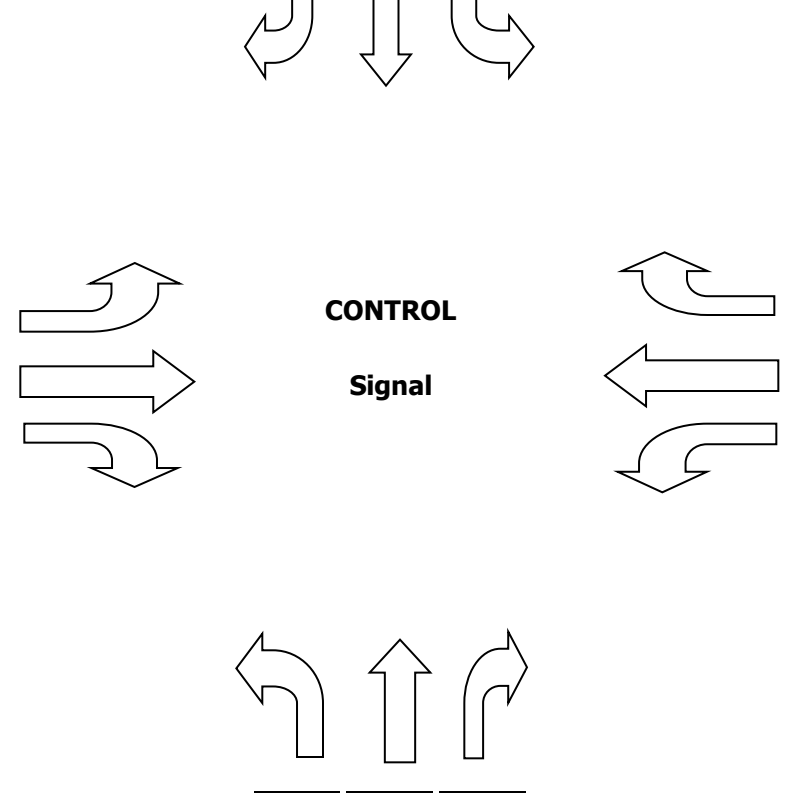
**TMC SUMMARY OF 103rd Ave & Indian School Rd**



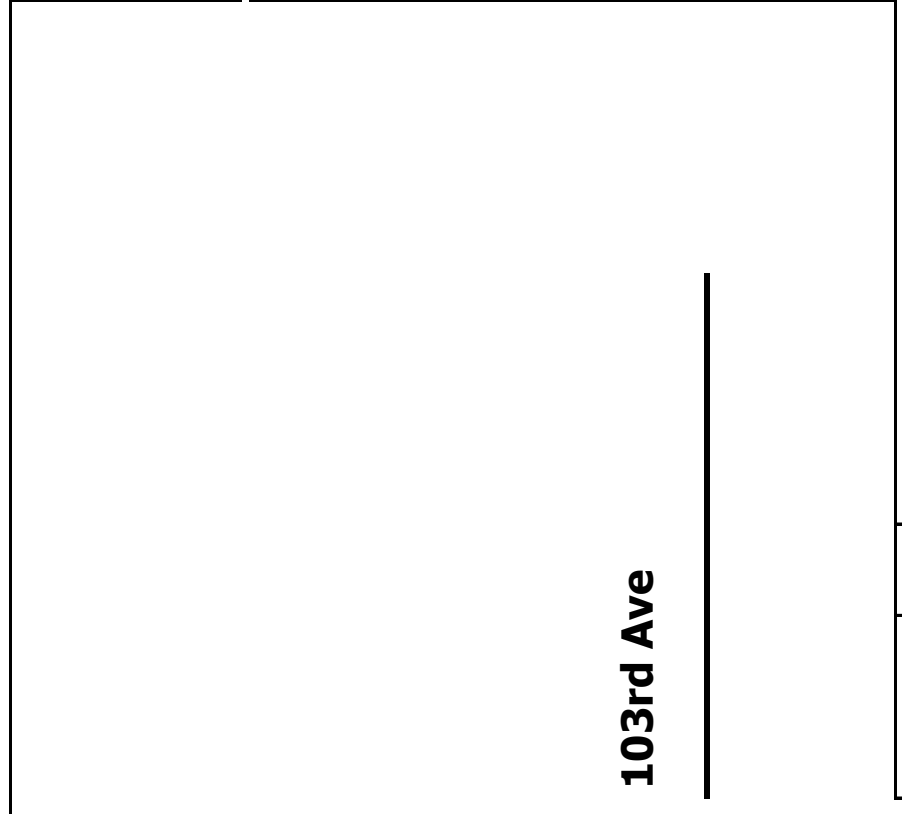
		APPROACH LANES		
PEAK HR	VOLUME	0	1	1
	TOTAL	918	0	1202



	PEAK HR			24-HRS
	VOLUME			TOTAL
APPROACH LANES	1	88		1210
	2	712		11283
	0	0		0



		24-HR			PEAK HR
		TOTAL			VOLUME
APPROACH LANES	0	1292			134
	2	11823			1165
	0	0			0



		24-HR		
		TOTAL		
PEAK HR	VOLUME	0	0	0
	TOTAL	0	0	0

APPROACH LANES

**LOCATION #:** 23-1055-007

**TURNING MOVEMENT COUNT**

**103rd Ave & Indian School Rd**

(Intersection Name)

TUESDAY  
Day

01/24/23  
Date

COUNT PERIODS

AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR 500 PM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_



**Intersection Turning Movement  
Prepared by:**



N-S STREET: 103rd Ave      DATE: 01/24/23      LOCATION: Phoenix  
 E-W STREET: Indian School Rd      DAY: TUESDAY      PROJECT#: 23-1055-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	1	0	2	2	25	0	0	27	1	58
12:15 AM	0	0	0	2	0	1	5	21	0	0	19	8	56
12:30 AM	0	0	0	1	0	3	0	25	0	0	21	2	52
12:45 AM	0	0	0	0	0	1	7	26	0	0	23	5	62
1:00 AM	0	0	0	2	0	1	1	16	0	0	8	3	31
1:15 AM	0	0	0	2	0	1	3	10	0	0	19	5	40
1:30 AM	0	0	0	3	0	1	0	20	0	0	10	4	38
1:45 AM	0	0	0	0	0	2	2	18	0	0	21	4	47
2:00 AM	0	0	0	1	0	2	3	18	0	0	13	1	38
2:15 AM	0	0	0	4	0	1	3	13	0	0	13	4	38
2:30 AM	0	0	0	4	0	1	1	17	0	0	10	1	34
2:45 AM	0	0	0	2	0	1	1	20	0	0	20	6	50
3:00 AM	0	0	0	0	0	0	1	25	0	0	12	2	40
3:15 AM	0	0	0	2	0	1	0	30	0	0	11	2	46
3:30 AM	0	0	0	3	0	1	1	29	0	0	18	1	53
3:45 AM	0	0	0	6	0	1	0	39	0	0	29	1	76
4:00 AM	0	0	0	8	0	0	0	52	0	0	18	2	80
4:15 AM	0	0	0	9	0	2	1	73	0	0	34	5	124
4:30 AM	0	0	0	11	0	2	0	81	0	0	38	0	132
4:45 AM	0	0	0	18	0	0	2	92	0	0	40	3	155
5:00 AM	0	0	0	11	0	0	2	90	0	0	37	2	142
5:15 AM	0	0	0	19	0	7	1	130	0	0	41	8	206
5:30 AM	0	0	0	19	0	5	0	171	0	0	52	4	251
5:45 AM	0	0	0	13	0	1	4	150	0	0	75	4	247
6:00 AM	0	0	0	12	0	3	8	175	0	0	59	4	261
6:15 AM	0	0	0	19	0	3	6	177	0	0	78	6	289
6:30 AM	0	0	0	23	0	4	2	166	0	0	121	13	329
6:45 AM	0	0	0	13	0	12	10	177	0	0	134	5	351
7:00 AM	0	0	0	20	0	19	19	182	0	0	178	7	425
7:15 AM	0	0	0	21	0	19	18	220	0	0	173	10	461
7:30 AM	0	0	0	17	0	19	27	189	0	0	161	10	423
7:45 AM	0	0	0	17	0	20	23	186	0	0	204	22	472
8:00 AM	0	0	0	32	0	15	23	152	0	0	164	18	404
8:15 AM	0	0	0	16	0	9	24	169	0	0	161	16	395
8:30 AM	0	0	0	11	0	15	13	153	0	0	153	14	359
8:45 AM	0	0	0	13	0	9	12	168	0	0	136	8	346
9:00 AM	0	0	0	25	0	9	5	132	0	0	120	8	299
9:15 AM	0	0	0	17	0	8	11	150	0	0	127	10	323
9:30 AM	0	0	0	24	0	12	17	139	0	0	122	10	324
9:45 AM	0	0	0	19	0	12	16	162	0	0	155	8	372
10:00 AM	0	0	0	11	0	10	19	162	0	0	137	10	349
10:15 AM	0	0	0	30	0	10	16	160	0	0	135	12	363
10:30 AM	0	0	0	24	0	13	11	135	0	0	116	20	319
10:45 AM	0	0	0	15	0	10	18	143	0	0	115	10	311
11:00 AM	0	0	0	20	0	15	10	153	0	0	135	13	346
11:15 AM	0	0	0	18	0	11	17	143	0	0	109	14	312
11:30 AM	0	0	0	23	0	11	13	146	0	0	124	13	330
11:45 AM	0	0	0	16	0	17	15	158	0	0	143	15	364
12:00 PM	0	0	0	18	0	12	17	155	0	0	119	9	330
12:15 PM	0	0	0	16	0	14	15	183	0	0	154	18	400
12:30 PM	0	0	0	12	0	13	16	139	0	0	149	20	349
12:45 PM	0	0	0	17	0	20	17	153	0	0	176	23	406
1:00 PM	0	0	0	14	0	14	15	164	0	0	162	17	386
1:15 PM	0	0	0	17	0	16	23	176	0	0	173	13	418
1:30 PM	0	0	0	20	0	10	16	162	0	0	157	16	381
1:45 PM	0	0	0	21	0	16	20	153	0	0	217	19	446
2:00 PM	0	0	0	11	0	18	27	196	0	0	207	23	482
2:15 PM	0	0	0	20	0	12	29	185	0	0	181	22	449
2:30 PM	0	0	0	14	0	19	27	180	0	0	192	25	457
2:45 PM	0	0	0	12	0	14	35	180	0	0	231	37	509
3:00 PM	0	0	0	18	0	19	33	159	0	0	212	24	465
3:15 PM	0	0	0	20	0	20	36	213	0	0	240	37	566
3:30 PM	0	0	0	17	0	35	22	144	0	0	235	29	482
3:45 PM	0	0	0	19	0	20	28	148	0	0	340	37	592
4:00 PM	0	0	0	22	0	26	28	156	0	0	238	36	506
4:15 PM	0	0	0	19	0	13	34	167	0	0	291	23	547
4:30 PM	0	0	0	19	0	14	21	171	0	0	272	32	529
4:45 PM	0	0	0	15	0	19	19	165	0	0	298	20	536
5:00 PM	0	0	0	25	0	21	21	171	0	0	309	26	573
5:15 PM	0	0	0	17	0	18	21	186	0	0	278	28	548
5:30 PM	0	0	0	17	0	16	15	176	0	0	300	42	566
5:45 PM	0	0	0	15	0	11	31	179	0	0	278	38	552
6:00 PM	0	0	0	18	0	8	16	183	0	0	252	24	501
6:15 PM	0	0	0	14	0	18	21	163	0	0	237	29	482
6:30 PM	0	0	0	18	0	10	25	154	0	0	168	19	394
6:45 PM	0	0	0	15	0	12	19	139	0	0	181	25	391
7:00 PM	0	0	0	7	0	9	12	106	0	0	130	18	282
7:15 PM	0	0	0	7	0	21	13	136	0	0	134	13	324
7:30 PM	0	0	0	6	0	9	15	108	0	0	127	10	275
7:45 PM	0	0	0	9	0	6	13	104	0	0	121	20	273
8:00 PM	0	0	0	11	0	11	10	124	0	0	110	14	280
8:15 PM	0	0	0	12	0	19	12	92	0	0	120	16	271
8:30 PM	0	0	0	15	0	14	16	79	0	0	108	13	245
8:45 PM	0	0	0	5	0	11	13	82	0	0	105	23	239
9:00 PM	0	0	0	7	0	7	14	85	0	0	95	7	215
9:15 PM	0	0	0	6	0	5	5	69	0	0	79	18	182
9:30 PM	0	0	0	12	0	4	10	70	0	0	100	12	208
9:45 PM	0	0	0	3	0	3	9	67	0	0	64	7	153
10:00 PM	0	0	0	7	0	5	10	64	0	0	61	10	157
10:15 PM	0	0	0	3	0	1	3	49	0	0	68	6	130
10:30 PM	0	0	0	3	0	2	2	56	0	0	63	9	135
10:45 PM	0	0	0	3	0	2	4	48	0	0	56	6	119
11:00 PM	0	0	0	1	0	3	3	38	0	0	51	7	103
11:15 PM	0	0	0	2	0	0	0	48	0	0	32	5	87
11:30 PM	0	0	0	2	0	4	2	43	0	0	45	13	109
11:45 PM	0	0	0	4	0	2	4	27	0	0	38	0	75

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	1202	0	918	1210	11283	0	0	11823	1292	27728
Approach %	###	###	###	56.70	0.00	43.30	9.69	90.31	0.00	0.00	90.15	9.85	
App/Depart	0	/	2502	2120	/	0	12493	/	12485	13115	/	12741	

AM Peak Hr Begins at: 500 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	74	0	66	88	712	0	0	1165	134	2239
Approach %	###	###	###	52.86	0.00	47.14	11.00	89.00	0.00	0.00	89.68	10.32	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0.000		0.761			0.952			0.950			0.977

CONTROL: Signal  
 COMMENT 1:  
 GPS: 33.493711, -112.281057



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 103rd Ave  
**E-W STREET:** Indian School Rd

**Date:** 01/24/23  
**Day:** TUESDAY

**City:** Phoenix  
**Project #:** 23-1055-007

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	1	0
6:45 AM	0	0	2	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	2	0	0	0
8:15 AM	1	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	1	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	1	0
10:00 AM	2	0	0	0
10:15 AM	0	0	1	0
10:30 AM	0	0	2	0
10:45 AM	0	0	2	0
11:00 AM	0	0	4	0
11:15 AM	1	0	0	0
11:30 AM	0	0	3	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	2	0
2:00 PM	0	0	0	0
2:15 PM	0	0	2	0
2:30 PM	0	0	1	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	2	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	1	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	2	0	0	0
5:15 PM	1	0	1	0
5:30 PM	0	0	2	0
5:45 PM	1	0	1	0
6:00 PM	0	0	2	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	1	0	0	0
7:30 PM	0	0	0	0
7:45 PM	1	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	2	0
9:00 PM	0	0	0	0
9:15 PM	0	0	1	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>14</b>	<b>0</b>	<b>33</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 103rd Ave north of Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	3	3			12:00	26	30		
00:15	13	3			12:15	33	30		
00:30	2	4			12:30	36	25		
00:45	12	30	1	11	12:45	40	135	37	122
01:00	4	3			13:00	32	28		
01:15	8	3			13:15	36	33		
01:30	4	4			13:30	32	30		
01:45	6	22	2	12	13:45	39	139	37	128
02:00	4	3			14:00	50	29		
02:15	7	5			14:15	51	32		
02:30	2	5			14:30	52	33		
02:45	7	20	3	16	14:45	72	225	26	120
03:00	3	0			15:00	57	37		
03:15	2	3			15:15	73	40		
03:30	2	4			15:30	51	52		
03:45	1	8	7	14	15:45	65	246	39	168
04:00	2	8			16:00	64	48		
04:15	6	11			16:15	57	32		
04:30	0	13			16:30	53	33		
04:45	5	13	18	50	16:45	39	213	34	147
05:00	4	11			17:00	47	46		
05:15	9	26			17:15	49	35		
05:30	4	24			17:30	57	33		
05:45	8	25	14	75	17:45	69	222	26	140
06:00	12	15			18:00	40	26		
06:15	12	22			18:15	50	32		
06:30	15	27			18:30	44	28		
06:45	15	54	25	89	18:45	44	178	27	113
07:00	26	39			19:00	30	16		
07:15	28	40			19:15	26	28		
07:30	37	36			19:30	25	15		
07:45	45	136	37	152	19:45	33	114	15	74
08:00	41	47			20:00	24	22		
08:15	40	25			20:15	28	31		
08:30	27	26			20:30	29	29		
08:45	20	128	22	120	20:45	36	117	16	98
09:00	13	34			21:00	21	14		
09:15	21	25			21:15	23	11		
09:30	27	36			21:30	22	16		
09:45	24	85	31	126	21:45	16	82	6	47
10:00	29	21			22:00	20	12		
10:15	28	40			22:15	9	4		
10:30	31	37			22:30	11	5		
10:45	28	116	25	123	22:45	10	50	5	26
11:00	23	35			23:00	10	4		
11:15	31	29			23:15	5	2		
11:30	26	34			23:30	15	6		
11:45	30	110	33	131	23:45	4	34	6	18

**Total Vol.** 747 919 **1666** 1755 1201

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
2502	2120		

**AM**

**PM**

Split %	44.8%	55.2%	36.0%	59.4%	40.6%
<b>Peak Hour</b>	07:30	07:15	<b>07:15</b>	14:30	15:15
<b>Volume</b>	163	160	<b>311</b>	254	179
<b>P.H.F.</b>	0.91	0.85	<b>0.88</b>	0.87	0.86

i-007

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257

267

345

414

360

362

291

188

215

129

76

52

**2956**

**Combined**

**4622**

**64.0%**

**15:15**

**432**

**0.96**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd east of 103rd Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			26	28	12:00			173	128		
00:15			23	27	12:15			199	172		
00:30			26	23	12:30			151	169		
00:45			26	101	28	106	207	170	693	199	668
01:00			18	11	13:00			178	179		
01:15			12	24	13:15			193	186		
01:30			23	14	13:30			182	173		
01:45			18	71	25	74	145	174	727	236	774
02:00			19	14	14:00			207	230		
02:15			17	17	14:15			205	203		
02:30			21	11	14:30			194	217		
02:45			22	79	26	68	147	192	798	268	918
03:00			25	14	15:00			177	236		
03:15			32	13	15:15			233	277		
03:30			32	19	15:30			161	264		
03:45			45	134	30	76	210	167	738	377	1154
04:00			60	20	16:00			178	274		
04:15			82	39	16:15			186	314		
04:30			92	38	16:30			190	304		
04:45			110	344	43	140	484	180	734	318	1210
05:00			101	39	17:00			196	335		
05:15			149	49	17:15			203	306		
05:30			190	56	17:30			193	342		
05:45			163	603	79	223	826	194	786	316	1299
06:00			187	63	18:00			201	276		
06:15			196	84	18:15			177	266		
06:30			189	134	18:30			172	187		
06:45			190	762	139	420	1182	154	704	206	935
07:00			202	185	19:00			113	148		
07:15			241	183	19:15			143	147		
07:30			206	171	19:30			114	137		
07:45			203	852	226	765	1617	113	483	141	573
08:00			184	182	20:00			135	124		
08:15			185	177	20:15			104	136		
08:30			164	167	20:30			94	121		
08:45			181	714	144	670	1384	87	420	128	509
09:00			157	128	21:00			92	102		
09:15			167	137	21:15			75	97		
09:30			163	132	21:30			82	112		
09:45			181	668	163	560	1228	70	319	71	382
10:00			173	147	22:00			71	71		
10:15			190	147	22:15			52	74		
10:30			159	136	22:30			59	72		
10:45			158	680	125	555	1235	51	233	62	279
11:00			173	148	23:00			39	58		
11:15			161	123	23:15			50	37		
11:30			169	137	23:30			45	58		
11:45			174	677	158	566	1243	31	165	38	191

**Total Vol.** 5685 4223 **9908** 6800 8892

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
		12485	13115

**AM**

**PM**

Split %	57.4%	42.6%	<b>38.7%</b>	43.3%	56.7%
<b>Peak Hour</b>	07:00	07:00	<b>07:00</b>	14:00	16:45
<b>Volume</b>	852	765	<b>1617</b>	798	1301
<b>P.H.F.</b>	0.88	0.85	<b>0.94</b>	0.96	0.95

i-007

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1361

1501

1716

1892

1944

2085

1639

1056

929

701

512

356

**15692**

**Combined**

**25600**

**61.3%**

**17:00**

**2085**

**0.97**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: Indian School Rd west of 103rd Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			27	29	12:00			172	131
00:15			26	20	12:15			198	168
00:30			25	24	12:30			155	162
00:45			33	111	12:45			170	695
01:00			17	9	13:00			179	176
01:15			13	20	13:15			199	189
01:30			20	11	13:30			178	167
01:45			20	70	13:45			173	729
02:00			21	15	14:00			223	225
02:15			16	14	14:15			214	193
02:30			18	11	14:30			207	211
02:45			21	76	14:45			215	859
03:00			26	12	15:00			192	231
03:15			30	12	15:15			249	260
03:30			30	19	15:30			166	270
03:45			39	125	15:45			176	783
04:00			52	18	16:00			184	264
04:15			74	36	16:15			201	304
04:30			81	40	16:30			192	286
04:45			94	301	16:45			184	761
05:00			92	37	17:00			192	330
05:15			131	48	17:15			207	296
05:30			171	57	17:30			191	316
05:45			154	548	17:45			210	800
06:00			183	62	18:00			199	260
06:15			183	81	18:15			184	255
06:30			168	125	18:30			179	178
06:45			187	721	18:45			158	720
07:00			201	197	19:00			118	139
07:15			238	192	19:15			149	155
07:30			216	180	19:30			123	136
07:45			209	864	19:45			117	507
08:00			175	179	20:00			134	121
08:15			193	170	20:15			104	139
08:30			166	168	20:30			95	122
08:45			180	714	20:45			95	428
09:00			137	129	21:00			99	102
09:15			161	135	21:15			74	84
09:30			156	134	21:30			80	104
09:45			178	632	21:45			76	329
10:00			181	147	22:00			74	66
10:15			176	145	22:15			52	69
10:30			146	129	22:30			58	65
10:45			161	664	22:45			52	236
11:00			163	150	23:00			41	54
11:15			160	120	23:15			48	32
11:30			159	135	23:30			45	49
11:45			173	655	23:45			31	165

**Total Vol.** 5481 4191 **9672** 7012 8550

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
		12493	12741

**AM**

**PM**

Split %	56.7%	43.3%	<b>38.3%</b>	45.1%	54.9%
<b>Peak Hour</b>	07:00	07:00	<b>07:00</b>	14:30	16:45
<b>Volume</b>	864	793	<b>1657</b>	863	1259
<b>P.H.F.</b>	0.91	0.89	<b>0.96</b>	0.87	0.95

i-007

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1352

1494

1733

1904

1932

2031

1606

1064

926

686

494

340

**15562**

**Combined**

**25234**

**61.7%**

**16:45**

**2033**

**0.97**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 103rd Ave & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	0	3	27	28	12:00	0	30	172	128									
00:15	0	3	26	27	12:15	0	30	198	172									
00:30	0	4	25	23	12:30	0	25	155	169									
00:45	0	0	1	11	33	111	28	106	228	12:45	0	0	37	122	170	695	199	668
01:00	0	3	17	11	13:00	0	28	179	179									
01:15	0	3	13	24	13:15	0	33	199	186									
01:30	0	4	20	14	13:30	0	30	178	173									
01:45	0	0	2	12	20	70	25	74	156	13:45	0	0	37	128	173	729	236	774
02:00	0	3	21	14	14:00	0	29	223	230									
02:15	0	5	16	17	14:15	0	32	214	203									
02:30	0	5	18	11	14:30	0	33	207	217									
02:45	0	0	3	16	21	76	26	68	160	14:45	0	0	26	120	215	859	268	918
03:00	0	0	26	14	15:00	0	37	192	236									
03:15	0	3	30	13	15:15	0	40	249	277									
03:30	0	4	30	19	15:30	0	52	166	264									
03:45	0	0	7	14	39	125	30	76	215	15:45	0	0	39	168	176	783	377	1154
04:00	0	8	52	20	16:00	0	48	184	274									
04:15	0	11	74	39	16:15	0	32	201	314									
04:30	0	13	81	38	16:30	0	33	192	304									
04:45	0	0	18	50	94	301	43	140	491	16:45	0	0	34	147	184	761	318	1210
05:00	0	11	92	39	17:00	0	46	192	335									
05:15	0	26	131	49	17:15	0	35	207	306									
05:30	0	24	171	56	17:30	0	33	191	342									
05:45	0	0	14	75	154	548	79	223	846	17:45	0	0	26	140	210	800	316	1299
06:00	0	15	183	63	18:00	0	26	199	276									
06:15	0	22	183	84	18:15	0	32	184	266									
06:30	0	27	168	134	18:30	0	28	179	187									
06:45	0	0	25	89	187	721	139	420	1230	18:45	0	0	27	113	158	720	206	935
07:00	0	39	201	185	19:00	0	16	118	148									
07:15	0	40	238	183	19:15	0	28	149	147									
07:30	0	36	216	171	19:30	0	15	123	137									
07:45	0	0	37	152	209	864	226	765	1781	19:45	0	0	15	74	117	507	141	573
08:00	0	47	175	182	20:00	0	22	134	124									
08:15	0	25	193	177	20:15	0	31	104	136									
08:30	0	26	166	167	20:30	0	29	95	121									
08:45	0	0	22	120	180	714	144	670	1504	20:45	0	0	16	98	95	428	128	509
09:00	0	34	137	128	21:00	0	14	99	102									
09:15	0	25	161	137	21:15	0	11	74	97									
09:30	0	36	156	132	21:30	0	16	80	112									
09:45	0	0	31	126	178	632	163	560	1318	21:45	0	0	6	47	76	329	71	382
10:00	0	21	181	147	22:00	0	12	74	71									
10:15	0	40	176	147	22:15	0	4	52	74									
10:30	0	37	146	136	22:30	0	5	58	72									
10:45	0	0	25	123	161	664	125	555	1342	22:45	0	0	5	26	52	236	62	279
11:00	0	35	163	148	23:00	0	4	41	58									
11:15	0	29	160	123	23:15	0	2	48	37									
11:30	0	34	159	137	23:30	0	6	45	58									
11:45	0	0	33	131	173	655	158	566	1352	23:45	0	0	6	18	31	165	38	191

**Total Vol.** 919 5481 4223 **10623** 1201 7012 8892

GPS: 33.493711, -112.281057

Daily Totals			
NB	SB	EB	WB
	2120	12493	13115

**AM**

**PM**

Split %	8.7%	51.6%	39.8%	<b>38.3%</b>	7.0%	41.0%	52.0%
<b>Peak Hour</b>	07:15	07:00	07:00	<b>07:00</b>	15:15	14:30	16:45
<b>Volume</b>	160	864	765	<b>1781</b>	179	863	1301
<b>P.H.F.</b>	0.85	0.91	0.85	<b>0.94</b>	0.86	0.87	0.95

i-007

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1485

1631

1897

2105

2118

2239

1768

1154

1035

758

541

374

**17105**

**Combined**  
**27728**

**61.7%**

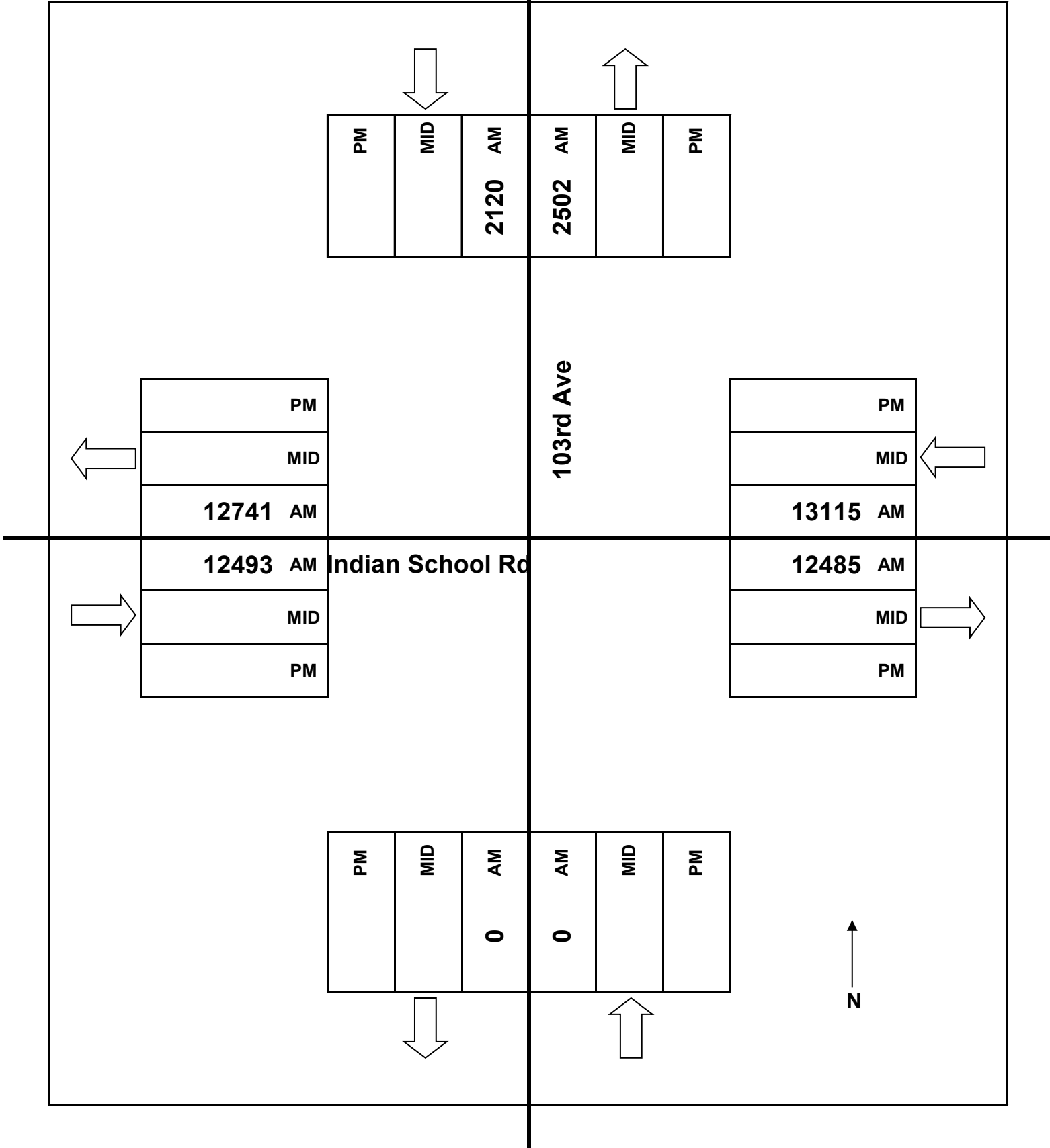
**17:00**  
**2239**  
**0.98**

JOB# 23-1055-007

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY

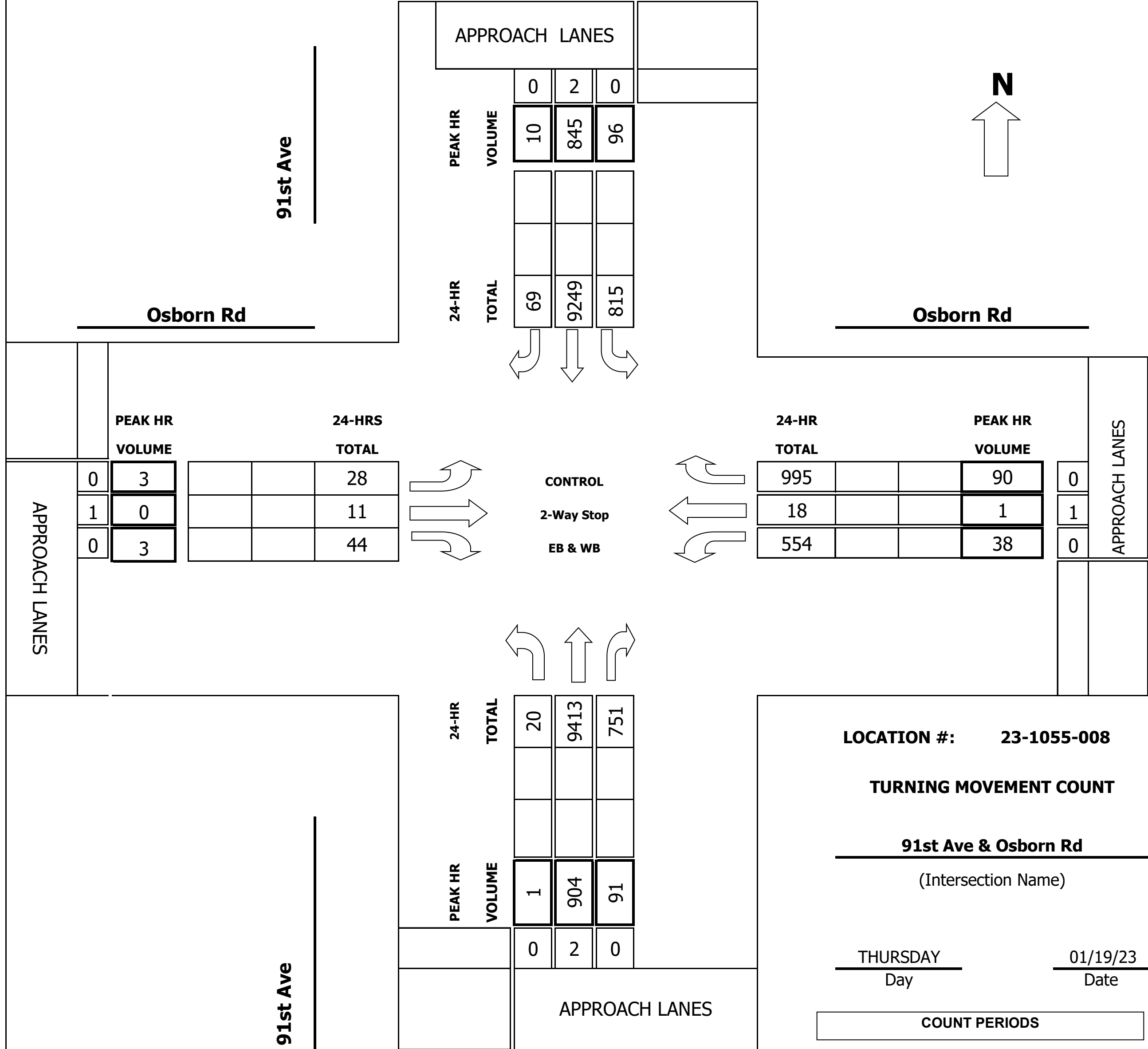


**Intersection Turning Movement  
Prepared by:**



**Project #:** 23-1055-008

**TMC SUMMARY OF 91st Ave & Osborn Rd**



**LOCATION #:** 23-1055-008

**TURNING MOVEMENT COUNT**

**91st Ave & Osborn Rd**

(Intersection Name)

THURSDAY  
Day

01/19/23  
Date

**COUNT PERIODS**

<b>AM</b>	1200AM - 1200AM
<b>NOON</b>	-
<b>PM</b>	-

AM PEAK HOUR 315 PM

NOON PEAK HOUR \_\_\_\_\_

PM PEAK HOUR \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: 91st Ave                      DATE: 01/19/23                      LOCATION: Phoenix  
 E-W STREET: Osborn Rd                      DAY: THURSDAY                      PROJECT# 23-1055-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	1	21	1	2	16	0	0	0	0	1	0	5	47
12:15 AM	0	34	1	3	18	0	0	0	0	2	0	1	59
12:30 AM	0	14	3	0	20	0	0	0	0	2	0	1	40
12:45 AM	0	22	1	0	17	0	0	0	0	2	1	0	43
1:00 AM	0	12	1	3	12	0	0	0	0	0	0	2	30
1:15 AM	0	11	0	3	8	0	0	0	0	1	0	0	23
1:30 AM	0	6	0	0	7	0	0	0	0	0	1	0	14
1:45 AM	0	7	2	1	12	1	0	0	0	0	0	1	24
2:00 AM	0	7	2	2	8	0	0	0	0	1	0	1	21
2:15 AM	0	8	0	1	10	0	0	0	0	2	0	1	22
2:30 AM	0	15	2	1	8	0	1	0	0	0	0	0	27
2:45 AM	0	6	0	0	13	0	0	0	0	0	0	1	20
3:00 AM	0	17	0	0	9	0	0	0	0	0	0	2	28
3:15 AM	1	8	0	1	14	0	0	0	2	2	0	0	28
3:30 AM	1	14	4	0	15	0	0	0	1	2	1	2	40
3:45 AM	0	13	0	1	13	0	0	1	0	5	0	3	36
4:00 AM	0	17	0	1	33	0	0	0	1	5	0	2	59
4:15 AM	0	15	0	1	24	1	0	0	0	5	0	5	51
4:30 AM	0	25	3	1	45	0	0	0	0	1	0	4	79
4:45 AM	0	23	3	2	46	0	0	0	0	6	0	7	87
5:00 AM	0	39	0	1	45	0	0	0	0	5	0	3	93
5:15 AM	0	44	0	3	78	0	1	0	0	8	0	9	143
5:30 AM	0	49	0	1	99	0	0	0	0	7	0	6	162
5:45 AM	0	48	5	2	98	0	0	0	0	9	0	8	170
6:00 AM	0	55	1	2	79	1	0	0	0	6	0	12	156
6:15 AM	1	65	2	5	110	1	0	0	2	7	0	16	209
6:30 AM	0	98	4	8	119	0	0	0	3	7	0	12	251
6:45 AM	1	91	1	5	97	0	0	0	1	6	0	23	225
7:00 AM	0	131	4	12	140	0	0	0	0	5	0	34	326
7:15 AM	0	151	8	19	174	1	0	0	0	9	1	32	395
7:30 AM	0	156	7	21	190	1	0	0	0	9	0	38	422
7:45 AM	0	199	10	14	183	0	0	0	0	14	0	38	458
8:00 AM	0	154	9	19	213	2	1	0	1	19	0	36	454
8:15 AM	0	127	10	21	152	0	1	0	0	11	0	14	336
8:30 AM	0	130	15	3	109	0	1	0	1	5	0	12	276
8:45 AM	0	84	10	4	100	1	0	0	1	3	0	11	214
9:00 AM	0	101	3	3	97	1	1	0	0	6	0	8	220
9:15 AM	1	84	4	7	111	1	2	0	1	5	0	10	226
9:30 AM	0	85	10	6	113	0	0	0	0	2	0	6	222
9:45 AM	0	101	7	4	96	0	1	0	1	8	1	10	229
10:00 AM	0	102	9	6	105	1	0	0	0	7	0	8	238
10:15 AM	0	105	10	6	104	2	1	0	1	4	0	10	243
10:30 AM	0	108	11	5	92	0	0	0	0	8	0	13	237
10:45 AM	1	124	12	9	107	1	0	0	2	6	0	13	275
11:00 AM	0	113	6	11	83	2	0	0	0	4	0	7	226
11:15 AM	0	124	5	12	108	0	0	0	0	5	0	11	265
11:30 AM	0	102	12	9	106	1	0	0	0	3	0	5	238
11:45 AM	0	103	10	10	124	1	0	0	0	6	0	7	263
12:00 PM	0	117	8	10	99	0	0	0	2	6	0	5	247
12:15 PM	1	108	10	8	108	1	0	0	0	5	0	13	254
12:30 PM	0	95	9	6	109	1	1	0	0	10	0	12	243
12:45 PM	0	133	14	10	104	0	0	0	0	7	0	12	280
1:00 PM	0	122	7	12	119	0	0	0	1	1	0	13	275
1:15 PM	1	126	10	5	114	0	0	0	0	8	1	13	278
1:30 PM	1	150	7	14	114	0	0	2	1	3	2	10	304
1:45 PM	1	147	6	13	130	2	1	0	0	5	0	9	314
2:00 PM	0	141	6	16	138	0	0	0	1	8	0	11	321
2:15 PM	0	170	11	10	143	1	1	0	2	11	1	26	376
2:30 PM	0	218	12	25	180	2	1	2	1	9	1	33	484
2:45 PM	1	192	13	20	196	1	1	2	0	9	0	19	454
3:00 PM	1	206	18	28	193	2	0	2	1	6	0	23	480
3:15 PM	0	205	24	35	227	1	0	0	0	13	0	28	533
3:30 PM	1	252	23	24	192	2	1	0	0	7	0	28	530
3:45 PM	0	232	12	18	227	5	0	0	1	10	0	20	525
4:00 PM	0	215	32	19	199	2	2	0	2	8	1	14	494
4:15 PM	0	199	19	16	174	0	0	0	0	8	0	9	425
4:30 PM	0	200	14	17	183	4	0	0	1	6	0	19	444
4:45 PM	0	202	17	25	186	0	0	0	0	8	0	21	459
5:00 PM	0	245	19	17	187	1	0	0	2	6	0	12	489
5:15 PM	1	108	13	14	148	0	2	0	0	8	0	10	304
5:30 PM	1	214	14	17	174	0	2	0	1	9	0	12	444
5:45 PM	0	199	16	9	172	3	0	0	0	13	0	20	432
6:00 PM	1	163	15	8	140	3	0	0	0	11	0	9	350
6:15 PM	0	167	18	10	147	0	0	0	0	10	0	13	365
6:30 PM	0	169	22	9	136	2	1	0	0	14	0	11	364
6:45 PM	0	138	10	17	140	2	0	0	1	12	0	8	328
7:00 PM	0	128	15	14	125	1	0	0	1	13	0	8	305
7:15 PM	0	115	13	9	99	1	0	0	0	5	0	12	254
7:30 PM	0	98	21	10	88	1	0	0	0	6	0	11	235
7:45 PM	0	109	11	13	87	5	0	0	0	9	0	19	253
8:00 PM	0	110	10	9	102	0	1	0	2	10	0	10	254
8:15 PM	0	95	5	10	82	0	0	0	0	2	0	10	204
8:30 PM	0	79	10	4	89	0	0	0	1	5	0	5	193
8:45 PM	0	76	8	15	67	0	0	0	0	7	1	5	179
9:00 PM	1	73	9	4	64	0	1	0	0	7	0	2	161
9:15 PM	0	68	3	8	68	0	0	1	1	5	0	5	159
9:30 PM	0	57	8	7	52	0	0	0	0	3	0	3	130
9:45 PM	0	74	7	4	44	1	0	1	1	3	6	2	143
10:00 PM	0	68	6	3	51	1	0	0	0	1	0	5	135
10:15 PM	2	47	5	4	56	0	0	0	1	7	0	6	128
10:30 PM	0	50	4	3	55	2	2	0	0	0	0	2	118
10:45 PM	0	53	2	1	30	1	1	0	0	5	0	2	95
11:00 PM	0	30	0	4	47	1	0	0	0	2	0	3	87
11:15 PM	0	26	2	5	34	0	0	0	0	2	0	1	70
11:30 PM	0	32	4	3	28	1	0	0	0	0	0	1	69
11:45 PM	0	24	1	2	22	0	0	0	0	0	0	0	49

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	20	9413	751	815	9249	69	28	11	44	554	18	995	21967
Approach %	0.20	92.43	7.37	8.04	91.28	0.68	33.73	13.25	53.01	35.35	1.15	63.50	
App/Depart	10184	/	10436	10133	/	9847	83	/	1577	1567	/	107	

AM Peak Hr Begins at: 315 PM

PEAK	Volumes	Approach %
PEAK	1 904 91 96 845 10 3 0 3 38 1 90	0.10 90.76 9.14 10.09 88.85 1.05 50.00 0.00 50.00 29.46 0.78 69.77
PEAK HR. FACTOR:	0.902	0.904 0.375 0.787 0.977

CONTROL: 2-Way Stop (EB & WB)  
 COMMENT 1:  
 GPS: 33.486976, -112.255182



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 91st Ave  
**E-W STREET:** Osborn Rd

**Date:** 01/19/23  
**Day:** THURSDAY

**City:** Phoenix  
**Project #:** 23-1055-008

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	3	0
7:00 AM	0	0	0	2
7:15 AM	0	0	0	1
7:30 AM	0	0	0	1
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	3	0
8:30 AM	0	0	1	2
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	1	0	0	0
11:00 AM	1	0	1	0
11:15 AM	0	0	0	0
11:30 AM	0	1	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	1	0
1:00 PM	0	0	1	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	1
2:15 PM	0	0	0	2
2:30 PM	0	0	0	15
2:45 PM	2	0	5	9
3:00 PM	0	0	0	3
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	1
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	2	0	0	1
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	1	0	1	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	1	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	1	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>8</b>	<b>1</b>	<b>18</b>	<b>39</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave north of Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	26	18			12:00	122	109		
00:15	35	21			12:15	121	117		
00:30	15	20			12:30	108	116		
00:45	22	98	17	76	12:45	145	496	114	456
01:00	14	15			13:00	135	131		
01:15	11	11			13:15	139	119		
01:30	6	7			13:30	160	128		
01:45	8	39	14	47	13:45	157	591	145	523
02:00	8	10			14:00	152	154		
02:15	9	11			14:15	197	154		
02:30	16	9			14:30	252	207		
02:45	7	40	13	43	14:45	212	813	217	732
03:00	19	9			15:00	229	223		
03:15	8	15			15:15	233	263		
03:30	16	15			15:30	281	218		
03:45	16	59	14	53	15:45	252	995	250	954
04:00	19	34			16:00	231	220		
04:15	20	26			16:15	208	190		
04:30	29	46			16:30	219	204		
04:45	30	98	48	154	16:45	223	881	211	825
05:00	42	46			17:00	257	205		
05:15	54	81			17:15	120	162		
05:30	55	100			17:30	228	191		
05:45	56	207	100	327	17:45	219	824	184	742
06:00	67	82			18:00	172	151		
06:15	81	116			18:15	180	157		
06:30	110	127			18:30	181	147		
06:45	114	372	102	427	18:45	146	679	159	614
07:00	165	152			19:00	136	140		
07:15	183	194			19:15	127	109		
07:30	194	212			19:30	109	99		
07:45	237	779	197	755	19:45	128	500	105	453
08:00	191	234			20:00	121	111		
08:15	142	173			20:15	105	92		
08:30	143	112			20:30	84	93		
08:45	95	571	105	624	20:45	81	391	82	378
09:00	110	101			21:00	76	68		
09:15	96	119			21:15	73	76		
09:30	91	119			21:30	60	59		
09:45	112	409	100	439	21:45	76	285	49	252
10:00	110	112			22:00	73	55		
10:15	116	112			22:15	53	60		
10:30	121	97			22:30	54	60		
10:45	137	484	117	438	22:45	56	236	32	207
11:00	120	96			23:00	33	52		
11:15	135	120			23:15	27	39		
11:30	107	116			23:30	33	32		
11:45	110	472	135	467	23:45	24	117	24	147

**Total Vol.** 3628 3850 **7478** 6808 6283

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10436	10133		

**AM**

**PM**

Split %	48.5%	51.5%	36.4%	52.0%	48.0%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	15:00
<b>Volume</b>	805	837	<b>1642</b>	997	954
<b>P.H.F.</b>	0.85	0.89	<b>0.95</b>	0.89	0.91

i-008

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952

1114

1545

1949

1706

1566

1293

953

769

537

443

264

**13091**

**Combined**

**20569**

**63.6%**

**15:00**

**1949**

**0.97**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave south of Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	23	17			12:00	125	107		
00:15	35	20			12:15	119	113		
00:30	17	22			12:30	104	119		
00:45	23	98	19	78	12:45	147	495	111	450
01:00	13	12			13:00	129	121		
01:15	11	9			13:15	137	122		
01:30	6	7			13:30	158	118		
01:45	9	39	12	40	13:45	154	578	135	496
02:00	9	9			14:00	147	147		
02:15	8	12			14:15	181	156		
02:30	17	8			14:30	230	190		
02:45	6	40	13	42	14:45	206	764	205	698
03:00	17	9			15:00	225	200		
03:15	9	18			15:15	229	240		
03:30	19	18			15:30	276	199		
03:45	13	58	18	63	15:45	244	974	238	877
04:00	17	39			16:00	247	209		
04:15	15	29			16:15	218	182		
04:30	28	46			16:30	214	190		
04:45	26	86	52	166	16:45	219	898	194	775
05:00	39	50			17:00	264	195		
05:15	44	86			17:15	122	156		
05:30	49	106			17:30	229	184		
05:45	53	185	107	349	17:45	215	830	185	720
06:00	56	85			18:00	179	151		
06:15	68	119			18:15	185	157		
06:30	102	129			18:30	191	150		
06:45	93	319	104	437	18:45	148	703	153	611
07:00	135	145			19:00	143	139		
07:15	159	183			19:15	128	104		
07:30	163	199			19:30	119	94		
07:45	209	666	197	724	19:45	120	510	96	433
08:00	163	233			20:00	120	114		
08:15	137	163			20:15	100	84		
08:30	145	115			20:30	89	95		
08:45	94	539	104	615	20:45	84	393	74	367
09:00	104	103			21:00	83	71		
09:15	89	117			21:15	71	74		
09:30	95	115			21:30	65	55		
09:45	108	396	105	440	21:45	81	300	48	248
10:00	111	112			22:00	74	52		
10:15	115	109			22:15	54	64		
10:30	119	100			22:30	54	55		
10:45	137	482	115	436	22:45	55	237	35	206
11:00	119	87			23:00	30	49		
11:15	129	113			23:15	28	36		
11:30	114	109			23:30	36	28		
11:45	113	475	132	441	23:45	25	119	22	135

**Total Vol.** 3383 3831 **7214** 6801 6016

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10184	9847		

**AM**

**PM**

Split %	46.9%	53.1%	36.0%	53.1%	46.9%
<b>Peak Hour</b>	07:15	07:15	<b>07:15</b>	15:15	15:15
<b>Volume</b>	694	812	<b>1506</b>	996	886
<b>P.H.F.</b>	0.83	0.87	<b>0.93</b>	0.90	0.92

i-008

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945

1074

1462

1851

1673

1550

1314

943

760

548

443

254

**12817**

**Combined**

**20031**

**64.0%**

**15:15**

**1882**

**0.98**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Osborn Rd east of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			3	6	12:00			18	11		
00:15			4	3	12:15			18	18		
00:30			3	3	12:30			15	22		
00:45			1	11	3	15	26	24	75	19	70
01:00			4	2	13:00			19	14		
01:15			3	1	13:15			15	22		
01:30			0	1	13:30			23	15		
01:45			3	10	1	5	15	19	76	14	65
02:00			4	2	14:00			22	19		
02:15			1	3	14:15			21	38		
02:30			3	0	14:30			39	43		
02:45			0	8	1	6	14	35	117	28	128
03:00			0	2	15:00			48	29		
03:15			1	2	15:15			59	41		
03:30			4	5	15:30			47	35		
03:45			2	7	8	17	24	30	184	30	135
04:00			1	7	16:00			51	23		
04:15			1	10	16:15			35	17		
04:30			4	5	16:30			31	25		
04:45			5	11	13	35	46	42	159	29	94
05:00			1	8	17:00			36	18		
05:15			3	17	17:15			27	18		
05:30			1	13	17:30			31	21		
05:45			7	12	17	55	67	25	119	33	90
06:00			3	18	18:00			23	20		
06:15			7	23	18:15			28	23		
06:30			12	19	18:30			31	25		
06:45			6	28	29	89	117	27	109	20	88
07:00			16	39	19:00			29	21		
07:15			27	42	19:15			22	17		
07:30			28	47	19:30			31	17		
07:45			24	95	52	180	275	24	106	28	83
08:00			28	55	20:00			19	20		
08:15			31	25	20:15			15	12		
08:30			18	17	20:30			14	10		
08:45			14	91	14	111	202	23	71	13	55
09:00			6	14	21:00			13	9		
09:15			11	15	21:15			12	10		
09:30			16	8	21:30			15	6		
09:45			11	44	19	56	100	12	52	11	36
10:00			15	15	22:00			9	6		
10:15			16	14	22:15			9	13		
10:30			16	21	22:30			7	2		
10:45			21	68	19	69	137	3	28	7	28
11:00			17	11	23:00			4	5		
11:15			17	16	23:15			7	3		
11:30			21	8	23:30			7	1		
11:45			20	75	13	48	123	3	21	0	9

**Total Vol.** 460 686 **1146** 1117 881

GPS: 33.486976, -112.255182

Daily Totals		EB	WB
NB	SB	1577	1567

**AM**

**PM**

Split %	40.1%	59.9%	36.5%	55.9%	44.1%
Peak Hour	07:30	07:15	<b>07:15</b>	14:45	14:30
Volume	111	196	<b>303</b>	189	141
P.H.F.	0.90	0.89	<b>0.91</b>	0.80	0.82

i-008

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145

141

245

319

253

209

197

189

126

88

56

30

**1998**

**Combined**

**3144**

**63.5%**

**14:30**

**322**

**0.81**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: Osborn Rd west of 91st Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			0	1	12:00			2	0
00:15			0	0	12:15			0	2
00:30			0	0	12:30			1	1
00:45			0	0	12:45			0	3
01:00			0	0	13:00			1	0
01:15			0	0	13:15			0	2
01:30			0	1	13:30			3	3
01:45			0	0	13:45			1	5
02:00			0	0	14:00			1	0
02:15			0	0	14:15			3	2
02:30			1	0	14:30			4	3
02:45			0	1	14:45			3	11
03:00			0	0	15:00			3	3
03:15			2	1	15:15			0	1
03:30			1	2	15:30			1	3
03:45			1	4	15:45			1	5
04:00			1	0	16:00			4	3
04:15			0	1	16:15			0	0
04:30			0	0	16:30			1	4
04:45			0	1	16:45			0	5
05:00			0	0	17:00			2	1
05:15			1	0	17:15			2	1
05:30			0	0	17:30			3	1
05:45			0	1	17:45			0	7
06:00			0	1	18:00			0	4
06:15			2	2	18:15			0	0
06:30			3	0	18:30			1	2
06:45			1	6	18:45			1	2
07:00			0	0	19:00			1	1
07:15			0	2	19:15			0	1
07:30			0	1	19:30			0	1
07:45			0	0	19:45			0	1
08:00			2	2	20:00			3	0
08:15			1	0	20:15			0	0
08:30			2	0	20:30			1	0
08:45			1	6	20:45			0	4
09:00			1	1	21:00			1	1
09:15			3	2	21:15			2	0
09:30			0	0	21:30			0	0
09:45			2	6	21:45			2	5
10:00			0	1	22:00			0	1
10:15			2	2	22:15			1	2
10:30			0	0	22:30			2	2
10:45			2	4	22:45			1	4
11:00			0	2	23:00			0	1
11:15			0	0	23:15			0	0
11:30			0	1	23:30			0	1
11:45			2	2	23:45			0	0

**Total Vol.** 31 31 62 52 76

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
		83	107

**AM**

**PM**

Split %	50.0%	50.0%	32.6%	40.6%	59.4%
<b>Peak Hour</b>	08:30	10:15	08:30	14:15	15:00
<b>Volume</b>	7	6	11	13	12
<b>P.H.F.</b>	0.58	0.75	0.55	0.81	0.60

i-008

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6

13

18

17

12

13

10

9

5

13

10

2

**128**

**Combined**

**190**

**67.4%**

**14:15**

**23**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Thursday, January 19, 2023

City: Phoenix

Project #: 23-1055

Location: 91st Ave & Osborn Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB									
00:00	23	18	0	6	12:00	125	109	2	11									
00:15	35	21	0	3	12:15	119	117	0	18									
00:30	17	20	0	3	12:30	104	116	1	22									
00:45	23	98	17	76	0	0	3	15	189	12:45	147	495	114	456	0	3	19	70
01:00	13	15	0	2	13:00	129	131	1	14									
01:15	11	11	0	1	13:15	137	119	0	22									
01:30	6	7	0	1	13:30	158	128	3	15									
01:45	9	39	14	47	0	0	1	5	91	13:45	154	578	145	523	1	5	14	65
02:00	9	10	0	2	14:00	147	154	1	19									
02:15	8	11	0	3	14:15	181	154	3	38									
02:30	17	9	1	0	14:30	230	207	4	43									
02:45	6	40	13	43	0	1	1	6	90	14:45	206	764	217	732	3	11	28	128
03:00	17	9	0	2	15:00	225	223	3	29									
03:15	9	15	2	2	15:15	229	263	0	41									
03:30	19	15	1	5	15:30	276	218	1	35									
03:45	13	58	14	53	1	4	8	17	132	15:45	244	974	250	954	1	5	30	135
04:00	17	34	1	7	16:00	247	220	4	23									
04:15	15	26	0	10	16:15	218	190	0	17									
04:30	28	46	0	5	16:30	214	204	1	25									
04:45	26	86	48	154	0	1	13	35	276	16:45	219	898	211	825	0	5	29	94
05:00	39	46	0	8	17:00	264	205	2	18									
05:15	44	81	1	17	17:15	122	162	2	18									
05:30	49	100	0	13	17:30	229	191	3	21									
05:45	53	185	100	327	0	1	17	55	568	17:45	215	830	184	742	0	7	33	90
06:00	56	82	0	18	18:00	179	151	0	20									
06:15	68	116	2	23	18:15	185	157	0	23									
06:30	102	127	3	19	18:30	191	147	1	25									
06:45	93	319	102	427	1	6	29	89	841	18:45	148	703	159	614	1	2	20	88
07:00	135	152	0	39	19:00	143	140	1	21									
07:15	159	194	0	42	19:15	128	109	0	17									
07:30	163	212	0	47	19:30	119	99	0	17									
07:45	209	666	197	755	0	0	52	180	1601	19:45	120	510	105	453	0	1	28	83
08:00	163	234	2	55	20:00	120	111	3	20									
08:15	137	173	1	25	20:15	100	92	0	12									
08:30	145	112	2	17	20:30	89	93	1	10									
08:45	94	539	105	624	1	6	14	111	1280	20:45	84	393	82	378	0	4	13	55
09:00	104	101	1	14	21:00	83	68	1	9									
09:15	89	119	3	15	21:15	71	76	2	10									
09:30	95	119	0	8	21:30	65	59	0	6									
09:45	108	396	100	439	2	6	19	56	897	21:45	81	300	49	252	2	5	11	36
10:00	111	112	0	15	22:00	74	55	0	6									
10:15	115	112	2	14	22:15	54	60	1	13									
10:30	119	97	0	21	22:30	54	60	2	2									
10:45	137	482	117	438	2	4	19	69	993	22:45	55	237	32	207	1	4	7	28
11:00	119	96	0	11	23:00	30	52	0	5									
11:15	129	120	0	16	23:15	28	39	0	3									
11:30	114	116	0	8	23:30	36	32	0	1									
11:45	113	475	135	467	2	2	13	48	992	23:45	25	119	24	147	0	0	0	9

**Total Vol.** 3383 3850 31 686 **7950** 6801 6283 52 881

GPS: 33.486976, -112.255182

Daily Totals			
NB	SB	EB	WB
10184	10133	83	1567

Split %	AM					PM			
	42.6%	48.4%	0.4%	8.6%	36.2%	48.5%	44.8%	0.4%	6.3%
<b>Peak Hour</b>	07:15	07:15	08:30	07:15	<b>07:15</b>	15:15	15:00	14:15	14:30
<b>Volume</b>	694	837	7	196	<b>1729</b>	996	954	13	141
<b>P.H.F.</b>	0.83	0.89	0.58	0.89	<b>0.94</b>	0.90	0.91	0.81	0.82

i-008

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1024

1171

1635

2068

1822

1669

1407

1047

830

593

476

275

**14017**

**Combined**

**21967**

**63.8%**

**15:15**

**2082**

**0.98**

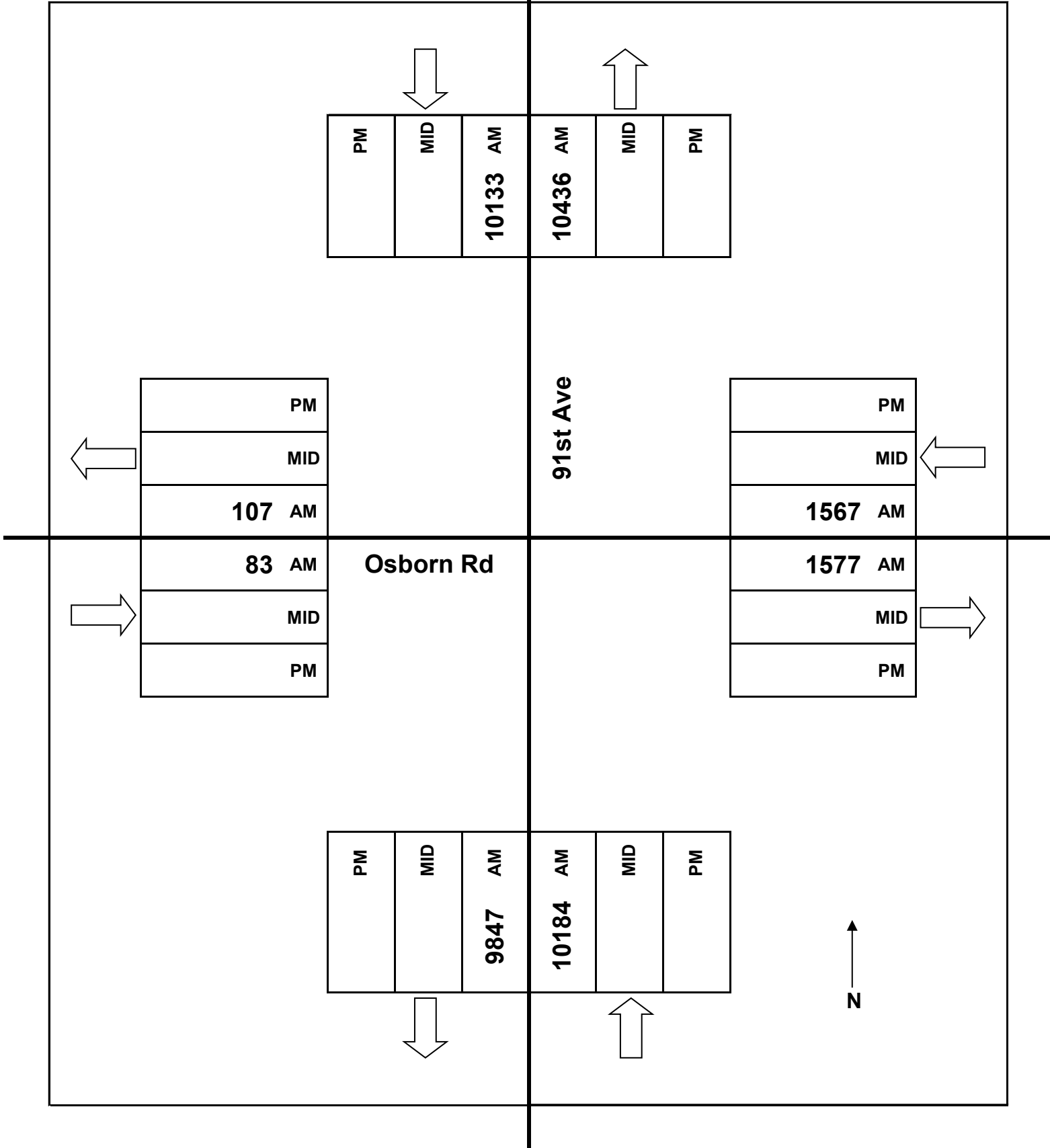


JOB# 23-1055-008

VALIDATED: \_\_\_\_\_

DATE: 01/19/23

DAY: THURSDAY

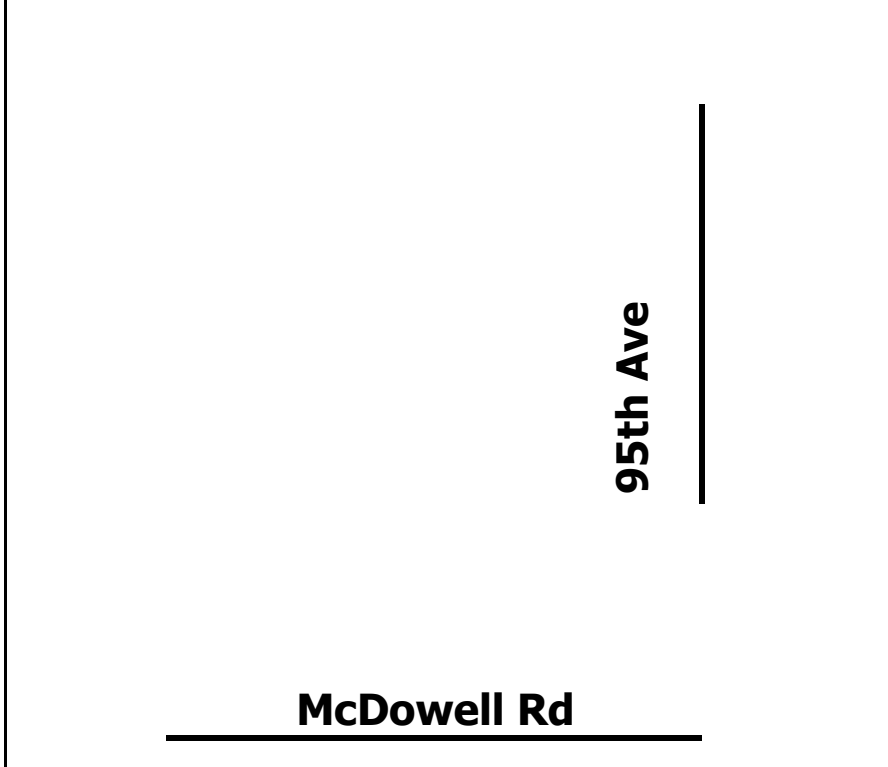
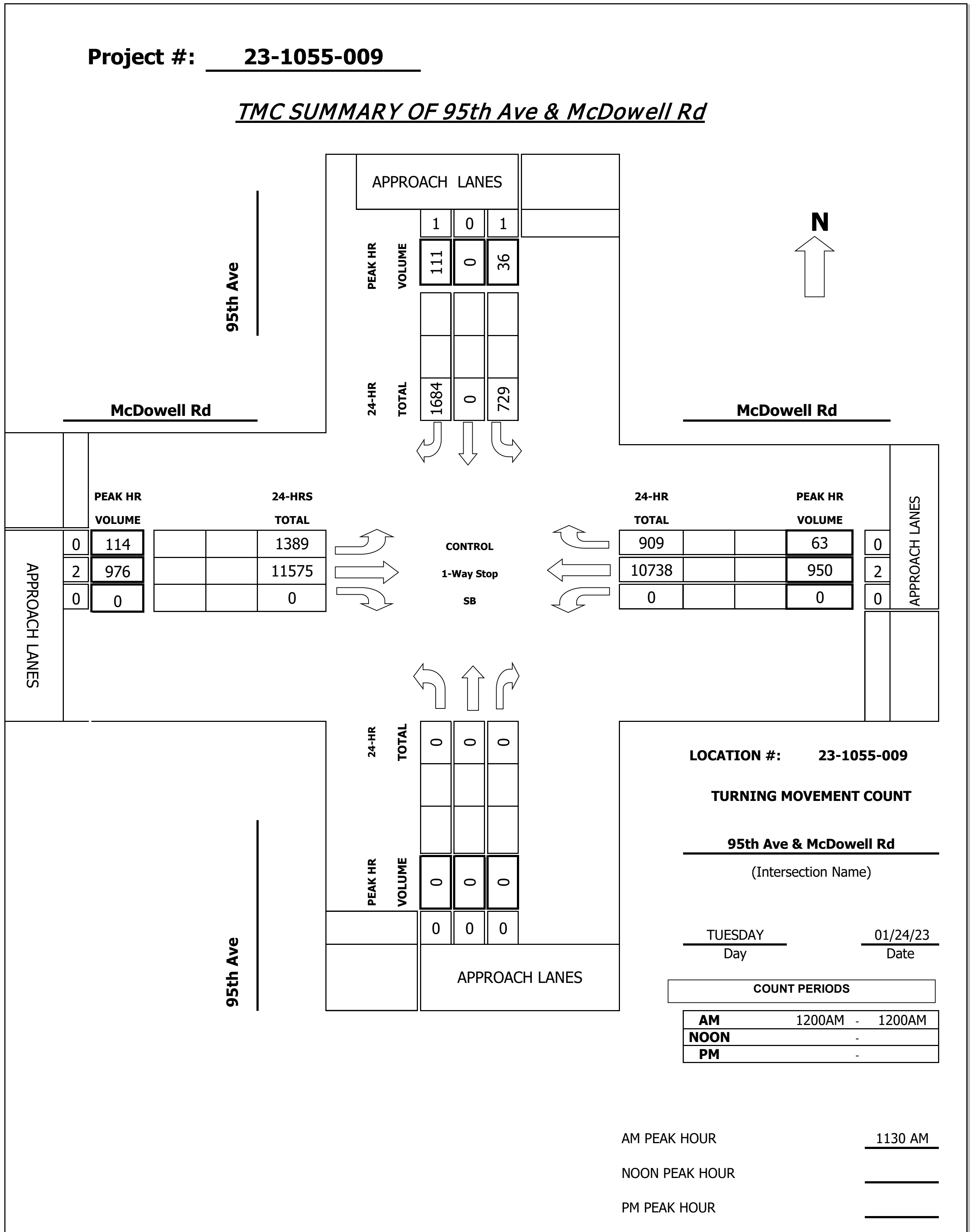


**Intersection Turning Movement  
Prepared by:**

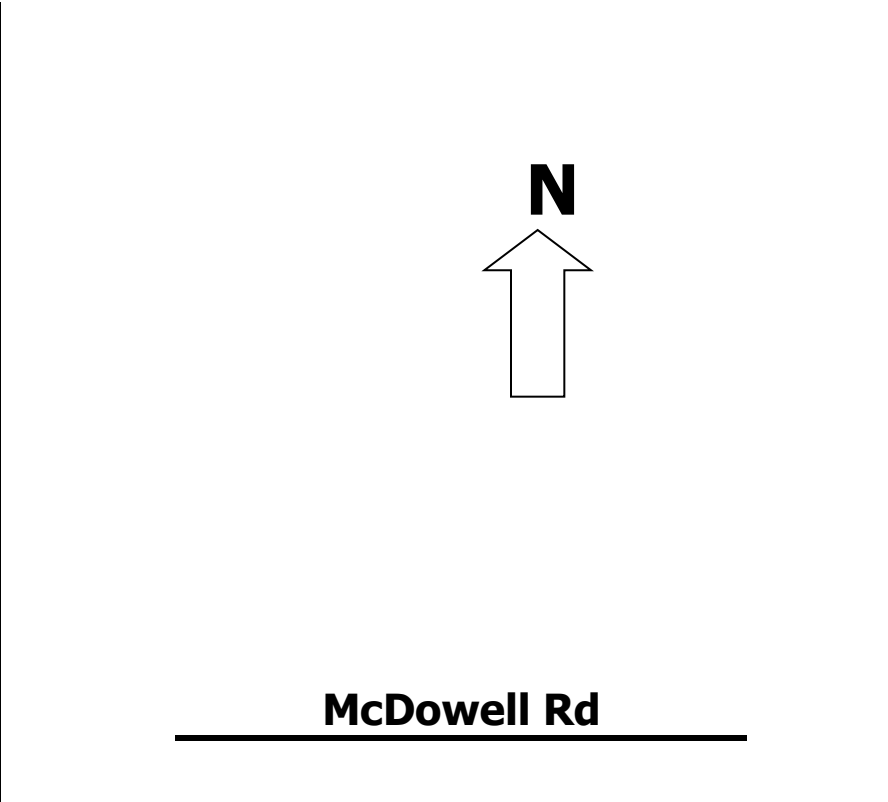


**Project #:** 23-1055-009

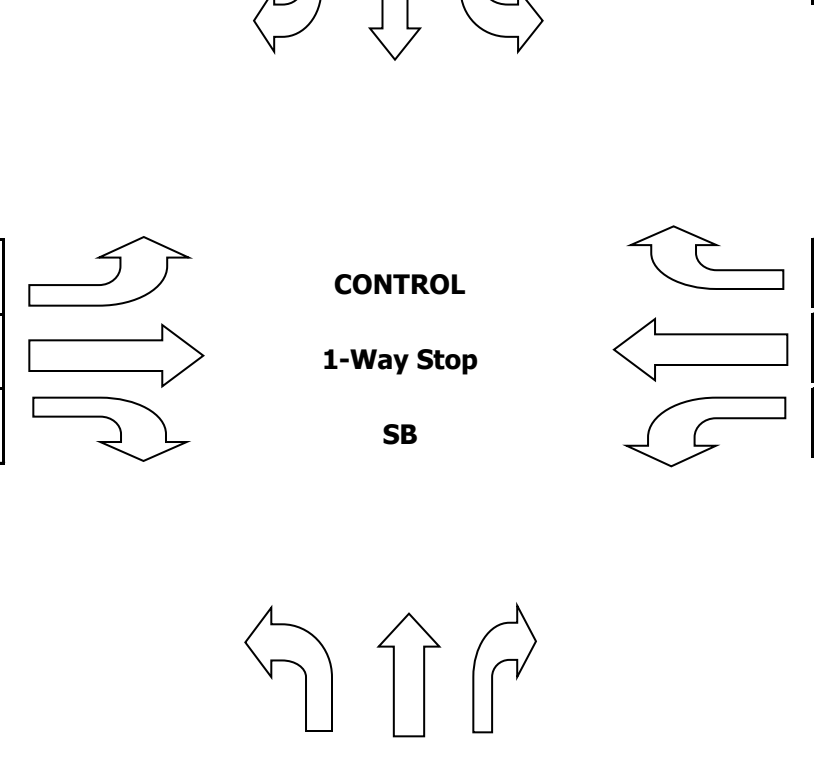
**TMC SUMMARY OF 95th Ave & McDowell Rd**



APPROACH LANES			
PEAK HR VOLUME	1	0	1
24-HR TOTAL	111	0	36
	1684	0	729

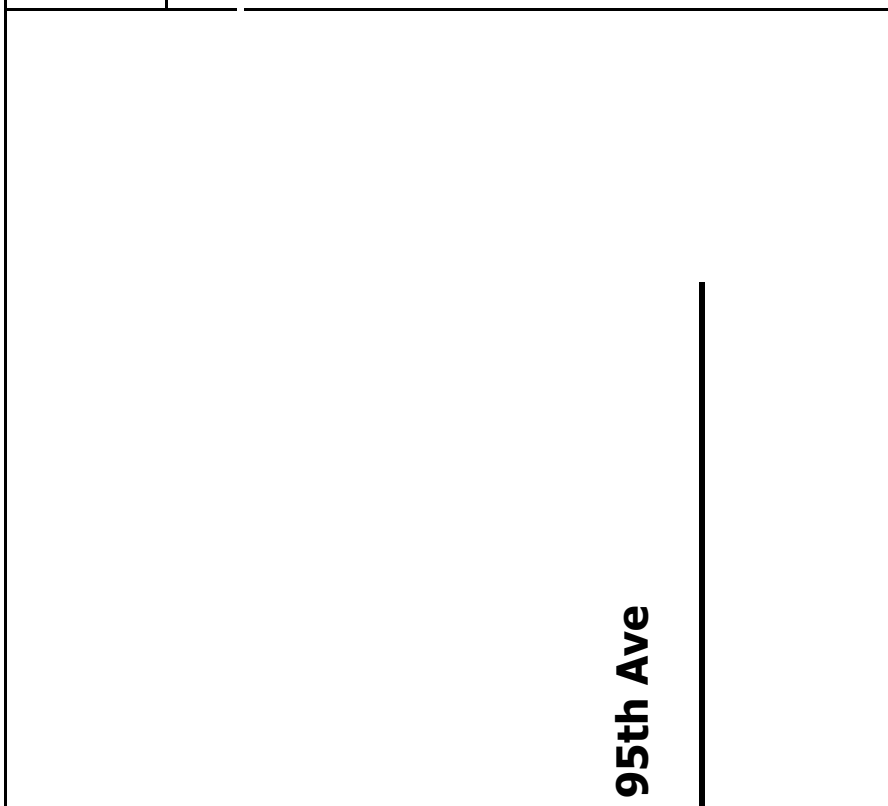


	PEAK HR VOLUME	24-HRS TOTAL
0	114	1389
2	976	11575
0	0	0



	24-HR TOTAL	PEAK HR VOLUME
0	909	63
2	10738	950
0	0	0

APPROACH LANES



	24-HR TOTAL	PEAK HR VOLUME
0	0	0
0	0	0
0	0	0

APPROACH LANES

**LOCATION #:** 23-1055-009

**TURNING MOVEMENT COUNT**

**95th Ave & McDowell Rd**  
(Intersection Name)

TUESDAY                      01/24/23  
Day                                      Date

**COUNT PERIODS**

AM	1200AM - 1200AM
NOON	-
PM	-

AM PEAK HOUR                      1130 AM

NOON PEAK HOUR                      \_\_\_\_\_

PM PEAK HOUR                        \_\_\_\_\_

**Intersection Turning Movement  
Prepared by:**



N-S STREET: 95th Ave                      DATE: 01/24/23                      LOCATION: Phoenix  
E-W STREET: McDowell Rd                      DAY: TUESDAY                      PROJECT# 23-1055-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
12:00 AM	0	0	0	4	0	1	5	14	0	0	21	2	47
12:15 AM	0	0	0	1	0	6	3	18	0	0	23	1	52
12:30 AM	0	0	0	1	0	3	0	8	0	0	14	3	29
12:45 AM	0	0	0	0	0	1	1	15	0	0	19	4	40
1:00 AM	0	0	0	1	0	3	1	19	0	0	14	2	40
1:15 AM	0	0	0	3	0	3	1	13	0	0	17	3	40
1:30 AM	0	0	0	1	0	1	0	7	0	0	11	1	21
1:45 AM	0	0	0	1	0	1	1	9	0	0	4	2	18
2:00 AM	0	0	0	1	0	1	1	14	0	0	15	4	36
2:15 AM	0	0	0	2	0	1	0	8	0	0	3	2	16
2:30 AM	0	0	0	1	0	0	1	7	0	0	9	1	19
2:45 AM	0	0	0	5	0	1	1	8	0	0	10	0	25
3:00 AM	0	0	0	0	0	2	0	6	0	0	11	0	19
3:15 AM	0	0	0	4	0	0	0	12	0	0	10	0	26
3:30 AM	0	0	0	1	0	3	2	14	0	0	8	1	29
3:45 AM	0	0	0	2	0	4	0	17	0	0	12	1	36
4:00 AM	0	0	0	4	0	1	0	21	0	0	14	1	41
4:15 AM	0	0	0	4	0	6	2	25	0	0	26	0	63
4:30 AM	0	0	0	3	0	2	3	45	0	0	25	0	78
4:45 AM	0	0	0	5	0	5	4	55	0	0	41	3	113
5:00 AM	0	0	0	7	0	7	2	48	0	0	34	2	100
5:15 AM	0	0	0	8	0	8	2	61	0	0	46	6	131
5:30 AM	0	0	0	12	0	13	5	105	0	0	71	2	208
5:45 AM	0	0	0	3	0	10	8	157	0	0	73	8	259
6:00 AM	0	0	0	12	0	5	5	147	0	0	86	5	260
6:15 AM	0	0	0	8	0	13	9	173	0	0	87	5	295
6:30 AM	0	0	0	8	0	20	10	217	0	0	139	12	406
6:45 AM	0	0	0	4	0	22	18	200	0	0	118	11	373
7:00 AM	0	0	0	10	0	16	24	210	0	0	134	15	409
7:15 AM	0	0	0	14	0	26	17	235	0	0	149	19	460
7:30 AM	0	0	0	14	0	33	28	266	0	0	181	14	536
7:45 AM	0	0	0	7	0	42	25	230	0	0	165	20	489
8:00 AM	0	0	0	11	0	36	28	212	0	0	158	18	463
8:15 AM	0	0	0	9	0	26	30	180	0	0	144	21	410
8:30 AM	0	0	0	7	0	23	22	173	0	0	123	21	369
8:45 AM	0	0	0	8	0	19	27	140	0	0	135	21	350
9:00 AM	0	0	0	8	0	25	19	104	0	0	102	25	283
9:15 AM	0	0	0	16	0	20	17	98	0	0	111	15	277
9:30 AM	0	0	0	8	0	24	16	86	0	0	136	18	288
9:45 AM	0	0	0	8	0	29	21	132	0	0	127	15	332
10:00 AM	0	0	0	12	0	26	14	91	0	0	119	13	275
10:15 AM	0	0	0	18	0	28	19	115	0	0	118	10	308
10:30 AM	0	0	0	10	0	29	16	145	0	0	119	22	341
10:45 AM	0	0	0	4	0	29	22	166	0	0	137	18	376
11:00 AM	0	0	0	17	0	24	23	158	0	0	140	13	375
11:15 AM	0	0	0	19	0	29	18	137	0	0	165	14	382
11:30 AM	0	0	0	3	0	28	26	283	0	0	269	22	631
11:45 AM	0	0	0	12	0	24	32	276	0	0	292	12	648
12:00 PM	0	0	0	11	0	31	26	254	0	0	236	12	570
12:15 PM	0	0	0	10	0	28	30	163	0	0	153	17	401
12:30 PM	0	0	0	12	0	25	20	176	0	0	160	12	405
12:45 PM	0	0	0	14	0	30	26	184	0	0	188	14	456
1:00 PM	0	0	0	10	0	29	24	153	0	0	146	13	375
1:15 PM	0	0	0	10	0	22	15	169	0	0	185	13	414
1:30 PM	0	0	0	13	0	25	15	159	0	0	149	11	372
1:45 PM	0	0	0	18	0	24	25	166	0	0	176	13	422
2:00 PM	0	0	0	13	0	37	25	174	0	0	164	10	423
2:15 PM	0	0	0	11	0	30	25	192	0	0	152	18	428
2:30 PM	0	0	0	18	0	55	32	175	0	0	196	19	495
2:45 PM	0	0	0	17	0	60	20	174	0	0	197	18	486
3:00 PM	0	0	0	5	0	28	22	195	0	0	210	11	471
3:15 PM	0	0	0	18	0	29	29	193	0	0	215	23	507
3:30 PM	0	0	0	16	0	39	33	208	0	0	239	13	548
3:45 PM	0	0	0	21	0	24	32	201	0	0	231	16	525
4:00 PM	0	0	0	20	0	48	28	197	0	0	230	19	542
4:15 PM	0	0	0	15	0	16	21	174	0	0	236	12	474
4:30 PM	0	0	0	21	0	39	31	189	0	0	223	9	512
4:45 PM	0	0	0	7	0	27	22	190	0	0	254	15	515
5:00 PM	0	0	0	20	0	19	24	177	0	0	209	16	465
5:15 PM	0	0	0	6	0	39	26	173	0	0	236	9	489
5:30 PM	0	0	0	10	0	34	28	187	0	0	206	20	485
5:45 PM	0	0	0	8	0	21	20	192	0	0	230	17	488
6:00 PM	0	0	0	5	0	14	22	169	0	0	195	12	417
6:15 PM	0	0	0	7	0	25	18	177	0	0	196	15	438
6:30 PM	0	0	0	7	0	24	19	175	0	0	197	5	427
6:45 PM	0	0	0	4	0	17	21	157	0	0	159	3	361
7:00 PM	0	0	0	3	0	15	16	146	0	0	138	2	320
7:15 PM	0	0	0	5	0	14	11	155	0	0	118	6	309
7:30 PM	0	0	0	1	0	13	10	143	0	0	104	7	278
7:45 PM	0	0	0	4	0	14	10	140	0	0	79	6	253
8:00 PM	0	0	0	3	0	25	11	96	0	0	83	9	227
8:15 PM	0	0	0	7	0	12	14	110	0	0	77	6	226
8:30 PM	0	0	0	2	0	13	19	105	0	0	80	6	225
8:45 PM	0	0	0	3	0	9	14	80	0	0	68	5	179
9:00 PM	0	0	0	2	0	5	18	99	0	0	52	6	182
9:15 PM	0	0	0	2	0	5	5	72	0	0	61	7	152
9:30 PM	0	0	0	5	0	6	5	97	0	0	54	4	171
9:45 PM	0	0	0	2	0	4	7	67	0	0	53	4	137
10:00 PM	0	0	0	6	0	3	10	56	0	0	51	6	132
10:15 PM	0	0	0	4	0	5	4	40	0	0	31	3	87
10:30 PM	0	0	0	3	0	7	10	53	0	0	32	3	108
10:45 PM	0	0	0	2	0	3	5	39	0	0	28	2	79
11:00 PM	0	0	0	2	0	6	4	42	0	0	23	2	79
11:15 PM	0	0	0	0	0	1	4	32	0	0	15	5	57
11:30 PM	0	0	0	1	0	4	1	18	0	0	21	2	47
11:45 PM	0	0	0	4	0	2	3	12	0	0	17	5	43

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	729	0	1684	1389	11575	0	0	10738	909	27024
Approach %	###	###	###	30.21	0.00	69.79	10.71	89.29	0.00	0.00	92.20	7.80	
App/Depart	0	/	2298	2413	/	0	12964	/	12304	11647	/	12422	

AM Peak Hr Begins at: 1130 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	0	0	0	36	0	111	114	976	0	0	950	63	2250
Approach %	###	###	###	24.49	0.00	75.51	10.46	89.54	0.00	0.00	93.78	6.22	

PEAK HR. FACTOR:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0.000			0.875			0.882			0.833			0.868

CONTROL: 1-Way Stop (SB)

COMMENT 1:

GPS: 33.464900, -112.263875



**FIELD DATA SERVICES OF ARIZONA, INC.**  
520.316.6745



**veracitytrafficgroup**

**Pedestrian & Bicycle Study**

**N-S STREET:** 95th Ave  
**E-W STREET:** McDowell Rd

**Date:** 01/24/23  
**Day:** TUESDAY

**City:** Phoenix  
**Project #:** 23-1055-009

	PEDESTRIANS			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	2	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	1	0	1	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	2	0	0	0
9:15 AM	0	0	0	0
9:30 AM	2	0	0	0
9:45 AM	1	0	0	0
10:00 AM	3	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	1	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	2	0	0	0
11:45 AM	1	0	0	0
12:00 PM	1	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	1	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	1	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	1	0	0	0
6:00 PM	0	0	0	0
6:15 PM	1	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	1	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	3	0	0	0
10:30 PM	1	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>0</b>

	BICYCLES			
	N-LEG	S-LEG	E-LEG	W-LEG
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	1	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	1	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	2	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	1	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	1	0	0	0
2:00 PM	0	0	0	0
2:15 PM	1	0	0	0
2:30 PM	0	0	0	0
2:45 PM	1	0	0	0
3:00 PM	2	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	1	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	1	0	0	0
5:15 PM	0	0	0	0
5:30 PM	1	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	2	0	0	0
8:30 PM	1	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	1	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	1	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0
<b>TOTAL</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave north of McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	5			12:00	38	42		
00:15	4	7			12:15	47	38		
00:30	3	4			12:30	32	37		
00:45	5	19	1	17	12:45	40	157	44	161
01:00	3	4			13:00	37	39		
01:15	4	6			13:15	28	32		
01:30	1	2			13:30	26	38		
01:45	3	11	2	14	13:45	38	129	42	151
02:00	5	2			14:00	35	50		
02:15	2	3			14:15	43	41		
02:30	2	1			14:30	51	73		
02:45	1	10	6	12	14:45	38	167	77	241
03:00	0	2			15:00	33	33		
03:15	0	4			15:15	52	47		
03:30	3	4			15:30	46	55		
03:45	1	4	6	16	15:45	48	179	45	180
04:00	1	5			16:00	47	68		
04:15	2	10			16:15	33	31		
04:30	3	5			16:30	40	60		
04:45	7	13	10	30	16:45	37	157	34	193
05:00	4	14			17:00	40	39		
05:15	8	16			17:15	35	45		
05:30	7	25			17:30	48	44		
05:45	16	35	13	68	17:45	37	160	29	157
06:00	10	17			18:00	34	19		
06:15	14	21			18:15	33	32		
06:30	22	28			18:30	24	31		
06:45	29	75	26	92	18:45	24	115	21	103
07:00	39	26			19:00	18	18		
07:15	36	40			19:15	17	19		
07:30	42	47			19:30	17	14		
07:45	45	162	49	162	19:45	16	68	18	69
08:00	46	47			20:00	20	28		
08:15	51	35			20:15	20	19		
08:30	43	30			20:30	25	15		
08:45	48	188	27	139	20:45	19	84	12	74
09:00	44	33			21:00	24	7		
09:15	32	36			21:15	12	7		
09:30	34	32			21:30	9	11		
09:45	36	146	37	138	21:45	11	56	6	31
10:00	27	38			22:00	16	9		
10:15	29	46			22:15	7	9		
10:30	38	39			22:30	13	10		
10:45	40	134	33	156	22:45	7	43	5	33
11:00	36	41			23:00	6	8		
11:15	32	48			23:15	9	1		
11:30	48	31			23:30	3	5		
11:45	44	160	36	156	23:45	8	26	6	20

**Total Vol.** 957 1000 **1957** 1341 1413

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
2298	2413		

**AM**

**PM**

Split %	48.9%	51.1%	41.5%	48.7%	51.3%
<b>Peak Hour</b>	08:00	07:15	<b>07:30</b>	15:15	14:00
<b>Volume</b>	188	183	<b>362</b>	193	241
<b>P.H.F.</b>	0.92	0.93	<b>0.96</b>	0.93	0.78

i-009

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318

280

408

359

350

317

218

137

158

87

76

46

**2754**

**Combined**

**4711**

**58.5%**

**14:00**

**408**

**0.82**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: McDowell Rd east of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			18	23	12:00			265	248
00:15			19	24	12:15			173	170
00:30			9	17	12:30			188	172
00:45			15	61	12:45			198	824
01:00			20	23	13:00			202	792
01:15			16	16	13:15			163	159
01:30			8	20	13:30			179	198
01:45			10	12	13:45			172	160
02:00			15	54	14:00			184	698
02:15			10	6	14:15			187	174
02:30			8	54	14:30			203	170
02:45			13	10	14:45			193	215
03:00			6	44	15:00			191	774
03:15			16	11	15:15			200	221
03:30			15	10	15:30			211	238
03:45			19	9	15:45			224	252
04:00			25	13	16:00			222	857
04:15			29	43	16:15			217	249
04:30			48	99	16:30			189	248
04:45			60	110	16:45			210	232
05:00			55	272	17:00			197	813
05:15			69	15	17:15			197	225
05:30			117	36	17:30			179	245
05:45			160	52	17:45			197	226
06:00			159	81	18:00			200	773
06:15			181	242	18:15			174	207
06:30			225	643	18:30			184	211
06:45			204	129	18:45			182	202
07:00			220	463	19:00			161	701
07:15			249	129	19:15			149	140
07:30			280	168	19:30			160	124
07:45			237	195	19:45			144	111
08:00			223	697	20:00			144	597
08:15			189	185	20:15			99	92
08:30			180	176	20:30			117	83
08:45			148	165	20:45			107	86
09:00			112	144	21:00			83	406
09:15			114	156	21:15			101	58
09:30			94	641	21:30			74	68
09:45			140	1381	21:45			102	58
10:00			103	1009	22:00			69	346
10:15			133	132	22:15			57	241
10:30			155	128	22:30			44	34
10:45			170	141	22:45			56	35
11:00			175	556	23:00			41	203
11:15			156	1117	23:15			30	156
11:30			286	153	23:30			44	25
11:45			288	179	23:45			32	20
			905	291				19	23
			905	1832				16	111
								22	90

**Total Vol.** 5201 4413 **9614** 7103 7234

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
		12304	11647

**AM**

**PM**

Split %	54.1%	45.9%	<b>40.1%</b>	49.5%	50.5%
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>	15:15	16:00
<b>Volume</b>	1012	1022	<b>2025</b>	874	998
<b>P.H.F.</b>	0.88	0.84	<b>0.86</b>	0.98	0.93

i-009

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1616

1404

1548

1815

1811

1716

1483

1057

740

587

359

201

**14337**

**Combined**

**23951**

**59.9%**

**15:15**

**1860**

**0.98**



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: McDowell Rd west of 95th Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			19	22	12:00			280	267
00:15			21	29	12:15			193	181
00:30			8	17	12:30			196	185
00:45			16	64	12:45			210	879
			20	20				218	218
01:00			17		13:00			177	175
01:15			14	20	13:15			184	207
01:30			7	12	13:30			174	174
01:45			10	51	13:45			191	726
			5	54				200	756
02:00			16		14:00			199	201
02:15			8	4	14:15			217	182
02:30			8	9	14:30			207	251
02:45			9	40	14:45			194	817
			11	40				257	891
03:00			13		15:00			217	238
03:15			12	10	15:15			222	244
03:30			16	11	15:30			241	278
03:45			17	51	15:45			233	913
			16	50				255	1015
04:00			15		16:00			225	278
04:15			27	32	16:15			195	252
04:30			48	27	16:30			220	262
04:45			59	155	16:45			212	852
			46	120				281	1073
05:00			41		17:00			201	228
05:15			63	54	17:15			199	275
05:30			110	84	17:30			215	240
05:45			165	388	17:45			212	827
			83	262				251	994
06:00			91		18:00			191	209
06:15			182	100	18:15			195	221
06:30			227	159	18:30			194	221
06:45			218	779	18:45			178	758
			140	490				176	827
07:00			150		19:00			162	153
07:15			252	175	19:15			166	132
07:30			294	214	19:30			153	117
07:45			255	1035	19:45			150	631
			207	746				93	495
08:00			194		20:00			107	108
08:15			210	170	20:15			124	89
08:30			195	146	20:30			124	93
08:45			167	812	20:45			94	449
			154	664				77	367
09:00			127		21:00			117	57
09:15			115	131	21:15			77	66
09:30			102	160	21:30			102	60
09:45			153	493	21:45			74	370
			156	574				57	240
10:00			145		22:00			66	54
10:15			134	146	22:15			44	36
10:30			161	148	22:30			63	39
10:45			188	588	22:45			44	217
			166	605				31	160
11:00			164		23:00			46	29
11:15			155	194	23:15			36	16
11:30			309	297	23:30			19	25
11:45			308	953	23:45			15	116
			316	971				19	89

**Total Vol.** 5409 4664 **10073** 7555 7758

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
		12964	12422

**AM**

**PM**

Split %	53.7%	46.3%	<b>39.7%</b>	49.3%	50.7%
<b>Peak Hour</b>	11:30	11:15	<b>11:30</b>	15:15	16:00
<b>Volume</b>	1090	1074	<b>2151</b>	921	1073
<b>P.H.F.</b>	0.88	0.85	<b>0.86</b>	0.96	0.95

i-009

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1730

1482

1708

1928

1925

1821

1585

1126

816

610

377

205

**15313**

**Combined**

**25386**

**60.3%**

**15:15**

**1976**

**0.95**

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055

Location: 95th Ave & McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	5	19	23	12:00	0	42	280	248
00:15	0	7	21	24	12:15	0	38	193	170
00:30	0	4	8	17	12:30	0	37	196	172
00:45	0	0	1	17	12:45	0	0	44	161
01:00	0	4	20	16	13:00	0	39	177	159
01:15	0	6	14	20	13:15	0	32	184	198
01:30	0	2	7	12	13:30	0	38	174	160
01:45	0	0	2	14	13:45	0	0	42	151
02:00	0	2	15	19	14:00	0	50	199	174
02:15	0	3	8	5	14:15	0	41	217	170
02:30	0	1	8	10	14:30	0	73	207	215
02:45	0	0	6	12	14:45	0	0	77	241
03:00	0	2	6	11	15:00	0	33	217	221
03:15	0	4	12	10	15:15	0	47	222	238
03:30	0	4	16	9	15:30	0	55	241	252
03:45	0	0	6	16	15:45	0	0	45	180
04:00	0	5	21	15	16:00	0	68	225	249
04:15	0	10	27	26	16:15	0	31	195	248
04:30	0	5	48	25	16:30	0	60	220	232
04:45	0	0	10	30	16:45	0	0	34	193
05:00	0	14	50	36	17:00	0	39	201	225
05:15	0	16	63	52	17:15	0	45	199	245
05:30	0	25	110	73	17:30	0	44	215	226
05:45	0	0	13	68	17:45	0	0	29	157
06:00	0	17	152	91	18:00	0	19	191	207
06:15	0	21	182	92	18:15	0	32	195	211
06:30	0	28	227	151	18:30	0	31	194	202
06:45	0	0	26	92	18:45	0	0	21	103
07:00	0	26	234	149	19:00	0	18	162	140
07:15	0	40	252	168	19:15	0	19	166	124
07:30	0	47	294	195	19:30	0	14	153	111
07:45	0	0	49	162	19:45	0	0	18	69
08:00	0	47	240	176	20:00	0	28	107	92
08:15	0	35	210	165	20:15	0	19	124	83
08:30	0	30	195	144	20:30	0	15	124	86
08:45	0	0	27	139	20:45	0	0	12	74
09:00	0	33	123	127	21:00	0	7	117	58
09:15	0	36	115	126	21:15	0	7	77	68
09:30	0	32	102	154	21:30	0	11	102	58
09:45	0	0	37	138	21:45	0	0	6	31
10:00	0	38	105	132	22:00	0	9	66	57
10:15	0	46	134	128	22:15	0	9	44	34
10:30	0	39	161	141	22:30	0	10	63	35
10:45	0	0	33	156	22:45	0	0	5	33
11:00	0	41	181	153	23:00	0	8	46	25
11:15	0	48	155	179	23:15	0	1	36	20
11:30	0	31	309	291	23:30	0	5	19	23
11:45	0	0	36	156	23:45	0	0	6	20

**Total Vol.** 1000 5409 4413 **10822** 1413 7555 7234

GPS: 33.464900, -112.263875

Daily Totals			
NB	SB	EB	WB
	2413	12964	11647

**AM**

**PM**

Split %	9.2%	50.0%	40.8%	<b>40.0%</b>	8.7%	46.6%	44.6%
<b>Peak Hour</b>	07:15	11:30	11:15	<b>11:30</b>	14:00	15:15	16:00
<b>Volume</b>	183	1090	1022	<b>2250</b>	241	921	998
<b>P.H.F.</b>	0.93	0.88	0.84	<b>0.87</b>	0.78	0.96	0.93

i-009

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1832

1583

1832

2051

2043

1927

1643

1160

857

642

406

226

**16202**

**Combined**  
**27024**

**60.0%**

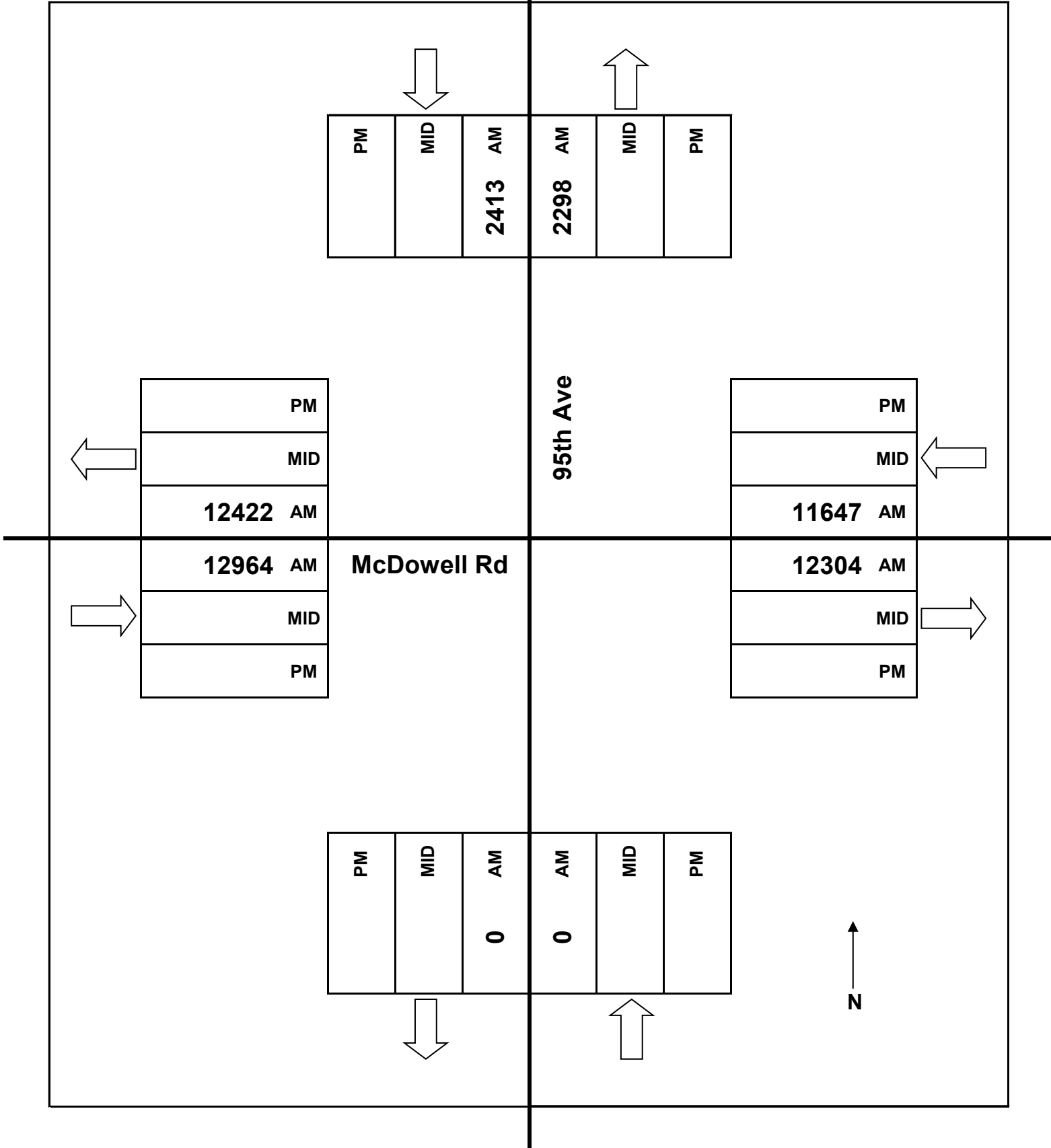
**15:15**  
**2122**  
**0.97**

JOB# 23-1055-009

VALIDATED: \_\_\_\_\_

DATE: 01/24/23

DAY: TUESDAY



Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-010

Location: 99th Ave btwn Camelback Rd & Cardinals Way

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	78	93		
00:15	2	1			12:15	76	99		
00:30	1	2			12:30	80	101		
00:45	0	4	2	5	12:45	87	321	108	401
01:00	1	3			13:00	74	103		
01:15	2	6			13:15	76	104		
01:30	5	9			13:30	69	85		
01:45	4	12	5	23	13:45	60	279	106	398
02:00	7	8			14:00	85	103		
02:15	4	4			14:15	79	96		
02:30	2	7			14:30	99	133		
02:45	5	18	5	24	14:45	90	353	121	453
03:00	2	8			15:00	98	124		
03:15	3	6			15:15	101	141		
03:30	6	9			15:30	108	143		
03:45	9	20	19	42	15:45	103	410	139	547
04:00	6	14			16:00	133	133		
04:15	9	21			16:15	131	131		
04:30	14	20			16:30	125	152		
04:45	21	50	43	98	16:45	124	513	151	567
05:00	24	52			17:00	111	154		
05:15	28	58			17:15	107	147		
05:30	42	65			17:30	105	111		
05:45	41	135	60	235	17:45	110	433	104	516
06:00	54	76			18:00	78	85		
06:15	50	85			18:15	80	76		
06:30	75	108			18:30	85	60		
06:45	74	253	101	370	18:45	86	329	65	286
07:00	89	112			19:00	60	54		
07:15	70	131			19:15	65	41		
07:30	96	155			19:30	54	20		
07:45	103	358	124	522	19:45	41	220	21	136
08:00	111	104			20:00	42	19		
08:15	104	85			20:15	28	16		
08:30	85	79			20:30	21	13		
08:45	74	374	103	371	20:45	14	105	9	57
09:00	69	96			21:00	16	11		
09:15	66	66			21:15	13	10		
09:30	60	60			21:30	9	7		
09:45	65	260	65	287	21:45	6	44	4	32
10:00	58	58			22:00	8	8		
10:15	57	57			22:15	5	5		
10:30	74	74			22:30	7	6		
10:45	75	264	78	267	22:45	4	24	3	22
11:00	58	80			23:00	5	2		
11:15	57	85			23:15	2	5		
11:30	59	74			23:30	1	2		
11:45	60	234	76	315	23:45	3	11	1	10

**Total Vol.** 1982 2559 **4541** 3042 3425 **6467**

GPS Coordinates: 33.516122, -112.272409

**Daily Totals**

NB	SB	EB	WB	Combined
5024	5984			<b>11008</b>

**AM**

**PM**

Split %	43.6%	56.4%	<b>41.3%</b>	47.0%	53.0%	<b>58.7%</b>
<b>Peak Hour</b>	07:30	07:00	<b>07:15</b>	16:00	16:30	<b>16:00</b>
<b>Volume</b>	414	522	<b>894</b>	513	604	<b>1080</b>
<b>P.H.F.</b>	0.93	0.84	<b>0.89</b>	0.96	0.98	<b>0.97</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-011

Location: 99th Ave btwn Thomas Rd & Indian School Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	9	3			12:00	67	89		
00:15	7	5			12:15	75	94		
00:30	7	6			12:30	75	74		
00:45	6	29	4	18	12:45	77	294	86	343
01:00	3	4			13:00	90	75		
01:15	5	6			13:15	80	83		
01:30	7	0			13:30	74	85		
01:45	6	21	2	12	13:45	94	338	74	317
02:00	5	2			14:00	92	84		
02:15	5	1			14:15	114	85		
02:30	5	3			14:30	127	96		
02:45	3	18	10	16	14:45	122	455	109	374
03:00	1	4			15:00	138	87		
03:15	3	4			15:15	134	118		
03:30	6	4			15:30	109	135		
03:45	2	12	7	19	15:45	106	487	142	482
04:00	5	12			16:00	94	121		
04:15	9	10			16:15	91	112		
04:30	9	11			16:30	128	123		
04:45	9	32	20	53	16:45	92	405	123	479
05:00	5	17			17:00	127	102		
05:15	9	22			17:15	99	113		
05:30	18	44			17:30	111	133		
05:45	21	53	38	121	17:45	84	421	80	428
06:00	21	42			18:00	108	81		
06:15	28	38			18:15	95	79		
06:30	44	70			18:30	101	76		
06:45	44	137	82	232	18:45	71	375	62	298
07:00	55	91			19:00	73	66		
07:15	59	97			19:15	55	57		
07:30	117	129			19:30	57	65		
07:45	102	333	136	453	19:45	53	238	44	232
08:00	62	188			20:00	62	38		
08:15	69	75			20:15	53	46		
08:30	59	62			20:30	48	32		
08:45	49	239	66	391	20:45	39	202	30	146
09:00	45	57			21:00	43	30		
09:15	42	36			21:15	26	23		
09:30	60	71			21:30	40	21		
09:45	46	193	60	224	21:45	26	135	23	97
10:00	60	60			22:00	22	17		
10:15	71	58			22:15	20	7		
10:30	63	83			22:30	17	13		
10:45	74	268	66	267	22:45	15	74	15	52
11:00	76	83			23:00	14	10		
11:15	64	91			23:15	7	11		
11:30	91	128			23:30	18	6		
11:45	82	313	87	389	23:45	9	48	6	33

**Total Vol.** 1648 2195 **3843** 3472 3281 **6753**

GPS Coordinates: 33.486718, -112.272481

**Daily Totals**

NB	SB	EB	WB	Combined
5120	5476			<b>10596</b>

**AM**

**PM**

Split %	42.9%	57.1%	<b>36.3%</b>	51.4%	48.6%	<b>63.7%</b>
<b>Peak Hour</b>	07:30	07:15	<b>07:15</b>	14:30	15:15	<b>15:00</b>
<b>Volume</b>	350	550	<b>890</b>	521	516	<b>969</b>
<b>P.H.F.</b>	0.75	0.73	<b>0.89</b>	0.94	0.91	<b>0.96</b>

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, January 24, 2023

City: Phoenix

Project #: 23-1055-012

Location: 99th Ave btwn Thomas Rd & McDowell Rd

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	5			12:00	112	144		
00:15	7	4			12:15	112	146		
00:30	6	7			12:30	111	113		
00:45	4	24	3	19	12:45	128	463	150	553
01:00	3	6			13:00	136	115		
01:15	7	7			13:15	101	158		
01:30	6	1			13:30	122	143		
01:45	7	23	0	14	13:45	144	503	148	564
02:00	6	1			14:00	154	125		
02:15	6	3			14:15	142	142		
02:30	4	2			14:30	148	143		
02:45	3	19	12	18	14:45	137	581	148	558
03:00	2	3			15:00	167	136		
03:15	3	4			15:15	152	157		
03:30	7	12			15:30	144	187		
03:45	3	15	14	33	15:45	144	607	216	696
04:00	6	12			16:00	125	189		
04:15	8	12			16:15	151	179		
04:30	7	19			16:30	154	180		
04:45	8	29	30	73	16:45	137	567	179	727
05:00	5	23			17:00	160	177		
05:15	11	31			17:15	136	179		
05:30	15	50			17:30	144	188		
05:45	16	47	65	169	17:45	141	581	159	703
06:00	33	67			18:00	148	140		
06:15	40	59			18:15	134	139		
06:30	64	131			18:30	143	122		
06:45	47	184	144	401	18:45	95	520	105	506
07:00	68	135			19:00	99	105		
07:15	49	120			19:15	101	94		
07:30	84	142			19:30	104	76		
07:45	77	278	150	547	19:45	70	374	55	330
08:00	82	198			20:00	90	57		
08:15	94	100			20:15	71	66		
08:30	90	85			20:30	77	35		
08:45	56	322	83	466	20:45	53	291	38	196
09:00	60	71			21:00	47	28		
09:15	55	72			21:15	42	26		
09:30	80	97			21:30	50	27		
09:45	59	254	117	357	21:45	31	170	27	108
10:00	81	97			22:00	33	21		
10:15	89	112			22:15	24	12		
10:30	104	129			22:30	21	12		
10:45	103	377	124	462	22:45	19	97	13	58
11:00	123	119			23:00	15	12		
11:15	91	127			23:15	9	9		
11:30	129	138			23:30	18	5		
11:45	114	457	141	525	23:45	12	54	5	31

**Total Vol.** 2029 3084 **5113** 4808 5030 **9838**

GPS Coordinates: 33.473267, -112.272537

**Daily Totals**

NB	SB	EB	WB	Combined
6837	8114			<b>14951</b>

**AM**

**PM**

Split %	39.7%	60.3%	<b>34.2%</b>	48.9%	51.1%	<b>65.8%</b>
<b>Peak Hour</b>	11:30	07:15	<b>11:30</b>	15:00	15:30	<b>15:45</b>
<b>Volume</b>	467	610	<b>1036</b>	607	771	<b>1338</b>
<b>P.H.F.</b>	0.91	0.77	<b>0.97</b>	0.91	0.89	<b>0.93</b>